

# OPERATIONS RECORD BOOK

R.A.A.F. Form A.50  
(Feb., '39)

of (Unit of Formation) NO. 35 (TRANSPORT) SQUADRON.

No. of Sheet 66 67

*2461 2897*

Place	Date	Summary of Events	References to Appendices
DUNREATH via GUILDFORD. W.A.	JAN. 1945		
	1st.	Signal QM 630 received from R.A.A.F. Headquarters to send two (2) aircraft to TOWNSVILLE on detachment to operate for approximately fourteen (14) days. Two (2) of the Squadrons Parafield detachment aircraft CTY and CUM were despatched immediately.	
	2nd.	VH-CTZ departed at 0530 on a special trip to BROOME.  Dinghy drill parades for aircrew were commenced this morning under the supervision of F/Lt. R. SANDS (406037). A dinghy was taken to the river and its operation was explained and demonstrated, and crews practiced the art of boarding and general handling. The practical experience gained by the members present will be of lasting value should they on some future occasion find it necessary to "ditch" an aircraft and take to the dinghy. Members were also checked to ensure that they could swim 100 yards wearing a Sidcott flying suit and shoes. The parades are to be held every Tuesday.	
	4th.	No. 4 T. & M.O. requested today an urgent special for BROOME to leave on January 5th. to transport meat from Broome to Pt. HEADLAND. Preparations were made to despatch VH-CTZ.	
	5th.	VH-CTZ Captained by Squadron Leader L.G. HARBER (290533) departed at 0200 for LEARMONTH, Pt HEADLAND and BROOME. The aircraft arrived at the home base at 1940 making the return trip, a distance of 2774 miles in 15 hours flying time. A dance was held in the Officers Mess at 77 O.B.U. and an excellent time was had by all.  <u>MAINTENANCE.</u> 360 hourly inspection commenced on VH-OUA.	
	7th.	415081 Warrant Officer HETHERINGTON promoted to the rank of Pilot Officer W.E.F. 1st. October 1944. Authority Headquarters Western Area Postagram P451/PGM 8th Jan.  F/Lt. A.L. RIPPER (406189) took over the duties of Adjutant in the absence of F/O. J. MITCHELL (256476) who departed this morning on leave in the Eastern States.	
	9th.	This morning Dinghy drill under the supervision of F/Lt. R. SANDS (406037) was carried out on the river. A training scheme is in progress to send all 2nd. Pilots solo on Dakota aircraft. This will facilitate rapid Captain conversions in the event of existing Captains being posted, or an increase in aircraft strength.	
	10th.	<u>MAINTENANCE.</u> VH-CTZ 300 hourly inspection carried out.	
	11th.	Squadron Leader J.B. WILSON (1568) posted to command No. 9 E.F.T.S. W.E.F. 15/1/45 Authority for posting being R.A.A.F. Headquarters Signal PZ 345 dated 11/1/45. Squadron Leader WILSON has been with the Squadron for 12 months as a Captain and Flight Commander. His parting is regretted by all but he has the Squadron's whole hearted congratulations on assuming his first command.	

RECEIVED

7 FEB 1945

SECRET REGISTRY.  
R.A.A.F.  
WORS. WESTERN AREA.

Place	Date	Summary of Events	References to Appendices
DUNREATH via GUILDFORD. W.A.	JAN. 1945		
	12th.	The Area Navigation Officer F/Lt. McCUTCHEN visited the Squadron today. He expressed satisfaction regarding the standard of work being carried out. His request that Squadron aircraft work NOONKANBAH D/F station to give the staff at that station practice has been brought to the notice of all Captains.	
	13th.	F/O. P.J. SWEENEY (415881) posted to No. 2 A.O.S. W.E.F. 30/1/45 vide R.A.A.F. Headquarters Signal PZ 453. F/O. SWEENEY has been with the Squadron for 9 months and since we have been based at GUILDFORD he has carried out the duties of Messing and Barracks Officer at No. 77 O.B.U.  F/Lt. J.H. PHILLIPS (406872) posted to No. 1 W.A.G.S. W.E.F. 30/1/45 for instructional duties and during his stay with the Squadron he has been in charge of the W/T Section.	
		<u>MAINTENANCE.</u> VH-CUA 360 hourly inspection completed.	
	15th.	Signal QM 588 received from No. 6 T&M.O. stating that VH-CTY and CUM would be available to return to base ex TOWNSVILLE on 19th. January. Signal QM 705 requesting aircraft to arrive at DARWIN on 16 th Jan., for special duty of two trips to MORATAI with heads for rocket projectiles. Immediate preparations were made to despatch VH-CTU.	
	16th.	VH-CUA unserviceable at CARNARVON, arrangements made to despatch CUB with spares and maintenance personnel to effect repairs.	
	17th.	VH-CUB departed at 0500 hours for CARNARVON. Signal received from <del>TOWNSVILLE</del> TOWNSVILLE detachment A58 dated 17/1/45 that CTY is unserviceable at HOLLANDIA with a seized Port engine. Arrangements were made with North Eastern Area for replacement of unit.	
	18th.	Maintenance Section have this day acquired a Steam Jenny which will greatly facilitate the cleaning of aircraft.	
	19th.	VH-CTT with F/O. R. DRAKE-BROCKMAN(427616) took off for BROOME at 0300 hours to take a Doctor and Nurse to LEARMONTH to carry out an emergency operation.	
	20th.	VH-CTU captained by Warrant Officer HUGHES L. (415330) enroute from DARWIN to NOOMFOOR sighted a "MAVIS" flying boat about 7 miles ahead on an approximate S.E. course West of WASIRI Island in the ARU GROUP. The captain immediately lost height and headed for cloud cover, when approximately three miles away the Mavis executed an about turn and headed off on a N.E. course. CTU continued on and reported the sighting to an Intelligence section on landing.  <u>MAINTENANCE.</u> VH-CTT 300 hourly inspection carried out. VH-CTU 360 hourly inspection completed.	
	21st.	Parties of W.A.A.A.F Personnel were flown over the City area for two and a half hours. VH-CTU W/O. HUGHES returned from carrying out special flights to MORATAI from DARWIN. Aircraft arrived at DUNREATH at 2115 hours from NOEMFOOR a distance of approx. 2600 miles in one day.	

# OPERATIONS RECORD BOOK

R.A.A.F. Form A.50  
(Feb., '33)

of (Unit of Formation) 35 (TRANSPORT) SQUADRON.

No. of Sheet 57, 68

Place	Date	Summary of Events	References to Appendices
DUNREATH via GUILDFORD. W.A.	JAN. 1945.		
	23rd.	The Commanding Officer Squadron Leader L.G. HARBER (290533) announced on parade this morning the projected movement of the Squadron.	
	24th.	All leave personnel were notified by telegram to hold themselves in readiness for recall within 24 hours on receipt of a further telegram.	
	25th.	Commanding Officer Squadron Leader L.G. HARBER (290533) departed for MELBOURNE to confer regarding the Squadron move.	
	26th.	Arrangements in progress to despatch an advance party at short notice.	
	27th.	<p>On arrival at LEARMONTH VH-CUM Captained by 406877 Warrant Officer RYAN J. was requested to stand by in order to locate a Catalina aircraft arriving from CEYLON. Due to abnormal weather, headwinds the Catalina was almost out of fuel and would probably have to make a forced landing. The object of the Douglas was to render assistance if possible, to give correct position and to act as an aid for D.F. procedure. Courses were given by the Radar Unit and the Douglas made contact with the Catalina approximately 50 miles off the coast and escorted it to the nearest land. Rather than risk a hazardous hop over the land to LEARMONTH with tanks practically empty the Catalina skipper decided to land on the west coast and successfully put the aircraft down in open water with a 12 foot swell running. CUM returned to LEARMONTH and continued normal duties. The following day the crew was congratulated by a Wing Commander member of the Catalina for the excellent co-operation given.</p> <p>Considerable excitement and curiosity was caused in PERTH today by the recall of all Squadron Personnel. The recall was broadcast over the air, notices flashed on screens at city theatres and for the benefit of the Squadron punters it was announced over the loud speaker system at the Trotting meeting. Confusion was caused when one Radio station announced Group 601 instead of Group 621 and members of No. 14 Squadron answered the call.</p>	
	28th.	Practically all leave personnel returned to Unit.	
	29th.	Rumors and more Rumors.	
		<u>MAINTENANCE.</u> VH-CUM 360 hourly inspection commenced.	
	30th.	All arrangements completed for advance party to proceed to TOWNSVILLE on final instructions from the Commanding Officer. Squadron Leader L.G. HARBER (290533) returned from MELBOURNE at 1930 hours on Civil Aircraft and gave instructions for the two aircraft of the advance party to proceed tomorrow morning.	

Place	Date	Summary of Events	References to Appendices
DUNREATH via GUILDFORD. W.A.	JAN. 1945.  31st.	<p>VH-CTZ and CTV Captained by F/Lt. J.M. McRCBBIE (406860) and F/O. R.W. DRAKE-BROCKMAN (427616) respectively and loaded with personnel of the advance party departed at 0815 for TOWNSVILLE.</p> <p><u>TOTAL FLYING HOURS FOR THE MONTH WERE:</u> 1043 hours 20 minutes.</p> <p>Dakota C47A 1038 hrs 45 min. Tiger Moth 4 hrs 35 min.</p> <p><u>PERSONNEL ESTABLISHMENT AND STRENGTH.</u> Establishment HD/76F for a total strength of 257 made up of 33 Officers and 224 other ranks.</p> <p><u>STRENGTH.</u> The strength of the Squadron at date 50 Officers and 191 other ranks.</p> <p><u>MAINTENANCE.</u> During the month 4 Major inspections and 16 Minor inspections and 2 Engine changes were carried out.</p> <p><u>Serviceability.</u> Dakota aircraft 71.4% Tiger Moth 93.5%</p> <p><u>AIRCRAFT STRENGTH.</u> The Squadron's Establishment at present 8 Douglas C47A aircraft and 1 Tiger Moth, against an establishment of 12 Douglas C47A and 1 Tiger Moth.</p> <p><u>Motor Transport.</u> Owing to the Squadrons move the Transport on establishment has been re-allocated to No. 77 O.B.U.</p> <p style="text-align: right;"><i>[Signature]</i> Squadron Leader. Commanding No. 35 (Transport) Squadron.</p>	

COMMANDING OFFICER'S REPORT.

APPENDIX.

26 FEB 1945

Over a thousand hours have been flown again this month. Serviceability is slightly down due to major inspections.

Flights to operational areas along with special trips have been the chief items of interest during the months duties.

Schedule runs have been maintained in addition to staying operating on detachment, trips as far north as Meratai and the sighting by one of our aircraft of an Enemy flying boat have added colour to the Squadron's activities, and has been reflected by the talk of interest taken by all personnel.

Flying instruction has been in progress with a view to checking out all 2nd. Pilots on Dakota aircraft, apart from the good interest to all Squadron pilots, this measure will ensure an adequate of prospective captains to meet the demands at any time.

Dinghy drill has also been a feature of the months training, the benefits thereby derived being obvious.

Combined welfare activities have taken the form of frequent nightly dances.

Apart from the installation of electric light in the Officers' and Sgts. huts the unit living conditions remain as previously reported, discipline other than a few minor breaches has maintained a high standard.

With the projected move of the Squadron to Townsville and the departure of the advanced party this week, the Squadron is busily engaged in preparation for the final move.

The shift northwards for duty in operational areas is met with general approval.

In the past we have been based with other units and the thought that the Squadron will be self contained and occupy its own base is particularly gratifying, it will be without doubt strengthen the fine Squadron spirit already existing.

Whilst regretting the loss of personal contact and cooperation I have had in this area, I look forward with confidence to the Squadron successfully carrying out the duties in a new area.

*L. L. L.*

Squadron Leader  
Commanding No. 35 (Transport) Squadron

# OPERATIONS RECORD BOOK

of (Unit of Formation) NO. 35. (TRANSPORT) SQUADRON.

24 MAR 1945  
J.

R.A.A.F. Form A.50  
(Feb., '33)

No. of Sheet 69

Place	Date	Summary of Events	References to Appendices
DUNREATH VIA GUILDFORD. W.A.	FEB. 1945. 1st.	<p>Yesterday the Squadron Advance party with F/Lt. B. RAYLY. (406588) as O.C. and F/Lt. A.L. RIPPER (406189) as Adjutant and forty two other personnel departed for TOWNSVILLE in C.T.V. and C.T.Z. with F/Lt. J. McROBBIE (406860) and F/O. R. DRAKE-BROCKMAN (427616) as the respective captains of the Aircraft. Object of the Party is to tee up the new quarters in readiness for the projected Squadron move. The Engineering Officer F/O. J. FOUNTAIN (32156) and W/O. RICHARDS from Equipment section are in the group to organise for their respective sections.</p> <p>Meanwhile, besides carrying out normal schedule runs, the Squadron is to shift its own equipment and personnel. Move is expected to comprise 27 Dakota loads. In the absence of the Engineering Officer F/O. B. COLLOPY (4197) is filling that position. Today, news was received of the posting of F/O. K. CRISPE. (39769) Equipment Officer, coming at such an inopportune time this posting will complicate and possibly handicap the Squadron's operations, as F/O. CRISPE has been associated with the Squadron for a considerable time and is fully conversant with Squadron details.</p>	
	2nd.	Arrangements in hand regarding the Squadron move.	
	3rd.	The Advance Party arrived at TOWNSVILLE today after spending overnight stops enroute at OODNADATTA, ALICE SPRINGS and CLONCUFFY. These enforced delays were due to adverse weather in the form of dust storms. In striking contrast to conditions prevailing enroute on arrival at TOWNSVILLE, 6" of rain had fallen overnight, and the road to the new camp site was submerged for a distance of approximately 600 yards. For further details refer to Appendix " ".	
	4th.	<p><u>MAINTENANCE.</u> C.T.T. Commenced 360 hourly inspection.</p> <p>C.T.Y. Engine change completed at HOLLANDIA and Aircraft routed to TOWNSVILLE Detachment.</p>	
	5th.	C.U.A. departed at 0530 hours on special for LEARMONTH, carrying Tents and Foodstuffs to replace losses caused by the cyclone which swept LEARMONTH and CARNARVON area on the night of February, 3rd, 1945.	
	6th.	With the imminent northward move of the Squadron numerous postings of Aircrew personnel have been necessary. The reasons in many cases being due to the fact that some members are just back from Overseas or recently completed Operational Tours. Others again are medically unfit for Tropical service.	
	7th.	C.U.M. on inspection of oil pump after run up, particles of metal were found embedded between the teeth, and the drive was sheared from shaft, port Engine necessitating an Engine change.	
	8th.	W/Area Signal Q.57 dated 8th Feb, 1945, received to place available a special machine for the movement of foodstuffs and perishables along the West Coast. Aircraft to be available for one month and do three trips weekly. During recent weeks civilian privations, chiefly shortage of greenstuffs have been given press publicity and the member for the North has applied for assistance - the civil organisation for transport being inadequate.	
	9th.	F/O. W. J. INGLETON (406130) posted to No. 5 Personnel Depot w.e.f. 19/2/1945. pending termination of appointment.	

Place	Date	Summary of Events	References to Appendices
DUNREATH VIA GUILDFORD. W.A.	FEB. 1945. 9th.	<p>F/O. M. DUNCAN (D.F.C.) (406473) W.O.A.G. arrived on posting this day. Having completed three Operational tours comprising 917 Operational hours, 66. Operations and 124 sorties. F/O. DUNCAN has spent three years overseas, nine months in ENGLAND, fifteen months in Middle East and twelve months in INDIA. He received the D.F.C. for devotion to duty. Apart from that distinction he has earned the right to wear a flourishing moustache. It is a Beaut.</p> <p>His log book discloses that he was based on numerous fields in ENGLAND &amp; MALTA, KABRIT SUEZ CANAL, LYBYA TUNISIA, SEDAN, CYPRUS, PUNJAB, ASSAM and BENGAL. Operations included strikes at Enemy Bases and shipping, mine laying jobs and numerous supply dropping missions. During his varied activities he did a Jump Masters course at RAWALPINDI, NORTHERN PUNJAB and then assisted to train a Brigade of Indian and Ghurka Paratroops, making one jump himself. Other incidents in his own words.</p> <p>Crashed between DELTA and the NILE.</p> <p>Crashed at TUGA Aerodrome, MALTA.</p> <p>Was sniped up at the receiving end of a Jap Artillery Barrage at MYITKYINA.</p> <p>We are please to have F/O. DUNCAN with us and have found - to our sorrow - he easily qualifies as a member of the Thirsty Thirty Fifty.</p>	
	10th.	<p><u>MAINTENANCE.</u> C.U.B. commenced 300 hourly inspection.</p> <p>C.T.Z. W/O. RYAN. J.P. (406877) enroute to GUILDFORD from KALGOORLIE the Port Fuel pump failed and a landing was made at CUNDEPDI. Squadron advised and arrangements made for No.7.C.U. to deliver a new fuel pump.</p>	
	11th.	<p>C.T.U. F/Lt. R. COLLINS (406547) and F/Lt. C. GLADWIN-GROVE (291969) departed for TOWNSVILLE at 1135 hours. F/Lt. C. GLADWIN-GROVE as second in charge, made the trip to ascertain first hand information regarding proceedings at TOWNSVILLE. During the two days spent in the Area, many matters of importance were cleared up and the Squadron advised to delay further movement of stores as space available was inadequate. F/O. J. FOUNTAIN (32156) Engineering Officer arrived back from TOWNSVILLE Replacements flown to CUNDEPDI for C.T.Z. by No.7.C.U.</p>	
	12th.	<p>Due to twisted engine nacelle caused by faulty engine at HOLLANDIA, C.T.Y. has been issued off to BARD.</p>	
	13th.	<p>This morning there were four early departures. C.T.U. and C.U.M. with Squad. Equipment to TOWNSVILLE. C.T.T. on normal PARAFIELD schedule Run and C.U.A. to BROOME as special relief ship with food supplies for the West coast.</p>	
	14th.	<p>C.T.U. F/O. R. DRAKE-BROCKMAN Captain of C.T.U. Aircraft U/S. at MASCOT due to Thrust Bearing failure. Work being carried out by No.2.R.S.U.</p>	
	16th.	<p>F/Lt. C. LEFROY (415433) arrived on Posting R.A.A.F. PZ.485 dated 12/2/1945. This officer was originally a member of No.33. Squadron MORESBY and NO.9.C.U. MORESBY. Was attached to the War Loan Committee in connection with the 1st Victory Loan. Lately he has been with No.7. Communications Unit GUILDFORD.</p>	
	17th.	<p>F/Lt. C. GLADWIN-GROVE (291969) second in charge, returned from inspection of Advance party.</p>	

# OPERATIONS RECORD BOOK

of (Unit of Formation) No.35. (TRANSPORT) SQUADRON.

R.A.A.F. Form A.50  
(Feb., '33)

No. of Sheet ~~69~~ 70

Place	Date	Summary of Events	References to Appendices
DUNREATH VIA GUILDFORD.	FEB. 1945.	<p>18th. The Commanding Officer, S/Ldr. L.HARBER (290533) departed in C.T.V. with 25 maintenance personnel for TOWNSVILLE. Information received through Air Radio, C.T.V. grounded at CEDUNA.</p> <p>19th. C.T.T. U/S. at CEDUNA necessitating Port Engine Change. F/O. J.FOUNTAIN. Engineering Officer, departed for CEDUNA to supervise Engine change on C.T.T. and faults on C.T.V.</p> <p>20th. C.U.A. F/Lt. R.SANDS. (406037) enroute GUILDFORD, KALGOORLIE, the wires in Radio short circuited, causing cockpit to be filled with smoke. Master switch was immediately switched off, Fitter seized the fire extinguisher and the Operator checked the set. On landing, the wiring in the receiver was found to be burnt out, trip was continued using the Command Gears. Smoke had infiltrated to the cabin whereupon a naval Commander made a feverish search for a mislaid pipe.</p> <p>21st. Several postings have come through as expected in the note on the 6th February, 1945. Postings are as follows:-                      F/O. K.E. COUGHLAN. (427298) to No.1.O.T.U. departed 10/2/45 PZ.434. 2/2/45. (Pilot)                      F/Lt. B.E. BAYLY. (406588) to No.1.O.T.U. departed 14/2/45. PZ.190. 31/1/45. (Pilot)                      F/Lt. C.H. CORNISH (406014) to No.7.C.U. departed 5/2/45. PZ.454. 2/2/45. (Pilot)                      P/O. D.C. CHRISTMASS (45946) to No.7.C.U. departed 19/2/45. PZ.372. 31/1/45. (Nav. Wir.)                      P/O. J. HETHERINGTON. (415083) to No.7.C.U. departed 12/2/45. PZ.299. 6/2/45. (Pilot)                      F/Lt. E.M. COPLEY. (406434) to No.7.C.U. departed 15/2/45. PZ.35. 8/2/45. (W.O.A.G.)                      F/O. A.W. PEDLER. (406262) to No.7.C.U. departed 17/2/45. PZ.457. 10/2/45. (Pilot)                      P/O. A.G. HALL. (415139) to No.7.C.U. departed 19/2/45. PZ.457 10/2/45. (Pilot)                      P/O. G.R. WILLIAMS. (415388) arrived from No.5.P.D. on 7/2/45 (pilot) and departed for No.7.C.U. 20/2/45. P.Z.457 dated 10/2/45.                      W/O. SHACKLEY. R.M. (W.O.A.G.) Arrived from No.5.P.D. on 5/2/45 and departed from 7.C.U. on 17/2/45. PZ.457 10/2/45.                      F/O. R.H. GUTHRIE. (415028) to 7.C.U. departed 17/2/45. PZ.457. 10/2/45. (Pilot)                      The last mentioned Officer, was an early member of this Squadron. Whilst doing a conversion on to DAKOTA Aircraft, the strain of holding rudders aggravated an injured knee, and after a Medical Board, F/O. GUTHRIE has been grounded from heavy types and posted to No.7.C.U. to fly light aircraft. Whilst regretting this Officer's loss from the Squadron, we are pleased that he is to continue flying - a job in which he has always been keenly interested.</p>	
	22nd.	<p>Signal A.923 dated 22nd Feb, 1945, received C.T.Z. F/O. B. COLLOPY (4198) Engine trouble delayed indefinitely at TRUSCOTT. F/O. K.H. DREDGE (68607) Equipment officer arrived on posting today.</p> <p>W/O. L.V. MORRIS. (406254) was granted a commission w.e.f. 1/10/1945. AUTH: C.of.A. Gazette No.252 dated 20/12/1944.</p> <p>The following Flying Officers were promoted to Temporary Flight Lieutenants:-                      F/O. M.B. JOHNSON. (406854) General Duties.                      F/O. D.P. SHERIDAN (415689) General Duties.                      G.o.f.A. Gazette No.27. dated 8/2/1945.</p>	



Place	Date	Summary of Events	References to Appendices
DUNREATH VIA GUILDFORD. W.A.	22nd.	Probationary appointment of Pilot Officer A.M.S. DUNCAN. (D.F.C.) was confirmed and promoted to the rank of Flying Officer. C.of.A. Gazette. No.27. dated 8/2/1945.	
	23rd.	Further to yesterday's advice C.T.Z. requires engine change. Aircraft handed to N.W.A. A black day in the Squadron's Maintenance History today. C.T.T. Engine change at CEDUNA. C.T.U. Engine trouble at CEDUNA. C.T.Z. Engine change at TRUSCOTT. C.U.B. Engine change at Base. C.U.A. Engine Top-Overhaul at Base.	
	24th.	<p>particulars of Forced landing of C.T.Z. F/O. B.COLLOPY (4198) at TRUSCOTT. Flying over the water at 4000 feet 120 mile from TRUSCOTT Starboard Engine began to vibrate and lose power. Fitter checked exhaust and noticed smoke and oil coming from trailing edge. Aircraft was turned for TRUSCOTT and Airscrew feathered. At high power the port cylinder temp. rose rapidly to 2700. Oil temp. went over the maximum and pressure reduced to 50 lbs. Due to overheating the serviceable motor began to miss. Power was reduced but height could not be maintained. Skipper decided to unfather the Starboard Engine again and obtain what assistance he could. This action taken, aircraft maintained height and a clear run back to TRUSCOTT was made and a good landing executed. On inspection of Starboard Engine the centre of No.1. cylinder was blown out and a hole was punched in the piston.</p> <p>The coastline in the vicinity is particularly rugged - no beaches - and a good swell was running. 14 passengers were on the Aircraft. As it was F/O.COLLOPY'S fifth trip as skipper he is to be commended for an excellent, cool headed job.</p>	
	25th.	Depleted maintenance personnel working day and night shifts completed Engine change on C.U.B. in good time.	
	26th.	C.T.V. S/Ldr. L.HARBER. (290533) departed CEDUNA for TOWNSVILLE. Advice received from CEDUNA that C.T.T. will be serviceable on 27th February, 1945.	
	27th.	Spare crew despatched to CEDUNA on PARAFIELD Schedule run to bring C.T.T. back.	
	28th.	To date all special Food Trips detailed have been carried out making eight trips in all.	
		<p><u>TOTAL FLYING HOURS FOR THE MONTH WERE:</u> 881 hours ---mins.</p> <p>Dakota C47A 878 hrs. ---mins. Tiger Moth. 3 hrs. ---mins.</p>	
		<p><u>PERSONNEL ESTABLISHMENT AND STRENGTH.</u> Establishment HD/76F for a total strength of 257 made up of 33 Officers and 224 other ranks.</p> <p><u>STRENGTH.</u> The strength of the Squadron at date 42 Officers and 205 other ranks.</p> <p><u>MAINTENANCE.</u> During the month 2 Major inspections and 11 Minor inspections and 5 Engine changes were carried out.</p> <p><u>Serviceability</u> Dakota aircraft 58.3% Tiger Moth. 100%</p>	



February, 1945, has proved to be a month of flux and flow with the Squadron's activities caught as they were between the projected move of the Squadron to TOWNSVILLE and the carrying on of our normal schedule run obligations, coupled with the added responsibility of maintaining one C-47 for use in the cartage of fresh food and vegetables to the North West of the state to alleviate the acute shortage of these commodities in that area, caused by a recent hurricane.

Some degree of maintenance troubles have been experienced during the month, and it has been found necessary to effect as few as 5 engines changes over and above the normal 720 hour period set down, this factor together with the added work undertaken by the Squadron, imposing a further maintenance strain has resulted in an unusually low degree of availability. The cause of such marked unavailability is being investigated.

The standard of morale has been maintained but there is a feeling prevailing that the sooner the Squadron move is completed and normal squadron function recommenced, the better for all concerned, this has been aggravated by a signal received from R.A.A.F. Headquarters stating that due to the unavailability of Aircraft for the Squadron taking over the Schedule runs of this Squadron the move to TOWNSVILLE is to be delayed.

Stirling work has been performed by members of the advance party in getting the new home of the Squadron at GARBUTT in good shape for the arrival of the main portion of the Squadron, this will greatly facilitate "moving in."

Conversion courses have been held up owing to the lack of aircraft, but this will be resumed as soon as practicable.

*Madani Gook* <sup>TM</sup>

Squadron Leader.  
Commanding No. 35. (Transport) Squadron, GUILDFORD, W.A.

# OPERATIONS RECORD BOOK

R.A.A.F. Form A.50  
(Feb., '39)

of (Unit of Formation) No. 35 (TRANSPORT) SQUADRON.

1-MAR-1945  
*[Signature]*

No. of Sheet 72

Place	Date	Summary of Events	References to Appendices
DUNREATH via GUILDFORD...W.A.	MARCH 1945.	Schedule runs are still being maintained both East and North. All Squadron personnel are standing by awaiting further movement to TOWNSVILLE which has temporarily been postponed till such time as the Hangar and buildings have been completed. Up to date 6 loads of equipment and personnel have been despatched.	
	1st.		
	2nd.	CUM, F/Lt. L. HOOPER(406852) departed at 0530 as special to LEARMONTH. Ten N.C.O.'s from Maintenance Section were posted from the Unit this day. All ten have either recently returned from overseas service or are entitled to compassionate postings. This leaves the Squadron with 2 Engine N.C.O.'s and 2 Airframe N.C.O.'s - a hopeless prospect under present circumstances. Application has been made to defer the postings until the completion of the move.	
	4th.	The Commanding Officer, S/Ldr. L.G. HARBER(290533) returned today from TOWNSVILLE by civil aircraft.	
	5th.	The presence of a cyclone in the vicinity of ONSLOW has upset flying on the coastal route North and consequently delayed aircraft movements. Permission today was received to retain Engine N.C.O.'s until the move is completed.	
	6th.	CUB, F/Lt. R. SANDS(406037) on special relief trip to DERBY. Returned from CARNARVON due to cyclone.	
	7th.	<u>MAINTENANCE.</u> CTV Commenced 360 hourly and Double Engine Change.	
	8th.	CUM, 406877 W/O. RYAN, J.P., departed at 0530 for PARAFIELD on the last of the Squadrons Eastern Schedule Runs. No. 37 Squadron are to carry on in future.	
	9th.	Squadron move is in full operation again. For the past week equipment has been packed and weighed and personnel have been advised of their order of departure. The route for the Squadron move is via KALGOORLIE- FORREST-BROKEN HILL (R.O.N.) there to CHARLEVILLE and TOWNSVILLE, making a 2 day trip. The return route is via ALICE SPRINGS-KALGOORLIE-GUILDFORD in the day if possible.	
	10th.	CUB, F/Lt. L. HOOPER(406852) departed at 0530 for TOWNSVILLE with load of Squadron equipment.	
	11th.	CUM, W/O. ASHELFORD(415850) departed at 0530 for TOWNSVILLE with load of personnel and equipment. The return of CTV this afternoon marks the end of the special Civilian Food relief trips as reported on Feb. 8th. 14 trips in all were carried out.	
	12th.	Ten maintenance personnel departed this day for TOWNSVILLE on No.37 Squadron Sched. Run.	
	13th.	CUB, F/O. R. CUPPEN (415621) arrived from TOWNSVILLE at 1730 having completed the trip via ALICE SPRINGS-KALGOORLIE, a distance of 2000 miles in the day - a total of 12 hrs. 10 minutes flying time. Tiger Moth A17-136 allotted to No. 7 Communication Unit.	
	14th.	CUM, F/O. I. RUTHERFORD(415051) departed for TOWNSVILLE at 0530 with Squadron Equipment. <u>MAINTENANCE:</u> CUB Commenced Port Engine Change.	

Place  
DUNREATH via MARCH  
GUILDFORD, W.A. 1945.

Date

Summary of Events

References to  
Appendices

- 15th. CIH allotted from No. 38 Squadron arrived from PARAFIELD.
- 16th. CTV, F/Lt. J.M. McROBBIE(406860)-CUM, F/O. R. DRAKE-BROCKMAN(427616) departed for TOWNSVILLE with Squadron equipment.
- 17th. CIH, F/O. S.J. READING(415444) with the Commanding Officer, S/Ldr. L.G. HARBER(290533) departed for TOWNSVILLE via ESSENDON - the latter to attend the C.O.'s conference at Headquarters - Aircraft was loaded with personnel and equipment.
- 18th. CTU, W/O. MURPHY T.K.(210043) U/S at BROOME requiring new leg and wheel assembly, and airscrew adjustments. After a night take off from DERBY the crew heard a report but engines ran smoothly and flight continued. On landing at BROOME it was immediately realised that the port tyre had blown out. Aircraft was kept on strip as long as possible but eventually swung off into soft sand and nosed over damaging the port airscrew. Considering the slight damage incurred and the fact that it occurred at night reflects considerable credit on the Captain for his sound handling and presence of mind. CTF, W/O. J.P. RYAN departed for TOWNSVILLE with load of personnel and equipment.
- 19th. CTV, F/O. E.O. HARVEY(415422) departed for TOWNSVILLE with load of personnel and equipment. CUB departed for TRUSCOTT with spare crew to test fly and return with CTZ. This aircraft has been U/S since 22nd. of last month.
- 20th. CUM, F/Lt. E.A. WHITCOMBE(406746) departed for TOWNSVILLE with personnel and equipment. Advice received CTV U/S at BROKEN HILL due to magneto trouble.
- 21st. CTF F/Lt. L. HOOPER(406852) departed for TOWNSVILLE with full load of equipment. CTU, W/O. F.J. ASHELFORD departed for BROOME on the Squadron's last Northern Sched. Run.
- 22nd. Some difficulty has been encountered weighing up items of heavy equipment - Maximum weighing capacity of Unit scales being 400 lbs. Consequently it has been necessary to load several items on trucks and send them in to the city weighbridges.
- 24th. CUB, F/O. J. COLLOPY(4198) departed with Engineer Officer, F/O. J.E. FOUNTAIN (32156) and personnel for TOWNSVILLE. CIY, S/Ldr. L.G. HARBER(290533) arrived from PARAFIELD. This is the first C47B aircraft the Squadron has acquired - others are expected.
- 25th. CIH, F/O. R. DRAKE-BROCKMAN(427616) departed for TOWNSVILLE with Equipment Officer, F/O. K.H. DREDGE(68607), stores personnel and balance of stores equipment.
- 27th. CIB, F/O. I. RUTHERFORD(415051), CUM, F/O. R. CUTTEN (415621) departed for TOWNSVILLE at 1300 with Squadron loads of personnel and equipment.
- 28th. CTZ, F/Lt. W.N. MUIR (406727) departed for TOWNSVILLE with personnel and Equipment.
- 29th. CIY, S/Ldr. L.G. HARBER(290533) departed for TOWNSVILLE with Adjutant, F/O. J. MITCHELL (256476) and Orderly Room personnel and equipment.
- 30th. CTU, W/O. T.K. MURPHY departed for TOWNSVILLE with balance of Maintenance personnel.



REPORT ON ADVANCE PARTY.

GARBITT, QUEENSLAND.

MARCH 1945.

*No. 35 Squadron  
March 1945*

Personnel this month have completed repairs and erected buildings in the Barracks area to accommodate the Squadron and the move has progressed smoothly.

No schedule runs have been operating as Maintenance and other personnel at the Strip have been engaged servicing Aircraft returning from GUILDFORD, unloading the machines and sorting out the Equipment into various Sections.

In the Hangar area, workshops and stores buildings have been erected from discarded Cases, but as yet there is still insufficient accommodation for various Sections.

Telephones have been fitted in 4 offices and electric power has been installed, although Power Points are incomplete in some Workshops. To date no water is available in the Hangar area.

Due to insufficient establishment of Motor transport, difficulties have occurred and are creating a major problem.

Leave for personnel is non-existent. A quantity of Sports and Entertainment materials has been obtained from Welfare, supplying much needed amenities. Portion of the Airmens' Mess has been partitioned off to serve as a Recreation Room until such time as extension of the building can be made.

With the arrival on the 30th of the Commanding Officer, S/LDR. L.G. HARBUR, the ADJUTANT and complete Orderly Room staff and Equipment the Detachment has ceased to exist. One aircraft CUA remaining at GUILDFORD awaiting a Star-board Engine which is undergoing a top over haul. Its arrival along with the remaining personnel and equipment will finalise the Squadron move to NORTH EASTERN AREA.

*L.G. Harbur*

(L.G. HARBUR) Squadron Leader  
Commanding, No. 35 (Transport) Squadron.

COMMANDING OFFICER'S REPORT.

1st, April, 1945.

March, 1945 has proved to be an extremely difficult month for the following reasons:-

- (a) Move of Squadron across Australia, more or less in our spare time, as until quite late in the month, schedule runs were being maintained within and without WESTERN AREA.
- (b) Change of Equipment Officer as move commenced.
- (c) Maintenance personnel divided between GUILDFORD and GARBUTT.
- (d) Compassionate postings and non-tropical postings out of the Squadron, have left us at the end of the month, desperately short of maintenance men, particularly N.C.O.s.

Considering these difficulties, the Commanding Officer feels he has every justification for being gratified at the smoothness of the move and for the efficiency of the Advance Party at GARBUTT.

There will be difficult times ahead during the next month, through lack of facilities in the hangar area, shortage of men, lack of transport, but in due course they will be overcome, we hope.

*L.G. Harber*  
(L.G. HARBER) Squadron Leader  
Commanding, No. 35 (Transport) Squadron



This detachment has been away for only 10 days and to date few details have been received.

As in recent detachments it seems apparent that little preparation or facilities had been arranged and this has reflected itself for the crews engaged.

On arrival no transport was available and difficulty was experienced in obtaining a meal. Eventually this was rectified and crews were accommodated at the Pool. This proved most satisfactory and transport has now been supplied.

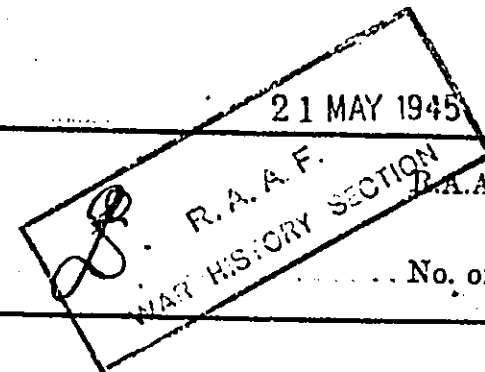
Trips to date have included 3 to Mindoro, 2 to Bisk and one to Morosby.

It is expected that a comprehensive report will be forwarded in next month's History Sheet.

# OPERATIONS RECORD BOOK

of (Unit of Formation) NO. 35 (TRANSPORT) SQUADRON

21 MAY 1945



R.A.A.F. Form A.50  
(Feb., '39)

No. of Sheet

73 74

Place	Date	Summary of Events	References to Appendices
TOWNSVILLE...QNSLD.	APRIL 1945 1st.	The Squadron has now settled in and today the first of the schedule runs were commenced. Schedules allotted to the Squadron comprise a Daily Courier to ESSENDON and twice a week to DARWIN. The Darwin aircraft to remain for duty in that Area for 3 to 4 days. Other aircraft available are to be utilised for Detachments or special trips as requested by T.M.O.	
	2nd.	C.T.T. - F/Lt. J.V. McROBBIE(406860) was delayed at MASCOT due to Magneto trouble.	
	4th.	Arrangements in hand to despatch 2 aircraft and 4 captains to MAREEBA on a Paratroop Course. This is an entirely new venture for members of the Squadron and suggests an early detachment to carry out this duty in operations.	Appendix
	5th.	CIB and CUB departed for MAREEBA for Paratroop Course.	<i>Copy "B" Unit Box file</i>
	6th.	Advice received CIH requires engine change at ESSENDON.	
	7th.	Due to bad weather on the Essendon Route, Courier runs have been delayed - CTV - F/Lt. W.N. MUIR(406727) a day each at CANBERRA and MASCOT - CIX - 210043 W/O. MURPHY T.K. 2 days at ESSENDON. C.T.T. - F/O. I. RUTHERFORD(415051) departed at 1300 as special on the courier run to MOROTAI.	
	9th.	Following Officers arrived on posting ex Units as shown:- F/O. G.P. LEWIS(436555), F/O. J.N. STACY(417244), F/O. J.T. TAINSH(417931), F/O. H.C. TIMEWELL(54726), F/O. E.J. ROBERTS(34766) F/O. G.O. WEBB(424688) all ex No. 4 P.D.	
	10th.	The two aircraft on the Paratroop Course returned from MAREEBA today.	
	11th.	F/Lt. J.D. MORBS(421363) arrived on posting ex No. 7 O.T.U.	
	12th.	CIB- F/Lt. E.A. WHITCOMBE(406746) departed for AMBERLEY with crews to pick up 7 Dakota 47 B's allotted to the Squadron.	
	14th.	CIH - 415850 W/O. ASHELFORD F.J. arrived from ESSENDON after completed engine change. CTT-CTV-CUB- allotted to No.34 Squadron.	
	15th.	RFC-CIZ arrived from AMBERLEY. <u>MAINTENANCE</u> :- VI-XH- 360 hourly inspection carried out.	
	16th.	Arrangements are in hand today to despatch 3 aircraft and 6 crews to MOROTAI. This Detachment along with others from Transport Squadrons will be under the Command of Wing Commander PURVIS attached to the 1st. T.A.F. Crews selected are those who have just completed the paratroop course at MAREEBA. Aircraft departures have been delayed awaiting arrival of Detachment equipment such as tents etc - Difficulty had also been experienced in obtaining the correct type of oxygen masks for the new 47 B's, but these came to hand just before the first aircraft R.F.C. F/Lt. R. YATES(406606) departed on the 19th. F/O. W.R. KENNEDY(403814) arrived on posting ex No. 7 O.T.U.	

Place	Date	Summary of Events	References to Appendices
TOWNSVILLE. QNSLD.	1945 APRIL 17th.	CTY- F/Lt. J.M. McROBBIE(406860) grounded at COFFS HARBOUR with Engine trouble. CTU unserviceable at ARCHERFIELD. Cylinder change being carried out by No.38 Sgd.	
	18th.	Fitters and replacements for CTY at COFFS HARBOUR departed on ESSENDON Courier.	
	19th.	The arrival today of CUA - F/Lt. R.G. COLLINS (406547) completed the Squadron move to N.E.A. This aircraft had been delayed awaiting an engine. R.F.C. F/Lt. R. YATES(406606) departed at 1500 for MOROTAI on Detachment. Administration Order attached.	
	20th.	R.F.B. - 415172 W/O. A. McGUIRE - R.F.P. F/Lt. E.A. WHITCOMBE(406746) departed at 0500 for MOROTAI Detachment. F/O. J.P. GRANE(407944) and F/O. R.A. EVA(410645) arrived on posting ex No.7 O.T.U.	Appendix
	21st.	R.F.E. - 415330 W/O. HUGHES A.L. departed at 1000 hrs. as special for MORESEBY.	
	22nd.	R.F.A. - F/O. H.J. COLLOPY(4198) departed at 0600 hrs. as special for MOROTAI.	
	23rd.	F/O. E.R. SMITH(427565) arrived on posting ex 6 S.F.F.S.	
	24th.	C.I.H. allotted to No. 34 Squadron. News was received today of the MOROTAI Detachment and discloses that they have operated as far as MINDORO.	
	25th.	The A.I.O. S/Ldr. Birschall today visited the Unit.	
	26th.	C.U.A. - F/O. GAMBLING (33Sgd) departed allotment to No. 33 Squadron. Last night, Captains who had not qualified for night flying were given night checks. F/O. J.S. MURPHY(425307) D.F.C. arrived on posting today ex No. 2 P.D. He did his O.T.U. in ENGLAND and flew own aircraft from CORNWALL to RABAT SALE (MOROCCO) thence to ALGIERS and TUNIS, SICILY AND ITALY. Did tour of operations from FOGGIA (ITALY) over YUGO SLAVIA, AUSTRIA, HUNGARY, BULGARIA, RUMANIA, FRANCE and NORTHERN ITALY. He received an immediate D.F.C. about half way through the tour. The Green Endorsement in his Log Book, reads as follows:-  "On the night 1/2nd. July, 1944 when Captain of Wellington X L.N.754 his aircraft was severely damaged by flak when flying at 1500 feet over the Danube, the air speed indicator and Hydraulic Services being made unserviceable, the brake system damaged and the electrical wiring cut preventing the jettisoning of one 1500 lb. mine. F/O MURPHY flew the aircraft back to base over the Yugo Slav Mountains and with the undercarriage pumped down on the emergency system made an excellent flapless landing, with bomb doors hanging open a mine on board and no airspeed indicator and in spite of damaged brakes stopped the aircraft with only minor superficial damage due to rough ground. He thus saved the life of his seriously wounded navigator.  (Signed) W.E. TUENNER Wing Commander. Officer Commanding, No 104 Squadron."	
	27th.	CIZ 406877 W.O RYAN J.P. departed as special for Biak.	

# OPERATIONS RECORD BOOK

R.A.A.F. Form A.50  
(Feb., '33)

of (Unit of Formation) No.35 (Transport) Squadron

No. of Sheet 74 75

Place	Date	Summary of Events	References to Appendices																				
TOWNSVILLE .. Q'LAND.	APRIL 1945	<p>28th. Night conversions were again carried out last evening. To date 3 Captains have qualified at night and 3 Co-pilots have had night familiarisation in readiness for early check outs.</p> <p>30th. CTU, CTY, and CIB were today flown by No.36 Squadron Pilots to Breddon for inspections. These aircraft on completion of 360 hourlys are to be allotted to No.36 Squadron.</p> <p>CUM allotted to No.36 Squadron.</p> <p style="text-align: center;"><u>TOTAL FLYING HOURS FOR THE MONTH WERE:</u>      1202 hours Dakota C47 A &amp; B      1202 hours</p> <p><u>PERSONNEL ESTABLISHMENT AND STRENGTH:</u>      Establishment HD/76F for a total of 259 made up of 35 Officers and 224 other ranks.</p> <p><u>STRENGTH :</u>      The strength of the Squadron at date 53 Officers and 187 other ranks.</p> <p><u>MAINTENANCE :</u>      During the month 1 major inspection, 11 minor and 2 engine changes were carried out.</p> <p><u>SERVOCEABILITY :</u>      Dakota Aircraft 60.3%</p> <p><u>AIRCRAFT STRENGTH:</u>      The Squadron's aircraft strength at present is 9 Dakotas.</p> <p><u>MOTOR TRANSPORT :</u>      <u>ESTABLISHMENT</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Ambulance      1.</td> <td style="width: 50%;">Trucks Heavy</td> </tr> <tr> <td>Tanker Refuelling      2.</td> <td>W/T. (G.2)      1.</td> </tr> <tr> <td>Trucks Light</td> <td>Tractors</td> </tr> <tr> <td>General Service      1.</td> <td>Crawler 20-30 h.p.      1.</td> </tr> <tr> <td>Gen. Serv. (Util.)      1.</td> <td>4 wheeled Serv. &amp; Towing      1.</td> </tr> <tr> <td style="text-align: center;"><u>5</u></td> <td style="text-align: center;"><u>3</u></td> </tr> </table> <p style="text-align: center;">Motor Cycle and Side Car      -      1</p> <p style="text-align: center;"><u>STRENGTH</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Ambulance      1.</td> <td style="width: 50%;">Jeep      1.</td> </tr> <tr> <td>3ton Chev. Truck      1.</td> <td>Motor Cycle and Side Car      1.</td> </tr> <tr> <td>30 cwt. Chev. Truck      1.</td> <td>W/T Tender      1.</td> </tr> <tr> <td>Ford Stake-side      1.</td> <td></td> </tr> </table> <p style="text-align: right; margin-top: 10px;"><i>L.G. Harber</i> (L.G. Harber) Squadron Leader, Commanding No.35 (Transport) Squadron.</p>	Ambulance      1.	Trucks Heavy	Tanker Refuelling      2.	W/T. (G.2)      1.	Trucks Light	Tractors	General Service      1.	Crawler 20-30 h.p.      1.	Gen. Serv. (Util.)      1.	4 wheeled Serv. & Towing      1.	<u>5</u>	<u>3</u>	Ambulance      1.	Jeep      1.	3ton Chev. Truck      1.	Motor Cycle and Side Car      1.	30 cwt. Chev. Truck      1.	W/T Tender      1.	Ford Stake-side      1.		
Ambulance      1.	Trucks Heavy																						
Tanker Refuelling      2.	W/T. (G.2)      1.																						
Trucks Light	Tractors																						
General Service      1.	Crawler 20-30 h.p.      1.																						
Gen. Serv. (Util.)      1.	4 wheeled Serv. & Towing      1.																						
<u>5</u>	<u>3</u>																						
Ambulance      1.	Jeep      1.																						
3ton Chev. Truck      1.	Motor Cycle and Side Car      1.																						
30 cwt. Chev. Truck      1.	W/T Tender      1.																						
Ford Stake-side      1.																							

April 1944

Of the captains on detachment F/Lt. R. Yates (406606) was the only one who had had previous experience with the dropping of men and supplies and this officer acted as Squadron Instructor. Three types of dropping were included in the exercises.

1. Troop Dropping

No difficulties were experienced by personnel engaged and 18 men under the control of a Jump Master made the load. The dropping zone was in close proximity to the field and two formations of Vics of three made the run. Information to Captains was relayed in flight giving ground wings and all necessary data. Height at commencement of drop was 700 ft.. In all 18 drops of this nature were carried out.

2. Supply Dropping

For this exercise rolls were mounted on the floor from the exit to approximately 8 feet up the floor of the aircraft. 10 drops were made with loads of 4,000 lbs. and individual weights of packages ranged from one to seven hundred pounds. Results were very successful.

3. Multiple Drops

Four exercises of this type were carried out. The load of 4,000 lbs. was stacked on the rollers as close to the exit as possible. It was hoped to jettison the whole consignment on the one run but due to the loss of height on 3,150 lbs. was dropped by which time the aircraft was down to 100 feet.

On all exercises the ARMY Authorities were satisfied.

Now that our detachment is away on operations the experience gained during this period will greatly assist the crews engaged should combined operations call upon them to carry out this type of manoeuvre.

# OPERATIONS RECORD BOOK

of (Unit of Formation) NO. 35. (TRANSPORT) SQUADRON.

22 JUN 1945  
R.A.A.F.  
WAR HISTORY SECTION

R.A.A.F. Form A.50  
(Feb., '39)

No. of Sheet 76

Place	Date	Summary of Events	References to Appendices
TOWNSVILLE. QNSLD.	MAY 1945		
	1st.	Today the Co-pilot on the schedule run ex ESSENDON was off loaded at MASCOT with Malaria. Trip was continued with a Pilot passenger acting as Co-pilot and aircraft arrived at base on schedule. Crews on special trips to Northern Areas and the Detachment at MOROTAI have had all facilities for combating Malaria but in spite of this quite a number of aircrew personnel have had this fever. VH-CUM was allotted to 36 Squadron.	
	2nd.	VH-RFE 210043 W/O. MURPHY T.K. departed at 1300 hours as special to MOROTAI.	
	3rd.	Signal PZ321 26/5/45. Received posting F/LT. E.A. WHITCOMBE to 5 P.D. for discharge.	
	4th.	The Commanding Officer, S/Ldr. L.G. HARBER (290533) departed in VH-CIY at 0500 for MELBOURNE on Duty. Today the Equipment store which until now, has been accomodated in prefabricated huts in the hangar, moved into premises previously occupied by No.2. Air Ambulance Unit. This new set up will greatly assist stores personnel as the new facilities are excellent.	
	5th.	Three new aircraft were today received from 13 A.R.D. BREDDON.	
	6th.	VH-CIZ 415850 W/O. ASHELFOED P.J. departed at 1200 hours as special to MOROTAI. The Commanding Officer, S/Ldr. L.G. HARBER (290533) returned this evening from MELBOURNE.	
	7th.	The Area P.T. Officer F/LT. CONE visited the unit today and arrangements have been finalised to further activities in this direction. F/LT. WHITING visited Squadron on Court of Inquire re the Commanding Officers Jeep which was stolen last month. Photographs of the Barracks and Tarmac Area were taken today by Area Photographic section. These will be included in Appendix.	See Photo. Sect.
	8th.	General excitement today on announcement of VE Day and cessation of hostilities in GERMANY. For some weeks past the imminent collapse of the European War has been anticipated, consequently the announcement had partially lost its gloss. Whilst realising the magnitude of the Victory the underlying thought in the Squadron is that we here, operating in Australia and the Pacific Area are still engaged to our full capacity to ensure the final peace.	
	9th.	"VE" Day Holiday.	
	10th.	Signal PZ485 7/5/45 received today posting F/LT. L. TWIGG (412470) to 2 P.D. for termination of appointment. The stores buildings in the Hangar were today dismantled and re-erected outside the hangar to accommodate the Electrical section. News has just been received that 415172 W/O. MCGUIRE A.F. a captain on the MOROTAI Detachment has been admitted to hospital due to 2nd. degree burns. The accident occurred when he was burning off refuse in the vicinity of the camp area.	
	12th.	F/O. H. COLLOPY (4189) departed at 1200 in VH-RFF as special to MOROTAI. Aircraft returned 15 minutes after take off because the pilots escape hatch had blown off. A new unit was fitted and aircraft departed again at 1330.	

Place	Date	Summary of Events	References to Appendices
TOWNSVILLE. QNSLD	May 15th	<p>Last night the Officers' Mess was officially opened by Group Captain HEFFERNAN. Checking the Adjutant's diary furnishes proof of the success of the evening and needs no clarification "Hangover" is the only entry.</p> <p>VH-CIY 415330 W/O. HUGHES A.L. departed at 0600 for ESSENDON but returned due to magneto trouble. Run was cancelled.</p> <p>Owing to unforeseen circumstances the work for aircraft in the MOROTAI Detachment at the moment is inadequate and this evening the three aircraft returned to base. Portion of the detachment has remained at MOROTAI and it is anticipated that the aircraft will return within the next 2-3 weeks.</p>	
	15th	<p>VH-RFB, VH-RFC Captained by F/LT. M.B. JOHNSON (406854) and F/O. R.W. Drake-Brockman (427616) respectively departed at 0500 for GOVE to shift 13 Squadron to MOROTAI. It is expected that 2 trips per ship will complete this move.</p> <p>Postagram P1199 received from N.E.A. as follows:- "Award announced F/O. V.J. JACOBSEN (405912) mentioned in despatches."</p>	
	16th	<p>VH-RFF F/O. S.J.C. READING (415444) departed at 0500 for MERAUKU. Four shuttle trips from MERAUKU to TANAMERAN are to be carried out.</p> <p>S/Ldr A.W. PAGE (292610) arrived on posting this day. During the past 2 years this officer has been engaged on transport duties over the mainland and Island areas. Fully conversant with the organisation and duties of Transport Squadrons this officer in his capacity of 2 i/c should assist greatly in the efficiency of the Squadrons operations.</p>	
	17th	<p>Major inspection - 360 hourly inspection commenced VH-CIX.</p>	
	19th	<p>The Engineering Officer F/O. J.E. FOUNTAIN (52156) departed on leave. During his absence his duties will be carried out by F/O. A. COLLOPY (4198)</p> <p>Group Captain ROSS visited Squadron.</p> <p>VH-RFF departed as special to HIGGINS at 0500.</p>	
	22nd	<p>Four new aircraft arrived this afternoon from BREDDON.</p>	
	23rd	<p>VH-RFC departed as special to MERAUKU.</p> <p>Squadron censorship ceased to operate.</p> <p>415172 W/O. MCGUIRE A.F. ARRIVED today from MOROTAI and was admitted to 3 M.R.S. His condition is satisfactory but it is expected that he will be grounded for 2-3 months.</p>	
	24th	<p>VH-RFQ arrived from BREDDON today. This brings the Squadron strength to 14 Dakota C47B Aircraft.</p>	
	25th	<p>VH-CIY on ESSENDON schedule trip delayed one day at ARCHERFIELD due to engine trouble.</p>	
	27th	<p>Three specials were despatched at 0500 for MADANG.</p> <p>Signal PE13 22/5/45 posting F/LT. S.A. MOISENARD (406110) to 1 P.D. for Rehabilitation Duties. During his stay in the Squadron this officer has carried out the difficult duty of Messing Officer.</p>	
	28th	<p>Today at 0500 3 further specials departed for MADANG.</p> <p>ESSENDON schedule ship VH-RFF returned one day late due to radio trouble.</p>	

# OPERATIONS RECORD BOOK

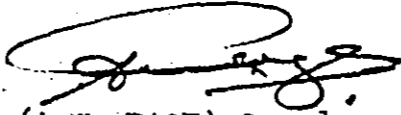
R.A.A.F. Form A.50  
(Feb., '33)

of (Unit of Formation) NO. 35. (TRANSPORT) SQUADRON.

No. of Sheet 75

Place	Date	Summary of Events	References to Appendices
TOWNSVILLE. QNSLD.	May 30th	<p>The Commanding Officer, S/Ldr. L.G. HARBER (290555) departed in VH-RFM at 0500 for MOROTAI in order to inspect the Detachment and check up on Northern facilities in general. In his absence S/Ldr A.W. PAGE (292610) assumes command of the Squadron. VH-RFC departed at 0500 as special for MADANG. Signal CM432 30/5, received today for 3 aircraft to form MOROTAI Detachment. Aircraft to be at destination by the 4th. Arrangements in hand to despatch aircraft on the 2nd., at 1200 hours.</p>	
	31st	<p>VH-RFK W/O. J.P. RYAN (406877) departed at 1130 for DUBBO to pick up catalina spares. Aircraft then to proceed to MOROTAI. Schedule runs i.e. (daily to ESSENDON and twice weekly to DARWIN aircraft to remain in that area 4-5 days respectively) have been carried out with only one exception when the ESSENDON run was cancelled. Other serviceable aircraft have been utilised by T.M.O. for special assignments and at the close of the month a total of 17 special trips have been carried out. Major inspection 360 hourly inspection completed VH-CIX.</p> <p><u>GENERAL</u></p> <p><u>Welfare Activities.</u> During recent days the Squadron Welfare Committee have been busily engaged making final arrangements for a Squadron dance to be held in town on 1st. June. Tenders run 4 nights a week to GARBUTT pictures and dance and transport is available nightly to TOWNSVILLE so airmen have ample recreation facilities.</p> <p><u>PHYSICAL TRAINING.</u> Under the control of P/O. M. DUNCAN D.F.C. (406475) a good afternoon attendance of aircrew officers and N.C.O.'s work out in the open air gymnasium. Common complaints among new converts are <del>and</del> blistered hands necessitating temporary retirement. As yet it is not possible for air men to participate but it is hoped that the erection of lights can be arranged and thus hold an evening class. The Football team in the local competition are still displaying more enthusiasm than victories but some good games have resulted.</p> <p><u>TOTAL FLYING HOURS FOR THE MONTH WERE:</u> 1510 hours.</p> <p><u>PERSONNEL ESTABLISHMENT AND STRENGTH:</u> Establishment HD/76G for a total of 282 made up of 55 officers and 249 other ranks.</p> <p><u>STRENGTH:</u> The strength of the Squadron at date total 251 made up of 54 Officers and 197 other ranks.</p> <p><u>MAINTENANCE:</u> During the month 1 major inspection, 22 minor were carried out.</p> <p><u>SERVICEABILITY:</u> Dakota Aircraft 78.8%.</p> <p><u>AIRCRAFT STRENGTH:</u> The Squadron aircraft strength at present 14 Dakota.</p>	



Place	Date	Summary of Events	References to Appendices
		<p><u>MOTOR TRANSPORT :</u>     <u>Establishment.</u></p> <p> Ambulance 1  Tanker Refuelling 2(a)  <u>TRUCKS HEAVY</u>  General Service 2  <u>TRUCKS LIGHT</u>  General Service 1  General Service (Util) 2. </p>	<p> <u>TRUCKS HEAVY</u>  W/T (G<sup>2</sup>) 1  <u>TRACTORS</u>  Crawler 20-30 h.h. 1.  4 Wheeler Serv. 1.  4 Towing    Motor Cycle &amp; Side Car 1. </p>
		<p><u>STRENGTH</u></p> <p> Ambulance 1  3 ton Chev. Truck 2  3 ton Ford Stake-side 1  30 cwt Chev. Truck 1  Jeep 1  Motor Cycl and Side Car 1.  W/T Tender 1. </p>	<p>Appendix C See Box file</p>
		 (A.W. PAGE) Squadron Leader. <u>T/Commanding No. 35. (Transport) Squadron.</u>	

COMMANDING OFFICER'S REPORT

All endeavours have been made for our strength in personnel to be brought up to establishment. There was a slight improvement towards the end of the month and it is hoped that this will continue.

North Eastern Area, Headquarters have agreed that our Mechanical Transport is inadequate but inform us that they cannot assist us until the position within the Area itself improves. They have put us priority.

Considering the difficulties experienced during the month the writer is quite satisfied with 60% serviceability and 1200 hours flown. During May this should improve if RAAF Headquarters post us the additional staff.

21 MAY 1943  
W.A. BUREAU SECTION  
R. A. A. F.

*[Signature]*  
(L.C. Harber) Squadron Leader  
Commanding No.35 (Transport) Squadron.



8 JUL 1945

# OPERATIONS RECORD BOOK

of (Unit of Formation) NO. 35 (TRANSPORT) SQUADRON

R.A.A.F. HISTORY SECTION

R.A.A.F. Form A.50 (Feb., '38)

No. of Sheet **178**

Place  
**TOWNSVILLE C.**

Date  
**JUNE 1945**

Summary of Events

References to  
Appendices

- 1st. Signal No. PZ. 518, 25/5/45, received posting F/O. V.J. JACOBSEN (405912), W.O.A.G. to 3 P.D. for termination of appointment.  
Signal No. QM.432, 30 May, received to despatch 3 Aircraft and crews to arrive at MOROTAI on the evening of the 4th. The main body of maintenance personnel are already at MOROTAI where they were left when the aircraft returned from the previous detachment due to insufficient work resulting from the slightly delayed operations in that area.
- 2nd. CIX, RPN, RPO, departed at 1330 for Detachment at MOROTAI. 210045, W/O. MURPHY, T.K., F/O. S.J. REDDING(415444), F/Lt. W.H. MUIR(406727) were the respective captains.
- 4th. W/Cdr. SIMONS, R.E., Signals Officer and F/Lt. COMES, R.A.A.F. R.Q. visited the Sqn.
- 6th. S/Ldr. WILLOCK, Area Inspector of Accounts commenced inspection of Squadron.
- 8th. The Commanding Officer, S/Ldr. L.G. HARBER(290533) arrived from MOROTAI after an inspection of Northern Areas.
- 9th. The ESSENDON schedule run terminated this day. Squadron schedule runs in future are as follows:-  
Daily to ARCHERFIELD at 1115 and Return from ARCHERFIELD at 0530 the following morning. Aircraft to do return trip to CAIRNS prior to 1115 at T.M.O.'s request.  
DARWIN Schedule run to remain as previous. Departing 0600 on Mondays and Thursdays. Aircraft to remain in N.W. Area for 4 and five days respectively.  
To MOROTAI at 1115 hours Monday, Wednesday, Friday and Sunday. This is a four day trip.  
Signal No. P.Z. 752, 5/6/45, received posting F/Lt. H.R. WILKINS(15704) to No. 5 P.D. for termination of appointment.
- 10th. The first of the ARCHERFIELD schedule runs was commenced this day.
- 11th. The first of the MOROTAI schedule runs was commenced this day. F/Lt. L. HOOPER(406852) O/C. Flying, as Captain - his duty being to arrange facilities and accommodation for future trips.
- 14th. Today, under the charge of F/Lt. J.P. GRANT(4794) an inaugural shoot was carried out at the CARBUFF Range. Further Welfare activities will be included in a General Report at the conclusion of the Month.
- 16th. Due to the inadequacies of Flotation gear in the Squadron, constant difficulties are being experienced and at the moment the South bound schedule ship from MOROTAI leaves its equipment at HIGGINS for the North bound to pick up. It will readily be seen that in the event of the South bound ship being delayed, complete disruption of the schedule runs will occur. Loads en route from MOROTAI have and are expected in the future to be principally comprised of Medical Evacuees - consequently the position is serious. Every endeavour to obtain the requisite amount of Flotation Equipment has been made but to date without success.
- 18th. Change over of Detachment crews is gradually being effected - crews normally remaining away from base for a period of 4 weeks.
- 20th. Signal No. PZ. 265, 19/6/45. received posting S/Ldr. N.W. WEBSTER (G.M.) (270847) to the Squadron w.e.f. 22/6/45 and to command w.e.f. 29/6/45.  
During the past few days, 8 officers have arrived on posting to the Unit. Several have gained distinction overseas and a short summary of their activities is as follows:-

Place  
TOMNSVILLE ...Q.

JUNE 1945

Summary of Events

References to  
Appendices

20th. (C) F/Lt. S.J. EDDY(D.F.C.) (No. 408645).

After the completion of training in RHODESIA in September, 1942, he departed for ENGLAND. His ship was torpedoed by an Italian submarine and he spent 13 days in the South Atlantic in a lifeboat eventually arriving at his destination in November, 1942. He was posted to No. 214 Squadron (Starlings) and completed tour in Dec., 1943. After further duties in 1651 C.U. he returned to Australia in Jan., 1945.

F/Lt. S.G. TOWNSEND (D.F.C.) (413452).

Embarked for England on 24/8/42 after completion of training in Australia. A.F.U., B.A.T., O.T.U. and CON. Units were completed by 8/8/43. Attached to 57 Squadron R.A.F. and completed tour on 29/1/44. He was engaged till 22/1/45 instructing on WELLINGTONS at No. 11 and 16 O.T.U.'s. Award granted for sortie to LEIPZIG and tour completed with no abortive efforts.

F/O. E. MAGNUS (D.F.C.) (413216).

Completed training in CANADA and arrived in ENGLAND, Nov. 1942. On completion of A.F.U. and O.T.U. and 4 Engine Conversion was posted to 460 Australian Lancaster Squadron. Tour included 25 GERMAN targets, 4 ITALIAN and 1 FRENCH. On being screened from operations he spent 12 months instructing on Halifaxes. Citation reads for high skill, fortitude and Devotion to Duty.

F/O. L. BARNETT (413942)

After arrival in ENGLAND after training in CANADA, this officer was engaged in Ferry duties on Wellingtons. After Ferry flight to INDIA he was posted to 99 Squadron (Wellington Night Bombers). Did 54 sorties and 320 operations from Indian Bases. Posted to A.F.T.U. and converted on to Liberators spending six months as pilot for Gunners and Bomb aimers on course.

The following officers arrived on posting ex Units as shown:-

F/O. N.M. PETERS (420044) F/O. H.S. CROUCH (403912) ex No. 2 P.D. F/O. H.J. HEILY (414235) ex No. 3 P.D. P/O. R.T. CLARKE (416412) ex No. 4 P.D.

22nd. S/Ldr. N.W. WEBSTER (G.M.) (270847).

This officer was associated with transport duties in 1941 and 1942, conveying troops to and from JAVA. On Jan. 26th., 1942 his aircraft was shot down between TIMOR and JAVA by 3 Naval zeros and he was missing for 12 days. Prior to arrival at this Unit he spent 9 months in No. 36 (Transport) Squadron.

23rd. RFX, F/O. R.L. CUTTEN (415621) departed on special to MOROTAI.

26th. RFA, F/Lt. A.L. RIPPER (406189) " " " " "

28th. RFE, 29061 W/O. CLARKE, P., " " " " "

29th. S/Ldr. N.W. WEBSTER (G.M.) (270847) assumed command of the Squadron.

RFE, F/O. R. DRAKE-BROCKMAN (427616) departed for MOROTAI on schedule run with equipment to put serviceable RFO which blew a tyre overnight at HIGGINS. The Engineer Officer, F/O. J.E. FOUNTAIN (32156) is making the trip to ascertain the stores and maintenance position in Northern Areas.

# OPERATIONS RECORD BOOK

R.A.A.F. Form A.50  
(Feb. '29)

of (Unit of Formation) NO. 35 (TRANSPORT) SQUADRON.

No. of Sheet 79  
~~78~~

Place  
**TOWNSVILLE...QNSLD.**

**JUNE**  
1945.

Summary of Events

References to  
Appendices

**GENERAL:**

On the first night of the month a Squadron Dance was held by the Welfare Committee and this function proved an outstanding success. Arrangements are in hand for a similar function in July.

The new Welfare Officer, F/Lt. J.P. GRANEX(407944) has vigorously organised new activities and apart from the usual football competition, regular shoots are carried out at the GARBU'T Range and Tennis is creating another diversion.

The fisheries Department granted permission for a Fish Trap to be erected at Rose Bay. This has been completed and although complication and damage to the trap has occurred, several good catches have resulted.

During recent weeks the Education Officer has enrolled numerous members on varied courses.

General Co-operation from section Commanders and Officers involved has resulted in the Airmen's Welfare reaching a new high.

**FLYING:**

Detachment work and the MOROTAI schedule run have given added interest to Squadron activities this month, and in general, Air Crews are well satisfied.

Pilot training has resulted in 4 new Captains for the month and 2 others who have completed their solo and one now awaiting a final check trip before going out as Skippers.

**TOTAL FLYING HOURS FOR THE MONTH WERE : 1515 HRS.**

**PERSONNEL ESTABLISHMENT AND STRENGTH:** Establishment HD/76G for a total of 282 made up of 35 Officers and 249 other ranks.

**STRENGTH:** The strength of the Squadron at date total 285 made up of 59 Officers and 226 other ranks.

**MAINTENANCE:** During the month 5 major inspections and 19 minor inspections were carried out.

**SERVICEABILITY:** Dakota Aircraft 73.7%.

**AIRCRAFT STRENGTH:** The Squadron Aircraft strength at present 16 Dakota C47B's.

**MOTOR TRANSPORT:**

Establishment

Ambulance 1  
Tanker Refuelling 2(a)

**TRUCKS HEAVY:**  
General Service 2

**TRUCKS LIGHT:**  
General Service 1  
Gen. Serv. Util. 2

W/T. (G2) 1.

**TRACTORS**  
Crawler 20.30 h.h. 1.  
4 Wheeler Serv. 1.  
4 Towing

Motor Cycle and side car 1.

**STRENGTH**

Ambulance 1  
3 Ton Chev Truck 2  
3 Ton Ford Stake Side 1  
30 Cwt. Chev. Truck 1

Jeep 1.  
Motor Cycle and Side Car 1.  
W/T. Tender 1

*Mullins* Squadron Leader.  
Commanding No. 35 (Transport) Squadron.

COMMANDING OFFICER'S REPORT

RAAF  
WATERLOO

Although this month the position has somewhat improved difficulties are being encountered by shortage of personnel particularly in view of the fact that the Squadron now has 14 aircraft on strength.

Despite this handicap all schedule duties numerous special trips and a detachment at Morotai have been maintained.

The total of 1510 hours for the month constitutes a Squadron record and the serviceability of 76.8% is quite satisfactory.

Captains have flown an average of between 90 and 100 hours. This position will be shortly alleviated by further conversions and during the month four new skippers have been checked out.

The close co-operation of T & M.O. in the Area is appreciated and the Squadron is functioning smoothly and should continue to do so in the future.

(A.W. Page) Squadron Leader  
Commanding No. 35 (transport) Squadron

UNIT FLYING SHEET

MONTH OF JUNE, 1945.

APPENDIX "D"

COMMANDING OFFICER'S REPORT.

Having assumed Command of No.35 Squadron on 29th. June, 1945 sufficient time has not elapsed for the Commanding Officer to make a detailed report.

2. The Squadron appears to be functioning satisfactorily and a total of 1515 hours represents a Squadron record although it falls short of the planned total by 85 hours.

3. 19 minor and 5 major inspections were carried out and 73.7% serviceability was maintained.

4. With 16 aircraft now on strength it is considered that a substantial increase in flying hours will be shown for July.



(N.W. Webster) Squadron Leader  
Commanding No.35 (Transport) Squadron. R.A.F.

# OPERATIONS RECORD BOOK

R.A.A.F. Form A.50  
(Feb., '53)

of (Unit of Formation) NO. 35 (TRANSPORT) SQUADRON.

No. of Sheet 79/80

Place	Date	Summary of Events	References to Appendices
TOWNSVILLE. QNSLD.	JULY '45		
	1st.	Schedule runs are being maintained as detailed in last month's report.	
	2nd.	This morning the Archerfield schedule aircraft, R.F.M. blew a tyre on take off. No. 429742 W/O. ROBINSON, F, was making his first trip as Captain and aircraft had a full load of personnel. The skipper did an excellent job and kept aircraft on the strip - he was commended for his sound handling. R.F.Q. was made serviceable and load transhipped and schedule departed at 1345 hrs.	
	4th.	The Adjutant, Flying Officer J. MITCHELL (256476) departed today on leave. In his absence F/Lt. J.P. GRANEY (407944) is acting Adjutant.	
	5th.	S/Ldr. L.G. HARBER (290533) departed on posting to No. 5 P.D. pending termination of appointment.	
	8th.	The Engineer Officer F/O. J. FOUNTAIN (52156) returned from Morotai and Biak after an inspection of the Detachment and spares position in the Area.	
	9th.	F/Lt. F.N. ROBINSON (D.F.C.) (409507) arrived on posting from No. 1 P.D.	
	10th.	Close co-operation with T.M.O. has resulted in planned flying of specials to fit in with maintenance routine and consequently aircraft are flying maximum hours.	
	11th.	The following aircrew departed on posting to 2 P.D. today to take up duties as Ferry Crews for Trans Pacific Flights:- F/O. R.L. CUTTEN (415621) Pilot, F/O. R.W. DRAKE-BROCKMAN (427615) pilot, F/O. H.C. TIMEWELL (54726) Pilot, F/O. G.O. WEBB (424688) Pilot, F/Lt. R.D. SHAW (415555) W.O.A.G., F/O. N.T. BODYCOAT (436048) W.O.A.G.	
	12th.	F/Lt. H.B. SIMPSON (210010) W.O.A.G., departed on posting to 5 P.D. for termination of appointment.	
	13th.	On a special run from ARCHERFIELD No (415330) W/O. HUGHES A.L., Captain of VH-RFC was informed by Operations Room at Rockhampton of a report of distress signals in the locality of Duck Island on the previous evening. After a search of 45 minutes in the area, no indications of distress were sighted, and aircraft continued schedule to Garbutt. P/O. N.A. DANES (414007) departed on posting to 3 P.D. for termination of appointment. Signal No. QM. 645 dated 10th. July received to despatch two aircraft and crews on detachment to Morotai. RFX and RFE departed on detachment to Morotai with F/Lt. L. HOOPER (406852) as O.C. No. 16889 SGT. SCHWARZINGER W.A., N.C.O. 1/c of Maintenance.	
	14th.	Schedule run to Archerfield was cancelled today due to weather.	
	16th.	A17-628 Tiger Moth arrived on allotment from Breddan. Schedule runs have again been altered. The Darwin aircraft now departing on Tuesday and returning on Sunday. A new exclusive mail run, 3 times a week to LAE departing on Tuesday, Thursday and Saturday is to commence tomorrow.	
	17th.	VH-RFM the first Lae Schedule aircraft departed at 0600, S/Ldr. A.W. PAGE (292610) as Captain to make necessary arrangements re accommodation of crews etc.	
	21st.	VH-RFO plus an additional crew departed via Darwin to lift special load for Morotai. Aircraft and crews then to remain on detachment.	
	25th.	A further relief crew departed on the schedule run for Morotai as detachment reports indicate that aircraft are flying more hours than anticipated. F/O. G.E. DUNCAN (410656) W.O.A.G., P/O. M.F. BURCHER (424416) W.O.A.G. arrived on posting w.e.f. 26/6/45.	
	27th.	F/O. B. FACIOS (406296) W.O.A.G. departed on posting to No. 1 O.T.U.	
	31st.	VH-RFP as special to LABUAN via DARWIN was grounded at CLONCUREY due to tyre blow out. Arrangements in hand to despatch new assembly, jacks and personnel to repair same on DARWIN special tomorrow.	APPENDIX 'B' & 'C'



Place  
TOWNSVILLE Q.

JULY  
1945

Summary of Events

References to  
Appendices

GENERAL

Numerous specials have been carried out this month and detachment aircraft have been flying to full capacity, resulting in 2041 hours being flown. This total constitutes A Squadron record and surpasses previous efforts by 426 hours.

Serviceability for the month was 76%. The detachment and special trips have added colour to the Squadron's activities and aircrews have flown interesting trips particularly in the Borneo and Phillipine areas. Captains have flown an average of 80 hours for the month and pilot training has resulted in 4 new skippers.

During the month, orderly room staff have produced a Squadron News Bulletin. This paper is eagerly looked forward to and creates many laughs among all ranks, and further serves to keep Detachment Personnel aware of Squadron activities.

TOTAL FLYING HOURS FOR THE MONTH WERE:

PERSONNEL ESTABLISHMENT AND STRENGTH: Establishment HD76G for a total of 282 made up of 35 officers and 249 other ranks.

STRENGTH: The strength of the Squadron at date totals 291 made up of 50 officers and 241 other ranks.

MAINTENANCE: During the month 5 major inspections were carried out and 12 minor inspections.

SERVICEABILITY: Dakota Aircraft 76% - Tiger Moth 100%

AIRCRAFT STRENGTH: Squadron aircraft strength at present is 16 Dakota C47B's and one Tiger Moth.

MOTOR TRANSPORT: Establishment

Ambulance 1.	W/T. (G2) 1.
Tanker Refuelling 2(a)	tractors.
Trucks Heavy.	Crawler 20.30 h.p. 1.
General Service 2.	4 Wheeler serv. 1.
Trucks Light.	4 Towing
General Service 1.	Motor Cycle and Sidecar 1.
General Service 2.	

STRENGTH

Ambulance 1.	Jeep 1.
3 Ton chev. truck. 2.	Motor Cycle and side car 1.
3 Ton Ford Stake Side 1.	W/T. Tender 1.
30 Cwt. Chev. trucks 1.	

*N.W. Webster*  
(N.W. WEBSTER) Squadron Leader.  
Commanding No. 35 (Transport) Squadron.

R.F.P., R.F.N., C.I.Z. departed TOWNSVILLE at 1330 hrs. on 2/5 and R.O.N. at HIGGINS. Due to weather the aircraft were forced to R.O.N. the following night at BIAK. On the final run to MOROTAI, in an endeavour to avoid bad weather, the aircraft inadvertently flew over Japanese held MANOKHARI. Six rounds of flak were seen to burst two of which were below but in close proximity to R.F.P., momentarily rocking the ship.

A week elapsed before Squadron ships were assigned a trip. During this period all members were lectured on emergency proceedings and Ringy Drill was carried out.

The following is a summary of flights made:-

- 11/6/45. R.F.N. departed for TAWI TAWI and return.
- 14/6/45. R.F.N. " " " " " "
- 16/6/45. C.I.Z. " " " " " "
- 17/6/45. R.F.P. " " " " " "
- 18/6/45. R.F.N. " " " " " "
- 18/6/45. R.F.P. } departed for TAWI - LABUAN and return. TAWI-TAWI
- R.F.P. } closed owing to weather and aircraft were loaded at ZAMBOANGA eventually arriving at LABUAN. The cargo of aircraft were reprizanded, as the strip had not then been opened for transports. Control Officer MOROTAI was ignorant of this fact.
- 21/6/45. R.F.N. departed for TAWI-TAWI and return.
- 21/6/45. Orders were received from Wing Commander PURVIS to stand by for return of detachment to Base.
- 24/6/45. R.F.P. returned to base.
- 25/6/45. R.F.N. returned to base.
- 26/6/45. C.I.Z. returned to base.

At the end of the month there were 6 Aircrew and 6 ground staff personnel standing by to return to TOWNSVILLE, or awaiting possible instructions for another detachment to be formed.

18 JUL 1945  
 R. A. A. F.  
 WAR HISTORY SECTION

*N.W. Webster*  
 (N.W. WEBSTER) Squadron Leader.  
 Commanding No. 35 (Transport) Squadron.

COMMANDING OFFICER'S REPORT

No. 36  
July 1941

1. A total of 2041 hours was flown during July. This figure is 526 hours greater than the maximum flown during any previous month.

2. The planned flying of 1920 hours for 16 aircraft was exceeded by 121 hours as the 3 aircraft on Morotai Detachment were called upon to over-fly their planned hours due to operational commitments.

3. Serviceability of 76% was maintained which represents an increase of 3% on June and is considered satisfactory.

*N. W. Webster*

(N. W. WEBSTER) Squadron Leader  
Commanding No. 35 (Transport) Squadron, RAAF

VH-RFX and VH-RFX departed GABURTT with crews and maintenance personnel at 1115 on July, 13th, 1945 and arrived at MOROLAI at 1530 on the following day.

Personnel were immediately settled in the new camp site. Squadron members who had remained in the Area when the previous detachment returned temporarily to base.

Flying operations commenced on July 16th. Detailed report of same is attached. (APPENDIX...C'....)

To date ZAMBOANGA, LABUAN, TRAKAN and BALIKPAPAN have been the chief flights made and these have proved of an interesting nature, particularly when of necessity, aircraft have had to REF. On two such occasions BALIKPAPAN has been raided.

Two members of one crew walked into a booby trap at night but fortunately no injuries resulted - sightseeing since has been restricted to daylight hours.

On the 26th. July, R.F.O. plus 2 further crews arrived for Detachment duties.

Topical interest and discussion in the Mess centres chiefly on the damage and effectiveness of our bombers in the occupied areas - particularly BALIKPAPAN.

The new camp site right at the waters edge is excellent and satisfactory in every way. Messing is provided by 34 Squadron. Crews and maintenance personnel when not on duty have ample recreation facilities, swimming and badminton being most popular. In the camp area pictures are shown three nights a week and other entertainments are close at hand when transport is available.

All personnel are thoroughly enjoying the Detachment and consequently morale is high.



Squadron Leader.  
Commanding No. 35 (Transport) Squadron.

# OPERATIONS RECORD BOOK

R.A.A.F. Form A.50  
(Feb., '55)

of (Unit of Formation) No. 35 (TRANSPORT) SQUADRON

No. of Sheet 80 81

Place	Date	Summary of Events	References to Appendices
<u>TOWNSVILLE Q'LD.</u>	<u>AUG. '45.</u>	<p>2nd W/Cdr. PURVIS, D.T.M. visited Squadron. F/LT. S.J. EDDY (DFC) (408643) completed Captain's conversion.</p> <p>3rd. F/O. H.J. HEALY (411235) commenced appointment as Assistant Adjutant.</p> <p>4th. F/LT. MORGAN - Area Navigation Officer visited Unit. VH-RFG, which was damaged by acid on the DARWIN Schedule was sent to BREDDAN and is now off Squadron Aircraft strength.</p> <p>5th. Admiral Sir BRUCE FRASER arrived at the HANGAR. F/O. S.J. READING (415444) in VH-RFM conveyed him to MANNUS (ADMIRALTY ISLANDS).</p> <p>6th. S/LDR. STUART - Area Organisation Officer, visited Squadron.</p> <p>11th. Signal PZ790 dated 9th August, 1945 received posting S/LDR. K.S. BROWN (AFC) (260680) to command Squadron w.e.f. 13th August, 1945.</p> <p>12th. F/O. J.W. BISHOP (426510) Signals Officer, arrived on posting.</p> <p>14th. F/O. N.M. PETERS (420844) completed Captain's conversion.</p> <p>15th. Peace declared. In common with everyone, the Squadron became hilarious for a couple of days, trying to drown the realisation that as far as the Squadron is concerned, the work is far from over. Let it be noted that our schedules, as usual, pressed on regardless. However, it is grand news, especially for those who have relations in enemy hands.</p> <p>16th. F/O. E.H. MAGNUS (DFC) (413216) completed Captain's conversion.</p> <p>17th. F/LT. J.D. MOBBS (421363) F/O. M.H. TAYLOR (406583) and F/O. H.C. LITHGOW (406182) returned from MOROTAI detachment.</p> <p>18th. S/LDR. K.S. BROWN (AFC) (260680) arrived at the Squadron to take command.</p> <p>20th. Official handover from S/LDR. N.W. WEBSTER (GM) (270847) to S/LDR. K.S. BROWN (AFC) (260680) was effected. We take this opportunity of committing to writing our welcome to S/LDR. BROWN, and our sincere thanks to S/LDR. WEBSTER, wishing him every success in the future.</p> <p>23rd. S/LDR. N.W. WEBSTER (GM) (270847) departed.</p> <p>25th. S/LDR. F.W. PAGE (292610) in VH-RFF started a new sheet in the Squadron's record by a trip to SINGAPORE, we hope it won't be long before there are more of them.</p> <p>F/LT. S.G. TOWNSEND (DFC) (413452) completed Captain's conversion.</p> <p>28th. F/O. H.G. MARSHALL (406186) our Operations Officer, departed on posting to 5 P.D. for termination of appointment. All the best "Sandy" and thanks for everything.</p> <p>29th. F/O. W.R. KENNEDY (403814) completed Captain's conversion.</p> <p>30th. S/LDR. K.S. BROWN (AFC) (260680) attended General Court Martial at 1 P.P.P of F/LT. J.B. CHRISP.</p>	
		<p><u>TOTAL FLYING HOURS FOR THE MONTH WERE :</u> Dakota - 2109.40 mins. Tiger Moth - 5.40 "</p>	
		<p><u>PERSONNEL ESTABLISHMENT AND STRENGTH:</u> Establishment HD76G for a total of 282 made up of 35 Officers and 249 other ranks.</p>	
		<p><u>STRENGTH</u> :- Total of 265, made up of 60 Officers, 205 other ranks.</p>	
		<p><u>MAINTENANCE</u> :- During the month, 5 Major inspections were carried out, and 29 Minor inspections.</p>	
		<p><u>SERVICEABILITY</u> :- Dakota aircraft - 80.4% - Tiger Moth: 93%</p>	
		<p><u>AIRCRAFT STRENGTH</u> :- 15 Dakota C.47B and one Tiger Moth is Squadron aircraft strength at present time.</p>	

MOTOR TRANSPORT : Establishment.

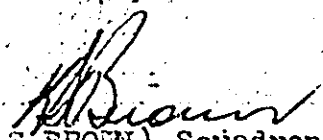
Ambulance 1  
Tanker Refuelling 2(a)  
Trucks Heavy  
General Service 2  
Trucks Light.  
General Service 1  
General Service 2

Strength :

Ambulance 1.  
3 Ton Chev. Truck. 2.  
3 Ton Ford Stake Side 1.  
30 cwt. Chev. Truck 1.

W/T. (G2) 1.  
Tractors.  
Crawler 20.30 h.p 1.  
4 wheeler Serv. 1.  
4 Towing  
Motor Cycle and Sidecar 1.

Jeep 1.  
Motor Cycle and sidecar 1.  
W/T. Tender 1.

  
(K.S. BROWN) Squadron Leader,  
Commanding,  
No. 35 (TRANSPORT) SQUADRON.

References to  
Appendices

Summary of Events

Date

Place

20.35  
August 1945

COMMANDING OFFICER'S REPORT :

OPERATIONAL :

1. The total of 2109 hours is 189 hours in excess of the planned flying commitments for the month. This has been attained with 15 aircraft, mainly attributable to the excessive hours flown by the MOROTAI Detachment.
2. The planned flying commitments call for 120 hours from each aircraft per month. The three Detachment aircraft, however, flew 535 hours for the month, which is 215 hours above the planned commitment.
3. The excessive hours flown by the detachment seem unavoidable at the present time, but it is anticipated that the Detachment strength will be increased if extra demands persist.
4. Advice has been received from D.T.M. that the existing DARWIN Weekly Courier will cease as from the 10th September 1945. This will considerably relieve pressure on Detachment and other Courier schedules.

SERVICEABILITY :

1. Serviceability throughout the month of 80% is considered highly satisfactory, but owing to the difficulty in obtaining spares and personnel of the correct mastering, an endeavour will be made to conserve hours during the coming month. Through information received, commitments will increase during the next few weeks, i.e. evacuation of P.O.W.'s from MALAYA and BORNEO. A great majority of which it is thought will be medical cases.

ENGINEERING :

1. The high degree of efficiency necessary to get 80% serviceability reflects credit on maintenance sections throughout. This was assisted by a day's visit to the Unit by the Area Engineering Officer, W/CDR. MORRIS. Many important matters were settled. The extension of hours to 820 on two aircraft being satisfactorily approved through contact with D.T.S. It is shown that engines from new are well able to run 820 hours, which is borne out by the success of this extension already granted. It is anticipated that as others fall due for 720 hourly inspections, application will be made to D.T.S. through the same channel for further extension, subject to the performance of the motors at 720 hours (oil consumption etc.)

MOTOR TRANSPORT :

1. All vehicles performed satisfactorily throughout the month, with the exception of one Jeep, which is being allotted to No.13 A.R.D. for repairs. The present strength is considered adequate.

BARRACKS :

1. With the large number of postings inward of Aircrew, it has been found necessary to enlarge the Officers' Mess Dining Room. This was accomplished by obtaining a Building from an adjacent Army Camp. No.6 C.R.D. undertook to move the building and labour was provided by Officers of this Unit. Work is now in progress and completion is expected about MONDAY, 10th SEPTEMBER, 1945.

BARRACKS (CONT'D)

Seating accommodation previously, was for 30 Officers, but now the strength is up to 70. It is considered that the addition of the new building 20' x 25' will provide adequate space.

WELFARE :


Entertainments and Welfare generally are satisfactory, both for Officers and Airmen. Adequate amenities are provided and a great deal of interest is taken by the airmen in their weekly meetings. Morale throughout is high.

HYGIENE :

Conditions in the camp are watched closely, and hygiene is considered very good.

HEALTH :

The general health of the Squadron is termed as satisfactory. Personnel are taking adequate exercise. Volleyball, cricket and gymnastics being the main attractions. There is a great deal of competitive sport amongst players. The formation of competition in cricket is now in hand.

  
(K. S. BROWN) Squadron Leader,  
Commanding,  
No. 35 (TRANSPORT) SQUADRON.




# OPERATIONS RECORD BOOK

R.A.A.F. Form A.50  
(Feb., '39)

of (Unit of Formation) No. 35 (Transport) Squadron

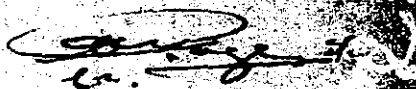
No. of Sheet 827

Place	Date	Summary of Events	References to Appendices
TOWNSVILLE Q'LD.	SEP '45		
	3rd	F/O. ROBERTS took over duties of Squadron Adjutant during the absence of F/O. MITCHELL. W/O's MURPHY, HUGHES, AND F/SGT SMITH were appointed to Commissioned rank.	
	4th	F/LT. COLLINS was evacuated South for Medical treatment. F/LT. EDDY, on the ARCHERFIELD Schedule, had hydraulic failure immediately after take-off and landed without brakes. The Aircraft was undamaged.	
	5th	The E.O. gave a lecture to all Aircrew on emergency action in the event of hydraulic failure.	
	6th	F/LT's HART & LOWE, F/O's ABBOTT & WILLIAMS, and W/O's ALLEN, BARRETT, FIVEASH, KING and O'NEARA arrived on posting for flying duties.	
	7th	P/O. CLARKE promoted to Temporary Rank of F/O.	
	8th	SGT. ELLIS (Equipment Assistant) and L.A.C. SHERRY (Guard) arrived on posting.	
	9th	F/LT. SHERIDAN, on Detachment, returned to MOROTAI from approx. 200 miles out with one engine U/S. A good effort.	
	10th	F/O. WEMYSS, F/SGT BARBER (Pilots) arrived on posting. F/O. DRAKE-BROCKMAN, F/O. MAGNUS & A/F/LT. TOWNSEND promoted to the rank of Temporary F/LT's.	
	12th	F/LT. MORTLOCK arrived on posting and appointed Operations and Navigation Officer.	
	13th	F/LT. DRAKE-BROCKMAN, F/O. WEBB and F/O. BODYCOAT, returned to the Squadron after standing by for Pacific ferry.	
	14th	F/LT. MUIR, W/O. CLARKE and crews departed for SINGAPORE.	
	15th	F/LT. LEFROY completed Captains conversion.	
	16th	F/LT. HAZLE, F/LT. HOOKE, F/O's JUDD, TAYLOR, FANNING, PATTINSON, DIETRICH, GIBSON and MORRISON, and F/SGT. HALL arrived on posting.	
	17th	C.O.'s Conference - Section Commanders present. F/LT. YATES, F/LT. OWENS, F/O. MITCHELL, F/O. FOUNTAIN, F/O. HARVEY, F/O. RUTHERFORD, F/O. BISHOP, W/O. HUNTER and W/O. RICHARDS. F/SGT. HAYES (Pilot) arrived on posting.	
	18th	S/LDR. PAGE, F/LT. GRANEY and F/O. DOWNIE arrived back from SINGAPORE.	
	19th	CPL. BARKER (Clerk) departed for MOROTAI detachment. CPL. MARKS (Clerk General) returned to GARBUTT Headquarters.	
	20th	S/LDR. BROWN, F/O. FLYNN, F/O. DUNCAN, F/O. FOUNTAIN and F/O. HARVEY departed for SINGAPORE. S/LDR. PAGE assumed control of the Squadron during the absence of S/LDR. BROWN. F/O. COLLOPY acting Engineer Officer during absence of F/O. FOUNTAIN. Lecture on Air Sea Rescue to all Aircrew.	
	21st	SGT. KEEN, SGT. McLEAN, and SGT. NIELD promoted to the temporary rank of F/SGT.	
	23rd	F/O. BAKER (Pilot) arrived on posting.	
	24th	P/O. MURPHY was involved in an accident at BIAK. Two P40's took off before he had time to clear the runway, one of these P40's hitting and knocking off his rudder. No injury was sustained by passengers or crew and, by obtaining another rudder from the AMERICANS, with hard work only 23 hours delay was caused.	
	26th	S/LDR. TARLETON - Area Inspector of Accounts visited area on inspection.	
	28th	F/O. WHITEHEAD (W.O.A.G.) reported on posting. S/LDR. BROWN returned from SINGAPORE.	
	29th	F/LT. MUIR & W/O. CLARKE returned from SINGAPORE.	
		<u>GENERAL.</u>	
		During the month good work has been done removing camouflage paint from our aircraft. A daily roster of Aircrew members to supplement ground staff has been in force and the work has been moving along nicely.	

Place	Date	Summary of Events	References to Appendices																																																
		<p><u>TOTAL FLYING HOURS FOR THE MONTH WERE</u> : Dakota - 1827 hours Tiger Moth - 11.30</p> <p><u>PERSONNEL ESTABLISHMENT AND STRENGTH</u>: Establishment HD76G for a total of 282 made up of 35 Officers and 249 other ranks.</p> <p><u>STRENGTH</u> : Total of 301, made up of 72 Officers, 229 other ranks.</p> <p><u>MAINTENANCE</u> : During the month, 4 Major inspections were carried out, and 22 Minor inspections.</p> <p><u>SERVICEABILITY</u> : Dakota aircraft ; 83% - Tiger Moth: 93%</p> <p><u>AIRCRAFT STRENGTH</u> : 16 Dakota C.47B and one Tiger Moth is Squadron aircraft strength at present time.</p> <p><u>MOTOR TRANSPORT</u> : <u>Establishment.</u></p> <table border="0"> <tr> <td>Ambulance</td> <td>1.</td> <td>W/T. (G2)</td> <td>1.</td> </tr> <tr> <td> tanker Refuelling</td> <td>2(a)</td> <td><u>Tractors.</u></td> <td></td> </tr> <tr> <td><u>Trucks Heavy</u></td> <td></td> <td>Crawler 20.30 h.p.</td> <td>1.</td> </tr> <tr> <td>General Service</td> <td>2</td> <td>4 Wheeler Serv.</td> <td>1.</td> </tr> <tr> <td><u>Trucks Light.</u></td> <td></td> <td>4 Towing</td> <td></td> </tr> <tr> <td>General Service</td> <td>1</td> <td>Motor Cycle and Sidecar</td> <td>1.</td> </tr> <tr> <td>General Service</td> <td>2</td> <td></td> <td></td> </tr> </table> <p><u>Strength :</u></p> <table border="0"> <tr> <td>Ambulance</td> <td>1.</td> <td>Jeep</td> <td>1.</td> </tr> <tr> <td>3 Ton Chev. Truck</td> <td>1.</td> <td>15 cwt. Utility</td> <td>1.</td> </tr> <tr> <td>4 Ton Chev. Truck</td> <td>1.</td> <td>W/T Tender</td> <td>1.</td> </tr> <tr> <td>30 cwt. Chev. Truck</td> <td>1.</td> <td>Motor Cycle and sidecar</td> <td>1.</td> </tr> <tr> <td>3 Ton Ford Stake-side</td> <td>1.</td> <td></td> <td></td> </tr> </table>	Ambulance	1.	W/T. (G2)	1.	tanker Refuelling	2(a)	<u>Tractors.</u>		<u>Trucks Heavy</u>		Crawler 20.30 h.p.	1.	General Service	2	4 Wheeler Serv.	1.	<u>Trucks Light.</u>		4 Towing		General Service	1	Motor Cycle and Sidecar	1.	General Service	2			Ambulance	1.	Jeep	1.	3 Ton Chev. Truck	1.	15 cwt. Utility	1.	4 Ton Chev. Truck	1.	W/T Tender	1.	30 cwt. Chev. Truck	1.	Motor Cycle and sidecar	1.	3 Ton Ford Stake-side	1.			
Ambulance	1.	W/T. (G2)	1.																																																
tanker Refuelling	2(a)	<u>Tractors.</u>																																																	
<u>Trucks Heavy</u>		Crawler 20.30 h.p.	1.																																																
General Service	2	4 Wheeler Serv.	1.																																																
<u>Trucks Light.</u>		4 Towing																																																	
General Service	1	Motor Cycle and Sidecar	1.																																																
General Service	2																																																		
Ambulance	1.	Jeep	1.																																																
3 Ton Chev. Truck	1.	15 cwt. Utility	1.																																																
4 Ton Chev. Truck	1.	W/T Tender	1.																																																
30 cwt. Chev. Truck	1.	Motor Cycle and sidecar	1.																																																
3 Ton Ford Stake-side	1.																																																		
		<p style="text-align: right;">             (K.S. BROWN) Squadron Leader.  <u>Commanding No. 35. (Transport) Squadron.</u> </p>																																																	

COMMANDING OFFICER'S REPORT :

1. The total hours flown for the month were 1827 hours this is considered satisfactory although it represents a total slightly lower than planned commitments brought about by less flying of detachment aircraft and one aircraft on the ground at LABUAN for 14 days on the first trip to SINGAPORE.
2. Serviceability has been maintained at the high standard of 87%.
3. Several interesting trips to SINGAPORE area and one to SUMATRA were carried out.
4. The barracks position has improved with the completion of the addition to the Officer's Mess and the receipt of a number of Pre-fabricated huts.
5. It is still considered necessary to have the road from the barracks area to the hangar sealed, but so far efforts in this direction have proved ineffective.



(K.S. BROWN) Squadron Leader.  
Commanding No. 35. (Transport) Squadron.

# OPERATIONS RECORD BOOK


of (Unit of Formation) No. 35 (Transport) Squadron

14 NOV 1945  
R.A.A.F. SECTION  
W. J. [Signature]

A.F. Form A.50  
(Feb., '39)

No. of Sheet 82/83

Place	Date	Summary of Events	References to Appendices
TOWNSVILLE, Q'LAND.	OCT. '45		
	1st	S/Ldr. K.S. BROWN (A.F.C.) (260680) was appointed President of a Court of Inquiry, into the disappearance of No. 38 Squadron aircraft VH CUT, and visited MERAUKE and BIAK to conduct inquiry.	
	2nd	F/Lt. R.G. COLLINS (406547) Pilot posted to 110 (P) M.H. F/Lt. W.L. MORTLOCK (413787) Navigator attached 5 C.T.U. to undergo No. 1 Transport Loran Course.	
	4th	F/O. R.M. WEMYSS (426203), F/O. J.T. TAINSH (417931) (Pilots) posted for termination of appointment.	
	7th	F/O. L. BARNETT (413942) Pilot completed Captains Conversion. 415850, W/O. ASHELFORD F., F/O. G.P. LEWIS (436555) Pilots, F/Lt. W.M. DAVIDSON (404201) Navigator and 42749, W/O. WARDLE K.F. Wireless Operator, returned from Singapore.	
	10th	F/O. F.I. PROPERJOHN (16092) Pilot promoted to Flying Officer. F/O. F.I. FLYNN (415077) Pilot, posted for termination of appointment. F/O. D.D. CAMERON (436265) Pilot on detachment at MOROTAI in aircraft VH RFX returned to BIAK from 70 miles out on one engine - a good effort.	
	15th	F/Lt. H.L. CROUCH (D.F.C.) (403912) Pilot was posted for termination of appointment. F/O. S.H.C. LITHGO (406182), F/O. N.M. PETERS (D.F.C.) (420044) and F/O. M.M. TAYLOR (406283) Pilots were promoted to the rank of Flight Lieutenants.	
	18th	Thirteen sergeant wireless operator's air promoted to Flight Sergeant.	
	19th	Mr. Burgess Lloyd gave a very interesting lecture to squadron members on demobilisation and rehabilitation.	
	23rd	F/Lt. R.G. CRACKNELL (421173) F/O. G.R. CADD (415720), F/O. M.B. JONES (D.F.C.) (406597) and F/O. R.E. MUGG (416880) Navigators arrived on posting. Section Commanders attended a conference to inaugurate the arrangements for a five day working week.	
	25th	F/Lt. D.W. HOOKE (5826) Pilot posted for termination of appointment.	
	29th	F/Lt. C.H. BALFORTH (407137) F/O. R.R. MONAGHAN (441326) Navigators arrived on posting. F/Lt. J.P. GRANEY (407944) Pilot completed Captains conversion. F/Lt. J.N. STACY (417744) Pilot appointed Acting Engineer Officer in F/O. J.E. FOUNTAIN'S (32136) absence on duty. F/O. S.W. SIMMONS (419484) and F/O. R.J. WHEELER (4228) Navigators arrived on posting.	
		<b>TOTAL FLYING HOURS FOR THE MONTH WERE :</b> Dakota - 1637 hours. Tiger Moth- 23 hours	
		<b>PERSONNEL ESTABLISHMENT AND STRENGTH :</b> Establishment HD 76G for a total of 299 made up of 47 Officers and 252 other ranks.	
		<b>STRENGTH :</b> Total of 380, made up of 80 Officers, 300 other ranks.	
		<b>MAINTENANCE :</b> During the month, 6 major inspections were carried out, and 20 minor inspections.	
		<b>SERVICEABILITY :</b> Dakota Aircraft 73%. Tiger Moth 100%.	
		<b>AIRCRAFT STRENGTH :</b> 16 Dakota C.47B and 1 Tiger Moth.	

Place	Date	Summary of Events	References to Appendices																																																
		<p><b>MOTOR TRANSPORT :</b> <u>Establishment.</u></p> <table border="0"> <tr> <td>Ambulance</td> <td>1</td> <td>W/T. (G2)</td> <td>1</td> </tr> <tr> <td>Tanker Refuelling</td> <td>2(A)</td> <td><u>Tractors</u></td> <td></td> </tr> <tr> <td><u>Trucks Heavy</u></td> <td></td> <td>Crawler 2.30 h.p.</td> <td>1</td> </tr> <tr> <td>General Service</td> <td>2</td> <td>4 Wheeler Serv.</td> <td>1.</td> </tr> <tr> <td><u>Trucks Light</u></td> <td></td> <td>4 Towing</td> <td></td> </tr> <tr> <td>General Service</td> <td>1</td> <td>Motor Cycle and Sidecar</td> <td>1.</td> </tr> <tr> <td>General Service</td> <td>2</td> <td></td> <td></td> </tr> </table> <p><u>Strength:</u></p> <table border="0"> <tr> <td>Ambulance</td> <td>1</td> <td>Jeep</td> <td>2</td> </tr> <tr> <td>3 Ton Chev. Truck</td> <td>1.</td> <td>15 cwt. Utility</td> <td>1</td> </tr> <tr> <td>4 Ton Chev. Truck</td> <td>1.</td> <td>W/T. Tender</td> <td>1</td> </tr> <tr> <td>30 Cwt. Chev. Truck</td> <td>2.</td> <td>Motor Cycle and sidecar</td> <td>1</td> </tr> <tr> <td>3 ton Ford Stake</td> <td>1.</td> <td></td> <td></td> </tr> </table>	Ambulance	1	W/T. (G2)	1	Tanker Refuelling	2(A)	<u>Tractors</u>		<u>Trucks Heavy</u>		Crawler 2.30 h.p.	1	General Service	2	4 Wheeler Serv.	1.	<u>Trucks Light</u>		4 Towing		General Service	1	Motor Cycle and Sidecar	1.	General Service	2			Ambulance	1	Jeep	2	3 Ton Chev. Truck	1.	15 cwt. Utility	1	4 Ton Chev. Truck	1.	W/T. Tender	1	30 Cwt. Chev. Truck	2.	Motor Cycle and sidecar	1	3 ton Ford Stake	1.			
Ambulance	1	W/T. (G2)	1																																																
Tanker Refuelling	2(A)	<u>Tractors</u>																																																	
<u>Trucks Heavy</u>		Crawler 2.30 h.p.	1																																																
General Service	2	4 Wheeler Serv.	1.																																																
<u>Trucks Light</u>		4 Towing																																																	
General Service	1	Motor Cycle and Sidecar	1.																																																
General Service	2																																																		
Ambulance	1	Jeep	2																																																
3 Ton Chev. Truck	1.	15 cwt. Utility	1																																																
4 Ton Chev. Truck	1.	W/T. Tender	1																																																
30 Cwt. Chev. Truck	2.	Motor Cycle and sidecar	1																																																
3 ton Ford Stake	1.																																																		
		<p style="text-align: center;">             Squadron Leader,            (K. S. BROWN)            Commanding,  <u>No. 35 (Transport) Squadron.</u> </p>																																																	

COMMANDING OFFICER'S REPORT.1. OPERATIONAL.

All scheduled trips were carried out, but a decrease of 10% in aircraft serviceability resulted in the total flying hours being lower than planned commitments. Flying for the month totalled 1637 hours.

2. SERVICEABILITY.

Serviceability of 73% represents a decrease of 10% on the preceding month but this is attributable to difficulties in maintenance which are explained in paragraph No. 3 of this Report.

3. ENGINEERING AND MAINTENANCE.

Serious disorganisation has been caused by ten (10) engines allotted to this Squadron being erroneously railed to PHAROE, Western Australia. The inability to obtain engines will have drastic repercussions on serviceability during the ensuing month as six (6) aircraft will be due for double engine changes. Aggravation has been caused by the movements of personnel under the Demobilisation Scheme resulting in the majority of servicing personnel being inexperienced on this type of aircraft.

Arrangements have been made to uplift by air some replacement engines from Qantas and it is hoped that this will relieve the position somewhat in November.

4. DRIVERS MOTOR TRANSPORT.

The present strength of five (5) D.M.T's is not sufficient to cope with the amount of running necessary, four drivers being required to convey personnel to and from the camp area. It is essential that an N.C.O. be posted to take charge of the Section.

The transport serviceability is considered satisfactory.

5. BARRACKS.

It is again pointed out that the road from the Barracks Area to the Tarrac should be sealed before the "wet" season.

The road through the camp area is only being kept in order through the efforts of Squadron personnel, oil treating this portion.

The camp accommodation is rapidly becoming overtaxed owing to a large influx of airmen.

Numerous promotions of Warrant Officers to Commissioned Rank and inward postings of Navigators have again made the Officers Mess too small.

6. MESSING.

The messing staff have been badly disorganised by postings and no N.C.O. Messing Staff are at present on strength.

It is hoped that the position will improve next month.

.....  
 (K.S. BROWN A.F.C.) Squadron Leader,  
 Commanding,  
No. 35 (Transport) Squadron.

# OPERATIONS RECORD BOOK

of (Unit of Formation) No. 35 (Transport) Squadron.

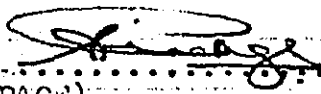
17 DEC 1945

R.A.A.F. Form A.50  
(Feb., '33)

No. of Sheet 24

WAR HISTORY SECTION

Place	Date	Summary of Events	References to Appendices
TOWNSVILLE. Q'LAND.	NOV. 145.	1 S/Ldr. K.S. BROWN A.F.C. (260680) completed Court of Inquiry into disappearance of No. 38 Squadron aircraft VH-CUT. F/Lt. J.M. McROBBIE (406860) Pilot, returned from C.F.S. on completion of Instrument Flying Course.	
	2	415172, W/O. McGUIRE A.F., 415436, W/O. MUTTON H., 29061, W/O. CLARKE P., 429742, W/O. ROBINSON F., 415004, W/O. BENNEWITH G.K., 426638, W/O. MERRITSY R.S., 415992, W/O. JENNINGS W.A., promoted to Pilot Officers on probation.	
	3	F/O. P.V. BACKHOUSE (417940) Nav. "B" arrived from 3 A.O.S. for flying duties.	
	4	S/Ldr. K.S. BROWN A.F.C. (260680) proceeded to MELBOURNE to attend Transport Squadron Commanding Officer's Conference. S/Ldr. A.W. PAGE (292610) took over control of Squadron during Commanding Officer's absence.	
	5	F/O. L. BARNETT (413942) returned from MASCOT with two engines for Maintenance Section.	
	8	F/O. S.J. READING (415444) returned from MASCOT with two aircraft engines for Main Sect.	
	10	32 of Squadron personnel housed at 6 TMO Transient Camp owing to shortage of accommodation.	
	12	F/Lt. P.E. BASSETT (409869) Nav "B" arrived from 1 O.T.U. for flying duties.	
		F/Lt. J.P. GRANBY (407944) returned from MASCOT with two aircraft engines for Main Section.	
		F/Lt. A.M. LOVE (405212 (Pilot) appointed a member of a District Court Martial at 6 T.M.O. Headquarters.	
		F/Lt. C.H. BALFORD (407137) Nav. "B" attached 5 O.T.U. to undergo No. 5 Loran Transport Court.	
		419853, W/O. JAMES A.L. (A/Pilot) posted to 1 P.D. for discharge.	
	13	S/Ldr. K.S. BROWN A.F.C. (260680) returned from Melbourne.	
	15	F/Lt. E.H. MAGNUS (413216) D.F.C., Pilot, posted to 2 P.D. for termination of appointment.	
		F/Lt. S.J. EDDY (D.F.C.) (408643), F/O. R.T. CLARK (416412) Co-Pilot, 429631, P/SGT. McLEOD E.M. W.O (Air) departed from MORATAI for TOKIO via TACOBLAN - LEYTE - MANILLA - TOAG - OKINAWA - KANOYA (KYUSHU ISLAND). This is the first TOKIO trip carried out by the Squadron.	
	19	F/O. B.P. MONAGHAN (441326) Nav "B" and 405668, W/O. ANDERSON R.E. Nav "B" attached to 5 O.T.U. to undergo No. 5 Loran Transport Course.	
	20	S/Ldr. K.S. BROWN A.F.C. (260680) departed in Dakota VH-RFP for MASCOT in search of aircraft engines. F/Lt. R. YATES (406606) took over command during absence of Commanding Officer.	
		F/O. J.L. HALL (412950) W.O. (Air) arrived on posted from 3 P.D. for flying duties.	
	23	F/Lt. H.C. LITHGO (406182) appointed to take a Summary of Evidence for 11 Stores Depot. Dingy drill instruction was carried out at BLUE WATER, 29 air crew members attended. The remainder of aircrew will attend at a later date.	
		F/Lt. S.J. EDDY (D.F.C.) (408643) and crew returned from TOKIO. They reported a very good trip throughout; excellent weather and accommodation en route. Although TOKIO was in ruins they found much of interest in the short time available. Accommodation was supplied by Americans at Electric House in TOKIO, which is an Officer's Transit Camp and were very well looked after.	
	24	Signal received from R.A.A.F. Headquarters stating Transport Squadron Commanding Officer's to attend Conference in MELBOURNE 3rd December, 1945.	
	25	S/Ldr. K.S. BROWN A.F.C. (260680) returned from MASCOT with two aircraft engines for Maintenance Section.	
	26	F/O. H.J. HEALY (414235) appointed Barracks Officer to replace F/O. E.O. HARVEY (415422) who has been posted to 5 P.D. for termination of appointment.	
		F/Lt. L.B. HOOPER (406852) and F/Lt. R.W. DRAKE-BROCKMAN (427616) attached to C.F.S. to undergo Instrument Flying Course.	

Place	Date	Summary of Events	References to Appendices																																																						
TOWNSVILLE Q'LAND.	NOV. '45 27 30	<p>P/O. A.F. McGUIRE (415172) Pilot posted to 5 P.D. for termination of appointment.  P/O. E.O. HARVEY (415422) departed 5 P.D. for termination of appointment  P/Lt. W.D. HART (42241) appointed to conduct a Court of Inquiry at No. 47 O.B.U. CAIENS.  P/O. N.C. HOGAN (444702) W.O. Air posted 2 P.D. for termination of appointment.  37238, W/O. BENNIS F.V. completed Captain's Conversion Course.</p> <p><u>GENERAL.</u>  Maintenance Section report there is still a shortage of aircraft engines and at present one aircraft (VH-RFN) is on the ground pending fitting of two engines which are not yet available. Standard of maintenance has also suffered owing to the excessive outgoing of experienced and replacements of inexperienced personnel. During November there were 57 inward and 51 outward postings. Camp accommodation is also becoming over-taxed due to increase of personnel.</p> <p><u>MOROTAI DETACHMENT.</u>  Morale is high due no doubt to the excellent campsite and also the recent addition of two kerosene operated refrigerators and several radio sets presented by the Comforts Fund. Transport facilities which have always been acute in the past have also been eased by the addition of a Weapon Carrier and a Command Car, making a total of three vehicles now on strength.  Apart from one trip to TOKIO and MANILLA, and several to KUCHING, BANDJEMASSÉN and MACASSER (in BORNEO) and to SINGAPORE. The majority of scheduled runs have been to LABUAN, TARAKAN and BALIKPAPAN.  One engine change was carried out on DAKOTA VH-CIX.</p> <p><u>TOTAL FLYING HOURS FOR THE MONTH WERE:-</u> DAKOTA, approx. 1600 (details incomplete pending return from Detachment).  TIGER MOTH, 10.</p> <p><u>PERSONNEL ESTABLISHMENT AND STRENGTH.</u> Establishment HD76G is for a total of 299 made up of 64 Officers and 235 other ranks.</p> <p><u>STRENGTH;</u> Total of 382 made up of 89 Officers, 293 other ranks.</p> <p><u>MAINTENANCE.</u> During the month 5 major inspections and 17 minor inspections were carried out, also 5 double engine and two single engine changes.</p> <p><u>SERVICEABILITY.</u> DAKOTA AIRCRAFT. 73%  TIGER MOTH. 60%</p> <p><u>AIRCRAFT STRENGTH.</u> DAKOTA 15  TIGER-MOTH .1</p> <table border="1" data-bbox="625 1492 2221 1779"> <thead> <tr> <th colspan="2">ESTABLISHMENT.</th> <th colspan="2">MOTOR TRANSPORT.</th> <th colspan="2">STRENGTH.</th> </tr> </thead> <tbody> <tr> <td>Ambulance.</td> <td>1</td> <td>W/T. (G2)</td> <td>1</td> <td>Ambulance.</td> <td>1</td> </tr> <tr> <td>Tanker Refuel.</td> <td>2(A)</td> <td>Tractors.</td> <td></td> <td>Jeep</td> <td>2</td> </tr> <tr> <td>Trucks Heavy.</td> <td></td> <td>Crawler 2.50h.p.</td> <td>1</td> <td>3tn. Chev. Truck</td> <td>2</td> </tr> <tr> <td>General Serv.</td> <td>2</td> <td>4 Wheeler Serv.</td> <td>1</td> <td>15 cwt. Utility.</td> <td>1</td> </tr> <tr> <td>Trucks Light</td> <td></td> <td>4 Towing</td> <td>1</td> <td>W/T. Tender.</td> <td>1</td> </tr> <tr> <td>General Serv.</td> <td>1</td> <td>M/Cycle &amp; Sidecar</td> <td>1</td> <td>30cwt. Chev. Truck</td> <td>2</td> </tr> <tr> <td>General Serv.</td> <td>2</td> <td></td> <td></td> <td>M/Cycle &amp; Sidecar.</td> <td>1</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>3tn. Ford Stakeside.</td> <td>1</td> </tr> </tbody> </table> <p style="text-align: right;">   ..... Squadron Leader,  (A. W. PAGE)  P/Commanding No. 35 (Transport) Squadron. </p>	ESTABLISHMENT.		MOTOR TRANSPORT.		STRENGTH.		Ambulance.	1	W/T. (G2)	1	Ambulance.	1	Tanker Refuel.	2(A)	Tractors.		Jeep	2	Trucks Heavy.		Crawler 2.50h.p.	1	3tn. Chev. Truck	2	General Serv.	2	4 Wheeler Serv.	1	15 cwt. Utility.	1	Trucks Light		4 Towing	1	W/T. Tender.	1	General Serv.	1	M/Cycle & Sidecar	1	30cwt. Chev. Truck	2	General Serv.	2			M/Cycle & Sidecar.	1					3tn. Ford Stakeside.	1	
ESTABLISHMENT.		MOTOR TRANSPORT.		STRENGTH.																																																					
Ambulance.	1	W/T. (G2)	1	Ambulance.	1																																																				
Tanker Refuel.	2(A)	Tractors.		Jeep	2																																																				
Trucks Heavy.		Crawler 2.50h.p.	1	3tn. Chev. Truck	2																																																				
General Serv.	2	4 Wheeler Serv.	1	15 cwt. Utility.	1																																																				
Trucks Light		4 Towing	1	W/T. Tender.	1																																																				
General Serv.	1	M/Cycle & Sidecar	1	30cwt. Chev. Truck	2																																																				
General Serv.	2			M/Cycle & Sidecar.	1																																																				
				3tn. Ford Stakeside.	1																																																				



APPENDIX "A"

COMMANDING OFFICER'S REPORT.

*Number 19*  
17 DEC 1945  
R. A. A. F.  
SECTION

1. OPERATIONAL.

All schedule trips were carried out and the new route to MOROTAI via DARWIN was inaugurated.

This route seems to be more popular with the pilots as it obviates high altitude flying.

It is to be hoped that the aerodrome at AMBON will shortly be open and complete with all facilities.

2. SERVICEABILITY.

Serviceability is again at 73% and is still attributable to the same causes.

3. ENGINEERING AND MAINTENANCE.

Engines are still in short supply and every effort is being made to obtain a further (10) engines which are urgently needed.

At the present time we have one machine A.O.G. for engines.

4. DRIVERS MOTOR TRANSPORT.

\* As we have been supplied with two more vehicles during the month it is considered that another D.M.T. is necessary.

A Fitter D.M.T. is also urgently required.

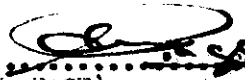
5. BARRACKS.

The camp area has now become too small to accommodate our personnel and it is feared that the camp will not be tenable with 400 men in the "WET". At the present time there are 40 airmen being housed in the Transient Camp.

It is suggested, as no kitchens are available in the camp sites at Project 2, that consideration be given to the taking over of one of the camps recently vacated by the Americans at Air Depot.

MESSING.

The New Messing Officer is settling down and an improvement in messing generally is expected this month.

  
..... Squadron Leader,  
(A. W. PAGE)  
T/Commanding,  
No. 35 (Transport) Squadron.

# OPERATIONS RECORD BOOK

R.A.A.F. Form A.50  
(Feb., '38)

of (Unit of Formation) No. 35 (Transport) Squadron,

No. of Sheet 87

Place	Date	Summary of Events	References to Appendices
TOWN SVILLE.	1945 DEC. 45.	<p>1 S/Ldr. K.S. BROWN (AFC) (260680) departed for MELBOURNE to attend Transport Squadron Commanding Officer's Conference at R.A.A.F. H.Q. S/Ldr. A.W. PAGE (292610) took over command during his absence.</p> <p>Flying Officer P.V. BACKHOUSE (417940) Nav."B" attached to 5 O.T.U. to undergo Loran Transport Course.</p> <p>2 S/Ldr. F.S. ROBEY (290635) (Pilot) posted from No. 3 P.D. for flying duties.</p> <p>3 Dinghy drill carried out at Blue Water. 27 Aircrew members attended. Instruction given by F/O. COLLOPY, (4198), Squadron Air Sea Rescue Officer.</p> <p>F/O. AP. TAYLOR (12910) Pilot and F/O. R.A. EVA (410645) Pilot promoted to rank of Temporary Flight Lieutenant. 427903, W/O. HILTON R. and 406877, W/O. RYAN J.P. promoted to rank of Pilot Officers on probation.</p> <p>5 F/O. R.A. NEWMAN (15743) Pilot arrived from 2 P.D. for flying duties.</p> <p>6 415854, W/O. BARROW M.C. attached Western Area re Interview for Rhodes Scholarship. 435881, F/SGT. RIXON H.E. Nav. B arrived on posting from 7 O.T.U. for flying duties. 415877, W/O. RANCE J. (W.O.Air) posted 5 P.D. for discharge. 443642, SGT. REES N.R. (Nav.B) and F/Lt. P.E. BASSETT (409867) (Nav.B) attached to 5 O.T.U. to undergo Loran Transport Course.</p> <p>7 Transport Squadron Commanding Officer's addressed by C.A.S. Air Vic Marshal G.J. JONES thanking all transport Squadrons for their excellent work. Press were present and an article subsequently published in the Melbourne Herald of 8/12/1945.</p> <p>9 S/Ldr. K.S. BROWN (AFC) (260680) returned from transport Squadron's Commanding Officer's Conference at R.A.A.F. H.Q.</p> <p>11 410013, W/O. SHANAHAN (W.O.Air) posted to 4 P.D. for discharge.</p> <p>F/Lt. S.J. EDDY D.F.C. (408643) returned from MELBOURNE with two engines for Maintenance Section.</p> <p>12 F/O. R.E. MUGG (416880) Nav.B posted to 4 P.D. for termination of appointment.</p> <p>F/Lt. R.S. IND (420004) Pilot posted from 2 P.D. for flying duties.</p> <p>S/Ldr. F.S. ROBEY (290635) and F/Lt. W.H. DAVIDSON (404201) proceeded to R.A.A.F. H.Q. for interview regarding Permanent Air Force.</p> <p>Signal received from MOROTAI to the effect that Squadron Dakota Aircraft VH-RFX was totally destroyed by fire. The loss occurred whilst the ground crew were in the process of carrying out a 60 hourly inspection. Seven members were injured, three seriously and one member 46127, IAC. A/CPL. WILLIAMS T.F. Dangerously injured has since died. Up to the present time no reason has been ascertained for the cause of the accident.</p> <p>F/Lt. W.N. MUIR (406727) returned from RICHMOND with two aircraft engines for Maintenance Section.</p> <p>18 F/O. G.E. DUNCAN (410656) and F/O. R.G. GIBSON (419089) appointed President and member respectively of Committee of Adjustment on the death of A/CPL. WILLIAMS.</p> <p>19 Through the untiring efforts of F/O. A.M. DUNCAN D.F.C. (406473), the sum of £28.0.0. was collected from the Squadron members for the "Food for Britain" Appeal. We are hoping that this will be a forerunner for other Squadrons to take up so that we may show small appreciation for the magnificent effort that England has made during this war.</p> <p>20 Signal received to the effect that Squadron aircraft VH-G12 is overdue on flight from AMBON to DARWIN. Crew comprises P/O. F. ROBINSON (Captain) F/Lt. N.J. HAZLE (Co-Pilot) P/O. G. CONNELL (W.O.Air) and Sgt. BODLEY F. (Navigator). There were also 21 passengers on board.</p> <p>21 S/Ldr. CLARKE Area Church of England Padre visited Squadron. F/O. E.C. PATON (D.F.C.) (423312) posted from 7 O.T.U. for flying duties. 415868 W/O. GRONOW E.T. W.O. Air and 429631, W/O. McLEOD R. W.O.Air posted to 5 P.D. for discharge.</p>	

Place	Date	Summary of Events	References to Appendices																																
TOWNSVILLE.	DEC 45.	<p>21. Received advice from D.T.M. Melbourne that Naval Authorities at DARWIN had received message "All Alive". Bearings were obtained on signal but searches were negative. Airmen's Mess had their Christmas Dining In Night.</p> <p>22. 31 Airmen who were accommodated at Transient Camp owing to insufficient room at Squadron now moved into own camp site.</p> <p>23. No trace of aircraft VH-CIZ yet reported.</p> <p>24. F/O. R.L. CUTTEN (415631) Pilot posted from 5 P.D. for flying duties.</p> <p>27. S/Ldr. F.S. ROBEY (290635) appointed Transport Officer in place of F/O. J. MITCHELL (256476).</p> <p>28. F/Lt. R.A. EVA (410645) completed Captain's Conversion.</p> <p>30. <u>GENERAL.</u> Since the last report, position with regard to aircraft engines has eased somewhat and although the standard of maintenance is still not what it should be, owing to the lack of experienced hands due to excessive inwards and outwards postings. There is every prospect of our maintenance schedule settling down to normal early in the New Year. Unserviceability of automatic pilots is now becoming a problem owing to the inability to obtain spare parts. At present there are four unserviceable due to this reason.</p> <p>Camp accommodation is still overtaxed and will present a further problem when the "wet" season commenced owing to having to erect huts in low lying areas.</p> <p>Equipment Section reports that in addition to a shortage of spare parts for the Automatic Pilots which are unobtainable in the R.A.A.F., platforms working and Jacks Hydraulic Wing six ton are also urgently required.</p> <p><u>TOTAL FLYING HOURS FOR THE MONTH WERE:-</u> Dakota 1208. Tiger Moth. Nil.</p> <p><u>PERSONNEL ESTABLISHMENT AND STRENGTH.</u> Establishment HD76G is for a total of 299 made up of 64 Officers and 235 other ranks.</p> <p><u>STRENGTH.</u> Total of 374, made up of 91 Officers and 283 Other Ranks.</p> <p><u>MAINTENANCE.</u> During the month, 4 major inspections, 15 minor inspections were carried out, also 4 double engine and 1 single engine changes.</p> <p><u>SERVICEABILITY.</u> Dakota Aircraft 64.7%. Tiger Moth Nil.</p> <p>The Tiger Moth, has been A.O.G. during the month owing to the inability to obtain spare parts. These have now arrived and aircraft will shortly be in serviceable condition. Serviceability of Dakota Aircraft has also suffered owing to the loss of A65-83 and A65-107 neither of which have yet been written off strength.</p> <p><u>AIRCRAFT STRENGTH.</u> Dakota 15. Tiger Moth. 1. The Dakota Strength included 83 &amp; 107.</p>																																	
		<u>ESTABLISHMENT.</u>																																	
		<table border="0"> <tr> <td>Ambulance</td> <td>1.</td> <td>W/T. (G2)</td> <td>1</td> </tr> <tr> <td>Tanker Refuel</td> <td>2(A)</td> <td>Tractors</td> <td></td> </tr> <tr> <td>Trucks Heavy.</td> <td></td> <td>Crawler 2.30h.p.</td> <td>1</td> </tr> <tr> <td>General Serv.</td> <td>2</td> <td>4 Wheeler Serv.</td> <td>1</td> </tr> <tr> <td>General Serv.</td> <td>2</td> <td>4 Towing</td> <td>1</td> </tr> <tr> <td>Trucks Light.</td> <td></td> <td>M/Cycle &amp; S/Car</td> <td>1</td> </tr> <tr> <td>General Serv.</td> <td>1</td> <td></td> <td></td> </tr> <tr> <td>General Serv.</td> <td>2</td> <td></td> <td></td> </tr> </table>	Ambulance	1.	W/T. (G2)	1	Tanker Refuel	2(A)	Tractors		Trucks Heavy.		Crawler 2.30h.p.	1	General Serv.	2	4 Wheeler Serv.	1	General Serv.	2	4 Towing	1	Trucks Light.		M/Cycle & S/Car	1	General Serv.	1			General Serv.	2			
Ambulance	1.	W/T. (G2)	1																																
Tanker Refuel	2(A)	Tractors																																	
Trucks Heavy.		Crawler 2.30h.p.	1																																
General Serv.	2	4 Wheeler Serv.	1																																
General Serv.	2	4 Towing	1																																
Trucks Light.		M/Cycle & S/Car	1																																
General Serv.	1																																		
General Serv.	2																																		
		<u>MOTOR TRANSPORT.</u>																																	
		<table border="0"> <tr> <td>Ambulance</td> <td>1.</td> <td>Jeep.</td> <td>2</td> </tr> <tr> <td>3 ton Chev. Truck</td> <td>2</td> <td>15 cwt Utility</td> <td>1</td> </tr> <tr> <td>4 ton Chev. Truck</td> <td>1</td> <td>W/T. Tender</td> <td>1</td> </tr> <tr> <td>30 cwt. Chev. "</td> <td>2</td> <td>M'cycle &amp; sidecar</td> <td>1</td> </tr> <tr> <td>3 ton Ford Stake Side.</td> <td>1</td> <td></td> <td></td> </tr> </table>	Ambulance	1.	Jeep.	2	3 ton Chev. Truck	2	15 cwt Utility	1	4 ton Chev. Truck	1	W/T. Tender	1	30 cwt. Chev. "	2	M'cycle & sidecar	1	3 ton Ford Stake Side.	1															
Ambulance	1.	Jeep.	2																																
3 ton Chev. Truck	2	15 cwt Utility	1																																
4 ton Chev. Truck	1	W/T. Tender	1																																
30 cwt. Chev. "	2	M'cycle & sidecar	1																																
3 ton Ford Stake Side.	1																																		
		<p style="text-align: center;"><i>K.S. Brown</i></p> <p style="text-align: center;">..... Squadron Leader, (K.S. BROWN) Commanding No. 35 (Transport) Squadron.</p>																																	

## COMMANDING OFFICER'S REPORT

No. 35 Squadron  
December

DECEMBER

1. OPERATIONAL.

There has been a considerable drop in the number of schedules carried out during the month due to delays caused by a "bottle neck" in the maintenance programme through the large number of engine changes carried out, and the fact that the Squadron worked on half strength to cover the Christmas Stand-down. Schedules were carried out on alternate days to MOROTAI and ARCHERFIELD over the stand down period and will be back to normal by the 8th January, 1946.

The new route through DARWIN and AMBON to MOROTAI whilst an improvement in many respects for actual flying conditions, leaves much to be desired with regard to radio aids and signals generally.

A separate report on signals in that area has been submitted and it is hoped that some action will be taken immediately by the D.F.S. to improve signals to a standard consistent with flying safety, bearing in mind that this Squadron has lost an aircraft this month on a flight from AMBON to DARWIN, the cause of which is unknown until the Findings of the Court of Inquiry are to hand.

2. SERVICEABILITY.

The percentage of 64.7% Serviceability for DECEMBER is considered low which is explained fully in the Engineer Officer's Monthly Report. It is anticipated that JANUARY will show some improvement now that engines are to hand.

3. EQUIPMENT.

The shortage of spare parts is becoming acute, inabilities persist in a good many important items and delays in maintenance are occurring as a result. Every effort is being made by the Squadron to relieve this position by close co-operation with Depots who it is hoped will overhaul some of the parts with as little delay as possible.

4. MOTOR TRANSPORT.

Some difficulty is being experienced with the maintenance of all vehicles. Again demobilisation has taken its "toll" and left this Squadron without a Fitter D.M.T. for twelve vehicles and all stationary engines.

This matter has been referred separately to North Eastern Area Transport Officer. In the meantime, Fitters from the hangar are being mis-employed to cope with the situation.

5. HYGIENE.

This is considered satisfactory throughout the camp area but with the impending "wet" season and the swampy nature of the country surrounding the campsite, there is need for extra precaution to combat the mosquito menace. It is hoped that D.D.T. will be available for this purpose.

6. WELFARE.

The Airmen's Mess held a very successful Christmas Party on the 21st December, 1945. Food was excellent - the Christmas Rations as supplied by Canteen Services proved most gratifying. Morale is satisfactory throughout the Squadron.

*[Signature]*  
..... Squadron Leader,  
(R. S. B.O.M.)  
Commanding No. 35 (Transport) Squadron.