

AUSTRALIAN ARCHIVES  
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Nos. 49-56-57 OB.U.  
RETURN & REPORT SHEETS

ANM 64

[16/10]



UNIT HISTORY SHEET

APPENDIX "A"

JANUARY, 1946

To show neighbourly spirit for the New Year, was the apparent aim of Mr. T. FLYNN, who owns adjacent property at RUM JUNGLE, when he presented this Unit with a remarkably fine, dressed hind of one of his pigs. The expression was much appreciated and the excellent pork was enjoyed by all.

On New Years day an unknown miner walked on to the Unit and begged to see the Dentist. It turned out that he had walked 47 miles from MOUNT FINNIS to BATCHELOR and swam six flooded rivers - all during a terrific storm - because he had the toothache. He had removed six of the front teeth himself with a pair of pliers, but could not grip the larger ones at the rear. Of such stuff are men of the outback. Arrangements were made to convey him to DARWIN and receive attention.

For the last few week-ends Corporal's DUGGAN, EDWARDS and HOLLAWAY have conducted fishing parties to LEE Point. They have usually returned here with a wet seat and a bag of fish - a delicacy which is all the more appreciated because of its rarity at this Unit. The brief holiday - though of a busmans type - is looked forward to by all those participating. With the withdrawal of the Mobile Cinema Unit and the installation of the Static Plant at ADELAIDE RIVER transport is now provided twice weekly to convey personnel to this 22 mile distant location.

By arrangement with Area Welfare, this Unit has been transporting the R.A.A.F. cinema operator and films from ADELAIDE RIVER to the FENTON Detachment once weekly.

The personnel at FENTON, though few in number are extremely gratified with this provision for their entertainment.

Most momentous news of the month was the order to disband No. 53 OPERATIONAL BASE UNIT. Work has gone ahead in this respect and though far from completion, arrangements are well under control.

Naturally all ranks are anticipating a Southern posting and will have no regrets at leaving "the territory", though some have intimated their unwillingness to leave 53 O.B.U.

It is proposed to hand over the O.B. camp and strip to a care and maintenance party from R.A.A.F. DARWIN, who will mainly service the signal facilities all of which are to remain.

*G.T. Dick*

(G.T. DICK)

Flight Lieutenant

Commanding No. 53 O.B. UNIT.

UNIT HISTORY SHEET

APPENDIX "A"

DECEMBER, 1945.

Affairs at 53 OPERATIONAL BASE UNIT have settled down and after the re-arrangement concerning personnel and accomodation things are working out quite smoothly.

The co-operation of Sqn.Ldr. A.HARLEY of No.8 POSTAL UNIT DARWIN in the provision of a tender to deliver mail to BACHELOR 7 days a week has been much appreciated. No postal orderly is held here on strength, but LAC.ROBINSON,K. equipment assistant, has filled the gap very capably and is to be congratulated on his efforts to dispencto, and collect mail for Unit members.

Credit must also be given to LAC LINARD.F. teleprinter operator, who looks after the affairs of the Unit Canteen and keeps us supplied with the small extras. Naturally the plentiful supply of cigarettes, tobacco, beer and lolly water as well as the other commodities, is assisting in the upkeep of morale in these times.

Xmas dinner on the Unit was a thing to be remembered by all who were present. The senior cook, CORPORAL SILFO,Y. and the messing staff turned on a really magnificent spread, and everyone was more than satisfied. Volunteers assisted in the preparation of the meal, decoration of the mess and in the clearing up. LAC. CRICKMORE devoted much of his time during the preceeding week to the production of a hand painted Menu Folder, a copy was provided for each place at the meal and all were delighted with the quality and appropriate nature of the work.

A small celebration was held in the evening when a large quantity of ale was disposed of.

On Boxing Day, the majority of the Unit went to BERRY SPRINGS for a picnic, but although the weather was unfavourable, we all had quite a deal of fun.

*G.T. Dick*

(G.T.DICK)

Flight Lieutenant

Commanding No.53 O.B. UNIT.

UNIT HISTORY SHEET

APPENDIX "A"

NOVEMBER, 1945.

This month has seen a sharp decrease in Unit strength which dropped from 79 to 35. Needless to say those that did go South were most pleased at the prospect of having Xmas dinner at home, while we that remain are more or less resigned to another Xmas away from home. Arrangements are already in hand to make the occasion as festive and happy as possible under the circumstances prevalent at the moment.

On the night of November 9th, one of the worst and most vivid storms experienced, was witnessed in this locality. Roll upon roll of thunder crashed seemingly just above our heads, while the lightning was the most fantastic and vivid ever seen. Alarm was felt when a particularly terrifying bolt struck the cables near the power house and showered the locality with sparks and flashes. The cables were firmly welded together, while the armature and commutator of the generating plant were pitted and rendered U/S. Officers and Sergeants, while at the evening meal, were blinded by a flash which struck at the Mess building and ran down the earth wire not 2 yards from where they were sitting. The wireless aerials around the Unit were, of course, struck many times, but only minor damage resulted.

Captain Stan Miller, Salvation Army Representative in this area and based on our Unit has been keeping going the good work for which the Salvation Army is already famous. Issues of comforts have been distributed regularly, while the arrival of the Captain in the bus (donated by the citizens of the city of Brunswick, Vic.) and his ice cold "deevah juice" is looked forward to by surrounding Units, as well as ourselves. Captain Miller is Welfare Officer at 53 O.B.U. and his interest in the men and their doings is most gratifying and appreciated by all.

After having been with us for over 3 years, the Dutch Signals organisation closed down during this month and transferred to Merauke. During these years a happy spirit of comradeship has developed between the men of the two Units and their departure was viewed with regret.

The present strength at the Fenton Detachment is 9 men. F/O C.H. Menchin, who was officer in charge, left to take up duties at North Western Area as Welfare Officer and the post is to be taken over by F/O Cowling. No. 6 Communication Unit fly an operator and the films from Darwin to Fenton for the screening every Tuesday night. Members from the Chemical Warfare Unit and men of nearby A.W.C. camps also attend.

*G.T. Dick*  
(G.T. DICK)  
Flight Lieutenant,  
Commanding No. 53 O.B. UNIT.

52A

UNIT HISTORY SHEET

APPENDIX "A"

OCTOBER, 1945.

In the early part of the month, this Unit lost its nearest neighbour and a host of good friends when No. 6 Communication Unit, under the command of S/Ldr. (Dec) Fenton, departed for their new location at Darwin civil aerodrome. Members of the rear party were quartered at this Unit for seven days.

A rare treat was provided for Unit personnel when LAC Whykes and several others on a shooting expedition, over a week-end, brought back 36 ducks and geese. The messing staff were congratulated on their preparation and serving of a really fine meal.

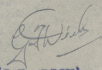
Previously, this camp had been divided into two portions by the main road to the Strip. With the object of consolidating and re-organising the Unit, personnel, the Unit canteen, the Sergeants and Airmens messes among other facilities, were transferred to the Southern side of the road. Keen interest was shown in the move, the quarters and buildings now being occupied by the sergeants and airmen being much better, and all is prepared for the coming of the "Wet".

Lieutenant J. Wallbrink and his Dutch detachment of ten men is still with us and maintaining a 24 hour signal service with his organisation.

During the month, this Unit assumed control of the Steam Laundry situated at Coemallie Creek. Serious difficulties in connection with spare parts for the engine and boiler were overcome by the resourcefulness and ingenuity of Sgt. Weidenhofer, the M.C.O. in charge. Blankets are being laundered and cleaned at the rate of 90 per day.

The Mobile Cinema and its operators, who have been attached to this Unit, has been screening two features each Tuesday evening and the show has been well attended by personnel from this and nearby Units. Transport is provided three nights a week to take personnel to screenings at other locations in the vicinity of Batchelor.

From the strength of 72 members, we were allotted a quota of six to be interviewed by the Commonwealth War Investigations Committee. Only four airmen who were interested, could be found and these were sent to Darwin and interviewed on the night of Saturday 25th October, 1945.

  
(G.F. DICK)  
Flight Lieutenant,  
Commanding No. 53 O.E. UNIT.



51A

9 OCT 1945

HEADQUARTERS NORTH WESTERN AREA

ORGANISATION ADMINISTRATIVE INSTRUCTION No. 115

PRODUCTION OF UNIT HISTORIES

1. The desirability of units, particularly operational squadrons, compiling their own histories covering their activities throughout the war period has long since been recognised by War History Section at R.A.A.F. Head-quarters.

2. No financial assistance can be made available, but units are advised that every facility and encouragement will be given to persons writing such histories.

3. When costs were being examined to formulate a common plan for all unit histories, it was found that a volume could be produced for approximately 10/- per copy. It is suggested that units bear this in mind when considering publication.

4. Considerable historical material is available at the War History Section, R.A.A.F. Head-quarters, to assist any unit desirous of producing its own history, and those interested are invited to make use of the facilities at their disposal. In addition, all possible help will be provided by War History Section, within the limits of the staff available.

1/2/AIR

W

11/10/45

J. F. Headlam s/o  
(F. HEADLAM)

Group Captain,  
SENIOR ADMINISTRATIVE STAFF OFFICER,  
HEADQUARTERS NORTH WESTERN AREA



50A

SEPTEMBER, 1945.

Since the cessation of hostilities all service facilities have been satisfactorily maintained.

The 3 1/2 K.V.A. for strip lighting has been completely installed and in operation during night landings during the month.

A change of command is to take place early in October when Flight Lieutenant N.W. Ward (A. & S.D.) will hand over to Flight Lieutenant G. Dick (G.D.) from No. 5 Operational Training Unit.

*Mward*  
(N.W. WARD)  
Flight Lieutenant,  
Commanding No. 53 O.B. UNIT.

49A

UNIT HISTORY SHEET

APPENDIX "A"

AUGUST, 1945.

The month was a memorable one as it marked the sudden capitulation of Japan and the momentous matters leading up to the total surrender of her armed forces in every theatre of war.

The days set aside in this area for celebrations were passed quietly but enthusiastically by all ranks. A camp concert was arranged at the picture site on the night of 15th. and a happy and entertaining time was thoroughly enjoyed.

At 0830 hours on the 16th. Padre MacGowan conducted a Thanksgiving Service at which representatives of all ranks from this unit, No. 18 Squadron, No. 6 Communication Flight and No. 3 Wireless Unit joined. Colonel Jesserum, commanding No. 18 Squadron, made a short opening address and then handed the parade over to Padre MacGowan to conduct the solemn service, Captain Miller, Salvation Army, and F/Lt. Ward assisting in reading of the lessons.

A cricket match was played during the afternoon between members of this unit.

The Commanding Officer called a muster parade of all ranks and read to them the orders of commendation and appreciation from the Chief of Air Staff, Air Vice Marshall Jones, the Air Officer Commanding R.A.A.F. Command, Allied Air Forces S.W.P.A., Air Vice Marshall Bostock, the Air Officer Commanding North Western Area, Air Commodore Charlesworth and the Governor General of Australia, His Royal Highness the Duke of Gloucester.

During the month, and in conformity with N.W.A. Administrative Instruction No. 2, "B29 Typhoon Evacuation Plan", No. 53 O.B.U. and it's Penton Detachment have prepared for this eventuality. Fortunately, there has not arisen any necessity to implement the plan.

A 3<sup>rd</sup> K.V.A. is being installed to control the Strip lighting. Power supply from the camp generators will, in the future, become an auxiliary means of supplying current for the flare path.

On the evening of the 30th. the members of the Officers and Sergeants Messes held a "Victory Dance" in the Officers Mess, the guests of the evening were the ladies from the A.W.C. Headquarters at Adelaide River and Darwin.

The hitherto high standard of discipline and morale remains quite satisfactory.

*M Ward*  
(N.W. WARD)  
Flight Lieutenant,  
Commanding No. 53 O.B. UNIT.

48A  
UNIT HISTORY SHEET.

APPENDIX "A"

JULY, 1945.

During the month the Unit bade it's farewell to Group Captain Ryland and the remaining personnel of No. 79 Wing Headquarters.

It is recorded that a certain amount of regret is felt concerning the severance of, what has always been, a very amicable relationship between No. 79 Wing Headquarters and No. 53 Operational Base Unit.

Formation Headquarters of No. 53 Operational Base Unit is now North Western Area Headquarters.

Good weather conditions have permitted full scale sporting activities. The Unit personnel have acquitted themselves very favourably in their various games against neighbouring Units in the fields of Cricket, Soft Ball and Basket Ball.

The continuation of Batchelor Road past the camp and joining up with No. 18 Squadron trackway is now finally sealed and bituminised, thereby decreasing the dust menace to a minimum.

Hygiene, discipline and morale among all personnel is of the most satisfactory standards.

*W. Ward*  
(H.W. WARD)  
Flight Lieutenant,  
Commanding No. 53 O.B. UNIT.



UNIT HISTORY SHEET.

46A

APPENDIX "A"

JUNE 1945.

Unit activity in Signals matters has considerably reduced during the month as compared with preceding months.

Flying Control work was also on a reduced scale.

Reduction of establishment to meet the anticipated continuation of reduced activity on these phases of unit work, is dependent upon instructions from North Western Area Headquarters, as to the future role of the Unit. It is understood that this matter is under discussion by senior authority.

Welfare activities during the month were sustained and personnel make general use of the facilities provided for recreation and entertainment. In these matters the Padre and Salvation Army representative, attached to the Unit, have been of considerable assistance to the Welfare and Sports Committees.

*M Ward*

N.W. WARD,  
Flight Lieutenant,  
COMMANDING NO. 53 O.B. UNIT.

UNIT HISTORY SHEET.

45A

APPENDIX "A"

MAY 1945.

The continued fine weather has given the various sporting activities of the unit excellent opportunities of practice games and scratch matches.

Satisfactory interest has been shown by all personnel in Zone Competitive sport in respect to Tennis, Basket Ball, Cricket and Soft Ball.

Teams will be entered in these games and from the enthusiasm shown in practice games, the unit should acquit itself successfully in all branches of sport.

Baddington has gained interest from the point of view of an inter-section sport. A Challenge ladder is being prepared and, when completed, it is expected a good amount of spare time will be devoted to gaining "Top of the Ladder".

The cricket team suffered a defeat in the opening game of the season, played on 19th, going down to 224 Radar Station by 122 runs to 66. The best score for 53 O.B.U. was IAC Johnson with 25 runs. The most successful bowlers were "Bill Edwards" 4 for 21 and W/Sgt Healey 2 for 27 and Cpl Clifford 3 for 30.

Greater success was evident in the match against No. 6 Communication Flight on 26th, with a win for O.B.U. The score was 9 for 206 against 148 by Com. Flight. The best scorers for 53 O.B.U. were IAC Jackson 58, W/Sgt Healey 28 and Cpl Clifford 27 N.O. and the outstanding bowlers were W/O Bronhead 4 for 35 and Cpl Clifford 3 for 46.

Endeavours are being directed toward the completion of arrangements for a Zone Boxing tournament? Sgt Stickley is promoting a good deal of interest in this regard and has commenced a gymnasium in the old Airmens Transit Mess. Each Tuesday night he will conduct training and instructional classes. Additional boxing material would assist in promoting further interest.

Weekly C.O. parades are being continued and the bearing of the men, their drill as well as the care of arms on issue to all ranks is very satisfactory.

The camp, from the point of view of hygiene and cleanliness of messing and barracks is tidy and orderly under existing circumstances.

The morale of the men is quite satisfactory and good standard of discipline is being maintained.

*M. Ward*  
(H.W. WARD)  
Flight Lieutenant,  
COMMANDING NO 53 OPERATIONAL B



UNIT HISTORY SHEET.

44A  
APRIL 1945.

APPENDIX "A"

The unit was kept busy during the month rendering assistance to practically all Sections to the Units of 79 Wing and Wing Headquarters, this is evidenced by the fact that 8 vehicles from this transport Section are at present on loan to the wing.

2. The "wet" season is apparently finished, and there are many grass fires in the area, but none have caused concern to this unit. We are awaiting favourable weather conditions to burn the grass on the strip and it is hoped to have this job completed early next month.

*M. Ward*

(M.W. WARD)  
Flight Lieutenant,  
COMMANDING NO. 53 O.B.U.

43A

UNIT HISTORY SHEET

MARCH, 1945.

APPENDIX "A"

The activities of this Unit for the month of MARCH, 1945, were not marked by any unusual occurrence.

The morale on this Unit is of a high standard, being mainly attributed to the keen interest, shown by personnel, for all types of sport. The football team reached the Semi-final of the Zone Australian Rules Competition where it was defeated by the Navy team in a keen, well fought tussle. During the month, an Intra Zone Softball Competition was organised and the matches are now being played. - A Pennant has been promised by N.W.A. Welfare Section for the winning team. A Unit team will also be entered in the Basket Ball Competition at present being organised by N.W.A. Welfare Section.

The Unit Defence M.C.O. has been engaged, during the month, in training personnel of No. 79 (GR/B) Wing Headquarters and Air Support Unit in Small Arms and Anti-Gas Drill. All anti-gas equipment on personal issue to members of this Unit was checked and tested. In addition, respirators were checked for serviceability in the Unit Gas Test Chamber.

During the month a number of personnel were made available from No. 18 R.A.S.U. and No. 20 A.S.P. and were employed in cleaning and burning the grass from the vicinity of all buildings in the area. This work is now completed and, it is felt, that all possible precautions have been taken to protect service property against the danger of fire during the coming dry season.

*M. Vickers*  
(M.C. VICKERS)  
Flight Lieutenant,  
Commanding No. 53 C.B. UNIT.

# UNIT HISTORY SHEET.

42 A

APPENDIX "A"

Month Of February 1945.

In preparation for the dry season when large grass fires are to be expected all Unit Fire Extinguishers were tested during the month. Where it was found that they were not operating with 100% efficiency they were either recharged or returned to store and replacements obtained. The fire fighting orders have been revised, and this unit is now well organised for any outbreak of fire which may occur.

A visit from the Regional Canteen Officer towards the end of the month resulted in a suggestion that some minor alterations be made to the unit canteen, these alterations have since been carried out.

With the exception of a few personnel who arrived toward the end of February, all members of the unit have completed training with the Rifle, Thompson Sub Machine gun and Bren L.M.G.

Apart from the normal routine duties during the month, this unit was engaged in rendering all assistance possible to 79 Wing Headquarters, and its various units in the preparations for the proposed Wing move to the new location at "Budu". All Gas Equipment on personal issue to members of Wing H.Q. and Air Support Section was tested and checked by our Gas M.C.O.

The Equipment and Transport Sections provided great assistance to the wing in the provision of Equipment and transportation of same to Darwin.

It is interesting to note that during the month the number of landings and take offs at this drome were :-

<u>DAY.</u>		<u>NIGHT.</u>	
<u>Take Offs.</u>	<u>Landings.</u>	<u>Take Offs</u>	<u>Landings.</u>
377	383	22	14

*H. C. Vickers*  
.....  
(H.C. VICKERS).

Flight Lieutenant,  
COMMANDING NO. 53 OPERATIONAL BASE UNIT

41A

APPENDIX "A"

UNIT HISTORY SHEET.

COMMANDING OFFICER'S REPORT

During the month of January, 1945, it was necessary to take steps to increase the accommodation facilities of the Unit.

The stage has now been reached where all permanent buildings on the Unit are fully occupied. This includes all buildings on the old "Air Movements" site at the eastern end of the runway as well as the old transient mess and kitchen. Some of these buildings were taken over for sleeping accommodation and offices by the Air Support Party of No. 79 (GR/B) Wing Headquarters - the rest are being used for the same purpose by No. 83 Operational Base Unit which is forming on this Unit. Therefore, as we had a number of visiting aircraft, during the month, as well as aircraft from other Squadrons using this location as a base for operations, it was essential that additional tents be erected. It was also necessary to manufacture many additional "bush" beds.

The roster covering Defence Training came in for some revision as, through a rather large change over of personnel during the past two months, it was endeavoured to bring all members up to the same standard before proceeding further. This was arranged and, at the end of the month, all personnel had completed instruction and training on the Rifle and Thompson Machine Gun.

The report from the Area Inspector of Accounts, covering his January visit, confirms the statement in last month's appendix that the affairs of the Equipment Store are now in excellent order.

The morale and discipline of the Unit are of the usual high standard.

*N.C. Vickers*  
(N.C. VICKERS)  
Flight Lieutenant,  
Commanding No. 83 O.B.U.



Sheets wrongly numbered. Suggest some of the C.O's comments should appear in A.5 0 ratherthan devote A.50 to a record of postings etc.



22080.

POSTAGRAM.

340A

TO : All Units, N.W. Area.

FROM : N.W. Area HQ.

0753/PCM 26 JAN.

DEFECTIVE (.) COMPILATION OF FORMS A.50 BY MANY UNITS IS  
UNSATISFACTORY (.) IN FUTURE ALL COMMANDING OFFICERS ARE TO  
ENSURE THAT THE PROVISIONS OF A.F.O. 18/T/5 AND ORGANISATION  
ADMINISTRATIVE INSTRUCTION NO.95 ARE STRICTLY AND CAREFULLY  
IMPLEMENTED (.) DEFECTIVE FORMS WILL BE RETURNED TO UNITS FOR  
CORRECTION (.) MAIN FAULTS ARE SHEETS WRONGLY NUMBERED AND DO  
NOT CARRY ON FROM PREVIOUS MONTH AND INSUFFICIENT DESCRIPTION  
OF UNIT ACTIVITIES GIVEN (.) THIRTY SEVEN UNITS RENDERED  
DEFECTIVE FORMS A.50 FOR DECEMBER (.) A MEMO SHOWING DEFECTS  
IS ANNEXED TO RELEVANT COPIES OF THIS POSTAGRAM FOR INFORMATION  
AND FUTURE ACTION OF UNITS CONCERNED

*K. Weaver*  
F/L.  
ORG 1. HQ. N.W.A.

T.O.O.  
230110Z

39A

APPENDIX "A"

No. 53 Operational Base Unit.

UNIT HISTORY SHEET.

as at 31st December '44.

(a) Commanding Officer's Appendix.

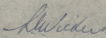
During the month of December, 1944 eleven inches 15 points of rain fell in the Unit area. This caused the Unit much concern with the H/F D/F Station site as the heavy rains were continually washing the earth off the earth mat. Parties of men were kept busy filling in these wash-aways and the help of No. 5 Divisional Works Office was enlisted to cut a drain around the area. However, the matter got out of hand after one particularly heavy storm when the trench carrying the underground cables subsided, pulling the earth mat down with it. North Western Area Signals Section were then informed and the Station (H/F D/F) taken off the air for three days while No. 5 Radio Installation and Maintenance Unit carried out work to avert the possibility of a recurrence.

Also, during the month, an unsuccessful endeavour was made to spray the mat area with weed killer, however, the nap sack spray was much too fine and would not penetrate through the roots. In order to get a heavier concentration of the solution a trial was made by using the water cart principal - a truck carrying a water tank - but it proved too heavy for the mat. From investigation of the area covered by the truck it is felt that the solution will kill weeds but the only effect it had on saplings or grass - which are the greatest menace - is to burn the tops, leaving the roots untouched to bring forth further shoots the next day. On advice, it was decided not to persevere with the weed-killer during the wet season but to rely on mowing in order to keep the grass down.

The affairs of the Equipment Store are now in good order as evidenced by the monthly report of the Zone Accounting Officer which states that everything is satisfactory.

Defence training is continuing, also the very popular nightly recreational training games..

The morale and discipline of the Unit personnel are still of a high standard.

  
(N.C. VICKERS)  
Flight Lieutenant,  
Commanding No. 53 O.B.U.

No. 53 Operational Base Unit.UNIT HISTORY SHEET.

- November, 1944.

(a) Commanding Officer's Appendix

During the month of November the Unit was inspected by Squadron Leader S.A. BAKER (S.A.O. No. 79 (GR/B) Wing Headquarters) who reported that everything was in a satisfactory condition.

Unfortunately, due to personnel difficulties, we were unable to have the affairs of the Equipment Section completely up to date at the time promised in our last report. The work is definitely going ahead and should be completed during the month of December.

The Unit's preparations for the "wet" season are well in hand. The tent position, which we were concerned with in last month's report, has been greatly improved and it is considered that tents, now erected, will withstand the rigors of the season.

Permission was received from Army Units, which recently vacated their sites in our immediate vicinity, to take over their stocks of cut and stacked fire wood. This has ensured an adequate stock to tide this Unit over the period when gathering will be impossible.

The airmen's mess has been re-roofed and the interior of the mess and kitchen painted by volunteer labour.

Certain road work has been completed and portion of the gravel requirements have been delivered. The remainder of the gravel will be delivered when we have the machinery available for spreading.

During the past month 92 personnel have attended Defence Training and, of these, 22 have completed rifle training and 9 have completed a course on Thompson Machine Guns. The balance are receiving further training.

Fire training courses are also being held for Fire-Tender Crews as well as other key personnel.

Gas drill was also commenced on the Unit during the past month. So far 60 personnel have been tested and have received further training. The respiratory equipment on personal issue was also checked.

The morale and discipline of the Unit is of an even higher standard than normally and it is felt that there are two contributing factors. Firstly, most of the personnel with over 15 months service in this area have been relieved or have been granted leave pending their reliefs arriving. Secondly, the nightly recreational training games have, it is felt, definitely improved the standard of morale. Nine teams are now competing in Volley Ball and Soft Ball tournaments and, if enthusiasm and keenness count for anything, this has been a most favourable move.

*N.C. Vickers*  
(N.C. VICKERS)

Flight Lieutenant,  
Commanding No. 53 O.B. UNIT.

SECRET

UNIT HISTORY SHEET

(a) Commanding Officer's Appendix.

The main activity of the Unit for the month of November, apart from normal functions, was an endeavour to straighten out the affairs of some sections, the records of which had, in the past, been unsatisfactory. This particularly applies to the Equipment Section and a report, setting out the progress up to the 28th November, 1944, has already been forwarded. The report also states the date on which it is expected that the records will be completely up to date and requests that a further inspection be carried out.

Preparations for the "wet season" are still being carried out and, although the work in this regard under the control of this Unit, is satisfactory, other matters are causing some concern.

The first rains of the season have proved that a number of tents are unserviceable and, as this item seems to be in short supply in this area, sufficient replacements are not to hand. However, an experiment is being carried out to make the flies water-proof, by spraying with camouflage paint, which may fulfil the need until replacements are available.

There is also work to be carried out on the roads and gravel to be delivered. No. 5 Divisional Works Office, who have started this work, have given the assurance that it will be completed as soon as possible.

New sporting equipment came to hand during the month and a Sports Officer and Committee have started to organise sport for all personnel. The response, so far, has been good and it is expected that the move will be most popular.

The morale and discipline of this Unit is of a reasonably high standard, and with the posting, during the past few weeks, of some personnel who have completed from 17 to 21 months service in this area, it is expected that a higher standard will be reached in the near future.

Reports from the Defence Officer show satisfactory results from Defence Training. Already 97 men have undergone or are undergoing training. Of these men, 44 have passed the elementary test.

Enclosed with the Unit History Sheet are some photographs, showing Unit Headquarters Administrative Building, Unit Sick Quarters, the Chapel and the Airmen's Mess. These photographs are suitably annotated on the back.

*N.C. Wickers*

(N.C. WICKERS)  
Flight Lieutenant,  
Commanding No. 53 O.B. UNIT.



36A

POSTAGRAM.

TO : ALL UNITS.

FROM : N.W.A.

0280/PGM 9 OCT 44

RESTRICTED	(.)	PHOTOGRAPHS	AS	APPENDICES		
TO	FORMS	A.50	AND	A.51		
ARE	TO	BE	ATTACHED	BY	SLIDING	
CLIPS	AND	<u>NOT</u>	PERFORATED	(.)	FULL	
DETAILS	ARE	TO	BE	WRITTEN	ON	BACK
IN	ACCORDANCE	ORG.	ADMIN.	INSTRUCTIONS		
NO. 95	PARA 16	(.)	MANY	UNITS	ARE	
STILL	OMITTING	COMMANDING	OFFICERS	REPORT	WITH	
A.50's	AND	RETURNS	ARE	NOT	BEING	
DESPATCHED	BY	6TH	DAY	OF	MONTH	
(.)	THESE	MATTERS	ARE	TO	BE	
GIVEN	CAREFUL	ATTENTION	IN	FUTURE	(.)	

*Br. [signature]*  
S.O.ORG HQ.N.W.A.

RESTRICTED  
POSTAGRAM.

13/9/AIR



35B

# UNIT HISTORY SHEET

## (a) Commanding Officer's Appendix.

Apart from the normal functions of this Operational Base Unit, the main work in hand, at present, is the not unimportant preparations for the "Wet Season".

Up till June this year, the Airmen's Camp was dispersed over a comparatively wide area which was unsatisfactory for many reasons. Accordingly, a move was made and completed whereby, although still having in mind such things as camouflage etc., all the airmen's accommodation was transferred to four compact and parallel lines. New showers and other facilities were provided adjacent to it. The making of adequate paths and drains is in progress, with the result that the Camp Area should be in very fair condition in time to withstand the rains, which are expected in the near future.

S/Ldr. G.M. PENNERFATHER, who was the Commanding Officer of this Unit, was evacuated South on the 3rd September, 1944, on account of internal trouble, and it is not expected that he will return to an Operational Area, and the Adjutant, Flying Officer G.E. MCGREGOR, has been temporarily commanding the Unit. However, Flight Lieutenant V. VIVKERS has now been posted to this Unit to command and will arrive about the middle of October.

Owing to no replacement having been made when the Defence Officer was posted from this Unit, approximately five months ago, defence training has, of necessity, slackened off considerably. However, the Area Defence Officer has arranged for a Defence Officer and an A.D.I. to be on this Unit for sometime to enable the defence training to be properly under way. They arrived on the 25th September, and a course of defence training was commenced without delay, although considerable difficulty is being experienced in the arranging for the release of personnel without impairing efficiency.

On the 29th of the month the members of No. 8 R.A.A.F. Postal Unit, who remained at this Base after the removal of the parent Unit, were attached to this Unit for duty at the A.F.P.O. No. 22.



(G.E. MCGREGOR)  
Flying Officer,  
Temp/Commanding No. 53 O.B. UNIT.

Dated :- 8th October, 1944.

SECRET

347

FROM : Group 67, R.A.A.F., DARWIN, N.T.  
TO : Headquarters, NORTH WESTERN AREA - Group 22 DARWIN.  
(Copy to 79 WING HEADQUARTERS)  
DATE : 2nd September, 1944.  
REF : 13/9/AIR(34a)

UNIT HISTORY SHEET

1. Forwarded herewith is the Unit History Sheet, together with appendix, relative to this Unit for the month of August, 1944.

*G.E. McGregor*  
(G.E. MCGREGOR)  
Flying Officer,

Temp/Commanding No. 53 O.B. UNIT

13/9/44

34B

UNIT HISTORY SHEET

COMMANDING OFFICER'S APPENDIX


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Perhaps the most important event during the month of August was the closing of the Transit Section of this Unit, made possible by the transfer of No. 8 TRANSPORT AND MOVEMENTS DETACHMENT from BACHELOR to DARWIN on the 21st August, 1944.

2. The main domestic work, at present in hand, is the re-conditioning of roads, drains etc, in preparation for the "wet season". This work is rendered particularly difficult by virtue of the fact that only one small tip truck is available for the work, and the inevitable shortage of manpower.

3. Welfare activities are proceeding apace and quite a good Unit Concert Party is in the process of formation. A good deal of attention is also being given to the sporting activities in an endeavour to provide suitable contestants for the Northern Territory Sports Competition.

4. The morale of personnel on this Unit is still reasonably high.

  
(G.E. MCGREGOR)  
Flying Officer,  
Temp/Commanding No. 53 O.B. UNIT



RESTRICTED.

33 H

FROM: Group 22, R.A.A.F. DARWIN, N.T..  
TO : ALL UNITS.  
DATE: 28 August, 1944.  
REF : 24/27/ORG. (9A)

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

Reference paras 1-3 of this Headquarters Organisation Administrative Instruction No.95 dated 7 July, 1944.

2. R.A.A.F. Headquarters has advised of the attachment to this Headquarters of the undermentioned personnel as narrators for the preparation of first narrative of operations in and from NORTH WESTERN AREA.

F/Lt. C. J. SMITH (255036) and  
32937 SGT. HARTIGAN, G.E. (assistant to narrator)

3. The function of narrators will be to peruse current records, to tender advice concerning the maintenance and acquisition of records; to carry out interviews with appropriate officers; and to effect the writing of the first narrative as soon as possible after the conclusion of major operations.

4. Narrators should not be confused with Public Relations Officers as their duties are entirely separate and distinct. The information to be acquired by the narrator is solely for the purpose of historical record for the ultimate embodiment into the official history of the R.A.A.F.. Information of historical significance (irrespective of its security aspect) is therefore to be made available to such officers.

5. Commanding officers are to ensure that:-

(a) All possible facilities are made available to narrators to be present during the carrying out of operations, so that their narratives may be based as far as possible on first hand evidence.

(b) Narrators are given adequate opportunity for interviewing personnel and for the perusal of records and documents of historical significance.

(c) Air Transport, subject to operational exigencies, is to be made available as required, in which connection it may frequently be necessary for a narrator and his assistant to travel together.

6. Narrators will carry cameras for recording pictures of historical interest and facilities for the developing and printing of their films are to be made available.

7. Units are holding quantities of records of historical value (e.g. Intelligence Officers' reports on Operations) copies of which have not been received at R.A.A.F. Headquarters as attachments to the War Diary. Certain of these documents (by reason of their age) are no longer required to be retained at units. In order to avoid the laborious work involved in making copies, narrators, when visiting Units will indicate such documents as are so required at R.A.A.F. Headquarters (Historical Records Section). The Unit is thereupon to despatch the documents to R.A.A.F. Headquarters (Historical Records Section) provided they are no longer required for any purpose at the Unit, and provided that the consent of this Headquarters is first obtained.

13/9/44  
M. O. HANSEN,  
Group Captain,  
Staff Officer Administrative,  
HEADQUARTERS NORTH WESTERN AREA

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UNIT HISTORY SHEET.COMMANDING OFFICERS APPENDIX.

This Units' activities for the complete month of JULY '44 are not marked by any unusual occurrences.

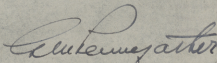
The moral and discipline on this Unit are still of a reasonably high standard, although it is noticeable that personnel who have completed 16 to 18 months in the Area are inclined to deteriorate somewhat as to the standard of morale.

Owing to the expansion of No. 79 WING HEADQUARTERS, a removal of this Units' Headquarters became necessary, and is now located in what was formerly the Officers Quarters. Formerly the Officers accommodation was most unsatisfactory, but they are now suitably housed in a block of 14' x 12' pre-fabricated huts adjacent to the Unit Headquarters. In addition, a new Unit Sick Quarters has been established under most satisfactory conditions, and is able to accommodate seven (7) patients under excellent conditions.

The advent of No. 2 Reserve Personnel Pool in the BATCHELOR Area, on 12 JULY '44 has had the effect of taxing the transit camp accommodation to the utmost at irregular periods, coinciding with the disposal by aircraft of pool personnel to their respective Units. In fact, there have been occasions when the available accommodation has been quite inadequate, however, Headquarters NORTH WESTERN AREA has been requested to make extra accommodation available.

During the month a sports ground was completed adjacent to the main camp. This enables regular cricket matches to be played on this ground, and it is also intended to utilise it generally for regular athletic meetings.

The recently established concert stage and picture screen has proved very popular to all Units in this locality, and it is confidently expected that a high and regular standard of entertainment can be maintained with the co-operation of the NORTH WESTERN AREA, Welfare Officer.



(G.M. PENNERATHER)  
Squadron Leader.,

Commanding No. 53 OPERATIONAL BASE UNIT.



HEADQUARTERS, NORTH WESTERN AREA.

ORGANISATION

ADMINISTRATIVE INSTRUCTION NO. 95.

UNIT HISTORY SHEET      OPERATION RECORDS BOOK.

FORMS A 50 AND A 51.

OFFICIAL WAR HISTORY.

The Chief of Air Staff has advised War Cabinet's appointment of Mr. Gavin Long as General Editor of the Official War History of Australia and has approved a provisional scheme for the Official History including :-

- (a) History of Australia's part in the present war in one volume.
- (b) A series of volumes in greater detail, including three volumes allocated to the part played by the R.A.A.F.
- (c) A Medical History of the War.

2. In order to complete the Official History as quickly as possible after cessation of hostilities, Official Service Historians have been appointed and the Historical Records Section at R.A.A.F. Headquarters has been re-organised and placed under the control of the Deputy Chief of Air Staff.

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

- (a) The acquisition of complete Service Records of an historical nature, etc.
- (b) The correlation and all preliminary work in connection with the Official History (other than the actual writing thereof) including the preparation of first narratives.
- (c) The acquisition of Service Records and relics, for custody of the Australian War Museum, including objects of historical interest.

RESPONSIBILITIES OF WING AND UNIT COMMANDERS & DETACHMENT COMMANDERS.

4. With a view to bringing about an immediate & general improvement in the preparation of Unit History Sheets, the attention of all commanding officers is directed to the necessity for closer conformity with provisions of A.F.O. 18/F/5 and with the additional instructions contained in this instruction.

5. It cannot be too strongly impressed on all concerned that the contents of the History of the Royal Australian Air Force will depend entirely on the information supplied by Formations, Wings and Units.

6. Commanding officers and the officer detailed to prepare Forms A50 & A51 must make themselves "historically" minded, no document, photograph, map, sketch or relic should be overlooked which may provide some link in the chronicling of the part played by the Service in all theatres.

7. If the Unit History Sheet (Form A50) submitted does not fully comply with A.F.O. 18/F/5 (and in particular the orders relating to the contents and preparation of the History Sheets) and also those instructions, the History Sheets will be returned to the Unit for amendment or addition.

21/1/51  
8. Commanding officers are to be responsible for the contents of the Unit History Sheets, but 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 personally responsible for the preparation of Form A51 including the documents required to be attached thereto.

#### COMMANDING OFFICERS' REPORTS.

9. The Commanding Officers of Wings and Units are to prepare a short report which is to be attached as an appendix to the unit history sheet. In the case of the C/O. of a Wing, his report is to cover all the activities generally of his Wing Unit, and also his Wing Headquarters Unit.

10. The purpose of the report is to provide the official historian with essential background information not included in the day to day entries. Such reports should therefore be in the nature of a general review of the activities of the Wing and/or Unit.

11. It should refer to the difficulties and obstacles encountered in connection with any particular matter and to any particular steps taken as a result thereof.

12. It should also show comments on the degree of success achieved in the carrying out of the Wing or Unit's activities for the month under review, together with factors affecting the results so achieved.

13. The report is to include comments on such matters as discipline, morale, living conditions, general welfare of personnel and other domestic matters heretofore not covered in the Unit History Sheet.

14. Appropriate photographs, maps, sketches are to be attached as appendices to Form A50 and A51, as the case may be (depending upon whether such photographs depict operational or other activities of the Unit).

15. Photographs, if procurable, should not only cover the operational or other activities of the Unit or Wing but it is most desirable that photographs should be obtained of all other aspects of service life and conditions.

16. Photographs are to be adequately inscribed on the back thereof, showing the necessary particulars for subsequent reference. They should show the name of the unit, the type and place of the event, article, equipment or anything else photographed, giving details or description, and if personnel included should give numbers, names, initials and rank, unless it is a photograph of a large group of personnel, when relevant details only may be given. The date of the taking of the photograph is to be shown also.

#### GENERAL.

17. An examination of Unit History Sheets previously submitted reveals that units have not appreciated the necessity for the correct observance of A.F.O. 18/F/5, and in consequence the R.A.A.F. has already lost a large quantity of information of considerable historical value.

18. History Sheets must be entered up daily and not left until the end of the month, which results in the loss of much valuable historical information.

19. The description of operations now being submitted is generally too brief and incomplete. The column on Form A51 headed "Description of Operation" is to be used for the purpose of setting out in narrative form a full account of every operation. This is to include also such matters as the purpose and intentions of the operation, particulars of the target or task allotted, the route flown, weather conditions, the difficulties encountered and any factors affecting the degree of success attained.

20. The description of events other than operations carried out is frequently too brief, such instances being :-

- " Aerodrome bombed by enemy aircraft - no damage."
- " W/Cdr. Smith visited unit."
- S/Ldr. Jones carried out inspection of units from 3rd to 10th January."
- " Squadron commenced its move to New Guinea."
- " Squadron completed its move to New Guinea."

31B

More historical detail, however secret at the time, must be included in the history sheet daily.

21. Copies of operational orders issued or received, Squadron Intelligence Officers' reports, after each operation, etc, must be attached. The columns on A51 " Reference to Appendices" should be used to refer to such appendices as operational instructions, maps, sketches, etc, and other documents mentioned in the " Summary of Events."

22. R.A.A.F. Units are to forward one copy of Forms A50 and A51 to Headquarters, North Western Area, for onward transmission to Air Force Headquarters, together with one copy of all relevant appendices. Units of the R.A.F. are to forward two (2) copies of the abovementioned forms and appendices, for onward transmission to R.A.A.F. Headquarters and Air Ministry. All units are to retain one copy on their own files. Detachments of units are to forward a resume' of their activities and any relevant photographs and appendices to the parent unit for inclusion in the Unit History Sheet.

23. Wing and Unit Commanders are to ensure that the Unit History Sheet is completed and forwarded to H.Q.N.W.A. by the sixth day of the following month, and a serious view will be taken if returns are late.

24. This instruction cancels H.Q. N.W.Area Organisation Instruction No. 44 of 14 June, '44.

NOT RECEIVED THIS UNIT  
M. P. Skinner F/Lt

for ( M.O. WATSON.)  
Group Captain,  
Staff Officer Administrative,  
HEADQUARTERS. N.W. AREA.

#### Distribution.

- All Units N.W.Area.
- All Unit detachments N.W.Area.
- A.O.C. and all Sections H.Q.- N.W.A.  
for information.
- File 24/27/Org.(4a)
- File 27/10/Org.

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13/9/1948

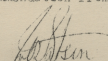
16A

ORGANISATION.ADMINISTRATIVE INSTRUCTION No. 44.HEADQUARTERS NORTH WESTERN AREA.

14 Jun, 48.

FORMS A.50 - OPERATIONS RECORD BOOK.

1. Operations Records Book, Form A.50, is to be prepared in duplicate, one copy to be forwarded to Area for checking and transmission to AIR BOARD, and one copy to be retained by the Unit for records purposes.
2. Attention is drawn to A.F.O. 18/E/5 for the compilation of this return.
3. For further guidance, you are advised that Unit History Sheet is intended primarily as a documentary record of all activities of the Unit. It is to contain such matters as promotions of Officers, both temporary and acting rank, postings and attachments of Officers, Welfare activities, training activities and any event outstandingly important to the Unit, such as opening of New Messes, Sports Grounds, Recreation Huts etc. Photographs are to be included where possible. Too much relevant information cannot be given.
4. A daily diary is to be kept solely for the purpose of compiling this return and Unit activities are to be recorded from day to day.
5. The responsibility of compilation will normally be the Adjutants, except on Operational Squadrons or other Units where an Intelligence Officer is on strength. At these latter Units, the Intelligence Officer is to be responsible for the compilation.
6. Appendices. The appendices to be attached will be P.O.R's, photographs, letters of commendation from higher authority etc.

(M.O. WATSON),  
Group Captain,STAFF OFFICER ADMINISTRATIVE.Distribution.

ALL UNITS.

File 27/10/ORG  
21/3/ORG

ORS



1A

FROM : Headquarters, North Western Area, DARWIN.

TO : R.A.A.F. Station, BATCHELOR.

DATE : 13th. June, 1942.

REF. : 13/1/ORG. (10A)

UNIT HISTORY SHEET (OPERATIONS RECORD BOOK; FORM A.50)

1. It is noticed that R.A.A.F. Station, BATCHELOR has not furnished any Unit History Sheets in accordance with A.F.O. 18/F/5 and it is requested that these be made out and forwarded in duplicate as early as possible. Forms are enclosed herewith.
2. A separate sheet should be used for each month and at the close of each months' entries a summary should be typed of the strength - officers and airmen as at the close of the month.
3. If records are incomplete from which to compile the History sheets in the early stages, it will be necessary to give entries as correctly as possible. For the future it is suggested that a book in the form of a diary be kept and items entered as they occur from which sheets can be typed at the end of each month. They should be forwarded to this Headquarters immediately after the close of each month.

*W. Savell*  
*W.A.*

WING COMMANDER,  
SENIOR ADMINISTRATIVE STAFF OFFICER.

# UNIT HISTORY SHEET.

No. 56. C. B. U. Detachment.  
GROOTE EYLANDT.....N.T.

30th. November. 1944.

Report of Officer Commanding :-

At present the main problems at this Detachment are Transport, Equipment, and Telephone Communication.

TRANSPORT. This has been very acute in the past, but quite good this month. A period of six weeks had been allowed to elapse, just prior to my posting to this Detachment. This lack of transport was bad for the morale of the detachment personnel and their families, and also resulted in such Administration inconvenience throughout the Area, particularly to 56. C. B. U. and this Detachment. Before leaving for Gove, I await transport to this Island. Transport difficulties were discussed at Area Headquarters and with Squadron Leader Ponton. Financial arrangements have since been completed for the construction of a strip close to the Flying Boat Base, where all but three of the Detachment strength are located. This proposal is being investigated and a report is being prepared. At present supplies and mail are either flown to the Flying Boat Base or the Land Plane Base. However the Land Plane Base is located almost 50 miles distance from the Flying Boat Base, and it may not be possible to transport heavy stores over the bush-road during the wet season, as the roads are much worse than in previous years and the trucks are showing the effects of use. It will therefore be necessary to use the Flying Boat Base and Supply Boat, which is unserviceable at present, for transporting heavy stores. During the past month 56. C. B. U. has made every possible effort to make transport available and Administrative matters have been adjusted and postings cleared. However there are considerable stocks of food supplies at Gove awaiting transport to this Detachment.

EQUIPMENT. Since the formation of this Detachment following the disbandment of 51. C. B. U., the adjustment of Equipment Records and the transportation of Fuel Stocks from the island, have been a major problem. It would appear that the records of 51. C. B. U. were never completed, and it is surprising that the finalisation of this relatively huge task has been left hitherto to <sup>the</sup> Equipment Assistants. Actually there will be ample staff in the Store once the store is established on a detachment basis. The absence of any recent evidence of Officer's direction and supervision has left much more work to be done than should have been necessary at this stage. Every effort will be made to convert the present equipment store to a store suitable for this Detachment. At present the store contains, Welfare Equipment, Barrels Gear, stores belonging to the Civil Aviation Department, Department of Interior, the Shell Company, Quantas Airways, and consumable items, which will all be transferred to their appropriate stores. It is felt that this will simplify the store-keeping and accounting, and pave the way for the ultimate disbandment of the Detachment.

## TELEPHONE COMMUNICATION BETWEEN FLYING BOAT BASE & LAND PLANE BASE.

There is no evidence of any Maintenance Work having been done on the 100 miles of line which flanks each side of the road between the Land Plane Base and the lagoon, and then deviates along the shores of the lagoon to the Flying Boat Base. This is unfortunate, as it may mean doing this work during the wet season. The line has mostly been erected on pollarded <sup>canes</sup> which now have approximately six months growth fouling the insulators. Young saplings are growing beneath the line throughout its length. Efforts will be made to cut back this growth, but with only two General Hands it is rather difficult to carry out this work, in addition to the other essential work to be done by a limited staff. Obviously this telephone line must be kept in a serviceable condition if the Land Plane Base is to be maintained as an emergency strip.

GENERAL. These difficulties are outlined in compliance with Unit History Sheet instructions.

*R. H. Blinnan* /  
(R. H. BLINNAN, Flying Officer)  
Officer Commanding  
No. 56. C. B. U. Detachment.  
GROOTE EYLANDT.....N.T.

NO. 51 OPERATIONAL BASE UNIT (LAND PLANE BASE)

UNIT HISTORY SHEET FOR MAY, 1944

- May 2. VHCTL (C47) (F/L Pannell) arrived 0621Z from Batchelor with F/Lt. Dawson, Zone Accountant Officer; departed 0700Z for Batchelor.
4. F/Lt. Dawson left for F.B.B. at 0035Z.
5. F/O Durack arrived from F.B.B. at 0740Z.
8. F/Lt. Kennedy left for F.B.B. at 0030Z.
10. F/Lts. McNamara and Kennedy arrived at L.P.B. 0840Z.
11. F/Lts. McNamara and Kennedy departed for F.B.B. at 0430Z.
12. F/Lts. Kennedy and Dawson arrived at L.P.B. at 0830Z.
15. VHCJN (C47) (--) arrived 0332Z from Horn Island, departed 0412Z for Penton. F/Lts. Kennedy and Dawson, and F/O Durack left for F.B.B. at 0630Z.
17. VHCTN (C47) (F/Lt. Anderson) arrived 2308Z from Batchelor with F/O Lilly, cypher Officer on posting; departed 2327Z for Batchelor. VHCTN arrived 0431Z from Batchelor, departed 0448Z for Batchelor.
18. P/O Lilly departed for F.B.B. 0010Z.
19. F/Lt. Kennedy arrived from F.B.B. 0800Z.
21. F/Lt. Kennedy left for F.B.B. 2250Z; returned 1000Z.
23. F/O Last arrived from F.B.B. 1000Z.
25. F/Lt. Kennedy left for F.B.B. 0430Z.
26. F/Lt. Kennedy returned from F.B.B. 2350Z.
27. Beaufort (F/O Haley) arrived 0150Z, departed 0255Z.
30. F/Lt. McNamara arrived from F.B.B. 0345Z. A34-86 (DH84) (F/Sgt Gordon) arrived 0646Z from Gove.
31. A34-86 departed for Millingimbi 2115Z. F/Lt. McNamara left for F.B.B. 0115Z.

Strength as at 31st May, 1944.

1 Officer  
24 Other Ranks  
6 Attachments--other Ranks  
31

*Kennedy J.L.*  
(J.L. Kennedy)  
Flight Lieutenant  
Commanding No.51, O.B.U. (L.P. Base)

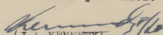
No. 51 OPERATIONAL BASE UNIT (LAND PLANE BASE)

UNIT HISTORY SHEET FOR APRIL, 1944

- April 2. VHCJD (C47) (Capt. Carlson) arrived 1320Z from Batchelor with F/Lt. Hollins, departed 1404Z for Batchelor.
3. F/Lt. Hollins departed 2300Z for F.B.B.
  4. F/Lt. Kennedy departed 2230Z for F.B.B.
  6. F/Lt. Kennedy Arrived 0400Z from F.B.B.
  7. VHCTC (C47) (F/O Smith) arrived 0916Z from Batchelor with F/Lt. Ricketts.
  8. VHCTC departed 2109Z for Batchelor. F/Lt. Ricketts departed 2045Z for F.B.B.
  9. VHCUL (C47) (F/Lt. Nolan) arrived 0811Z from Batchelor.
  10. VHCUL departed 2055Z for Batchelor.
  11. W/T P-P Watch opened 2315Z, closed 0555Z.
  14. A34-23 (DH84) (F/Lt Mitchell) arrived 0004Z from Gove with W/C Blakely, S/Ldr Austen, S/Ldr Hannay, personnel departed for F.B.B. 0030Z. R3528 (Anson) (G/C Hancock) arrived 0311Z from Higgins Field, departed 0424Z for Batchelor.
  16. R3528 forced down vicinity Groote Eylandt approx. 0840Z.
  17. R3528 arrived 2157Z, departed 0035Z for Gove. VHCTC (C47) (F/O Nolan) arrived 2350Z from Batchelor with F/O Durack, departed 0050Z for Batchelor with F/Lt Ricketts.
  20. BG429 (Oxford) (G/C Campbell) arrived 0200Z from Inverleigh, departed 0331Z for Gove, returned 0450Z departed 0600Z for Gove, returned 0745Z. Strip U/S 0341Z. W/T P-P Watch opened 0100Z, closed 1115Z. DH84 departed 0604Z for Millingimbi with personnel as above.
  21. W/T Watch opened 2200Z, closed 0025Z. N5-43 (B25) (unknown) arrived 2304Z from Merauke, departed 2320Z for Batchelor. BG429 departed 2310Z for Gove.
  24. BG429 arrived 0825Z from Gorrie.
  25. BG429 departed 2253Z for Higgins Field. VHCUK (C47) (S/Ldr Manifold) arrived 2342Z from Batchelor, departed 0040Z for Batchelor.
  27. 2 Boomerangs (--) arrived 0020Z from Melville Bay, departed 0125Z for Melville Bay. F/Lt. Kennedy departed for F.B.B. 2215Z.
  29. W2375 (Anson) (F/Lt Greenfield) arrived 0717Z from Inverleigh with A/C de la rue, Inspector of Administration, and S/Ldr O'Byrne. F/Lt Kennedy returned from F.B.B. 0450Z.
  30. W2375 departed 0057Z for Gove with above personnel.

Strength at 30 April, 1944

1 Officer  
24 Other Ranks  
5 Attachments--Other Ranks  
30

  
(J.L. KENNEDY)  
Flight Lieutenant  
Commanding No. 51 O.B.U. (L.P. Base)



No. 51 OPERATIONAL BASE UNIT (LAND PLANE BASE).

UNIT HISTORY SHEET FOR MARCH, 1944.

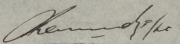
March 1. W/T watch opened 0155L. Closed 1745L.

9. VH-CHK (C/47) (--) arrived from Horn Island 1505L. departed 1550L. for Darwin. VH-CHT (C/47) (Lt. Vincent) arrived 1605L.
11. VH-CHA (C/47) (Capt. Carthwright) arrived 1327L. from Garbutt departed 1414L. for Batchelor with F.Lt. Hardwick. VH-CHT departed 1513L. for Darwin.
13. VH-CKB (C/47) (F.Lt. Whiteman) arrived 1710L. from Batchelor departed 1805L. for Townsville. EG701 (Anson) (G/C. Chamberlain) arrived 1810L. from Batchelor.
14. EG701 departed 0815L. for Inverleigh.
17. VH-CUD (C/47) (F.Lt. Henry) arrived 1645L. from Gove.
18. VH-CUD departed 0741L. for Townsville.
24. VH-CTB (C/47) (F/O Hooper) arrived 1728L. from Gove.
25. VH-CTB departed 0741L. for Townsville. F.Lt. Kennedy left for F.B. Base 1045L. returned 2030L.
28. W/T point to point watch opened 1915L. closed 2215L.
29. S/Ldr. Jordan and F/Lt. McNamara arrived from F.B. Base 1200L. F/Lt. McNamara returned to F.B. Base 1515L. MC520 (Anson) (F/Lt. Shields) arrived 1252L. from Gove, departed 1401L. for Batchelor with S/Ldr. Jordan.

Strength as at 31st. March, 1944.

- 1 Officer.
- 25 Other Ranks.
- 6 Attachments - other ranks.

32

  
(J.L. KENNEDY),  
Flight Lieutenant,  
Commanding No. 51 O.B.U. (L.P. Base).

COMMANDING OFFICER'S REPORT.

APPENDIX "A".


The month of February, 1946, witnessed a further slight reduction in strength of No.56 Operational Base Unit, the net reduction being 12.

The month was an unusually quiet one for GOVE, there being only 13 aircraft visiting here.

The supply of fresh foods was maintained well above average for this locality. This of course was appreciated by all ranks.

On the 28th. February, 1946, signal advice was received from N.W.A. HQ., stating that No.56 Operational Base Unit was to disband w.e.f. 25th. February, 1946. This news naturally created much elation, and the job of "packing up" commenced almost immediately.

It is pleasing to report that, six months after cessation of hostilities, unit discipline and morale exhibits a most satisfactory standard.

  
(B.W. McLAWS)  
Flight Lieutenant,  
Commanding  
No.56 Operational Base Unit,  
R.A.A.F. G O V E.

UNIT HISTORY SHEET.

No. 56. C. B. U. Detachment.  
CROOKS STRAIGHT.....E.T.

30th. November, 1944.

Report of Officer Commanding :-

At present the main problems at this Detachment are Transport, Equipment, and Telephone Communication.

TRANSPORT. This has been very acute in the past, but quite good this month. A period of six weeks has been allowed to elapse, just prior to my posting to this Detachment. This lack of transport was bad for the morale of the detachment personnel and their families, and also resulted in much administration inconvenience throughout the Area, particularly to 56, C. B. U. and this Detachment. Before leaving for Dove, you visit transport to this Island. Transport difficulties were discussed at Area Headquarters and with Squadron Leader Ranton. Financial arrangements have since been completed for the construction of a strip close to the Flying Boat Base, where all but three of the Detachment strength are located. This proposal is being investigated and a report is being prepared. At present supplies and mail are either flown to the Flying Boat Base or the Land Plane Base. However the Land Plane Base is located almost 50 miles distant from the Flying Boat Base, and it may not be possible to transport heavy stores over the bush-road during the wet season, as the roads are much worse than in previous years and the trucks are showing the effects of age. It will therefore be necessary to use the Flying Boat Base and Supply boat, which is unserviceable at present, for transporting heavy stores. During the past month 56, C. B. U. has made every possible effort to make transport available and Administrative matters have been adjusted and postings cleared. However there are considerable stocks of food supplies at Dove awaiting transport to this Detachment.

MAINTENANCE. Since the formation of this Detachment following the disbandment of 51. C. B. U., the adjustment of Personnel Records and the transportation of Fuel Stocks from the Island, have been a major problem. It would appear that the records of 51. C. B. U. were never completed, and it is surprising that the finalisation of this relatively huge task has been left hitherto to Equipment Assistants. Actually there will be ample staff in the store once the store is established on a detachment basis. The absence of any recent evidence of Officers' direction and supervision has left much more work to be done than should have been necessary at this stage. Every effort will be made to convert the present equipment store to a store suitable for this Detachment. At present the store contains, Welfare Equipment, Sewing Machines, stores belonging to the Civil Aviation Department, Department of Interior, the Shell Company, Quantas Airways, and consumable items, which will all be transferred to their appropriate stores. It is felt that this will simplify the store-keeping and accounting, and pave the way for the ultimate disbandment of the Detachment.

TELEPHONE COMMUNICATION BETWEEN FLYING BOAT BASE & LAND PLANE BASE.

There is no evidence of any Maintenance Work having been done on the 100 miles of line which flanks each side of the road between the Land Plane Base and the Lagoon, and the deviation along the shores of the Lagoon to the Flying Boat Base. This is unfortunate, as it may mean doing this work during the wet season. The line has mostly been directed on poles, which now have approximately six inches growth sealing the insulators. Bush saplings are growing beneath the line throughout its length. Efforts will be made to cut back this growth, but with only two General Batts it is rather difficult to carry out this work in addition to the other essential work to be done by a limited staff. Obviously this telephone line must be kept in a serviceable condition if the Land Plane Base is to be maintained on an emergency strip.

GENERAL. These difficulties are outlined in compliance with Unit History Sheet instructions.

*R. A. Blinn* 7/6.  
(R. A. BLINN, Flying Officer)  
Officer Commanding  
No. 56, C. B. U. Detachment.  
CROOKS STRAIGHT.....E.T.

## APPENDIX "A"

During the Easter Service on 1st April, the Native Choir from "YIRKALLA" Mission presented two numbers and the R.A.A.F., members of the congregation were amazed at the quality of their voices and their sense of harmony.

Cl47-402 which left for BIAK and caused quite a stir since it was believed to be missing, is another indication of the weakness of aircraft movements signals between GOVE and the Islands north of AUSTRALIA. Instances of destinations not sending arrival signals promptly and the time of transmission when such signals are sent confuse all concerned and lead to considerable unnecessary action on the part of operations and signals personnel at the airstrip of departure. Confusion was also caused by this aircraft using two separate call signs.

The power plants at GROOTE EYLANDT failed during the month and for some weeks only a limited running of one motor was possible. This caused great inconvenience in that the detachment relies solely on this source of supply for signals, cooking, lighting and refrigeration. However, a competent airman was sent and now has both motors running. Action has been taken for a supply of new parts.

The dust storms which raged over most of the Area did not spare GOVE and the Strip was closed at one stage. Our main worry was, as usual, lack of personal mail. Fortunately we are so well catered for in this respect that two or three days without mail raises a storm of protest.

The S.S. "MANGOLA" arrived with stores and equipment and, contrary to our previous experience, the unloading took place without a hitch. The task was made much easier as fifty Army personnel accompanied the ship to handle the consignment.

On April 15th, some American troops staged through and included in the passengers, was an Army Nurse. She created quite a sensation as this was the first time many of our personnel had seen a white woman for many months. The party had lunch in the Mess and departed.

On April 24th, the C.A.S., and party arrived on their way to MOROTAI. At the time a farewell party to W/Comdr. COSTELLO was in progress at 42 Squadron Mess. The C.A.S., joined the party for dinner and remained until about 9.30 p.m.

On 26th April, a dinner and "ding-night" was held at this Mess. All Units were well represented and a delightful evening spent. The greatest good fellowship is found amongst the officers of all Units in this particular Area.

Generally the month was fairly quiet.

It is noticed that an increasing number of aircraft, both R.A.A.F., and U.S.A.A.F., are staging through from the East Coast and to MOROTAI and North. All concerned here spare no effort to make these people comfortable and attend to the wants of themselves and their aircraft.

The new Hygiene Inspector arrived on 30th and it is expected that the usual high standard of hygiene will be again in evidence.

The rainfall was much below average but this was to be expected after the heavy March rains.

Discipline continues to be beyond reproach.

*E.H. Wray*  
(E.H. WRAY)  
Squadron Leader,  
Commanding  
No. 56 Operational Base Unit,  
G O V E.



## APPENDIX "A".

The A.S.R. Vessel "STEADY HOUR" was destroyed by fire at the jetty, whilst refuelling. Sterling work was performed by all R.A.A.F., members present in assisting to get the vessel away from fuel, the jetty, and the "SEA MIST", which was tied up at the opposite side of the jetty. In particular, F/Lt. B.H. COOK, Marine Officer, 56 O.B.U., rendered valuable assistance regardless of the danger of flying ammunition.

The Unit filing system was completely re-organised during the month. Whoever was responsible for the initial planning of the old system should be congratulated upon his fiendish ingenuity in achieving what was possibly the worst filing system (?) in the R.A.A.F.

On the evening of March 7th, some mysterious lights were reported to the N.W. side of MELVILLE BAY, and it was thought to be signalling. An armed party was sent to investigate but, on the boat approaching the light, it was extinguished. The following morning an armed party searched the vicinity and found some aborigines who said they had been roasting a Wallaby the previous night. This incident created quite a lively interest for some hours.

The Crash Launch proceeded to GROOTE EYLANDT with W/Cmdr. KEENAN and Crew of 13 Squadron to endeavour to fly out the Ventura stranded at the Mission Strip. The party then proceeded to EMERALD RIVER, after a delay owing to engine trouble, and went ashore. The launch stood off and, when the aircraft was airborne, returned to MELVILLE BAY. During this period the launch 03-12 stood in as Crash Launch quite satisfactorily.

Several Staff Officers visited the Unit on tours of inspection and mostly combined business with pleasure during their stay.

The Y.M.C.A. Representative has been experiencing some difficulty in getting around, for some time owing to the parlous state of his tyres. A brand new set arrived on March 13th, and he was able to resume his many "Cold-drink runs".

A most regrettable incident occurred when Mr. FALLS, a member of the A.W.C., who had been working on road maintenance plant, was discovered to be in possession of a Jeep and to be in the aborigine's camp at the Mission during the small hours of the morning. This person had been held in the highest regard by the Unit generally and particularly by the Officer's and Sergeant's Messes. The Service Police took him to DARWIN and handed him over to the Civil Police. It is understood that charges have been preferred against him.

Two aircraft were in difficulties on the Strip within four days of each other. The Beaufort A9-501, which ran off the runway on to an embankment, and the Ventura which landed with one tyre burst. The latter made what amounted to a belly-landing as the under-carriage collapsed and finished up on the side of the runway not more than 20 feet from the Beaufort. The only damage to the Strip was about a dozen cuts from the airscrew blades of the Ventura, and these were repaired in twenty minutes.

One of the lads operating the HF/DF was killed on March 22nd. He was shot through the head by a Thompson S.M.G., within a few minutes of taking over the midnight watch. Death appeared to be accidental, but an open finding was returned by the Court of Inquiry. He was 144737 LAC. HUGHES D.X.

The Cool-room remained unserviceable during the entire month but rumour has it that a new unit is to be sent across. The difficulty with meat and butter storage has been overcome partly with Mess refrigeration but only a limited amount of meat has been handled.

R.A.A.F., launch 03-12 has been unserviceable since 17th March. At present awaiting a new engine manifold. It has been impossible to make the usual trips to GROOTE EYLANDT.

Generally the month has been most satisfactory. Rainfall has been heavy - a total of 17½ inches against an average for March of 9½ inches.

We are therefore anticipating a fairly dry April.

Discipline has been consistently good. Bi-weekly beer issues have been made during the month - one bottle each on Tuesdays and Fridays. Continual co-operation is experienced from all ranks and the usual happy condition of the Unit prevails. The Messing Staff continue to perform splendidly and meals continue to be of a particularly high standard.

A slight decrease has been noticed in the standard of hygiene since the Inspector left the Unit but the advent of a new Inspector should rectify this.

*E.H.W.*

(E.H.WRAY)  
Squadron Leader,  
Commanding  
No.56 Operational Base Unit,  
G O V E.

APPENDIX "A".

The Naval diving party did sterling work in freeing the S.S. "MANGOLA'S" propellor from rope and also locating the two trucks which were overturned from a barge. The trucks were recovered and inspection revealed no serious damage. However, wiring and some alloy instruments and fittings are destroyed and the vehicles are being replaced shortly. Some R.A.A.F., personnel were employed on the diver's pump and great surprise was expressed that the task of operating it was so strenuous.

The "Squadronaires" performed at both 56 O.B.U., site and at 42 Squadron. Great pleasure was expressed by all audiences and F/O. DAVIDSON is to be congratulated upon the high standard of his members performance and his own organisation and performance. They were suitably entertained in the Messes and found time to visit the Mission and do a spot of fishing before leaving for DARWIN.

The unloading of the "MANGOLA" presented some difficulties, but the least of them being an endeavour to please the Master. Some good lessons were learnt and the organization for future ships will be vastly improved. Tribute must be paid to the Officers, N.C.O's., and Airmen who worked so well and made it possible to unload 10,000 drums of fuel and other equipment in 5½ days. It is understood that the loading of this vessel took 3 days at DARWIN, where all the necessary handling and loading gear are available at a wharf. It was found necessary to man the holds on the ship with R.A.A.F., personnel as the sole labour supplied by the Army were winchmen.

Considerable difficulty was experienced with the Water Pump during the month. Due to unauthorized interference with gate-valves, the one remaining serviceable pump, broke down and for a few days strict rationing was enforced. It was found impossible to rely upon the honour of the personnel in this Area and all relevant gate-valves were provided with chains and locks. Efforts to obtain parts for these pumps have been made since 25th October, 1944, without success. No. 5 D.W.O., and Headquarters N.W.A., were signalled and although the parts were despatched by the former to 8 T & M.O., it was days before the parts arrived. Had it not been for the versatility and vigour of a few members of the Unit in improvising parts etc., the water supply would have completely failed.

Mr. FALLS, Supervisor of the A.W.C., has been most helpful during his stay at this Unit. He has inspected all road maintenance machinery and will make certain recommendations regarding same. He has given good advice on road maintenance generally and assisted in improvising some gear. His opinion of the road is that, in view of the lack of suitable machinery and transport, the fact that it is an unsealed road and that it is the middle of the wet season, it is in excellent condition.

S/Ldr. FLEMING expressed satisfaction with the Unit Stores Accounts.

A "Pundit" Beacon arrived by air with an instruction that it was NOT to be unpacked by Unit personnel. The order seemed superfluous as the beacon was not packed.

G/Capt. SIMMS' stay was fraught with difficulties as the inclement weather prevented an Anson from reaching here with his new wheel. However, whilst awaiting the arrival of an aircraft from MOROTAI he filled in the time very pleasantly shooting, fishing and visiting the Mission.

The lecture given by Unit Section Commanders was a great success. Time allowed for only a brief address on relevant matters but a schedule is being arranged of periodical lectures on all administrative and equipment matters.

Generally the month has been most satisfactory. Some difficulties have been experienced with shortage of some personnel, but these are being adjusted. The discipline has been splendid. Unit hygiene is eminently satisfactory. The Camp Area continues to present a clean fresh appearance. General cleanliness and neatness of dress is outstanding and the Tuesday morning parade and inspection is a pleasure to conduct.

*E.H. Wray*  
(E.H. WRAY)  
Squadron Leader,  
Commanding  
No. 56 Operational Base Unit,  
G O V E.

APPENDIX "A"

A weekly sports afternoon was inaugurated on May 12th, and the day was devoted to swimming lessons. The chief instructor was Rev.K.SAUKURU. Since then, sports have been divided between swimming, fishing and football. It is hoped that the cricket pitch will be completed in the near future.

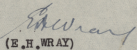
Two very pleasant evenings were spent with the officers from H.M.A.S. "BOMBO". Once on their ship and another evening at our Mess. Great appreciation of a day (and night) ashore is always displayed by the sea-going gentlemen.

13 Squadron advance party departed by air and it is anticipated that the air echelon will vacate their Camp and move into the O.B.U.Camp during the first week in June.

Officer postings have been very high and the Mess has had an almost complete change of faces.

There has been no outstanding occurrence during the month. Hygiene and discipline have been well maintained.

The bulk canteen issuing point was converted to 56 O.B.U., "A" class canteen on 31st May, 1945.

  
(E.H. WRAY)  
Squadron Leader,  
Commanding  
No.56 Operational Base Unit,  
G O V E.



APPENDIX "A".

COMMANDING OFFICER'S REPORT.

The month of June saw a very great change in officer personnel. the late Commanding Officer, S/Ldr.WRAY, departed for SYDNEY for admission to hospital, and the Adjutant F/O.LOCKE, Equipment Officer F/O.CORNISH, Pay Officer F/O.JOHNSON, Cypher Officer F/O.BLINMAN departed on posting whilst the Defence Officer F/O.McLAREN proceeded on leave. However little dislocation was caused and the Unit continued to function smoothly.

The Air Echelon of 13 Squadron moved in on the O.B.Camp in the first week in June and conditions in the Messes became somewhat overcrowded with the addition of about 60 personnel to each of the Messes.

The strip continued to be relatively busy. Two minor accidents occurred but fortunately no injury to personnel and only minor damage to the aircraft resulted.

The floors of the two Canteen stores were cemented during the month and this improvement will eliminate a certain amount of wastage that was occurring through the depredations of termites.

The general morale and discipline continues at a high level. General welfare is well catered for with a sports afternoon each week, and two picture shows weekly. A cricket pitch has been completed and an inter-unit and inter-section competition organised, whilst foot ball matches are held on stand-down days. Fishing is a most popular pastime and ample facilities exist for this sport.

*G.L.M.*  
(G.L.MARTIN)  
Flight Lieutenant,  
Commanding  
No.56 Operational Base Unit,  
G O V E.

COMMANDING OFFICER'S REPORT.

APPENDIX "A".

Except for the outwards posting of the Unit Adjutant, F/O.D.A.McLENNAN, there was no change in officer personnel during the month.

A ship arrived during the month with approximately 1000 packages of Canteen, 288 packages of Equipment, 205 packages of Rations Supplies and 2500 drums of fuel - 8655 empty fuel drums were back-loaded - all of the work involved was done by 56 Operational Base Unit personnel/ and transport and completed in 115 hours.

Air Commodore KNOX-KNIGHT visited the Unit (a general inspection) on 17/18th. July, and departed on 19th inst. All directions given by him in respect to strip maintenance have been implemented. The Air Commodore expressed general satisfaction with the functional and administrative conduct of the Unit.

Certain rationing and works maintenance personnel problems brought to his notice were accepted as warranting the attention of Headquarters, North Western Area Staff Sections concerned and relative annotations were made by the Air Commodore.

Discipline upon the Unit was quite satisfactory and no disciplinary charges were brought against any member during the month.

Welfare matters received the requisite attention and implementation; approval for the playing of Australian Rules Football in the GOVE district was granted by Headquarters, North Western Area during the month and the decision was greatly to the satisfaction of Unit personnel. Spiritual welfare is being capably handled by the Zone Chaplains, McCAUL and COLLINS.

*G.L. Martin*  
(G.L.MARTIN)  
Flight Lieutenant,  
Commanding  
No.56 Operational Base Unit,  
G O V E.

COMMANDING OFFICER'S REPORT.

APPENDIX "A".

The official announcement of the cessation of hostilities was received by Unit personnel with great satisfaction and relief. Discipline did not in any way deteriorate. Precautionary measures as directed by NORTH WESTERN AREA HEADQUARTERS were effected as applicable. No misdemeanors were evidenced.

All indicated official celebrations were observed, including the reading of messages of congratulations from the C.A.S., A.O.C. RAAF COMMAND and A.O.C. NORTH WESTERN AREA HEADQUARTERS, upon a parade held for that purpose.

All maintenance works and Unit <sup>functional</sup> duties are proceeding normally and currently.

Unit discipline and morale continues to exhibit a most satisfactory standard.

*G. L. Martin* *7/6*  
(G.L.MARTIN)  
Flight Lieutenant,  
Commanding  
No. 56 Operational Base Unit,  
R.A.A.F. G O V E R.



COMMANDING OFFICER'S REPORT.

APPENDIX "A".

S.S. "MANGOLA" arrived on the 19th. September, 1945. A.M.F. Docks Company provided inboard working party, supplemented by R.A.A.F. personnel ex DARWIN. (Total 64 men)

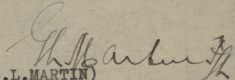
Overside, Marine, Beach-head and Transport personnel (51 men) were provided by No. 56 Operational Base Unit - discharge completed (60 hours) and vessel sailed early AM. 22nd. September, 1945.

Rear air party of No. 13 Squadron, comprising eleven Ventura aircraft under Command of Wing Commander Robert HOLMES, departed 0715 hours 23rd. September, 1945, for MOROTAI - LABUAN .

Bush fires have been prevalent throughout the month. However, as precautionary breaks had been instituted and regularly maintained in all appropriate areas, no trouble was anticipated or encountered.

Recreation, Sport and Entertainment have been expanded, the Cinema site shifted from a distance  $1\frac{1}{2}$  miles, to a convenient location in the Unit Barracks Area.

Morale remains at previous high level, and there were no disciplinary cases for action during September.

  
(G.L. MARTIN)  
Flight Lieutenant,  
Commanding  
No. 56 Operational Base Unit  
R.A.A.F. GOVE



COMMANDING OFFICER'S REPORT.

APPENDIX "A".

Upon taking over the unit Command from F/Lt.G.L.MARTIN on October 15th., the Commanding Officer is pleased to report that he found camp conditions to be good. Barracks and working areas were clean and tidy and the morale of the men generally of high standard.

As a result of a visit by the Air Officer Commanding (Air Commodore A.C.CHARLESWORTH) and G/Capt.PROBERT on 17th. and 18th. Oct., certain domestic and personnel matters were adjusted. Also the decision was made to move the Met. Section from its present locality near the Operations Room to the Strip. It is considered that a definite functional advantage will obtain from the move under present operating conditions. The new building will be completed in a few days.

Following upon the arrival of two Operations Officers, briefing has been organized to comply strictly with NWA HQ instructions re briefing of crews.

The Commanding Officer, Equipment Officer, Zone Accounting Officer, and Met. Officer visited the GROOTE EYLANDT Flying Boat Base by Catalina on October 25th. In accordance with instructions the met. equipment and met. personnel were removed to GOVE. Investigation of administration, personnel and matters connected with the anticipated closing of the GROOTE DETACHMENT were carried out and will be the subject of discussion when the C.O. visits NWA HQ. early in November.

The ship "ULOOLOO" carrying canteen goods, stores and fuel arrived October 30th. The cargo was discharged in 28 hours continuous work. Much credit is due to the airmen of this unit and No.42 Squadron for the speed and efficiency with which they unloaded the boat, as it was necessary to work 12 hour shifts owing to shortage of personnel.

The position with regard to the Y.M.C.A. Hut is unsatisfactory. The Y.M.C.A. Representative proceeded on leave after packing half his equipment. The Hut, whilst therefore of little value as a recreational centre requires a man to guard the remaining equipment 24 hours a day. The hut is situated one mile from the camp area, and as a consequence is a hunting ground for the natives. When the Y.M.C.A. Representative returns, it is proposed to move the recreational centre to a point near the airmen's lines and a provisionary hut has been established.

Liberators have remained overnight. Passengers and crew have been adequately catered for. The domestic arrangements regarding transport of crews from Strip, provision of a cup of tea or meals immediately upon arrival and the business of "making them feel at home" has been reorganized, and transients have expressed their appreciation of the interest taken in their welfare.

Five Service women have passed through - three staying overnight. Naturally this has caused much interest and humorous comment. With the prospect of lodging further transient females, a hut has been converted as a self contained unit - shower, toilet (quite hygienic) and bedroom all under one roof.

Bush fires near the Strip caused some damage to telephone poles and wires, but fuel dispersal has stood the test.

Matters of policy decided upon are :-

(i) With a reduced personnel it is proposed to consolidate the camp area. It is considered that the area will present a neater appearance, will be easier to keep clean and in a domestic way will save work.

(ii) Since one of our main functions is to service aircraft and board transients, Officers and NCO's are co-operating to make all transient personnel feel at home, no matter how short their stay. Other ranks are informed that the Education Centre and Recreation Room are at their disposal.

.....2

(iii) Welfare is to be given a more important role. Organized sport, boat picnics and the like are being organized by the welfare officers. Section Commanders have been asked to stand-down men when possible, having regard of course to maintaining efficiency in their sections.

Finally, it is pleasing to report that the War Loan Officer has to date received subscriptions totalling £510 for the Fourth Victory Loan.

*C.W. Fletcher*

(C.W. FLETCHER)  
Flight Lieutenant,  
Commanding  
No. 56 Operational Base Unit,  
R.A.A.F. G O V E.

COMMANDING OFFICER'S REPORT.

APPENDIX "A".

The decision of NORTH WESTERN AREA HEADQUARTERS to reduce the strength of this unit has resulted in a reduction of 67 personnel since 1st. November, 1945, leaving a strength of 113. Subsequently, the Commanding Officer has submitted a revised Establishment in accordance with NWA HQ. 24/35/Org. (25a) dated 21st. November, 1945. This Establishment suggests a further reduction of nine. It is considered that 104 personnel are sufficient to give an adequate service to transit personnel, handle refuelling, maintain the Strip and principal roads, operate point to point, aeradio, weather, HF/DF and VHF/DF frequencies.

Seven VHF/DF bearings only have been given to aircraft since 6th. November, 1944, four of which have been practice bearings. In these circumstances it is considered that the manpower to maintain the VHF/DF is not warranted.

The disbandment of No. 42 SQUADRON was completed today and 41 personnel of the rear party are now lodged on this unit awaiting transport to DARWIN.

Air transport between this Unit and DARWIN is unsatisfactory. Owing to a sharp decrease in the number of Anson aircraft arriving here (3 in the last 14 days) there are now 63 personnel (including those of No. 42 Squadron) awaiting transport. In some cases personnel will not reach their new units by effective date.

The GROOTE EYLANDT Detachment will close on approximately 5th. December, 1945, the anticipated date of the hand-over to Civil Aviation, at which time the R.A.A.F. personnel will be withdrawn.

The month has been one of change and disorganisation due to postings, but there is little doubt that the morale of the men is good.

*C. W. Fletcher*  
(C. W. FLETCHER)  
Flight Lieutenant,  
Commanding  
No. 56 Operational Base Unit,  
R.A.A.F. C O V E



COMMANDING OFFICER'S REPORT.

APPENDIX "A".

The month of January, 1946, witnessed a further reduction in strength of No.56 Operational Base Unit, the net reduction being 38 personnel. Three officers were posted out during the month, there now being two members only in the Officers' Mess.

The visit by Professor G.S.BROWNE (Melbourne University) to this unit on the 9th. January, and his subsequent lecture, was greatly appreciated by all ranks. During the afternoon Professor BROWNE was shown over the YIRRKALA Native Mission by the Missioner, Rev. Kolinio SAUKURU. The Professor gave an interesting lecture during the evening to a most appreciative audience. He spoke of the "World of Tomorrow" and the Tasmanian educational system. Later in the evening a series of short films was screened at the picture site, the commentary being given by Professor BROWNE.

The S.S. "MANGOLA" arrived on the 13th. January, and surplus motor transport (41 vehicles) was loaded. Much credit is due to the airmen of this unit and members of the Army Docks Coy. for the speed and efficiency with which they loaded the boat.

The arrival of fifteen (15) women and children by aircraft on the night of January 16th. naturally created much interest. These people (ex internees) were lodged on the unit for two days, and all was done to make their stay as pleasant as possible.

The morale of the men remains at previous high level, but the non-arrival of fresh foods, mail and films during the latter part of the month left much to be desired.

*B.W. McLaws*

(B.W. McLAWS)  
Flight Lieutenant,  
Commanding  
No.56 Operational Base Unit,  
R.A.A.F. G O V E.



COMMANDING OFFICERS' REPORT.

APPENDIX "A".

Upon taking over the Unit Command from F/Lt.C.W.FLETCHER on 24th.December, 1945, the Commanding Officer is pleased to report that living conditions on the unit are quite good and that the morale of the men generally is of a high standard.

Mr.C.A.BURGESS-LLOYD of the Ministry of Post War Reconstruction, was helpful in giving rehabilitation information to personnel.

GROOTE EYLANDT was officially closed down on 4th.December, 1945, and R.A.A.F. personnel withdrawn on 5th.December, 1945.

Two Catalinas developed engine trouble at MELVILLE BAY, and crews carried out engines changes.

C.47s have taken over from the ANSONS and as a result many tons of equipment from this unit and ex No.42 Squadron have been uplifted.

On 17th.December, 1945, Mr.LITTLE of the Civil Aviation Department GROOTE EYLANDT was evacuated to No.107 A.G.H. DARWIN, after being attended by Unit Medical Officer for severe burns received at GROOTE.

W/Cmr.BROADWAY (GFSO) visited unit and cleaned up matters relating to personnel.

An exceptionally heavy electrical storm on 22nd.December, 1945, disrupted power supply for some considerable time.

Xmas dinner and stand-down period over the Festive Season was immensely enjoyed by the whole unit.

*B.W. McLaws*

(B.W. McLAWS)  
Flight Lieutenant,  
Commanding  
No.56 Operational Base Unit,  
R.A.A.F. G O V E.

# APPENDIX "B"

## ESTABLISHMENT & STRENGTH H/T AND MARINE CRAFT

	Trucks, Heavy	Trucks, Light	Tractors	Ambulances	Trucks, Heavy Crane	Prime Movers w/ semi-trailers	Wheel Trailers	Motor Cycles	Crash Launch
<u>ESTABLISHMENT</u>	7	4	-	-	-	-	3	2	-
<u>STRENGTH</u>	8	4	1	1	1	1	-	-	1
	9	3	1	1	1	1	2	-	1

*J. HODGES*

J. HODGES F/LT.

Commanding No. 49 OPERATIONAL BASE UNIT

APPENDIX "B"

ESTABLISHMENT & STRENGTH M/T & MARINE CRAFT

	Trucks, Heavy	Trucks, Light	Tractors	Ambulances	Trucks, Heavy Crane	Prime Movers w/- semi-trailers	Wheel Trailers	Motor Cycles	Crash Launch
<u>ESTABLISHMENT</u>	7	4	-	-	-	-	3	2	-
<u>STRENGTH</u>	9	3	1	1	1	1	4	-	1

*J. Hodges*  
J. HODGES P/LR.

Commanding No.49 OPERATIONAL BASE UNIT

APPENDIX "A"

ESTABLISHMENT AND STRENGTH OF PERSONNEL

	<u>F/L.</u>	<u>F/O.</u> <u>P/O.</u>	<u>TOTAL.</u>	<u>W/O.</u>	<u>F/SGT.</u>	<u>SGT.</u>	<u>CPL.</u>	<u>AC.</u>	<u>TOTAL</u>	<u>TOTAL R.A.A.F.</u>
<u>ESTABLISHMENT</u>	4	12	16	3	1	11	32	57	104	120
<u>STRENGTH</u>	1	2	3	1	-	2	4	49	56	59

*J. Hodges F/L*

(J. HODGES)

Flight Lieutenant.

Commanding No. 49 Operational Base Unit.



APPENDIX "A"

ESTABLISHMENT & STRENGTH OF PERSONNEL

	FL	FO. PO.	TOTAL	WO.	F/SGT.	SGT.	CPL.	AC.	TOTAL	TOTAL RAAF.
<u>ESTABLISHMENT</u>	4	12	16	3	1	11	32	57	104	120
<u>STRENGTH</u>	1	5	6	2	-	5	14	66	87	93

*J. Hodges*  
J. HODGES F/LT.

Commanding No. 49 OPERATIONAL BASE UNIT.

APPENDIX "A"

ESTABLISHMENT & STRENGTH OF PERSONNEL

	FL	FO. PO.	TOTAL	WO.	F/SGT.	SGT.	CPL.	AC.	TOTAL	TOTAL RAAF
<u>ESTABLISHMENT</u>	4	12	16	3	1	11	32	57	104	120
<u>STRENGTH</u>	2	7	9	2	-	6	15	61	84 93	93

*G. Moir*

G. MOIR F/LT.

Commanding No. 49 OPERATIONAL BASE UNIT

# APPENDIX "B"

## ESTABLISHMENT & STRENGTH M/T AND MARINE CRAFT

<u>ESTABLISHMENT</u>	Trucks, Heavy	Trucks, Light	Petrol Tankers	Tractors	Ambulances	Trucks, Heavy Crane	Water Tankers	Prime Movers W/- semi-trailers	Water Trailers	2 Wheel Trailers	Fire Tenders	Motor Cycles	Crash Launch
<u>STRENGTH</u>	7	4	-	-	-	-	-	-	-	3	-	2	-
	6	7	4	1	1	1	1	1	1	3	1	2	1

NOTE:- 2 Trucks, Heavy, 1 only 6 x 4 and 1 only 2½ Ton Tipper en route from MILNE BAY.

*G. Moir*  
G. MOIR F/LT.

Commanding No. 49 OPERATIONAL BASE UNIT

FROM: Headquarters, Northern Command.

TO: All Units, Northern Command.

DATE: 14th November, 1945.

REF: 29/1/2(75A)

3A

UNIT HISTORY SHEET  
FORM A.50

1. Over the past three months it is apparent that units are becoming increasingly careless in the rendition of Return Form A.50.

2. Much time is wasted at this Headquarters as a result of this carelessness, and delay in submission of such returns to Air Force Headquarters is caused by the necessity of returning Forms A.50 to units concerned for correction. The following are the most frequent errors and omissions:-

- (i) Omission of strength and establishment of Personnel and Motor Transport.
- (ii) One copy only of Return submitted.
- (iii) Comments by Commanding Officer omitted as an Appendix.
- (iv) Appendices not listed on Form A.50.
- (v) Incorrect continuation numbers on Forms A.50.

3. Attention is directed to A.F.O. 18/F/5. Commanding Officers are to ensure that the instructions contained therein are strictly adhered to in future.

14th November, 1945.

29/1/2(75A)

*A.D. Charlton*  
(A.D. CHARLTON), Group Captain,  
Senior Officer in Charge of Administration,  
NORTHERN COMMAND.

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14th November, 1945.

29/1/2(75A)

*A.D. Charlton*  
(A.D. CHARLTON), Group Captain,  
Senior Officer in Charge of Administration,  
NORTHERN COMMAND.



APPENDIX "A"

ESTABLISHMENT & STRENGTH OF PERSONNEL

	FL.	FO. PO.	TOTAL	WO.	F/SGT.	SGT.	CPL.	/C.	TOTAL	TOTAL RAAF.
<u>ESTABLISHMENT</u>	4	12	16	3	1	11	32	57	104	120
<u>STRENGTH</u>	1	7	8	2	-	5	20	58	83	193

*J. Hodges*

J. HODGES F/LT.

T/Commanding No. 49 OPERATIONAL BASE UNIT

# APPENDIX "B"

	Trucks, Heavy	Trucks, Light	Petrol Tankers	Tractors	Ambulances	Trucks, Heavy Crane	Water Tankers	Prime Movers w/- semi- trailers	Water Trailers	2 Wheel Trailers	Fire Tenders	Motor Cycles	Crash Launch
<u>ESTABLISHMENT</u>	7	4	-	-	-	-	-	-	-	3	-	2	-
<u>STRENGTH</u>	6	6	4	1	1	1	1	1	1	3	1	2	1

NOTE: - 2 Trucks, Heavy, 1 only 6 x 4 and 1 only 2½ Ton Tipper  
en route from MILNE BAY.

*J. Hodges*

J. HODGES E/LT.

T/Commanding No. 49 OPERATIONAL BASE UNIT

APPENDIX "B"

ESTABLISHMENT & STRENGTH M/T and MARINE CRAFT

	Trucks, Heavy	Trucks, Light	2 wheel Trailers	Motor Cycle
<u>ESTABLISHMENT</u>	7	4	3	2
<u>STRENGTH</u>	2	4	1	2

NOTE:- 2 Trucks, Heavy, 1 only 6 x 4 and 1 only 2½ Ton Tipper  
on route from MILNE BAY.

*C.D. Kerr*

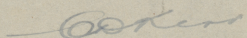
C.D. KERR F/LT.

Commanding No. 49 OPERATIONAL BASE UNIT

APPENDIX "A"

ESTABLISHMENT & STRENGTH OF PERSONNEL

	FL.	PO. PO.	TOTAL	WO.	P/SGT.	SGT.	CPL.	AC.	TOTAL	TOTAL RAAF.
<u>ESTABLISHMENT</u>	2	5	7	1	-	10	25	49	85	92
<u>STRENGTH</u>	1	1	2	1	1	6	15	37	60	62

  
G.D. KERR P/LT.

Commanding No. 49 OPERATIONAL BASE UNIT



APPENDIX "A"

ESTABLISHMENT & STRENGTH OF PERSONNEL.

	FL.	FO. PO.	TOTAL	WO.	F/SGT.	SGT.	CPL.	AC.	TOTAL	TOTAL RAAF
<u>ESTABLISHMENT</u>	2	5	7	1		10	25	49	85	92
<u>STRENGTH</u>	1	1	2	1	1	6	15	38	60	62

*C.D. Kerr*

C.D. KERR F/LT.

Commanding No. 49 OPERATIONAL BASE UNIT

APPENDIX "B"

ESTABLISHMENT & STRENGTH M/T and MARINE CRAFT

	Trucks, Heavy	Trucks, Light	2 Wheel Trailers	Motor Cycles
<u>ESTABLISHMENT</u>	7	4	3	2
<u>STRENGTH</u>	2	4	1	2

NOTE:- 2 Trucks, Heavy, 1 only 6 x 4 and 1 only 2½ Ton Tipper  
held at MILNE BAY awaiting shipment.

*C. D. Kerr*  
C. D. KERR F/LT.

Commanding No. 49 OPERATIONAL BASE UNIT

APPENDIX "C" to FORM A 50 - Sheet 17  
FOR MONTH OF JULY 1945

REPORT ON UNIT ACTIVITIES.

1. ROUTINE

Ordinary administrative routine proceeded without disturbance.

2. STAFF

Thirteen personnel are absent on leave rendering the work of present staff more exacting. Strength of Cooks has been reduced to 50% of establishment due to leave and posting.

3. TRANSIENTS ACCOMMODATED

Accommodation was provided for 809 personnel including the daily strength of No. 348 Radar Unit, approximately 25 personnel, which is staging at No. 49 O.B.U.

4. TRANSPORT

Motor Transport is still in the same parlous position and is worsened by the fact that a jeep and trailer is required to make a daily run of 27 miles each way for rations. Advice has been received of efforts to supply heavy vehicles from PINSCHAFEN and it is hoped that shipment of same will be given high priority. No. 7 T.M.C.

5. SIGNALS

Traffic handled during the month showed a slight decrease over June figures.

6. MEDICAL & HYGIENE

- (i) Health of personnel is good and treatment has been required for minor ailments only.
- (ii) Hygiene is given high priority and there is a marked absence of flies. A slight increase in the number of mosquitoes occurred but with the co-operation of an U.S. Malarial Control Unit, the area has been treated with D.D.T. with good results.

7. DISCIPLINE

No charges were laid during the month and behaviour of personnel is good.

8. MORALE & WELFARE

- (i) Morale is good but it is again stressed that movie entertainment facilities should be provided by R.A.A.F. as American movie theatres are being rapidly evacuated.
- (ii) A Euchre Tournament was held also a quiz evening in conjunction with Education activities. Prizes were given for correct answers and the evening was quite successful.
- (iii) The Unit now has playing areas and facilities for all codes of football, cricket, softball, volley ball, batinton, table tennis, and a basket ball court is prepared awaiting equipment.

9. GENERAL

Evacuation of American Units from the base generally continues at a rapid rate.

*C.D. Kerr*  
C.D. KERR F/LT.

Commanding No. 49 OPERATIONAL BASE UNIT

APPENDIX "A"

ESTABLISHMENT & STRENGTH OF PERSONNEL.

	FL.	FO. PO.	TOTAL	WO.	F/SGT.	SGT.	CPL.	AC.	TOTAL	TOTAL RAAF.
<u>ESTABLISHMENT</u>	2	5	7	1		10	25	49	85	92
<u>STRENGTH</u>	1	2	3	1		8	15	38	60	63

*C. D. KERN*

C. D. KERN. E/LT.  
Commanding No. 49 OPERATIONAL BASE UNIT.



APPENDIX "B"

ESTABLISHMENT & STRENGTH M/T and MARINE CRAFT.

	Trucks, Heavy	Trucks, Light	2wheel Trailers	Motor Cycles
<u>ESTABLISHMENT</u>	7	4	3	2
<u>STRENGTH</u>	2	4	1	Nil

NOTE:- 2 Trucks Heavy 1,6x4 and 1,2½ Ton Tipper held at MILNE BAY awaiting shipment.

*Covent*

G. D. KERR F/LT.

Commanding No. 49 OPERATIONAL BASE UNIT.

FROM : Headquarters, Northern Command.  
TO : No 49 OAV.  
DATE : 22 Feb 1945  
REF : 29/1/2.

SECRET

FORMS A50 - UNIT HISTORY SHEET

1. With the object of clarifying the position and removing all existing doubts as to the type of records required from units for the purposes of the Official History of the Royal Australian Air Force, comprehensive amendments have been made to the Air Force Order on the subject. A.F.O. 18/F/5, published on 27th November, 1944, supersedes the previous order, and is a consolidation of all previously existing instructions relating to Unit History Sheets.
2. It is apparent, however, that some misconception still exists in the minds of many of those responsible for the preparation of Forms A50. With a view to effecting an immediate and still further improvement in information supplied in Unit History Sheets, the attention of all units under the command of this Headquarters is directed to the new AFO 18/F/5 and its detailed requirements.
3. It cannot be too strongly impressed on all concerned that the scope and accuracy of the History of the Royal Australian Air Force will depend largely on the co-operation of all formations and units. Only their close conformity with the A.F.O. governing the submission of historical material will ensure that adequate representation is given the part played by the Service in all theatres of war.
4. Perusal of the Unit History Sheets for the month of January, 1945, has revealed many discrepancies and the attached appendix sets out the matters which have been either omitted or incorrectly shown on Forms A50 so far received. The forms are returned herewith for correction, and are to be resubmitted promptly on completion through Wings or Formations to this Headquarters.
5. Future Forms A50 are to be forwarded through Wing or Formation Headquarters, who will be responsible for checking and ensuring that the forms are correctly compiled before being forwarded to this Headquarters.
6. Particular attention is to be paid to the following points on compilation of Unit History Sheets.
  - (a) Forms A50 and relevant appendix must be in duplicate.
  - (b) All attached reports and documents are to be referred to on the Form A50 and shown as appendices. A column has been provided on the form for reference to such appendices.
  - (c) Applicable only to operational and transport squadrons. Relevant copies of Form A123, A124 and A150 as laid down in AFOs 18/F/6, 18/F/7, 18/F/7A and 18/F/8 are to be attached to the duplicate copy of Form A50.
  - (d) Form A50 are to be consecutively numbered with one number only for each form. A new series of numbers is not to be used at the commencement of a new year.
  - (d) Establishment and strength figures of personnel, aircraft, marine craft, and motor transport must be included where applicable.
7. In future Forms A50 are to be submitted to Wings or Formations to enable them to be received at this Headquarters not later than 6th of the following month.

(H.W. SHIRLEY), Squadron Leader,  
for Senior Administrative Staff Officer,  
NORTHERN COMMAND.

ROYAL AUSTRALIAN AIR FORCE

ERRORS AND/OR OMISSIONS - FORMS A50 - JANUARY, 1945

<u>NAME OF UNIT</u>	<u>ERRORS AND/OR OMISSIONS.</u>
No.304 RADAR STATION	(i) duplicate of attached report required (ii) report to be shown on A50 as Appendix "A" (iii) strength M/T to be shown.
No.338 RADAR STATION	(i) Establishment and Strength M/T to be shown
No.346 RADAR STATION	(i) remarks contained in covering memo to be included on A50 (ii) Establishment and Strength M/T to be shown
A.D.H.Q. MADANG	(i) Appendix "A" reference to be made on A50
No. 42 O.B.U.	(i) Establishment and Strength, Personnel and M/T to be included, also Marine Craft
No. 41 O.B.U.	(i) Establishment of personnel to be included (ii) Strength and Establishment M/T to be included
No. 3 R.I.M.U.	(i) Appendix "A" to be referred to in A50 (ii) Establishment and Strength M/T to be shown
No.337 RADAR STATION	(i) Appendix "A" to be referred to in A50 (ii) Establishment M/T to be shown
No. 4 TAC/R SQUADRON	(i) attachments to be shown on A50 as Appendices (ii) Establishment and Strength personnel and M/T to be shown, also aircraft
No. 83 WING HQRS	(i) Establishment and Strength M/T to be shown
No. 38 O.B.U.	(i) Printed Form A50 to be used (ii) Appendix "A" to be referred to on A50 (iii) Strength and Establishment M/T to be shown (iv) A50 to be consecutively numbered
No. 2 COMMUNICATION UNIT	(i) Strength and Establishment M/T and Aircraft to be shown
No. 16 A.O.P.FLIGHT	(i) Attachments to be shown as Appendices
No. 49 O.B.U.	(i) Establishment and Strength personnel, M/T and Marine Craft to be shown
No.348 RADAR STATION	(i) Appendix to be referred to on A50
No. 40 O.B.U.	(i) Printed Form A50 to be used (ii) Establishment and Strength M/T to be shown
No. 7 R.A.A.F. POSTAL UNIT	(i) Printed Form A50 to be used (ii) Establishment and Strength M/T to be shown
No. 6 SQUADRON	(i) Green copies of Form A123 should be attached to duplicate A50 (A.F.O. 18/F/7)
No.153 RADAR STATION	(i) Establishment and Strength M/T to be shown (ii) Appendix to be shown on A50
No.301 RADAR STATION	(i) Establishment and Strength Personnel and M/T to be shown
No.350 RADAR STATION	(i) Establishment and Strength Personnel and M/T to be shown
No. 8 COMMUNICATION UNIT	(i) Establishment and Strength Personnel, M/T, and Aircraft to be shown.

<u>NAME OF UNIT</u>	<u>ERRORS AND/OR OMISSIONS</u>
No.331 RADAR STATION	(1) Appendix to be shown on A50
No. 2 M.R.S.	(1) Establishment and Strength, Personnel and M/T to be shown
No. 71 WING	(1) Establishment and Strength, M/T to be shown (ii) Appendix to be marked on A50
No. 8 SQUADRON	(1) Establishment and Strength, M/T to be shown (ii) Appendices to be marked as shown on A50 (iii) Following Appendices referred to on A50 not attached :- D.R.O's - Form A98 (iv) Duplicate copy Tactical Appreciation required. (v) Green copy of A123 not forwarded
No.100 SQUADRON	(i) Establishment and Strength, Personnel, M/T and Aircraft to be shown (ii) Green copies of A123 to be attached (iii) Attachments to be shown as Appendices and marked on A50 (iv) Form A98 not submitted (v) Duplicate copy of Tactical Appreciation required
No. 4 CENTRAL RESERVE	(1) Establishment and Strength, Personnel and M/T to be shown (ii) Attached report to be shown as an Appendix and marked on A50
No.347 RADAR STATION	(1) Establishment and Strength, Personnel and M/T to be shown (ii) Appendix "A" to be marked on A50
No.340 RADAR STATION	(1) Establishment and Strength, M/T to be shown (ii) Attachments to be shown as Appendices and marked on A50
No.138 RADAR STATION	(1) Establishment and Strength M/T to be shown (ii) Duplicate copy of Appendices required and Appendix to be marked on A50
No. 46 O.B.U.	(1) Establishments Personnel and M/T to be shown (ii) Attached D.R.O's to be shown as Appendices and marked on A50
No.320 RADAR STATION	(1) Strength and Establishment, Personnel and M/T to be shown
No. 10 R.S.U.	(1) Strength and Establishment M/T to be shown
No. 20 M.C.S.	(1) Strength and Establishment, Personnel and M/T to be shown (ii) Attachment to be shown on A50 as Appendix "A"
No. 26 A.S.P.	(1) <del>Ekk</del> Establishment and Strength, Personnel and M/T to be shown (ii) Attached report to be shown on A50 as Appendix "A"
No. 7 SQUADRON	(1) Strength and Establishment of Personnel, Aircraft and M/T to be shown (ii) O.O's report to be included as an Appendix (iii) Duplicate copy of Tactical Appreciation report required (iv) Duplicates of Appendices to A51 required



(3)

## NAME OF UNIT

## ERRORS AND/OR OMISSIONS

- No. 355 RADAR STATION** (i) Strength and Establishment M/T to be shown
- No. 315 RADAR STATION** (i) Strength and Establishment, Personnel and M/T to be shown
- No. 345 RADAR STATION** (i) Strength and Establishment, Personnel and M/T to be shown  
(ii) Attached report to be shown on A50 as Appendix "A"
- No. 332 RADAR STATION** (i) Strength and Establishment, M/T to be shown  
(ii) Attached report to be shown on A50 as Appendix "A"
- No. 152 RADAR STATION** (i) Establishment and Strength, M/T to be shown  
(ii) Appendix to be marked on A50
- No. 354 RADAR STATION** (i) Establishment and Strength, M/T to be shown  
(ii) Attached report to be shown on A50 as Appendix "A"
- No. 40 SQUADRON** (i) Establishment and Strength, Personnel, M/T and Aircraft to be shown  
(ii) Promotion of personnel (if any) to be shown  
(iii) Postings of Officers " " " "  
(iv) Visits of Staff Officers to be shown  
(v) Copies of Forms A124 and A150 to be attached to duplicate of A50 (AFO 18/F/7A & 18/F/8)  
(vi) Separate report covering general activities of Unit with particular reference to discipline, morale, welfare of personnel to be attached & marked Appendix "A" on A50. Any other matter which would be of interest from a historical record point of view.
- No. 339 RADAR STATION** (i) Establishment and Strength, Personnel and M/T to be shown.  
(ii) Attached report to be shown on A50 as Appendix "A"
- No. 356 RADAR STATION** (i) Establishment and Strength of M/T to be shown.  
(ii) Attached report to be shown as Appendix "A" on A50.  
(iii) Duplicate copy of report required.
- No. 303 RADAR STATION** (i) Establishment and Strength, Personnel and M/T to be shown.  
(ii) General report required covering activities of Unit and including discipline, morale and welfare to be attached as Appendix "A" and referred to on A50.
- No. 330 RADAR STATION** (i) Attached report to be shown on A50 as Appendix "A"
- No. 333 RADAR STATION** (i) Establishment and Strength, M/T to be shown  
(ii) Attached report to be shown as Appendix "A" on A50
- No. 37 RADAR STATION** (i) Establishment and Strength, M/T to be shown.  
(ii) Attached report to be shown as Appendix "A" on A50.
- No. 8 MEDICAL REHABILITATION UNIT** (i) Establishment and Strength, Personnel and M/T to be shown.  
(ii) Attached report to be shown as Appendix "A" on A50.

NAME OF UNITERRORS AND/OR OMISSIONS**No. 74 WING**

- (i) Establishment and Strength, M/T to be shown.
- (ii) Report covering A.O.R. activities at Jackson's Airfield for the month to be attached and marked Appendix "A".
- (iii) General report covering general activities with special reference to discipline, morale and welfare in the area to be attached and marked Appendix "B".

**No. 45 O.B.U.**

- (i) Establishment and Strength, personnel, M/T and Marine Craft to be shown.
- (ii) Reference to be made to accommodation supplied to Allied Services.
- (iii) Attached report to be shown as Appendix "A" on A50.
- (iv) Reference to be made, in report, to activities at Jackson's Airfield and Marine Section.

**No. 21 MEDICAL CLEARING STATION**

- (i) Establishment and Strength, M/T to be shown.

**No. 15 AIRCRAFT REPAIR DEPT**

- (i) Strength and Establishment of Unit M/T to be shown.
- (ii) Promotions of officers and airman (if any) to be shown.
- (iii) Attached report to be shown as Appendix "A" on A50.

**No. 513 RADAR STATION**

- (i) Strength and Establishment, Personnel and M/T to be shown.
- (ii) General report required covering discipline, morale and welfare to be attached and marked Appendix "A" and referred to on A50.

**No. 43 O.B.U.**

- (i) Form A50 required in duplicate.
- (ii) Establishment and Strength of Personnel, M/T and Marine Craft as at the end of the month to be shown.
- (iii) A general report covering the Unit's activities with particular reference to discipline, morale and welfare to be attached and marked as Appendix "A" and referred to on A50.

**No. 48 O.B.U.**

- (i) Establishment and Strength, Personnel and M/T to be shown.
- (ii) General report required covering discipline, morale and welfare to be attached and marked Appendix "A" and referred to on A50.
- (iii) Query numbering of forms - October numbered 14, December numbered 15, January numbered 16 - What number was allotted to November return?

**No. 10 COMMUNICATION UNIT**

- (i) Attached report to be referred to on A50 and marked Appendix "A".
- (ii) Copies of A124 to be attached to duplicate of A50 (A.F.O. 18/E/7A).

**No. 39 O.B.U.**

- (i) Attached report to be referred to on A50 and marked Appendix "A".

**No. 17 A.O.P.**

- (i) Appendix "A" attached should be referred to on A50.

**No. 5 SQUADRON**

- (i) Establishment and Strength of Aircraft to be shown.
- (ii) Forms A50 to be numbered consecutively, each sheet bearing a separate number.
- (iii) Appendices to A51 should be referred to thereon.

NAME OF UNIT

(5)

ERRORS AND/OR OMISSIONS

No. 84 WING HEADQUARTERS

- (i) Each sheet of A50 should bear a separate consecutive number. Forms for Sept., Oct., Nov., Dec., and Jan., have been corrected and now bear the following numbers:  
Sotp. No. 1, Oct. No. 2, Nov. No. 3, Dec. 1st sheet No. 4, 2nd sheet No. 5, Jan. 1st sheet No. 6, 2nd sheet No. 7, 3rd sheet No. 8. The first sheet for Feb., should be number 9.

No. 112 M.F.C.U.

- (i) Commanding Officer's report to be shown as Appendix "A".
- (ii) Sheets to be numbered consecutively, the first sheet for Jan., should be numbered with the number following that allotted to the last sheet of Dec. The second sheet should be numbered with the number following that allotted to the first sheet of Jan. Serial numbers are not to be used. Each sheet numbered consecutively is sufficient.

No. 311 RADAR STATION

- (i) Sheets to be numbered consecutively, the first sheet for Jan should be numbered with the number following that allotted to the last sheet of Dec. The second sheet should be numbered with the number following that allotted to the first sheet of Jan. Serial numbers are not to be used. Each sheet numbered consecutively is sufficient.
- (ii) Separate report covering general activities particularly with reference to discipline, morale and welfare of personnel to be attached and marked on A50 as Appendix "A".

No. 349 RADAR STATION

- (i) Establishment and Strength, Personnel and M/T to be shown.
- (ii) Separate report covering general activities particularly with reference to discipline, morale and welfare of personnel to be attached and marked on A50 as Appendix "A".

No. 35 SQUADRON

- (i) Forms should be numbered consecutively, a new series is not to be commenced each year.
- (ii) Promotions, if any, of officers and airmen are to be shown.
- (iii) Establishment and Strength, Aircraft and M/T to be shown.
- (iv) Separate report on general activities of unit including discipline, morale, welfare of personnel to be attached and marked as Appendix "A" on A50.

No. 37 O.B.U.

- (i) Establishment and Strength of Personnel and M/T as at 31 Jan., to be shown.
- (ii) Attached reports and nominal roll to be marked Appendices "A" and "B" respectively and shown on A50 as such.

No. 12 R.S.U.

- (i) Attached report to be marked Appendix "A" and shown on A50 as such.

1/29/Air (66a)

No 57 O.B.U.,  
R.A.A.F.,  
ALICE SPRINGS.

30/4/46

Headquarters,  
North Western Area,  
DARWIN...N.T.

FINAL DISBANDMENT REPORT No 57 O.B.U.  
ALICE SPRINGS.

ADMINISTRATION.

1. Camp site has been cleared in accordance with instructions. Buildings have been listed on schedule "2" of W 14 handing over to DNB. The attendance of the Works Officer handover has been requested without result. A detailed inspection was carried out by the Inspector of Aerodromes Department Civil Aviation who signed documents as supervising Officer on behalf of Transferree. The documents have been forwarded to NWA.HQ. under separate cover and it is requested that after signature that they be appropriately routed. It is desired to again bring to notice the risk involved in leaving the buildings of this unit unattended. Considerable, is possible by wild cattle and aboriginal nomads. The danger of pilferage is also considerable. Appropriate signs have been placed on camp buildings.
2. Met Section personnel have been posted to R.A.A.F. Darwin but still remain as a detachment here. Personnel have been disposed in accordance with requirements.
3. A W/O Equipment Assistant has been posted to NWA.HQ. to remain as caretaker until after the sale.
4. All matters of Accounting and Audit have been completed as far as possible by the Disbandment Officer I/L Carpenter. Imprest Account, Canteen Account and Welfare Account have all been closed and amounts remitted to appropriate HQ.
5. Files and documents have been forwarded to R.A.A.F. HQ. under authority NWA.HQ. 27/17/Org (34a) dated 10th Dec.
6. Publications have been dealt with as under :-  
S & C Publications despatched to NWA.HQ. S.F.A.  
Non Confidential Publications despatched to Bulk Store Benalla. Vic.
7. All essential services have been discontinued where not required and appropriate authorities notified. Immediate authority is required from NWA.HQ. for disconnection and appropriation of all P.M.O. property, our 1/29/Air (54a) dated 23rd March refers.

EQUIPMENT.

8. All equipment has been dealt with as directed subject to the following :-
  - (a) Y group generally has been sent to No One Stores Depot.
  - (b) Several items have been transferred to the Department Civil Aviation on loan.
  - (c) One item an unserviceable AR7 is listed for disposal.
  - (d) Transmission station complete with transmitters and apares and two 25 KVA'S generators has been handed over to the Department of Civil Aviation.
  - (e) H/F D/F has been dismantled and despatched to No 1 S.D.
9. All furniture has been handed over to the Department Works & Housing.
10. Lend lease motor transport has been handed over to the Department of Civil Aviation, on loan.
11. Two refuelling tankers have been handed over to the Shell Co on loan under authority R.A.A.F. HQ. QF 439 28th March.
12. Fuel and oil acceptable has been issued off to the Shell Co. for full credit.
13. Equipment listed for disposal has been stored suitably ready for the sale and will be issued off by W/O Heelan upon production of appropriate authority.
14. Final audit has been completed. Certain items of equipment required for immediate use have been taken over by the Dept of Interior for use by the Met Section.



15. Water reticulation system has been taken over by D.C.A., complete with two diesel engines and pumps, pipes etc.  
16. Aircraft refuelling arrangements have been taken over by the Shell Co.

GENERAL.

17. The detachment of six airmen from R.A.A.F. Darwin are remaining on the premises pending take over by the Dept of Interior. This detachment has several items of equipment to carry on with. They are messing in the D.C.A. mess at a cost of 30/- per man per week. However no transport facilities are provided and it is recommended that some temporary arrangement be made. It is suggested that the Jeep loaned to the D.C.A. be procured temporarily for the use by the Met Section.  
18. In conclusion it is desired to record the increased flying hazards attending cessation of facilities at this aerodrome. R/V D/F has been dismantled in accordance with instructions. This is important by reason of the proximity of high mountains and a lack of warning lights thereon. Full Met forecasts are discontinued. Flying crews are called upon to fly considerable distances and up to 14 hours flying without refreshments except that carried on board. Transport and accommodation for aircraft compelled to remain over night by reason of emergency is practically non-existent and the township is 7½ miles distant.  
19. Copies of final F.O.R. and disbandment signal forwarded herewith.  
20. Nominal roll of all personnel on strength since 1/4/46 has been forwarded together with their addresses to the Postmaster at Alice Springs and to Postal Unit Darwin.

*A. W. Davison*

A. W. DAVISON, F/L.,  
Commanding No 57 O.B.U.,  
ALICE SPRINGS.

Since the completion of this report the S.O.W. S/L Palmer has attended and hand over take over of buildings on behalf of DWB has been duly completed.

*A. W. Davison*

# MESSAGE FORM

SIGNALS FILE No.

Office Date Stamp.

No. of  
Groups.  
**GR**

CALL AND PREFACE.

*copy*

FROM

*57 e Basu*

(Above this line is for Signals use only.)

TO

*Raaf HQ and NWA HQ*

## FOR INFORMATION TO

Originator's No.	Day.	Month.	In Reply To.	Day.	
<i>053.</i>	<i>thirty</i>	<i>April</i>	<i>unclass</i>	<i>57</i>	5
Month.					
<i>e Basu</i>	<i>disbandment</i>	<i>completed</i>	<i>this</i>		10
<i>day</i>	<i>1700</i>	<i>hours.</i>	<i>thirty</i>	<i>April</i>	15
<i>AFHQ.</i>	<i>0576.</i>	<i>twentytwo</i>	<i>March</i>	<i>reps</i>	20
					25
					30
					35
					40
					45
					50

This message is :—  
**TOP SECRET**  
**CONFIDENTIAL**  
**RESTRICTED**  
Strike out those classifications  
not applicable.

Transmit this message in accordance  
with instructions governing this Security  
Classification.

Degree of Priority.

Date Time Group

*3005 002.*

System In. Time In. Reader. Sender.

Time of Receipt.

Time Handed In.

*Latwell.*

Signature.

Rank.

Appointment.

System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.

# FINAL ON DISBAN DMENT.

PERSONNEL OCCURRENCE REPORT.  
PART "A" OFFICERS.  
No 57 O.B.U. ALICE SPRINGS.

Serial 11.  
 1st 1.  
 Dated 30th April 1946.

Rank No.	Number	Branch	Nature of Occurrence
<u>(a) MOVEMENTS.</u>			
P/L	A.A.W.DAVISON	269184 A&SD	Posted to No 2 Personnel Depot wef datar. <u>AUTH</u> : BF 1747 27 April.
P/L	J.D.S.HUTCHISON	272504 A&SD	Posted to No 60 O.B.U. wef datar, departed 13/4/46. <u>AUTH</u> : BF 330 1st April.

<u>PART "B" AIRMEN.</u>				
<u>(a) MOVEMENTS.</u>				
Number	Rank	Mustering	Group Name	Nature of casualty- date of effect and authority.
84224	Lac	Cook	(3) Weston E.E.	Posted to R.A.A.F. Darwin wef datar. <u>AUTH</u> : BM 1639 25 April.
46820	Lac	Dmt	(3) Ayling F.L.	Posted to No 5 P.D. wef datar, departed 29/4/46. <u>AUTH</u> : BM 1638 24th April.
39149	Cpl	Clerk	(4) Atwell A.J.	Posted to No 4 P.D. wef 13/5/46 <u>AUTH</u> : BM 1648 26th Apr. and keeprank on posting.
83911	Lac	Clerk Stores	(3) Fletcher L.G.	Posted to No 5 P.D. wef 15/5/46 for discharge. <u>AUTH</u> : BM 1647 26 Apr.
16030	P/S	Equip	(3) Heelan J.W.	Posted to N.W.A.Hq. wef datar duty Alice Springs. <u>AUTH</u> : BM 1639 27th Apr.
140498	Lac	Clerk Accounts	(3) Roe H.	Posted to No 4 P.D. wef datar. departed on 26/4/46. <u>AUTH</u> : BM 1593 18th Apr.
153239	Lac	Clerk Pay	(3) Delbridge A.	Ceased attachment 57 O.B.U. wef datar, departed 30/4/46. <u>AUTH</u> : BM 1597 18th Apr.
146295	Lac	Elec.	(2) Shaw L.G.	Posted to R.A.A.F. Darwin wef datar. <u>AUTH</u> : BM 1596 18th Apr.
154223	Lac	Cook's Asst	(5) Lord V.E.	
159179	Lac	Cook	(3) Clements V.	Posted to No 9 S.D. wef datar departed 25/4/46. <u>AUTH</u> : BM 1596 18th Apr.
80628	Cpl	Teleg.	(2) Drake E.R.	Posted to R.A.A.F. Darwin wef datar, departed 26/4/46. <u>AUTH</u> : BM 492 3rd Apr.
37657	Cpl	W.O.M.	(1) Bernard R.	Posted to R.A.A.F. Darwin wef datar departed 23/4/46. <u>AUTH</u> : BM 481 30th Apr.

FINAL ON DISBANDMENT.

PERSONNEL OCCURRENCE REPORT.  
UNIT "B" AIRMEN.  
No 57 O.B.U. ALICE SPRINGS.

Serial No 11.  
 Page No 2.  
 30th April 1946 ..

Number	Rank	Mustering	Group	Name	Nature of Occurrence - date of effect and authority.
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(b) 7 REVERSIONS.

16030	F/S	Equip Asst	(3)	Heelan J.W.	Reverts to Flight Sergeant Group 3 wef datar at NWA.Hq., NWA.Hq. to advise all concerned amend paybook and documents. <u>AUTH</u> : BM 1639 27 Apr. and A.A.O. 8/D/13 (3a).
84224	Lac	Cook	(3)	Weston E.E.	Reverts to Lac Group 3 wef datar at R.A.A.F. Darwin, R.A.A.F. Darwin to notify all concerned and amend paybook and documents. <u>AUTH</u> : BM 1639 28 Apr. and A.A.O. 8/D/13 (3a).

(c) ABSENCE WITHOUT LEAVE.

157821	Lac	Steward	(5)	Williams H.H.	Surrendered to the Service
170508	Lac	Cooks Asst	(5)	Humphrey H.J.	Police at No 11 D. at 1500 hours on the 4th April 1946, after being absent from this unit since 1400 hours on 18th March 1946. <u>AUTH</u> : C.O. UNIT.

*[Signature]*  
 A.N.W. DAVISON, F/L.,  
 Commanding No 57 O.B.U.,  
ALICE SPRINGS.

Parts "A" & "B" pages 1 & 2.  
 Parts "C" & "D" Nil.



