

No. 25 Squadron C.A.F.



The last Wirraway at Peace was originally donated to the Midland TAFE for apprenticeship training, but now resides in the RAAF Aviation Museum, Bullcreek

RAAF, 183/2/1614

436909 W/O. HADDON, O.B.
63 Auckland Street,
NORTH PERCH, W.A.

11 SEP 1951

Reference is made to your application for enrolment on the Royal Australian Air Force Reserve and it is desired to advise that approval has been granted and action taken to effect your enrolment with effect from 6th August, 1951, with the rank of Warrant Officer, and in the rating of Pilot.

Your case has been passed to Headquarters, Western Area, R.A.A.F., Pearce, W.A. who will communicate with you relative to your possible future training.

Squadron Leader, D. of F.,
for AIR MEMBER FOR PERSONNEL.

Sample of a post war **RAAF Reserve** acknowledgment that an ex WW2 Pilot received. At least one wartime Air Gunner, FLTLT Colin Chapman trained as a Pilot at Pearce. Later flew for many years as a civilian Pilot with M.M.A.

Post War

Citizen Air Force Pilot Training at RAAF Base Pearce – 1948

In April 1948 the No 25 Squadron (City of Perth) was reformed as a Citizen Air Force Unit (CAF) and assumed the task of training Pilot and Ground Crew Reservists should the RAAF need to expand rapidly in response to an emergency. Flying training commenced for a number of very experienced WW2 Pilots, who willingly entered the CAF knowing that they would be required to attend Pearce every alternative weekend as well as a month camp every year. The squadron was initially equipped with Tiger Moth, Wirraway, with and Mustang aircraft.

Experienced WW2 pilots had a three-hour refresher course on Tigers before converting to Wirraways which had been the war time Service Flying Training aircraft on which they had gained their wings. After 12 hours experience on Wirraways they converted to the single seat Mustangs, which a number had already flown in combat.

Some of the CAF pilots under training with no war time flying experience but had limited civil hours now commenced RAAF flying training that took them up to Graduation standards. One of these Cadets had been a wartime Air Gunner and was so determined to become a pilot, paid a civil club to teach him up to a private pilot license requirement. In the CAF he held his RAAF rank while the others were known as Cadets and were distinguished by a white band on their hats. He later left the CAF and spent a lifetime as a civil Captain.

No 25 SQN carried out night flying training at Perth Airport through the intervention of one of the CAF pilots who was also one of the Department Civil Examiners of Pilots.

In time the Mustangs were replaced by Vampires so conversions were carried out by sending pilots off solo in the single seater Vampire. During 1954 a dual version (side by side) of the Vampire arrived which facilitated conversions.



No.25 Squadron (City of Perth) Golden Jubilee



The Golden Jubilee was celebrated at RAAF Pearce as an important achievement in No 25 Squadron's history. In the post war period saw the SQN operate the P51 Mustang and the Vampire as shown in this postcard of the time.

Mobility Exercises for No 25 SQN

Once a year during the CAF camp the whole Squadron moved to a different location for flying and servicing exercises. Busselton was the first of these camps and it was successfully carried out. An Anson and Dakota was used to carry spares and crews.

The following year the Squadron moved to Geraldton, the wartime Service Flying Training School for multi-engine aircraft Pilots. The Squadron camped in the hangars because the wartime barracks had been sold.

The following Mobility Camp was somewhat more adventurous when Darwin was selected to really test the organisation, and it proved to be quite complex. Staging was through Geraldton, Port Hedland, Broome and onto Darwin. The Base there still showed the scars of the Japanese bombing attacks and a general run-down appearance in 1953. In 1954 gunnery exercises were carried out with the Vampires using cannons.

CAF Flying Disbanded

CAF involvement with No 25 Squadron came to an end in 1960 when the flying organization was disbanded and took on a training and support role in the Citizens Air Force.

Active Reserve

With the introduction of the Active Reserve in 1981, No 25 Squadron's role again altered to provide an avenue for reservists to render active service in the permanent force as their civilian employment permits.

No 25 Squadron was now a Ground Support role for Permanent RAAF Units through an affiliation with the RAAF's front line Fighter Squadrons and continued with training camps at RAAF Base Williamtown.



RAAF Base Pearce, the home of No.25 Squadron



Conversion to flying jets is carried out at No 25 SQN Pearce and successful Pilots continue further training with the Operations Flight.

Macchi aircraft of No. 25 SQD still display the war time black swan emblem.



Operational Active Reserve

In October 1989 the Chief of the Air Staff, Air Marshall Ray Funnell, announced that No **25 Squadron would resume flying operations utilising MB326H Macchi**. On 1 January 1990 No 25 Squadron underwent one of the most significant changes in its history. It once again became a fully operational unit and the first Active Reserve Unit in Australia to recommence flying duties. The Squadron has now become a day fighter squadron flying Macchi jet aircraft.

The Squadron was given unique status in the RAAF to provide newly graduating Pilots and Navigators with proficiency jet training for their eventual posting to the RAAF's front line F/A-18 Hornet and F-111 Squadrons. Additionally the squadron provides fleet support for the Royal Australian Navy vessels operating from HMAS Stirling on Garden Island. Equally unique is that both PAF and Reserve Members ranging from Pilots through to Maintenance and other support personnel man the Squadron.

No 25 Squadron thereby perpetuating the fighting tradition established during WW2 have adopted the "Black Swan" emblem that appeared on the tail of the Squadron's wartime Liberators. Reservist Surface Finishers carry out this highly skilled work. Early in 1994 these same Reservists completely repainted the Lancaster bomber that resides in the RAAF Association Aviation Museum in Bullcreek.

While the PAF element (1/3) is vital to ensure the Squadron is able to fulfil its operational objectives, the contribution being made by **its part-time Reserve Members must not be understated**. Reservists are represented in virtually all jobs available to their PAF colleagues. These include test flying and flying instruction, administration and supply as well as engineering and technical support and are therefore crucial to the continued efficiency and effectiveness of the Squadron.

The rebirth of No 25 Squadron has brought for its Members, exciting and demanding at times which will be met with the same commitment and diligence that has characterised the Squadron since its formation on 6 February 1939.

New Life for the Macchi

On 4 November 1994, the fitting of New Wings to the 13 Macchi aircraft of the Squadron was celebrated with a formation flight over the City of Perth.

Daily servicing of the Macchi aircraft continues to be done by permanent RAAF Ground Crews, but as in the past, all major servicing is carried out by Hawker De Havilland in their workshop hangars at Perth Airport.

No 25 SQN Operations Flight



With the Operations Flight at No 25 Squadron the potential Pilots for Hornets and F-111 aircraft must first undergo rigorous assessment of their Flying ability, as well as gunnery and bombing.



Tactical exercises with the Royal Australian naval ships off the West Coast is part of the Operations Flight Course. It also provides essential training for Navy personnel in the defence of their ships.

Operations Flight

Currently, (Nov 1994) No 25 Squadron also has in place an Operational Flight, where Pilots having successfully completed the Macchi jet conversion, undergo advanced operation flying with the Royal Australian Navy based at HMAS Stirling on Garden Island (WA). Those Pilots graduating from this operation Flight then advance to the F/A-18 or F-111 Squadrons

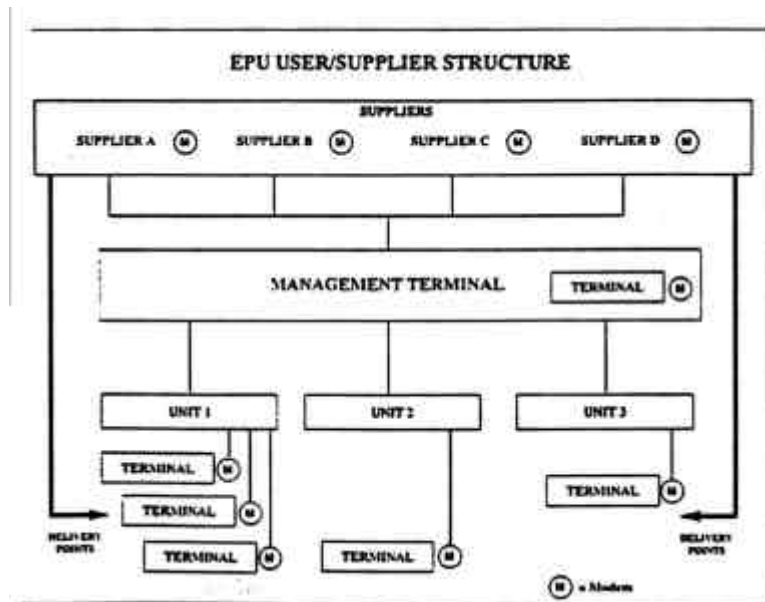
The first RAAF female Pilot has commenced this demanding training programme (Nov 1994).

Note: During WW2 Operational Training Units (O.T.U.) were also the stepping stone to the front line squadrons.

Computers and Stores

Since the 1979/80 period, the control of RAAF stores has under gone a number of innovative structural enhancements to computer software packages to create the most cost effective way to control the purchase, storage and distribution of stores.

At RAAF Pearce No.25 Squadron is currently connected to the Electronic Purchasing Unit, and other Service Providers, as well as having access to Local Suppliers through grants for the purpose. Requests for Special Stores from the Eastern States are usually flown in by RAAF aircraft, or if urgent, by overnight courier service. Goods taken from the Pearce Base are electronically debited and this in turn activates the replacement of stock. As in all computer control systems there will no doubt be added developments for the most efficient techniques.



Freedom of the City of Perth

This honour was conferred on No 25 Squadron in 1979 during a parade through the Capital City of Western Australia



The Squadron Banner was presented to No.25 Squadron on 31 October 1975 by His Excellency the Lieutenant Governor Of Western Australia, Commodore J.N.Ramsay, CGE, DSC



No.25 Squadron Banner presented by His Excellency the Lieutenant Governor.



The Squadron Colour Party.