



**SURVEY
EX-SERVICEMEN'S
ASSOCIATION**

SOUTH AUSTRALIA



**NEWSLETTER No 37
SEPTEMBER 2004**

Newsletter No 37 September 2004

Welcome to our second newsletter for 2004. Time has slipped past so quickly, I am not sure where the year has gone.

We have had a request to send the newsletter by email rather than snail mail. We are considering this as an option. Please let us know what you think of the idea.

Please note—we need news items badly so advise me of anything by phone, typed script or scribbled note. Queries to email your notes to

Social News

First Friday Drinks

For those who must have forgotten where and when, we still meet at the **Saracen's Head Hotel, Carrington St, City** at 5 pm each month. There were five present for an enjoyable drink and a chat in September, with eight members meeting up in August including John (TJ) and Lea Wicker over from Stansbury for the weekend. We sometimes get down to two only attending, but not often. The pub has become very popular on a Friday night and noisier than it used to be, but is still a good water-hole.

Corps Birthday Dinner

Held at the Rob Roy Hotel on Saturday 10th July 2004 at 7 pm, starting a very pleasant evening with drinks in the saloon and dining room, before sitting down to dinner. Being only 20 in number, we were able to share a long single table setup which worked well. The three course meal served was well presented and delicious, which helps no end in setting a more congenial party mood.

For the first time at our many functions in the large Rob Roy dining room, we had to share facilities with another group celebrating a birthday. Fortunately they were not hard-core revelers, but rather quiet and sedate, and being away from our table were no bother at all.

Strangely, it was difficult to pinpoint the birthday kid, even though the rubber-necks amongst us tried hard enough, and of course the low brow end of our table had to sing along with “Happy Birthday”. All good for a laugh anyway.

It was a relaxed function as intended with only two formalities, when the list of apologies received were read out, and later for a short address given to honour the Corps, before all stood for the toast

“To the Memory of the Royal Australian Survey Corps”.

Those attending were: Barbara & Arthur Henson, Pam & John Harrison, Margaret & Bob Love, Stevo Hinic & Pauline Mannix, John Frith, Lincoln Smith, Dave Irving & Pam Illert, Julie & Peter Elverd, John Shepherd & his father, Lorraine & Ken Talbot-Smith, and Joan & Alex Munro.



Anzac Day 2004

Anzac Day Parade 2004, led by Bob Love and Dave Irving with our banner.

Photo courtesy of Barbara Henson

Christmas Function

The Christmas get-together is proposed for early December. Initial approaches to use the facilities of the Sergeants' Mess at Keswick Barracks have been favourably received but not yet finalised. Catering services, mess staff and opening hours outside military requirements are now managed by civilian contractors, far different from former times when the entire place was managed by Service personnel. Consequently, approval by the mess committee to use the facilities is one thing, and agreement with the contractors to provide the services we require is another. Our usual pre-function letter will notify all members of the outcome and where we finally party-on.

The New Association Banner

The new banner was used for the first time on Anzac day this year and met with the approval of members attending the parade. It was produced by a local silkscreen printer, and finalised only three days before being used. The design was based on our old banner, which gave good service for over 20 years, but is now looking very tired. My thanks to Bob Skitch and Gary Warnest for providing reprostat which was of assistance, although finally the Corps Badges were produced from hand touched enlargements then reduced.

The cost was \$325 for the reprostat production, printing, supply of material, double siding and hemmed edges etc, although there was an alternative photographic product available for about \$200, which would have done the job. I have compared an example of this with our finished banner, which looks that much better and I think justifies the extra cost.

Over the years our Association has never accumulated funds as a matter of policy, so our "unencumbered cash funds" have always been minimal. Consequently our modest bank account is now very modest after paying for the banner. To recoup the cost it was decided at the 2003 AGM to levy a \$5 donation from all local members, or anyone else for that matter. So, although many have already responded, our Secretary/Treasurer Dave Irving would be most grateful to receive the remainder. Don't put it off boys and girls, do it now.

Letter from America

Trevor Pearson recently wrote a letter to Bob Cooper, after reading a batch of our old newsletters, sent to him by Gordon Santo. Very interesting indeed, so read on —

“I was a member of the RA SVY Corps from 1970 to 1990, when I retired in Feb '90. I retired from the SMS, Bonegilla, as a W02, and my final exit was from Randwick Bks, 2 Fd Svy Sqn.

Since that I time, I relocated to Philadelphia in the USA with my family and have set up in a new occupation in the US. I now fly corporate business jets and am a check captain for Netjets, a company that flies world wide.

Recently, (Feb) I was in contact with Gordon Santo, who I served with at both 4 Fd Svy Sqn and 8 Fd Svy Sqn, and he had posted to me a packet of the Ex Servicemans Assoc. newsletters.

I then proceeded to go into shock, and a drooling vegetative state. . . having no idea that the Corps had been disbanded!!

After moving to the USA in Dec 89, I had had little to no contact with ex-servicemen back home, so this news came to me as a huge shock.

As I remember back now, I remember much of how Col. Hillier fought to retain the existence of the Corps and how that we were constantly under the gun from the State Depts etc.

I was floored. !! I guess feeling this way must be an indicator that I am getting old and nostalgic. . . Oh well.. What can you do!! Well, catching up with Gordon was great, and to read about AI Glanville, Stevo, Gags, John Harrison etc was just a trip to the past.”

Trevor also wishes to join our group and receive a copy of each newsletter, which will be arranged.

Listed are Trevor's contact details for old mates who might wish to make contact.

Trevor Pearson

Phone:

Email:

Great Aussie Tourists

Travelling the length and breadth of Australia seems to be a 'must do', by a large proportion of all former Corps members. I recently received a letter from Peter Rossiter detailing a long tourist coach trip he and his wife went on about April/May this year. Peter served in the former Central Command Field Survey Section in Adelaide for many years, until being posted out in the early 60's to various other survey units, until finally being appointed as OC of the Map Depot at Bandiana. He has now lived in Ballina, NSW, for many years.

The coach trip went through Broken Hill, Pt Augusta, Pt Lincoln, across the Nullabor to Perth, northwards on the highway along the coast to Broome, Wyndham, Katherine, Darwin and finally returning homewards through Qld., doing the tourist bit at all towns and historic sites enroute. I've included a couple of paragraphs on Peter's recollections of Perth and Darwin plus the Qld bit which might interest our travellers.-

"I particularly wanted to see the difference at Perth and Darwin. Perth is now in the throes of extending to Busselton, never mind Bunbury. We had a run to Margaret River area, that also was an eye opener. As for Darwin, well, I hadn't quite taken in that Tracy had wiped out the town so they could start again; my goodness!! what a change. And it took me half a day to figure out where the old Victoria Hotel is/was/used to be (it's offices, now). Darwin town is a 'tourist trap' and it seems that most of the commercial and worker bits are at Palmerston. Of course, there's a difference between 10 and 115,000 people, too.

The Cattlemen's Hall of Fame was quite an eye opener, too. Qld towns seem to be more tuned to collecting and showing old machinery, household items of everyday use that are not seen now, even buildings that used to be 'the usual' and which are completely gone from most people's sight. Was very good. But then, I'm a bit of a sook for the old stuff - I still reckon a lot of it works far better than what's available today. If you want a few pics of old machinery, let me know." -

The Victoria Hotel in Darwin was the favoured water-hole for the OR's of C.C. Fd Svy Sect in the late 1950's, whenever in Darwin. The place was run by a Chinese family and typified the way things were from the early days of Darwin. A heritage building if ever there was one, now gone forever, hence Peter's interest.

Thanks for the letter and subscription Peter.

Four Fishing Woes

Late in May this year, I met up with George Timmins (Swan Hill), Peter Presser (Mildura) and Gordon Lowrie (Wodonga) at a camp site on the River Murray, to spend a few days fishing for the elusive Murray Cod. If you want to try the spot on the river selected by George, then note the following directions—from my residence in Adelaide eastwards by road the distance is 545 kms, from Gordon's place in Wodonga westwards by road the distance is about 520 kms, from the nearest town of Boundary Bend its about 15 kms to the west, from the 1194 km riverbank marker (from the mouth) it's about 300 metres upstream and the 143° East meridian cuts the river nearby, so you should get pretty close to where we were.

If you have never seen a good sized Murray Cod, believe me, it's a beautiful fish and when being pulled from the river its an exciting moment. Unfortunately there were too few such exciting moments during our stay.

During a lull in late night conversation around the campfire, with George's port keg, someone mentioned that we were all former WO1's and coupled with the woeful fishing catch up until then, prompted the above title.

Georges miniature fox terrier 'One Talk' has a close call one morning when a Wedgetail eagle selected her for his next meal. A magnificent young adult bird in top condition with a wingspan approaching six feet made the attack, but broke away on spotting Gordon and I nearby. 'One Talk' was not harmed, but small blood spots indicated the eagles talons had made contact.

The only bait readily available were mussels, all collected in about four feet deep water near the bank by George, as the only one with the expertise and ability to withstand cold water, by donning a wet suit and diving down to search the muddy bottom. After each dive, it took a good ten minutes by a blazing fire to remove the blue tinges from his outer body bits, so take this as a "Mentioned in Dispatches" George.

The weather overall was good throughout, with cool but fairly sunny days and light rain at times, fortunately not enough to downgrade the local tracks back to the main road.

Hard to believe, but Peter and Gordon have acquired a few culinary skills since their Fortuna years, and turned out some very good meals

using a camp oven. I can also recommend BBQ Cod.

I loved the serenity of early mornings on the river, and lounging around the camp fire late each morning with the first stubbie. Altogether a very relaxing and congenial stay.

Although the fish were definitely not biting during our stay, everyone went home with at least one good sized Murray Cod, just to prove we had gone fishing. A highly recommended trip.

The Fortuna Move

It is now official—The Defence Imagery and Geospatial Organisation will remain in Bendigo. The threat to move the mapping facilities at Fortuna elsewhere has finally been resolved, at least for a few years to come. The decision will obviously relieve the anxiety felt by those under threat of relocation, although about 27 positions will be relocated to Canberra and while the decision has been generally welcomed, this number represents a fairly serious fragmentation of the overall workforce.

The decision was made in late May this year and the Bendigo public advised over the local radio station in early June.

Details are sketchy, but the tourist activities will probably resume again at Fortuna after the move to a proposed special purpose building.

The following message was received by Noel Sproles on 20 May 04 through Defence Media Liaison. Thanks Noel.

DIGO'S FUTURE IN BENDIGO ASSURED

The Defence Imagery and Geospatial Organisation's capabilities in Bendigo will be enhanced following a comprehensive review of the work being undertaken at the Fortuna complex, Defence Minister Robert Hill announced today.

Senator Hill said a new purpose-designed facility would be constructed for the Geospatial Analysis Centre and the Government would further invest in new technologies and new print capabilities to meet changing customer needs.

In addition, a training program will be established in Bendigo to recruit and train at least five new trainees each year with vocational qualifications in geospatial information systems.

The Geospatial Analysis Centre is an important part of the Defence Imagery and Geospatial Organisation, providing geospatial products and services including maps, charts and digital topographic support for Australian Defence Force operations and activities.

"The historic Fortuna building, a local Bendigo landmark, is listed on the Register of the National Estate and should be accessible to the people of Bendigo and to all Australians," Senator Hill said.

"The new facility for the Geospatial Analysis Centre will provide a new workspace for staff conducting high-tech, sensitive geospatial tasks for Defence and national Government customers.

Bendigo will remain the centre of production of geospatial data and hard copy maps for the ADF, while classified work will be moved to Canberra over the next three years as the new facility is being built. DIGO's role in providing imagery and geospatial intelligence is of growing importance in the modern battlefield and in Australia's complex security environment.

The construction of a new Defence geospatial facility is proof that the Government is committed to providing the most cutting edge technologies for the defence and security of Australia and its interests. This decision provides for the long term future of DIGO's capability in Bendigo."

Senator Hill said site selection for the new purpose-designed facility and the future of the Fortuna complex would be made after consultation with the local community, ensuring local involvement in the project.

"With a possible value of \$10 million, construction of the new facility will deliver significant economic benefits to the community and an ongoing commitment to the region," he said.

Defence Heritage and Fortuna

Further to the Fortuna news item, where the Minister for Defence mentioned the heritage value of Fortuna in his decision, I recently received a copy of 'Defence Information Bulletin' from Lincoln Smith. This is a glossy all-colour publication distributed bi-monthly to all Service Personnel by the Dept of Defence.

It contained an interesting article on how historical military buildings, sites and areas, having a declared heritage value, are being managed now

and into the future by the department. There is no mention on how heritage matters were handled previously, which is interesting. Recent heritage legislation has forced the Dept of Defence to adopt a management plan, with as much publicity as possible also encouraged by the national trend towards heritage preservation overall. Naturally any incumbent Minister would wish to avoid political embarrassment or adverse public reaction, so I'm a bit cynical.

To start the heritage ball rolling, the next three pages to the article, give a concise history of Fortuna Villa, well written and illustrated with six colour photographs showing internal and external scenes of the villa. If I remember, I'll take my copy to our next function, but you want a look-see before then, ring me on 8277 7074.

People News

Bob Love: As one of our WW2 veterans, Bob showed remarkable zest for the social activities involved at the Annual Gathering of the Strathalbyn Caledonian Society.

A photograph of Bob appeared in a local newspaper, poised to carve the Haggis, looking resplendent wearing traditional Scottish garb, as the Chieftain. It really was a family affair as Bob's daughter Katherine carried in the Haggis, piped in by son Jim, while Margaret Love dispensed the whisky for the ceremony. Keep it up Bob.

Neil (Tex) Houston: Neil recently decided to rejoin the profession after an absence of about four years since leaving the Service at the School of Military Engineering, by accepting a position with Adelaide surveying consultants, Alexander & Symonds.

George Timmins: George made a flying visit to Adelaide on a damp Sunday early in September. Just to say g'day, browse through a couple of shops and have a counter lunch at the Glenelg Grand, before heading out again. At the time George and his mother were holidaying at his sister's hacienda at Tailem bend, a mere 75 minutes along the Freeway from Adelaide.

John and Pam Harrison: Seems like they are rarely at home these days, recently drove from Adelaide for a two week holiday to visit family in Brisbane. Would you need a map anymore John.

John Whitburn: John has now fully retired at the age of 57 years, due to ill-health, including a bung knee. Combining all the aches and pains has meant that he now finds it very difficult to move around and apply himself to a full time job.

John came into the Corps as a National Serviceman with the rank of 2Lt. He served in Vietnam, 5 Sqn in Perth and 4 Sqn in Adelaide before electing discharge in 1974 after 6 years. Joining the Australian Survey Office, later AUSLIG, he remained there for almost 20 years before deciding that private practice was the way to go. He entered into a partnership with Fintona Pty Ltd, being a South Australian agent for Map Information—Geographic Information Systems. One year later he took over Fintona, which he managed for 10 years until his forced retirement, followed by the sale to Tonkin Consulting.

Hope your health improves in retirement John, with the best of luck for the future.

Wally Mooney: Wally hasn't been heard from for some time, so I thought it was time to check him out, a news item for his old mates. He and Eileen have been in a retirement village for around six years now, having a separate independent living unit, but a hostel and dependent style accommodation is also available in in the complex. Wally reckons it was the best move they could have made with no worries about security, house maintenance or garden chores, all maintained daily by on-site staff. Wally retired from the work-force about eight years ago, but ever since has been plagued with periods of illness, including bowel cancer which fortunately was controlled by surgery. This winter has not been a good one so far, being in and out of hospital regularly, for removal of kidney stones plus treatment for a lingering and obnoxious rash which staff in the dermatology unit were unable to identify or treat properly. By chance, a visiting specialist spotted Wally's rash and prescribed treatment with ultra-violet light, which eventually cured the problem after almost daily visits to the hospital for treatment, over a period of six weeks.

His son-in-law, Rocky Rugari (remember Rocky as a National

Serviceman driver at Fortuna about 1970/72) still operates his city garage, but also recently acquired a new service station complete with workshop and car-wash at Largs Bay.

Wally sounded much like his old self on the phone, so you can catch up with him on

Lloyd Patterson: Lloyd still lives in Wodonga after many years in residence there. Now retired, he is actively involved in welfare and TPI matters with the local Vietnam Veterans group, as well as assisting in the formation of a new political group—The Ex-Service, Service and Veterans Party. Lloyd made a quick visit to Adelaide last November to help the party establish in SA.

The new party is now organised to the extent of fielding three Senate teams and candidates in five lower house seats. Hoping to do well in the forthcoming elections of October 9, to ensure veteran entitlements are not diminished.

Lloyd can be contacted as follows-

E-mail:

Phone:

John Zuringer: John rang me recently to obtain Keith Barber's address and telephone number, so I took the opportunity for a chat. Searching through his shed for something else, John found a copy of the Adelaide One Mile Series produced in 1937, something that Keith wanted for his collection of Corps memorabilia. If you can remember back, Keith canvassed for a copy of the map through a previous edition of our newsletter. So now he might have one, in addition to what Peter Davis provided earlier.

John works about 2 days each week operating a contract maintenance and cleaning business, working mainly in schools and commercial properties. Which he hopes will give him time to attend university next year for post graduate studies in the control and management of drugs and alcohol abuse. His remaining spare time is used as a youth worker, also the foster care of children in need of help and rehabilitation. I'm very impressed John, so keep it up and good luck next year.

Ian Thomson: Ian rang me on a recent Sunday afternoon for a long chat, mainly enquiring about old mates from his days with 4 Field Survey, but also we discussed politics, even the forthcoming federal elections, and health problems with senior citizens. It took a fair time to discuss that lot believe me. Ian reported that late last February, he had an emergency operation to remove his gall bladder in the Nambour Hospital. The emergency situation was due to the sudden discovery of numerous gall stones, some blocking internal parts, with a strong chance of infection occurring immediately, all coupled with his previous cancer problems now in remission. Ian reckons the pain before the operation was so bad, he wouldn't wish it on his own worst enemy, however, everything went well and he now feels as good as gold.

Even after almost 40 years since Ian left Keswick, links with old mates still remain strong, as he mentioned Ron Weinert and Robin Wilson amongst several, wishing the best to everyone. You can contact him at Gympie, Qld on telephone number

Dora Sargeant: Dora rang recently, mainly for along chat with Joan, to discuss news since the untimely passing of ray, late last year. She also mentioned that Rod Keene died in a Cairns hospital, earlier this year. He had been living in Port Douglas for several years until then, but I'll follow it up for more detail.
Thanks for the phone call Dora, much appreciated.

WA Association Anzac Day Cap

A cap was designed by the late Ray Sargeant for the WA members to wear on special occasions, mainly Anzac day. The head piece is black in colour with an embroidered Corps badge at the front circled by 'Royal Australian Survey Corps', both gold in colour, with a purple peak.

John Wicker reported his impressions of the Cap at our AGM about 2001/02, having seen it while in Perth during his 'Great Aussie Tourist' trip. Ray told be about the cap during our telephone conversations, and his intention to send me one. Always true to his word, a cap came to me by post recently from WA Secretary Brian Mead. Thank you for the cap and letter Brian. I'm sure all local members will be curious about the cap, so I intend taking it along to our Christmas function for comments.

Medal News

The award of a new medal is presently being processed. Called the Australian Defence Medal, it recognises volunteer service in the Australian Defence Force. I would imagine most former members of RASvy are eligible. Thanks to Noel Sproles for the information and he added, "In my case, I will have received more medals since I left the Army than when in the Army."

Regarding the PNG medal, nothing has been heard, but the matter is still being followed through.

There will be much more news on both medals in our next newsletter, intended for distribution in late December next.

Unique Memorabilia—At a Price

I think everyone who ever walked through the entrance foyer of 4 Field Survey Squadron at Keswick Barracks in later years will remember the signed colour photograph of the late Princess Diana, Princess of Wales and Colonel-in-Chief of the Royal Australian Survey Corps.

The framed photo was purchased by John Zuringer when all unit property was auctioned at the final farewell function held when the Corps disbanded. Out of curiosity, John recently has the photograph valued by an Adelaide dealer who offered a minimum of \$5000 if sold through his firm. John has no intention of selling as the photo has pride of place in his lounge room.

Arduous times with Adastra

by Noel Sproles

The 60's have been called the Age of Aquarius, but for some of us they were also the age of Adastra. Anyone who, from the mid 60's to the early 70's, was in any way connected with aerodist, the airborne profile recorder (APR), or aerial photography will remember Adastra as the contractor who provided the lumbering Hudson aircraft that allowed us to deploy these various items. Those were the days when Army aircraft had such little lift capacity that they could barely get off the ground with just a passenger let alone a few thousand pounds of aerodist equipment. They were also the days when the RAAF had better things to do than

getting caught up in such seemingly un-warlike activities as survey photography. If you were any way involved, then you will remember the Adastra call signs of Alfa Golf Sierra (AGS), Alfa Golf Juliet (AGJ), and Alfa Golf Xray (AGX) with mixed emotions. Regardless of how sweet or otherwise your memories are of these venerable aircraft, they became a part of the Corps' history and their call signs were an addition to our vocabulary for many years.

Memories are dimming as time passes but, if I am correct, I believe that all three were capable of aerial photography and were employed by the Corps at various times in that capacity. Because of the extensive modifications to the airframe and electrical system needed to install aerodist and APR, AGS alone was fitted with aerodist and AGJ likewise with APR. The longest of the several associations that I had with Adastra was in 1966 when Topo Sqn was operating in PNG in a broad band along the entire length of the border with Irian Jaya. The main base was on Horn Island, next to Thursday Island, and a typical day's work was to fly from Horn Island to Wewak or Vanimo on the PNG north coast then back again to Horn Island. In that time they would be measuring to ground stations positioned on both sides of the mountain spine running the length of PNG. It was noisy and smelly and uncomfortable work and the physical and mental pressures at times were great. Fortunately for me I only did a few trips but some, such as George Gruzka and Eddie Anderson, did it day after grinding day.

The Hudson was a pre-war medium bomber, and of the several hundred that were purchased for the RAAF some were eventually acquired by Adastra. By the 60s they were getting a bit long in the tooth and were much the worse for wear. Signs of age could be seen in things such as the amount of oil consumed on a long flight. AGS for one had a long thick band of heavy oily sludge on its wing behind the engine nacelles as a result of its excessive oil consumption. I observed at Wewak that it took longer to replenish the engine oil used on the trip north from Horn Island than it did to fill the fuel tanks! Ross McMillan swore that AGS had to run down the runway at Horn Island to gain additional impetus so as to get airborne with its full load of fuel and equipment as it headed off to PNG. We would stand at the edge of the runway and make careful observations to see if the under carriage was going left-right-left-right in

quick time during take-off and then debate his theory. We were getting close to a consensus that he was on to something. On reflection, perhaps we had been in the bush too long by then and needed a break!

One of the nice things about operating out of Horn Island was the scenery as you came home south across Torres Strait. It was peppered with reefs surrounded by lovely turquoise water that turned to the rich blue of deep water as the reef edge plunged into the depths. Dead ahead was Cape York. The tip was plainly visible and the triangular shape was quite evident as the eastern and western coastlines gradually moved to the left and to the right to eventually span the width of the windscreen. It gave you confidence as a map maker that you were getting the shapes right at least! Our pilot at that stage was Lionel van Prague who, in 1936, became the first Australian to win the Motor Bike World Championship. One beautiful evening, coming home to Horn Island, Lionel decided to skip the scenic tour and reverted to his motor bike racing days. He flew AGS so close to the sea that the propellers were drenching the aircraft in the spume that they whipped up. I thought at the time, as I gripped my seat tightly with both hands, that the aircraft was decrepit enough as it was without giving it a coating of corrosive salt water, but Ross McMillan expressed it more succinctly. "What am I doing flying at dot feet across Torres Strait", he said with clenched teeth, "in an aircraft built before I was born and flown by a pilot older than my grandfather". Good question.

In 1998, I attended a conference in the UK and the venue was the RAF Museum at Hendon in outer London. Being an aeroplane buff all my life, it was like being in second heaven and I took every opportunity, and manufactured some more as well, to linger in amongst the exhibits. One caught my attention from a distance as it had the distinctive RAAF roundel used in the South West Pacific. As I drew closer I could see it was a Hudson and the exhibit description stated that it was once registered as VH-AGJ, the aircraft initially used for APR operations. It had been repainted in its original RAAF colours as A16-199 but, as a memento of its Adastral days, it still has a modified plexiglass nose and not an original Hudson nose.

A few years before, in 1981, I was on a course at the RAAF School of

Languages at Point Cook and there, in pieces, was AGS. You could not miss the distinctive Adastral colour scheme on the wings stacked alongside a hangar. At the time I was under the impression that it was to be restored for exhibition in the RAAF museum but it appears that it is another one of “our” Adastral Hudsons, AGX, which has that honour. Given the vagaries of memories over that span of time, maybe it was AGX that I saw and not AGS, but never mind as AGS was destined to go onto greater things. It is now not only a prized exhibit at the Temora Aviation Museum in NSW, but it has the distinction of being the only airworthy Hudson left in the world. It is unique. People will pay good money now to fly in it. “Good grief”, you may well say.

However it is good to see that some things so firmly associated with the Corps are still around for people to look at and enjoy. I suppose that it is also a measure of the passing years that what were tools of the trade in our younger years are now treasured pieces stored away in museums around the world. If you want to see more, such as photos and detailed histories of the aircraft, look up the RAAF and RAF museums on the web, the Adastral web site at <http://www.adastra.adastron.com> or the Temora museum web site at www.aviationmuseum.com.au



Anzac Day Parade 2004.

Photo courtesy of Barbara Henson

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