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1 Oct 42 - No 1 Airfield Defence Squadron formed



On this day, the Security Guards Unit was formed at Livingstone Field, Northern Territory. The unit was formed to provide operational air bases in Australia and in the South West Pacific with trained and competent guards that could defend the bases against the very real threat of Japanese attack. All guards at operational bases, advanced operational bases, radio stations and non-operational units were posted to the unit. The first training course was commenced on 22 October 1942, with 56 personnel, and four non-commissioned officer guards to act as instructors. The unit moved to Nightcliff, a suburb of Darwin, on 12 June 1943 and was renamed No 1 Airfield Defence Squadron on 7 April 1945, although the squadron still maintained the original aim of its predecessor, which was to centralise administration, standardise training, and provide a mobile body of guards which would be available in any emergency. In September of that year, the unit again moved to Winnellie where it was disbanded on 19 November 1945.

More unofficial history

here: <http://www.ozatwar.com/raaf/raafsecurityguardunit.htm>

1 Oct 53 - RAAF Abandoned area command system

As announced by the Minister for Air, Athol Townley, on 3 September 1953, the RAAF began reorganising along functional command lines from this day, replacing the system of commands based on geographical areas which had been in use since World War II. Under the first phase of changes, RAAF Headquarters was integrated into the Department of Air and took responsibility for policy, financial control and units overseas. Three functional commands were also established, with Home Command at Glenbrook, NSW, replacing Eastern Area Headquarters; Training Command at Albert Park, Melbourne, replacing Southern Area Headquarters; and Maintenance Command, also at Albert Park, replacing Maintenance Group Headquarters. A second phase of the reorganisation came into effect on 1 February 1954, when Home Command took over from North-Eastern, North-Western and Western Areas. With these changes, the RAAF dispensed with regional commanders disposed to think at times like 'warlords' and operated along more unified lines.

1 Oct 67 - No 1 Central Reserve renamed



Kingswood, June 1986

On this day No 1 Central Reserve was renamed No 1 Central Ammunition Depot. No 1 Central Reserve was originally formed at Marrangaroo, NSW on 1 April 1942 with sub depots at Moorebank and Glenbrook. The unit's primary role was the storage and supply of munitions for the RAAF. In August 1942 Picton railway tunnel became a storage area, titled No 4 Sub-Depot. 1 Central Reserve's personnel increased during the course of WW II and a number of added storage sites were selected, with Marrangaroo as the controlling headquarters. The sites were Glenbrook, Clarence Tunnel, Kowguren, Albury, Mt. Druitt and Kingswood. In September 1943 a War Dog Training School was established at Marrangaroo, transferring to Mt. Druitt in 1944. With the cessation of hostilities, 1 Central Reserve ceased to issue munitions, and the total manning dropped dramatically. War-time munitions were either 'safe stored' or destroyed. The outbreak of the Korean War reactivated No 1 Central Reserve in August 1950; in 1951 Marrangaroo became the processing centre for National Servicemen, accepting the first intake on 21 August. Picton and Bowral sub depots were closed and 1 Central Reserve headquarters were transferred to Kingswood (Orchard Hills) on 12 November 1956, and Marrangaroo became Detachment A, before closing in 1958.

An unofficial history of 1CAMD to 1992 is
here: http://users.tpg.com.au/borclaud/ranad/about_kingswood_raaf.html

1 Oct 69 - Ex-RAAF Sabres given to Malaysia



Sabre Gate Guard at RMAF Butterworth

On this day, ten CAC Sabre Mk 32s which had formerly been in service with RAAF squadrons were

officially handed over to the Royal Malaysian Air Force (RMAF), along with spare parts, ground equipment, and a simulator for training, as a gift worth some \$10 million. This followed an announcement made in April by Prime Minister John Gorton, as part of Australia's commitment to provide military assistance to its allies in South-East Asia. A Sabre Advisory Flight comprising 90 RAAF personnel had been formed that same month to conduct training of Malaysians at the Butterworth base. Among the aircraft delivered were two non-flying airframes for use as training aids. An additional six aircraft were provided as a further gift to the RMAF in December 1971, before the RAAF disbanded its Advisory Flight in March 1972.

More on Sabre here: <http://www.airforce.gov.au/raafmuseum/research/aircraft/series2/A94.htm>

1 Oct 84 - RAAF Chinook recovered USAAC A-20G Boston in PNG



RAAF Museum A-20 Boston A28-8 *Jessica*

On this day, a No 12 Squadron Chinook finally managed to recover US Army Air Corps A-20G Boston 42-86786 'Hell'n Pelican II' which had crash-landed in PNG on 16 April 1944 after running out of fuel. The A-20 Boston was used by the RAAF from 1942 to 1945 as a ground attack aircraft and then later for mail delivery and communication duties. In 1976 a ground party consisting of RAAF and National Museum of Papua New Guinea personnel discovered the wrecks of several Boston bomber aircraft in the jungles of Papua New Guinea. Between 1984 and 1994, five wrecks were lifted out of the jungles of Papua New Guinea (four American 'G' model aircraft) and Goodenough Island (one Australian 'C' model aircraft). The recovery of the aircraft was carried out by RAAF personnel from No 12 Squadron, No 3 Aircraft Depot and the Air Movements Training Development Unit. Chinook heavy lift helicopters of No 12 Squadron and a privately-operated Russian heavy lift helicopter were used to lift the fuselages and components from the jungle to Madang where they were prepared for transportation to Australia by ship or aircraft. No 37 Squadron and the Royal Australian Navy assisted in the transportation of the larger sections of the aircraft to Australia. 'Hell'n Pelican II' had been rediscovered in 1976 by Mike Claringbould, a warbird enthusiast. On 29 September 1984 -- 10 days after the recovery team arrived at the site and 50 years after Hell'n Pelican II had made its unplanned landing-- the Chinook attempted to lift the A-20G free. After three attempts, the helicopter eventually lifted it clear of the ground but was unable to clear the treetops. Over the following day and a half, the Boston's twin-row radial engines were removed and finally the airframe -- minus the outer wing panels and engines -- was transported to Madang airfield and loaded on to HMAS Tarakan, which took the aircraft to Australia.

'Hell'n Pelican II' and a RAAF Boston (to become the RAAF Museum's A28-8 '*Jessica*' after restoration) were both restored in time for the RAAF's 75th Anniversary celebrations in 1996 and were officially handed over on 12 September 1996. The restored "Hell'n Pelican II" is on display at the RAAF Amberley Aviation

Heritage Centre prior to being returned to PNG for display in its new War Museum. 'Jessica' -- the only survivor of the 69 Bostons flown by the RAAF - was road transported to the RAAF Museum in March 1998.

An unofficial account of the recovery is here: <http://forum.12oclockhigh.net/archive/index.php?t-4328.html>

More images here: [http://www.raafamberleyheritage.gov.au/boston-bomber-\(usaf\).aspx](http://www.raafamberleyheritage.gov.au/boston-bomber-(usaf).aspx)

More on the RAAF Museum's 'Jessica' is here: http://www.airforce.gov.au/raafmuseum/exhibitions/tech_hang/boston.htm

1 Oct 00 - F-111 starred in Olympic closing ceremony



During the closing night ceremony for the 2000 Summer Olympic Games, held in Stadium Australia at Olympic Park, Homebush Bay, on this day, F-111s from No 6 Squadron 'stole the show' with a spectacular 'dump and burn' routine. This presented the illusion of the Olympic flame transcending the skies like a comet, to be reborn at the Games' next location in Greece, in 2004. The sequence demanded precise timing to achieve maximum impact on a potential world audience of 3.5 billion people. A second aircraft was on an equally precise mission, also to perform a 'dump and burn' over the Harbour Bridge, which initiated a massive fireworks display featured on television networks worldwide. With risk management a prime requirement, another two aircraft circled in a holding pattern--providing an unseen backup to ensure the necessary job would be achieved, without fail.

1 Oct 08 - No 325 Expeditionary Combat Support Squadron (ECSS) formed at RAAF Richmond

On this day, Combat Support Unit Richmond (CSURIC) and Combat Support Unit Glenbrook (CSUGBK) combined to form No 325 Expeditionary Combat Support Squadron (325ECSS).

An Air Force News item here
(p8): <http://www.defence.gov.au/news/raafnews/editions/5020/5020.pdf>