

### Aircraft operated by No. 25 Squadron



**25 SQD Reserve Personnel**  
**Wing Commander J. Kennedy, Commanding Officer.**  
**1992 to 1996**

SQNLDR	DYBING	PLT	WOFF	MAHER	ATECHI
SQNLDR	BYHARY	PLT	SGT	WEBB	ATECHI
SQNLDR	PACK	ELEC	SGT	BAYET	ATECHI
SQNLDR	WHITE	SUP	SGT	USHER	ATECHI
WGCDR	GALVIN	MED	CPL	BUTLER	ATECHI
FLTLT	HODBY	MED	CPL	STEVENSON	ATECHI
FLTLT	HANDLEY	NED	CPL	NICHOLLS	ATECHI
FLTLT	HICKMAN	NED	LAC	RICHARDS	ATECHI
SQNLDR	DEVES	DENT	LAC	BARNARD	ATECHI
FLTLT	CONNOR	DENT	LAC	MORUP	ATECHI
FLTLT	PETERS	NURS	FSGT	HALFWEEG AV	TECHI
FLTLT	SZALAY	NURS	SGT	BARTLETT	AVTECHI
FLGOFF	PREECE	NURS	SGT	ZOMER	AVTECHI
SQNLDR	ROBERTS	ADMIN	SGT	SLATER	AVTECHI
SQNLDR	WHITE	ADMIN	SGT	JURY	AVTECHI
SQNLDR	GARGANO	ATC	CPL	SZYMONEK	AVTECHI
FLFLT	COX	ATC	CPL	KERRISON	AVTECHI
FLTLT	WALDEISHA	POL	LAC	PEARCE	AVTECHI
FLTLT	BURGESS	ED	LAC	HAYS	ALSFIT71
SQNLDR	PITTMAN	LEGAL	LAC	KRVIBER	ALSFITTI
FLTLT	STEVENSON	LEGAL	SGT	BAINS	ADASTFIT7
FLTLT	WHEATLEY	LEGAL	SGT	WORTHINGTON	CISCON
FLTLT	LEES	LEGAL	LACW	DELBORRELLO	CLKI
FLTLT	GARDINER	LEGAL	LACW	VINCENT	CLKI
SQNLDR	YEO	OPS	WOFF	WIND	CLK2
SQNLDR	BARRETT	OPS	FSGT	VILLA	CLK2
SQNLDR	STONE	OPS	SGT	EVERETT	CLK2
FLTLT	WILLIAMS	OPS	CPL	WAGHORN	CLK2
FLTLT	MORRIS	OPS	LACW	HULL	CLK2
FLTLT	NORTHOVER	OPS	AC	STOREY	MTFITTI
FLTLT	GOULD	OPS	LAC	NORGROVE	ASTFITTI
FLTLT	LANSELL	OPS	SGT	REGEILING	CARP
FLTLT	EFTOS	OPS	CPL	KOLODIJ	CARP
FLTLT	WHITFIELD	OPS	SGT	LAFFREY	GENFITT
FLGOFF	Simpson	OPS	LAC	LONG	METMACH2
FLTLT	ANTHONY	CHAP	WOFF	COTTRELL	WOENG
FLTLT	SNOOK	CHAP	FSGT	LAY	CLKSPLY
FLTLT	GRIFFITHS	CHAP	CPL	HARDING	CLKSPLY
FLTLT	WALSH	CHAP	CPL	CADWALLADER	CLKSPLY
WOFF	HULL	WOD	WOFF	IKIN	SPLR
SGT	LEE	MEDASST2	CPL	MCBROOM	SPLR
CPL	MOORE	STWD2	LAC	FISHER	SPLR
LACW	JONES	STWD2	LACW	WILD	SPLR
WOFF	JEFFERY	COOK2	FSGT	STEWART	STWD
CPL	MCAULIFFE	COOK2	SGT	LUKAN	ALSFITTI
CPL	WATERS	COOK2	FSGT	PEASE	SURFIN
LACW	MORRISON	MTD1	CPL	BRADLEY	SURFIN
FSGT	MCINTYRE	MTD2	CPL	YORK	SURFIN
CPL	WAGHORN	MTD2	LAC	BURGOYNE	SUB
CPL	AVEZZU	MTD2	LAC	MONKHOUSE	ADG
LAC	MANNERS	MTD2	LAC	BALDOCK	ADG
LAC	SPEAR	AFFITTI	LAC	SPICER	ADG
LAC	TRUSLOVE	ARMFITTI	LAC	WAKKA	ADG
LAC	TIPPINS	ELECFITTI	LAC	TAYLOR	ADG
FSGT	KNIGHT	ELECFIT2	LAC	BARNDON	ADG
FSGT	GREAVES	ELECFIT2	LAC	ROBERTS	ADG
FSGT	MURPHY	ENGFIT2	LAC	MACPHERSON	ADG
LAC	CAMPBELL	ADG			
LAC	MARTYN	INSTFIT1			
LAC	LLOYD	RADTECHA2	FSGT	MCPHAIL	A.DG
WOFF	BARTER	RADTECHAZ	FSGT	VAN HEEK	ADG
FSGT	MARTIN	RAAFPOL	FSGT	COOMBE	PTI
CPL	BACKSHALL	RAAFPOL	CPL	CALDWEL	FIREFTR
CPL	TOTTERDELL	RAAFPOL	CPL	SHEARING-JONES	FIREFTR
FSGT	HURKINS	RAAFPOLIN	LAC	HURLEY	FIREFTR
FSGT	SAVAGE	ATECHI	CPL	FRASER	MEDASSTI

## 25 Squadron PAF Personnel 1992 to 1996

FLTLT ADCOCK	GDPLT	SGT	<b>KRPAN</b>	CLK2
LAC ALLEN	ATECH1	CPL	LATTIMER	AVTECH1
CPL ALLEN	AVTECH1	CPL	LAWRENCE	ADASTFIT
LAC ANDRESEN	ATECH1	LAC	LAWSON	AVTECHI
LAC ANDREWS	ATECHI	LAC	LIDDELOW	GHAND
CPL ARAM	ATECH1	CPL	LONG	ARMFITT
LAC ATKINSON	ATECH1			
SGT ATKINSON	AVTECH1	LAC	MARSH	ALSFITT
CPL BARBER	ATECHI	FLGOFF	MCCALLUM	GDPLT
CPL BARKER	ATECHI	CPL	MCDONALD	ATECH1
FLGOFF BARTLETT	GDPLT	LAC	MCKENNA	ALSFITT
CPL BATES	ATECHI	SGT	MCKENNA	AVTECH1
CPL BENSON	AVTECH1	LAC	MCLENNAN	ATECH1
LAC BLAKE	AVTECH1	LAC	MEADOWCROFT	AVTECHI
LAC BLAKISTON	SPLR	FLGOFF	MEIN	GD PLT
CPL BOND	AVTECH1	CPL	MELONCELLI	ATECH2
LAC BOZANICH	ATECH1	LAC	MELVILLE	AVTECHI
CPL BRADLEY	ATECH2	LAC	MEYS	ALSFITT
SQNLDR BRAY	ADMIN	CPL	MIDDLETON	ATECHI
CPL BREMNER	ATECH1	LAC	MIDDLETON	AVTECH1
CPL BRIMSON	ATECH1	LAC	MILES	SURFIN
LAC BROUGHTON	ATECH1	SGT	MILLS	ATECH1
CPL BROWN	ATECHI	CPL	MONTGOMERY	AVTECH1
CPL BURNS	ALSFITTI	LAC	MOONEY	AVTECH
CPL CAMILLERI	ATECH1	LAC	MOSCHER	ATECH1
LACW CASBOULT	CLK2	LAC	MULLER	AVTECHI
FLGOFF CHIPMAN	GDPLT	FSGT	NAESS	FLTENG
FLTLT CHOMA	GDPLT	PLTOFF	NEASMITH	GDPLT
CPL CLARKE	ATECH1	CPL	O'CALLAGHAN	ATECH1
LAC CLEMENTS	AMECH	CPL	O'NEILL	ATECH1
CPL COBBY	ADASTFIT	CPL	PALMER	AVTECHI
SGT COLLIER	ADATECH1	CPL	PALOMBO	ATECH1
CPL CORNALL	AVTECHI	WOFF	PEARSE	ATECH1
AC CUERDEN	AMECH	AC	PEARSON	AFITT
AC CUNNINGHAM	AVFITT	CPL	PERSICHETTI	ATECHI
FSGT CURNOW	ATECH1	LAC	PRATT	AVTECH1
CPL DAVIDS	AVTECH1	LAC	PRITCHARD	AVMECH
FSGT DAWSON	ATECH1	FLGOFF	PUDNEY	GDPLT
CPL DEAN	CLK2	SGT	ROSAM	ATECH2
bAC DIBB	ASTFITT	LAC	SCHNEIDER	ATECH1
AC DIXON	AMECH	CPL	SCOTT	ATECHI
	CPL		SEABROOK	ADAVTECII
CPL DOWDEN	ATECH1	LAC	SEAGE	AVTECH
CPL DUNCAN	AVTECHI	SGT	SHARMAN	ALSFITTI
AC DYKSTRA	AFITT	PLTOFF	SHARROCK	GDPLT
SQNLDR EMMANUEL	XO	CPL	SIMPSON	ATECH1
FLTLT ENGLAND	ARM	LAC	<b>Sims</b>	ALSFITTI
CPL FRASER	CLK2	CPL	SKAMP	ATECH1
FSGT FULLELOVE	AVTECH1	CPL	SLATER	AVTECHI
SGT GALLAGHER	ADASTFIT	FLGOFF	SLEEMAN	GDPLT
SGT GARDNER	ATECH1	FLTLT	SMITH	GDPLT
SGT GILSON	ATECH2	FLGOFF	SNEDDON	GDPLT
SQNLDR GORDON	SENGO	CPL	STRANGWAYS	SURFIN
SGT GREEN	ATECH1	LAC	SULC	ATECH1
CPL GUTTERSON	AVTECH1	CPL	SUTTON	ATECHI
CPL HAGLEY	ADASTFIT	CPL	THOMPSON	AVTECH1
CPL HALES	ADASTFIT	CPL	TIMERMANIS	CLKSPLY
LAC HANGAN	ALSFITTI	CPL	TORKINGTON	AVTECHI
LAC HANKIN	CLKSPLY	LAC	TOWNSEND	AVTECH1
LAC HARDING	AVTECH1	FLTLT	TOWNSEND	GDPLT
LAC HARLEY	AVFITTI	LAC	TREW	AVMECH
CPL HAYWARD	AVTECH1	CPL	TUCKER	AVTECH1
FLTLT HENDERSON	GDPLT	SGT	TURNA	ATECH1
CPL HOLLINGS	AVTECHI	CPL	VAN BEEK	AVTECH1
AC HOLTER	AMECH	LAC	VANCE	AVTECH1
LAC HOPE	ATECH1	LAC	VAUX	AVFITTI
LAC HUMBER	ATECHI	CPL	WALDHUBER	ATECH1
CPL HYDER	ATECHI	AC	WARHAM	AVFITT
CPL JOLLIFFE	AVTECH1	CPL	WARNER	ATECHI
LAC KELLEY	AVTECH1	LAC	WILLIAMS	ATECHI
AC KELLY	AVMECH	FLTLT	WILSON	GDPLT
WGCDR KENNEDY	CO	CPL	WOOLF	ATECH1
CPL KERR	ATECH1	CPL	KERRISON	CLK2
CPL KILGALLON	ADATECH	CPL	Kotzem	ATECH1

## No.25 Squadron Active Reserve in Action



Members of 25 Squadron during 1949 when Mustangs were being used at RAAF Base Pearce.



Reservists manhandle this P51 Mustang back into the hanger for servicing after a flight.



No 25 SQD Fitters are here installing a Rolls-Royce Goblin engine into a 2FTS Vampire in '68.



Fire fighting is a skill all Members of the Active Reserve must achieve.



A visiting Inspection Team stops to discuss the servicing details being carried out.



New Personnel with the Active reserve are undergoing a Training Session with an Instructor

No.25 Squadron Musterings on Duty



Ready Reserve Surface finisher applies his skill to a newly arrived aircraft.



Long before the aircraft shelters Reserve personnel had to work in the open during cold wet winters.



A multitude of Musterings are represented here in this group of 25 SQD Active Reservists.



A large percentage of Reservists bring their skills direct from the Permanent Air Force Service.



A recent photograph of 25 SQD to mark the occasion of its formation back in 1948.



Before this Macchi became a 25 SQD aircraft these same Reservists probably serviced it in No 2 FTS.

## **“The Part-Timers A History of the RAAF Reserves 1948-1998”**

The following details have been taken from the book written by **GPCAPT Dough Hurst** (Retired) with his, and the Publisher’s permission. This segment provides an overview of the Active Reserve.

“In 1948 the RAAF formed Citizen Air Force fighter squadrons in the main capital cities as an integral part of Australia's air defence. Made up of a mix of regulars and Part-Timers, these CAF squadrons successfully operated Mustangs, Vampires and Meteors for over a decade, providing an important contribution to Australia's defence and a high profile to the CAF. However, in 1960 flying ceased in the CAF when the RAAF could not afford to replace their ageing aircraft.

Without aircraft, the CAF squadrons were much reduced in size and given "auxiliary", rather than operational, status. For the next 20 years, a few hundred Part-Timers served a largely indifferent RAAF through affiliations with operational squadrons and general support for host bases. Skills were kept alive and good work done, but the great potential of the CAF was largely ignored for two decades.

Fortunately, champions eventually emerged, and in 1981, their worth re-appraised, the **CAF became the RAAF Active Reserve** with more squadrons and more people. This revitalised the Air Force Reserve, which since then has adopted an increasingly operational and integrated role. Today, Part-Timers serve in nine RAAF Active Reserve squadrons. Other Reserve elements provide seven days a week support to the RAAF in areas as diverse as operations management, technical and staff support, airfield defence, and specialist medical and legal services. Current plans will expand the Reserve and further **integrate** it into the RAAF as part of a "total force".

There has been a roller-coaster ride of the RAAF Reserve, particularly since the formation of the CAF fighter squadrons in 1948. Policy, workplace and personal perspectives are provided, along with an outline of each of the nine RAAFAR squadrons, the Specialist Reserve, the Air Training Corps and the University Squadrons. The valuable contribution made by Part-Timers over the years is confirmed. A glimpse of what might have been if their great potential had been more fully developed is also provided. Given today's plans to greatly expand the RAAF Reserve, that glimpse, along with the history, should provide interesting reading to Permanent Air Force and Part-Timers alike.”

### **The three components of the RAAF Reserve**

**The RAAF Active Reserve (RAAFAR) made up of the existing CAF Squadrons and some additional Squadrons.**

**The RAAF Specialist Reserve (RAAFSR) made up of specialist Medical, Legal and Chaplaincy.**

**The RAAF General Reserve made up of existing inactive General Reserve Lists.**

## Active Reserve Musterings

Many of the original Musterings have changed, for example:

### Aircraft Musterings are:

Aircraft Technician 1, Avionics Technician 1, General Support Equipment Fitter 2, Aircraft Life Support Fitter.

Currently, (2002) No. 25 Squadron Active Reserve have some personnel undertaking training on the new through jet Trainer, the **Hawk 127 with No.79 Squadron.**



## “ Bomb Burst”



### No 25 Squadron

This Squadron's very long association with RAAF Base Pearce was recently changed from an integrated flying Squadron to a **RESERVE SQUADRON**

These same Macchi aircraft became No 25 SQD used to train Pilots and Navigators and adopted the Black Swan emblem.

### 25 (City of Perth) Squadron Royal Australian Air Force

Active Reserve 2002



#### Our Role

The Active Reserve is composed of volunteer members who are highly motivated towards the Air Force and their Reserve commitment. The role of the Active Reserve is to provide trained personnel to meet the Air Force's wartime requirements. Active Reserve members may be utilised in the area of war operations or in backfill positions left vacant by other Air Force personnel who have been deployed.

#### **Our Mission**

Recruit, train and sustain skilled and professional personnel to support Australian Defence Force and Air Force missions.

## **Our Vision**

A combat focussed team of skilled and trained personnel that is responsive to the Australian Defence Force and Air Force needs, and prides itself on its contribution.

## **Our Values**

Dedication, Flexibility, Professionalism, Esprit de Corps

## **History of No 25 Squadron**

No 25 (City of Perth) Squadron was originally formed on 3 May 1937 at Laverton in Victoria and was initially known as No23(City of Perth) Squadron. The squadron moved to RAAF Station Pearce in early 1938 and was renumbered 25 Squadron on 1 January 1939. The Squadron commenced operations undertaking flying training, Army cooperation and meteorological flights.

No 25 Squadron assumed various roles during World War II, initially engaged in convoy close support and anti-submarine patrols in the approaches to Fremantle Harbour and Rottnest Island, further anti-submarine patrols along the West Australian coast. The Squadron then turned to the air defence of Perth. Finally, as the threat of invasion diminished the Squadron was re-equipped as a heavy bomber unit flying B-24 Liberators out of Cunderdin airfield. At the end of the war the squadron assisted in the evacuation of prisoners-of-war from the Pacific Islands. The squadron had flown Avro Trainer, Avro Anson, Hawker Demon, Fairey Swordfish, CAC Wirraway, Vultee Vengeance, Brewster Buffaloe, Consolidated Liberator, and de Havilland Tiger Moth and Moth Minor aircraft.

No 25 Squadron was disbanded in 1946 and re-formed again at RAAF Base Pearce in 1948 as an Active Citizen Air Force Fighter Squadron, manned by a nucleus of permanent Air Force members supplemented by Active Citizen Air Force pilots and ground staff. The Squadron was then known as No 25(City of Perth)(Fighter) Squadron. Between 1948 and 1960, the Squadron trained reservist pilots and ground crew, operating such aircraft as the Mustang, Wirraway, Tiger Moth and Vampire jet fighter. Re-organisation of the Citizen Air Force in 1960 changed the Squadrons role from flying training to ground training. From 1960 until 1989 No 25 Squadron maintained its role of support to the units of RAAF Base Pearce. The squadron was also affiliated with No 77 Mirage Squadron at Williamstown and was trained to service Mirage aircraft. In October 1989 the Squadron resumed flying operations with the MB326H Macchi conducting jet introduction training and fleet support for the RAN.

In 1998, In 1998, No 25 Squadron's flying operations were re-assigned to the newly re-formed No. 79 Squadron, and No. 25 Squadron returned to its role as a Reserve unit providing a surge capability of trained personnel to the RAAF for times of contingency.

## **CONTEMPORARY ACHIEVEMENTS**

The squadron comprises Executive Services, Personnel Service, Logistics Services, Operations Support, Operations, Engineering, Health Service and Training Flights.

**Executive Services Flight..** This flight has concentrates on developing the Squadron Strategic Plan, the Annual Report, and the marketing plan for the Squadron.

**Personnel Services Flight.** Administration of the unit is the major role for Personnel Services Flight. This includes important functions such as management of the training day salary and

processing of workforce requests, pay, generating and mailing routine instructions, processing general administration such as honours and awards, leave and standard applications. In addition PSF maintains the recruiting function, including the interviewing, processing and enlistment of former serving members.

**Logistic Services Flight.** This flight comprises Supply, Transport, and Catering Sections. LSF has possibly felt the most impact of the rate of commercialisation at Pearce, as opportunities to train and work in core 'blue' areas have diminished at a rapid rate. Only 79SQN and Air Movements remain in uniform, and as a consequence a great deal of negotiation has taken place with contractors to ensure that Aircraft Refuellers, Cooks, Stewards and Suppliers, and Clerk Suppliers can undertake meaningful training.

**Operations Flight.** This flight provides the greatest exposure to permanent Air Force Support. From the 1974 formation with three members and affiliation with 77SQN for fighter operations, the flight has grown to 15 Operations Officers and two Clerks and also aligned itself with No 92 Wing for Maritime Operations. The dedicated Maritime Operations Room provides operational and exercise support at RAAF Pearce and the flight provides staff for attachments away from RAAF Pearce. The flight will be supporting both 92WG and 81WG through activities with 79SQN and deployed elements, national and international, at RAAF Pearce.

**Operations Support Flight.** This flight provides Air Traffic Control, Air Defence, General Engineering Services, Security Police and Fire Fighting capabilities. 25SQN Fire Fighters are the first reservists to work with a contractor to maintain this capability in the RAAFAR. 25SQN Fire Fighters can expect to deploy to northern bare bases to undertake OJT.

**Engineering Flight.** 1999/2000 was an extremely busy year for this Flight. Significant workload tasking from 79SQN resulted in the flight achieving a considerable level of productivity over 27 working days on aircraft. Engine/Airframe Section, Avionics Hangar, Avionics Workshop, Weapons Systems Section, Surface Finishers Section, Mechanical Equipment and Operational Maintenance Support Section, and the Hypobaric Chamber cell activities significantly reduced downtime on Macchi aircraft, and with this improved serviceability rate the attendant pilot training rate at 79SQN was substantially increased. Periodic support has also been provided to 79SQN and CSFPEA, particularly aircraft crash barrier maintenance, throughout this reporting period over and above the working weekends. Considerable PR value was gained from the 25SQN Surface Finisher project for the re-paint of the RAAFA Aviation Heritage Museum's pylon mounted Mk XVI Spitfire Replica. Aircraft welding repairs for USA Airforce and New Zealand Air Force C130s was another notable achievement.

**Health Services Flight.** During the year this flight had three members on full-time service, one deployed with the UN in East Timor, one in Darwin and one backfilling at Pearce. The flight has continued to concentrate on preliminary assessments for medical reviews and conducting annual hearing tests, in addition to delivering the First Aid lectures on behalf of Training Flight as part of General Service Training.

**Training Flight.** The flight has continued to actively support squadron operations through identifying and scheduling additional opportunities for personnel to attain proficiency in Physical Fitness Test, Steyr, Ground Combat Training and Continuation Training lectures. The flight

has also been successful in coordinating training opportunities for personnel to undertake training at both ADF and non-ADF training establishments. A range of courses was also successfully conducted in-house including computer training, a variety of Motor Transport driving courses and Recognition of Prior Learning training. A successful training dining in night was organised for all squadron members earlier this year. The Ground Defence and Physical Training Section staff join the flight, as well as the creation of Under Training Establishments which saw training flight gain the responsibility for the administration of recruit and initial officer trainees. Two training flight staff also commenced a 12 month attachment in support of PAF training activities at 1RTU and 306CSU.

### **No 25 Squadron Standard**

Throughout their existence, armed forces have carried with them signs and symbols of their unity, strength, and achievements. The award of a Squadron Standard commemorates achievement of an operational squadron, either on completion of 25 years service or by having earned the Sovereign's appreciation for outstanding operations. Achievements in World War I and World War II are emblazoned on Squadron Standards in the form of Battle Honours.

**The Standard is a fringed and tasselled silken banner in Royal Air Force blue, mounted on a pike surmounted by a golden eagle. It has a decorative border of roses, thistles, shamrocks, leeks and wattle. In the centre is the Squadron Crest portraying a black swan with a gold crown around its neck with the motto, DEFENDO. The white scroll on the side is inscribed with the Battle Honour of the Squadron, awarded for operations in the Eastern Waters 1941 – 1945. The Standard was presented to the Squadron in 1975.**

### **The Air Force Association Trophy**

The trophy, donated by the Air Force Association is awarded annually to the most efficient Air Force Reserve Squadron.

**Each Squadron is assessed on overall effectiveness and efficiency. Factors that are considered when evaluating the squadrons include trade knowledge and technical efficiency, attendance at training parades, discipline, standard of administration, morale and the level of individual readiness for deployment.**

No 25 (City of Perth) Squadron was the inaugural recipient of the AFA Trophy at its inception in 1961. 1999 marks the sixth occasion that No 25 (City of Perth) Squadron has won this prestigious award. The AFA Trophy was presented to the Squadron on Saturday 23 September 2000 by His Excellency Lieutenant General J.M Sanderson, AC (Retd) Governor of Western Australia.

### **Message from the Commanding Officer of No 25 (City of Perth) Squadron**

I wish to firstly acknowledge and thank the guests that have attended this ceremonial parade for the presentation of the Air Force Association trophy to No 25 (City of Perth) Squadron. While there is a very clear acknowledgment of the opportunity cost that is incurred by reservists in

pursuing a career in the Australian Defence Force, the fact that families and friends also make that same contribution is sometimes not as apparent. Today's parade is for the families and friends, in recognition of the commitment that they make. The support of family and friends is very important, if not more important than the winning of this prized trophy.

The Air Force Association Trophy is a highly sought award by all of the Active Reserve Squadrons. The award of this magnificent trophy to 25SQN for the achievements in 1999 marks a successful transition from an integrated flying squadron, to a reserve squadron with our own identity, role and vision. The transition has not been easy, however the award is a reflection of the hard work and dedication by the members of the Squadron.

In receiving the **Air Force Association Trophy**, I would like to specifically acknowledge the dedication and determination of two former Commanding Officers. Squadron Leader Jenny Lumsden, and my immediate predecessor Squadron Leader Pete Hayward were instrumental in the transition process from an integrated squadron to a reserve squadron, and were largely responsible for initiating many of the initiatives that lead to the award of this trophy for 1999.

Of course, the airmen and airwomen who are parading today for you did the hard work. The significant contributing factor in outstripping the other reserve squadrons to receive this award was the commitment that unit members made to individual readiness. I may hasten to add, that since receiving this award the level of individual readiness has increased even further, where now over ninety percent of the unit meet the minimum readiness standards for Air Command.

The parade today is the culmination of many hours of drill and hard work. The parade is significant also as it is the first full ceremonial parade for many of the participants. It is possibly the best illustration of the level of commitment that these members show to the Air Force and to the Squadron. Finally, it is with all sincerity that I say that it is my privilege to be the Commanding Officer of No 25 (City of Perth) Squadron. I hope that you enjoy the day.

**Tim Hurford**  
**Squadron Leader**

## Women's Royal Australian Air Force WRAAF



The WRAAF was formed in 1951, but the young Women had to wait until 1977 before they were fully integrated into the RAAF



The W.R.A.A.F. cap badge

## Women's Royal Australian Air Force 1951

At the end of WW2, Australia disbanded its Women's Services, except the Nursing Service. The last WAAF was discharged in 1947.

During 1950 the Commonwealth Government decided to re-introduce women back into the RAAF. (Perhaps the Korean War, 1950-1953 created the stimulus). In December 1950 four ex-WAAF Officers were appointed and given a refresher course at Laverton. They were to figure in the recruiting of young women, who commenced training on 30 January 1951, the date that is accepted as the birth date of the new Service. Young women 18 years to 21 years of age still had to have permission from their parents to "sign up." The term Auxiliary was deleted and the prefix "ROYAL" used.

Flight Officer Elanor Mary Brett, one of the four WW2 Officers called back into the Service, commenced duties at Pearce during March 1951 and would remain there until 1953 when she was posted to Eastern Command. From there went on as Squadron Officer, Command WRAAF Officer responsible for all WRAAF matters.

Airwomen posted to Pearce during 1951 represented a wide variety of musterings to ease the acute shortage of staff in certain trades, especially in signals and clerical musterings. Airwomen enlisted for four years with an opportunity to re-engage for further similar periods. Some 21 musterings were open to WRAAF and this was increased in 1968 to 31. Similar changes to pay groupings would take place over the years. Although the first intake of WRAAF were expected to have trade qualifications earned during wartime but gradually a wide range of training was evolved as the Service expanded.

As Pearce, new single room accommodation was provided with built-in furniture in 1968. Uniforms provided in 1951 were a big advance on the wartime issue. A blue forage cap with light blue piping replaced the peak cap. Over the succeeding years uniforms have been re-designed a number of times.

Not until 1960 would WRAAF personnel be eligible to receive pension benefits, while a further two years had to pass before they could enter wet canteens. In 1967 WRAAF personnel could be posted overseas for the first time and in 1969 they could continue to serve after marriage.

Members of the Women's Royal Australian Air Force have served at RAAF Base Pearce since 1951 and **in 1977 the WRAAF became fully integrated into the RAAF.**

## National Service Trainees



Airfield Defence exercises included bush bivouacs.



With in a short time the National Service Trainees were still ready for the Queen's Official visit.



The RAAF issue "blue" overall & beret was the daily uniform.



"Square bashing" was the regular order of the day.

## **National Service comes to Pearce**

Number 7 National Service Training Unit was established at Pearce on 1 December 1953. The Unit provided training for National Service Trainees, which also included Flying Training for selected personnel. The first intake of 175 trainees marched in on 4 January 1954 and was followed by subsequent intakes at regular intervals.

In March 1954 the first group of trainees formed part of a guard of honour for the Queen's visit which necessitated a great deal of ceremonial training.

The first Commanding Officer was SQNLDR E A Whiting 1.12.53-2.6.56.

SQNLDR J. Paterson assumed Command on 2 June 1956 to 1 July 1957 when the Unit was disbanded along with all the other National Service Training Units.

### **Trainee selection:**

All 18-year-old males had to register. This was then followed by a medical examination. Each medically fit young man then had to go before an interview panel of three.

Wartime wooden barracks provided the accommodation and during the "rookie" course the group was divided into 4 Flights. Courses 1 to 9 entered a number of trade musterings while those from No 10 Course onwards were restricted to Air Field Defence. Some overnight exercises were conducted.

University National Service Trainees had their period arranged around their annual holiday period. Some entered trade and technical musterings while some commenced flying training on the Base Tiger Moths often providing entertainment to the non flying Trainees.

Trainees had a separate Mess with their food brought from the Airmen's Mess. Weekend leave was granted fortnightly. It appears that a great deal of time was taken up with route marches. Sporting activities were encouraged and a very strong swimming team was developed for inter Service competitions. Trainees held regular dances and fund raising events.

Some Trainees were given acting rank of Corporal and each flight usually had two. Pay to Trainees amounted to 22/9 pence (\$2.29) per day with deductions for tax and a small amount for deferred pay. Daily dress was the dark blue overalls and beret, which was the standard dress for WW2 Trainees for both Ground Staff and Air Crew. The first intake of Trainees completed their National Service on 6 June 1954 after returning their uniforms to Stores.

### **After National Service:**

Each trainee was placed on the Reserve for five years, or had the option of joining the Active Reserve