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2 Oct 22 – Chief of the Air Staff post created



The RAAF Air Board in 1928, with Air Commodore Williams (front row, centre) as Chief of the Air Staff, and Group Captain Stanley Goble (front row, left)

On this day, the title of the Director of Intelligence and Organisation position at Air Force Headquarters -- held at the time by Wing Commander Richard Williams -- was redesignated as Chief of the Air Staff (CAS) and First Air Member of the Air Board. When the CAS appointment was instituted, the RAAF had less than 350 personnel. The RAAF's next most senior officer, Wing Commander Stanley Goble, formerly known as Director of Personnel and Training, became Chief of the Administrative Staff and Second Air Member. The idea of making the CAS 'first among equals' on the Air Board replicated the arrangements on the Naval and Military Boards of Administration, but was also meant to assuage a bitter personal rivalry developing between Williams and Goble. The change also gave the RAAF a head of service comparable in status to the Army and Navy, although Williams did not reach equivalent rank of his military and naval counterparts until 1935, when he became an Air Vice-Marshal.

More on the early days of the RAAF in the Official History
here: <https://static.awm.gov.au/images/collection/pdf/RCDIG1070474--1-.pdf>

2 Oct 52 – RAF exchange pilot killed in action in Korea



Flying Officer Oliver Cruickshank, an RAF pilot on exchange with No 77 Squadron flying Meteors in Korea, was killed in action on this day. A flight of four Meteors had carried out a successful rocket attack and during their recovery to Kimpo were attacked by two MiG-15s. Another pilot, Sergeant Ken Murray, observed Cruickshank bailing out of A77-436 over Cho'do. Unfortunately Cruickshank's parachute failed to open and he fell into the sea with no chance of survival.

2 Oct 67 – RAAF took delivery of first Aermacchi MB326H



The Aermacchi MB 326H 'Macchi' was ordered by the RAAF in August 1965 after it was decided there was a need for high-performance jet training to prepare pilots for the Dassault Mirage then entering service. On this day, A7-001 -- the first Macchi received by the RAAF which had first flown in Italy on 14 April 1967 before being shipped to Melbourne later that year -- was handed over to the RAAF. The aircraft first served with Central Flying School (CFS) familiarising instructors on the new type. Of a total of 97

Macchis operated by the RAAF, the first 20 were assembled in Australia from Italian production, with the remainder produced by the Commonwealth Aircraft Corporation (CAC) and Hawker de Havilland with an increasing level of local components. By aircraft A7-031, production aircraft contained approximately 85% local content. In addition, CAC also built the Macchi's Rolls Royce Viper turbojet engine under licence. The Macchi's main operator was No 2 Flying Training School (No 2 FTS), operating the type from 1970 until the final course on the type in 1991. The aircraft was also operated by the Central Flying School (CFS) to train RAAF flying instructors and also in the lead-in fighter role by No 2 Operational Conversion Unit, No 5 Operational Training Unit, and Nos 25, 76, 77 and 79 Squadrons. The aircraft was replaced in this role by the British Aerospace Hawk from 2001. The Macchi was also flown by the RAAF's aerobatic team, the Roulettes, whose pilots and aircraft were drawn from CFS at RAAF Base East Sale.

2 Oct 05 - RAAF responded to second Bali bombings (Operation BALI ASSIST)



Triage centre at Denpasar

The detonation on 1 October 2005 of three terrorist bombs on the Indonesian island of Bali killed 25 people, many of them foreign tourists (including four Australians), and injured more than 100 (17 of whom were Australians), just days short of the anniversary of similar deadly blasts in 2002. On this day, two RAAF C-130 Hercules transports were dispatched from Richmond, outside Sydney, carrying an ADF medical team to help assess and treat the injuries of the victims. A further ADF surgical team, with a medical staging facility and a small coordination element, also deployed from Richmond to Darwin by C-130 aircraft in case they were needed in Bali. After the emergency response team arrived at Denpasar, the two RAAF aircraft returned to Australia early on 3 October carrying 22 victims and some members of their families.

A 20 Oct 05 Air Force news article

is here: <http://www.defence.gov.au/news/raafnews/editions/4719/topstories/story01.htm> **and more images**

here: <http://www.defence.gov.au/media/download/2005/oct/20051005.cfm>

2 Oct 09 - RAAF supported relief to simultaneous natural disasters

On this day, RAAF transport aircraft responded with emergency relief to the scene of an earthquake disaster on the Indonesian island of Sumatra, at the same time as it was already reacting to an earthquake and tsunami disaster in the Pacific affecting Samoa, American Samoa and Tonga. The day after the first tragedy on 30 September, a RAAF C-17 Globemaster was on its way to Samoa carrying ADF aeromedical evacuation teams, rescue equipment and emergency supplies. A C-130 Hercules followed from Australia

later the same day, joined by two RAAF Hercules which were in New Zealand on training tasks at the time and conveyed portions of the NZ response. After the city of Padang in Sumatra was devastated by a separate quake on 1 October, the RAAF was called upon to put additional C-17 and C-130 missions in the air to take an ADF joint task force to Indonesia as well.

3 Oct 46 - Direction to form No 3 Telecommunication Unit (3TU) issued



Air Board Organisation Memorandum Number 1081 -- establishing No 3 Telecommunication Unit (3TU) at RAAF Base Pearce -- was issued on this day. The unit was a replacement for the eight Wireless Telegraphy Units which saw service in WW II. Recruitment was sought from the Telegraphist mustering with the first two members being posted to 3TU in October 1946. The site, which was built in 1941, comprised two cement buildings and a reinforced concrete 'igloo' structure that served during WW II as a remote receiving station for RAAF Pearce. Following specialist training, on the evening shift of the 6 September 1947 No 3TU commenced work and was operational around the clock until closure on 1 December 1991.

3 Oct 52 - Nuclear bomb test at Monte Bello Islands



When Britain conducted its first nuclear bomb test off Trimouille Island, near Monte Bello Islands located 125 kilometres west of Dampier, Western Australia, on this day, the RAAF assisted by providing aircraft and crews for various support missions. Operation Hurricane was designed to show the damage to be expected from a nuclear explosion in a coastal maritime environment similar to the British Isles. Seven RAAF Lincolns from No 82 Wing and No 10 Squadron were based at Broome, WA, and from there flew meteorological, reconnaissance, communications and transport tasks. Following the detonation, five of the aircraft tracked the atomic cloud and three of them actually entered the cloud to collect samples of radioactive dust in underwing canisters and take readings on Geiger counters. No special precautions were taken with personnel, either air or ground crews, and the Lincolns were not decontaminated but simply returned to normal duties afterwards.

A 9-minute documentary excerpt of Operation Hurricane is here: <https://www.youtube.com/watch?v=3n9XnoexPXI>

3 Oct 67 - First CGM awarded since WW II



Painting by Rex Bramleigh (1973)

Corporal John Coughlan became the first RAAF member awarded the Conspicuous Gallantry Medal (CGM), the highest flying award for non-commissioned ranks (other than the Victoria Cross), since World War II. While a crewman with No 9 Squadron in Vietnam, he went to the assistance of personnel from an American gunship helicopter which crashed on this day into dense jungle inside enemy-held territory eight kilometres from the Australian Task Force base at Nui Dat. Although the downed aircraft was burning fiercely, its ammunition and rockets exploding dangerously, he volunteered to be winched to the rescue of the badly injured crew. He successfully accomplished this, though frequently forced to take cover from shrapnel. Three months later he performed a similar feat in aid of another downed US helicopter. Awarded the CGM in 1968, he was only the tenth member of the RAAF to receive the medal since it was instituted in 1943.

John passed away on 20 Apr 13 - more

here: http://www.airmanaircrew.com/htm/rolls/vale/coughlan_john/coughlan_john.htm
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3 Oct 73 - GAF Nomad crashed

Photo by Bruce Linwood



In 1972 the government approved an initial production run of 20 Nomads (including 11 for the Australian Army) and -- in June 1973 -- this was increased by a further 50. The first Army Nomad was the second prototype aircraft, VH-SUR. Aircraft 02 featured tail modifications to increase the fin area and raise the rudder, and was displayed at the 1972 Farnborough Air Show. This aircraft was leased to the Army as A18-002 (but also badged as A18-300) in July 1973, but crashed three months later on this day. After being repaired at GAF as VH-SUR, this aircraft was returned to the Army in 1976 as an instructional airframe at No 5 Base Workshops, and today is a gate guard at the Army Aviation Centre, Oakey, Queensland.

3 Oct 87 - Vietnam Veterans paraded in Sydney



Sydney March, 3 Oct 87

Vietnam National Memorial Dedication 3 Oct 92

On this day, Vietnam veterans were given a welcome home parade in Sydney some 15 years after the last of the Australian forces had left Vietnam. Some 25,000 Vietnam veterans marched; at the front were the next-of-kin of those who had not returned, each

carrying an Australian flag representing the dead. Estimates were that several hundred thousand people lined the streets to watch the march. Australia's last two battalions to serve in Vietnam -- the 3rd and 4th Battalions, Royal Australian Regiment (3RAR and 4RAR) -- arrived home in 1971. In August that year the Prime Minister, Billy McMahon, announced that the remainder of the Task Force would be withdrawn at the end of 1971. 3RAR returned home in October 1971 followed in December by 4RAR and No 9 Squadron. Some logistics personnel and the last of No 35 Squadron's Caribou aircraft left early in 1972. RAAF aircraft returned to Vietnam in 1975 following the capitulation of the South. Five years after the March -- in 1992 -- a National Memorial for the Vietnam War was unveiled on Canberra's Anzac Parade. These gestures meant a great deal to veterans and signalled an acceptance of Vietnam veterans that some who returned from that war had not felt before.

More here: <http://vietnam-war.commemoration.gov.au/commemoration/>

Video: <https://www.youtube.com/watch?v=3n9XnoexPXI&authuser=0>