

# THE CLIPPED WINGS



OFFICIAL NEWSLETTER OF THE AIR DISPATCH ASSOCIATION OF  
AUSTRALIA

**SPRING 2020**

## President's Report



Hello everyone.

Spring, the downhill run to the end of the year. 122 days till the end of 2020 and I for one am looking forward to a much better year next year.

Since our last edition, the Association has not achieved much at all. Our fundraising, although non-existent, has been boosted by the refund by Princess Lines of the 2 cruise tickets for our widow and her daughter. We have also received two \$500 vouchers from Bunnings to compensate for cancelled sausage sizzles, to ensure we were not out of pocket. These are to be raffled off when we get back to some sort of normality.

Since our last edition, we have had the passing of one of our early Air Dispatch Officers, Col. Peter Blyth. Peter was in Malaya with 55 AD and although posted away from the trade stream, he remained an Air Dispatcher at heart.

Unfortunately, we have had to cancel a few of functions which were planned this year due to Covid. Amongst them, the Myola Ball, the 7<sup>th</sup> Light Horse Dining-In Night in Merimbula and the Nerang RSL Joint Service Dining-In Night. But with any luck, our Christmas get togethers will still take place, God and Covid willing. More to follow on this.

We have had a number of problems with the posting of the Air Dispatch Coins. It seems from the time of posting using Australia Post, quite a few coins failed to meet their rightful owners. We put out an email to everybody at the beginning of August and about 12 people responded having not received theirs. We have arranged with another organisation to laser cut blank coins for those people and they should be receiving them soon.

Grant Foster, one of your Committee members has arranged a couple of new window decals and these are available through our Merchandise Officer, Rusty Towers. We are also looking at a new banner and the artwork should be approved in the near future.

This year celebrated the 75<sup>th</sup> Anniversary of the end of World War II. Again, due to Covid, these celebrations were severely curtailed. Dave McDonald, the gentleman we featured in our last edition, and who turned 100 on 9 July, spent a quiet day for his birthday. We did, however, get a few photos of the celebration. Something interesting came out of the article on Dave, and this is included in an article by Darren Moffat's wife, Kim, further on in this edition.

We also have a story about the Glenbrook railway carriage recovery from 1976. This was put together by Jim Christie, ex AMTDU, and Ding Wolfe, ex 177, together with information from the NSW Railway Historical Society. I would like to thank them both for their input.

**SPRING 2020**

# **THE CLIPPED WINGS**

## **President's Report Cont.**

Finally, over the past few months, a number of our members have made donations to the Association. I would like to acknowledge these people and the support received from them. Gestures like these keep us going in down and troubled times. To know we have you at our backs help us cover a number of annual and on-going costs. I have not identified these people because I have not been given permission to publish their names, but please rest assured we truly thank them for their kind donations.

This edition is a bit light on for content, because, as a result of the Covid-19 issue, not a great deal has happened.

Please stay safe!

Until next time,

Cheers,

Nicko



# THE CLIPPED WINGS

## Treasurer's Report

Shown below are movements through each of our bank accounts. These are the figures sent to the Australian Taxation Office when we reported our GST activity for the 2<sup>nd</sup> quarter of this year. If you would like further information, please send your request to me by email, [treasurer@adaa.com.au](mailto:treasurer@adaa.com.au).

Regards  
Rob Ward

### ADMINISTRATION

<b>Bank Account Opening Balance</b>	<b>1-Apr-20</b>	<b>15,912.71</b>
<b>Income</b>		
Donations		150.00
GST refund		116.00
Interest		3.96
Memberships		1,225.00
<b>Total Income</b>		<b>1,494.96</b>
<b>Expenses</b>		
Bank charges		4.40
New member badges		28.95
Postage		83.45
Presentations	Coins to overseas affiliates	31.20
Software		789.00
Website and emails		121.00
<b>Total Expenses</b>		<b>-1,058.00</b>
<b>Bank Account Closing Balance</b>	<b>30-Jun-20</b>	<b>16,349.67</b>

### MERCHANDISE

<b>Bank Account Opening Balance</b>	<b>1-Apr-20</b>	<b>1,032.28</b>
<b>Income</b>		
Interest		0.22
Merchandise sales		458.96
Postage recovered		19.50
<b>Total Income</b>		<b>478.68</b>
<b>Expenses</b>		
Postage		236.20
<b>Total Expenses</b>		<b>-236.20</b>
<b>Bank Account Closing Balance</b>	<b>30-Jun-20</b>	<b>1,274.76</b>

# **THE CLIPPED WINGS**

## **FUNDRAISING**

<b>Bank Account Opening Balance</b>	<b>1-Apr-20</b>	<b>2,153.83</b>
<b>Income</b>		
Donations		669.94
Interest		0.57
<b>Total Income</b>		<b>670.51</b>
<b>Expenses</b>		
<b>Total Expenses</b>		<b>0.00</b>
<b>Bank Account Closing Balance</b>	<b>30-Jun-20</b>	<b>2,824.34</b>

## **GRANTS**

<b>Bank Account Opening Balance</b>	<b>1-Apr-20</b>	<b>317.52</b>
<b>Income</b>		
Interest		0.06
<b>Total Income</b>		<b>0.06</b>
<b>Expenses</b>		
<b>Total Expenses</b>		<b>0.00</b>
<b>Bank Account Closing Balance</b>	<b>30-Jun-20</b>	<b>317.58</b>

Membership fees for 2021 will be due in the new year. Check the membership list if you are not sure when you are paid up to. For those that need to pay, you have until the end of April to do so. Payment options are:

### **Online by bank transfer**

Westpac Banking Corporation

BSB 032-814

Account number 485891 In the name of "Air Dispatch Association Administration Account"

Use your surname and initial (or regimental number if we have it on file) as your reference

### **Deposit over the counter at any Westpac Bank.**

As the bank does not allow any letter in the payee's details, use your regimental number as a reference, and, if we don't have it on file, send me an email with the details of the date, branch and amount of your payment

You may also be able to deposit at the Post Office, but a transaction fee could be payable

### **By cheque or money order**

Made payable to Air Dispatch Association of Australia

Post to PO Box 483, Helensburgh NSW 2508

### **Online by credit card**

If this is your payment choice, send me an email so that I can set you up with this facility. Charges will be passed on to you when I send out your invoice

# **THE CLIPPED WINGS**

## **Membership Report**

### **Welcome to New Members**

Since the last edition of "The Clipped Wings", we would like to welcome the following new members that have joined our Association:

ADAMS, Kathleen  
GRECH, Simon  
HOUGHTON, Ross

### **Life Members**

BABER, Kemm  
COLE, Gary  
EDDIE, Anthony  
FERGUSON, David  
GANNON, Barry

HUTTON, Bob  
IRVING, Brian  
McCANN, Denis  
SLEE, Pat  
VARLEY, Nev (deceased)

### **Financial Members**

ADAMS, Kathleen	2020
ARGUS, Howard	2020
ARMSTRONG, Len	2020
ASBURY, Paul	2020
AUSTIN, Karen	2020
BAINES, Ian	2022
BARNES, John	2020
BARNES, Pamela	2020
BARNET, John	2020
BARRETO, Alberto	2020
BATES, Paul	2020
BEAVEN, David	2023
BELL, Albert	2020
BERMAN, Gary	2020
BLAKELY, Ron	2020
BRENNAN, Denis	2020
BUCHANAN, Graeme	2020
CHRISTIE, Ross	2020
CLARKE, Andrew	2020
CLEMENTS, Rodney	2020
COCHRANE, Dan	2020
COHEN, Peter	2020
CONWELL, Matt	2020
CORMACK, Will	2020
CORNISH, Andrew	2020
CORNISH, Hannah	2020
CRAKER, David	2020

CUNNINGHAM, Lou	2020
CUTTS, Geoff	2020
DALTON, Alan	2020
DEJENEY, Peter	2020
DOWD, Anthony	2024
DRAY, Dennis	2020
EGGINS, Greg	2020
EVANS, John	2020
FABISIAK, Henry	2020
FARMER, Raymond Colin	2020
FEDDERSEN, Brendan	2020
FIGG, Peter	2020
FLINT, Bob	2020
FOLKES, Chris	2020
FOSTER, Denis	2020
FOSTER, Grant	2020
FRACARO, Lyndon	2020
FRANKEL, Ray	2020
GELLER, Michael	2020
GEURTSSEN, Matthew	2020
GOAD, David	2022
GODDARD, John	2020
GRECH, Simon	2020
GRIMSHAW, Max	2020
GUSTER, Tony	2021
HANCOX, Keith J	2020
HAYES, Bill	2023

# THE CLIPPED WINGS

HEAD, Gerda	2021	MUIR, Graeme	2021
HEAD, Vince	2021	MULFORD, Barry	2020
HEIDENREICH, Lou	2023	MUNRIGHT, Terry	2020
HEIDENREICH, Susan	2020	MUNSON, Peter	2020
HEYDON, Terry	2020	MURPHY, Peter	2020
HILL, Brian	2020	NEWMAN, David	2020
HILSBERG, Stuart	2020	NICOLAI, Joyce	2020
HILSON, Peter	2020	NICOLAI, Nick	2020
HOLDEN, Phil	2020	O'BRIEN, Danny	2020
HOLECEK OAM, Brian	2022	OLIVER, Steve	2020
HORDERN, Anthony	2021	PAPWORTH, Graham	2021
HOWARD, Roy	2020	PEARKS, Kevin	2020
HOWES, Alan	2021	PRAGNALL, Alan	2020
HUDDLESTON, John	2024	REASON, Terry	2020
HUGHES, Michael	2020	ROGERS, Paul	2020
HUGHES, Ron	2020	RUSSELL, Carol	2020
HUNT, John	2021	RUSSELL, Peter	2020
HUXLEY, Glenn	2020	RUTLEDGE, Allen	2020
IRVING, Dianne	2020	RYMAN, James	2020
JANSON, Ken	2020	SCOTLAND, Jim	2020
JOHANSEN, Michael	2021	SHINE, Christopher	2020
KENNY, Dean	2028	SLEE, Marlene	2023
KIRKHAM, Jim	2020	SMEATON, Frank	2020
KOOL, Shaun	2020	SMILEY, Graham	2020
LANG, Anna Maria	2020	SMITH, Barry	2020
LEE, Dennis	2021	SMOCK, David	2021
LESUEUR, Peter	2023	SOLOMON, DAVID	2020
LIEBEN, Gerard	2020	SUMNER, John	2021
LONERGAN, Michael	2021	SVENSSON, Garry	2020
LUSCOMBE, Kerry	2022	SWAIN, Mark	2021
MACDONALD, Blair	2020	TAWNS, Hugh	2020
MADIGAN, George	2020	TAYLOR, John	2021
MARKI, Imre	2020	THOMPSON, Gordon	2020
MARTIN, Raymond	2020	THURGOOD, John	2020
McDONALD, Blair	2020	TOWERS, Rosalyn	2020
McGEOCH, Gordon	2020	TOWERS, Russell	2020
McGRAVIE, Gary	2020	WAHLEN, Deborah	2020
McMASTER, Robert	2020	WAHLEN, Gary	2021
McNAMARA, Ted	2020	WAHLEN, Mark	2020
McNULTY, Anthony	2020	WARD, Robert	2020
McPHERSON, Roger	2020	WARE, Stuart	2021
MILKE, Peter	2020	WATSON, Keith	2020
MILLER, Ned	2022	WEARING, Bruce	2020
MITCHELL, Shane	2020	WEIDNER, Ted	2020
MOFFITT, Darren	2021	WEIDNER, Glenda	2020
MOORE, Allan	2020	WHITE, Gary	2020

# **THE CLIPPED WINGS**

WHITTAKER, John	2022	WOODERSON, Geoff	2020
WILLIAMS, John	2020	WORLAND, Trevor	2021
WILLIAMS, Melva	2020	YOUNG, Ian	2022
WOLFF, Mark	2022	ZAFFINO, Zeek	2021

If you don't see your name on this list and believe it should be, or if you think these records are incorrect, please send an email to [memberships@adaa.net.au](mailto:memberships@adaa.net.au). We have a couple of deposits into our bank account that we have been unable to reconcile.

Payment options for payment of membership fees, are included in the Treasurer's report.





# THE CLIPPED WINGS

## Interest

### Glenbrook Rail Accident 1976

Around 2300 hours, on Friday night, January 16, 1976, a west bound double deck Interurban train, bound for Mt Victoria, came to a standstill due to an electrical fault, at the western end of the Glenbrook Tunnel. Because the communication bell was inoperable, the train guard decided to walk forward to the driver's cab. Seconds after he left the guards compartment in the rear of the train, a west bound 46 Class Diesel Electric goods train ploughed into the rear of the stationary passenger train.



*Newspaper clipping from the Sun Herald*

On the Saturday the badly damaged carriage of the commuter train was lifted, with jacks and recovery equipment, over a small brick wall onto a ledge on the side of the track to allow passenger and goods services to recommence. It was intended the carriage bogies would remain on the track and just the carriage removed. The rear bogie was jammed under the carriage so as the carriage was lifted over the brick wall the bogie went with it, causing the load to become unstable and roll. The ledge was not big enough and the 30 tonne carriage with one bogie still attached disappeared down the mountainside into Glenbrook Gorge, some 300 metres below. During the descent, the bogie became dislodged which resulted in two missiles tearing up vegetation and uprooting 40 -50 trees and damaging the hillside and bushland. The National Parks and Wildlife Service were not impressed.



*Point of Impact showing the 46 Class and the Interurban*

The foremen in charge of the carriage recovery was asked by his Supervisor if he had any other ideas, to which he replied something about leaving it there and turning it into a Wildlife Motel. Apparently, the attempt at humour was also lost on the superintendent from National Parks and Wildlife and he gave State Rail 14 days to clear it out of Glenbrook Gorge.



# THE CLIPPED WINGS

## Glenbrook Rail Accident 1976 Cont.



*Carriage moved to the side of the track*

The carriage had come to rest on a cliff edge and could have toppled further into the gorge except for a few larger trees. The rail gangs secured the carriage using cables to prevent it from falling further. The carriage was gradually stripped of electrical equipment and other components and there was an attempt to raise the carriage using a block and tackle system attached to a locomotive, but this was unsuccessful. At this point, somebody came up with the plan of using a Chinook to lift the unit out of the gorge.

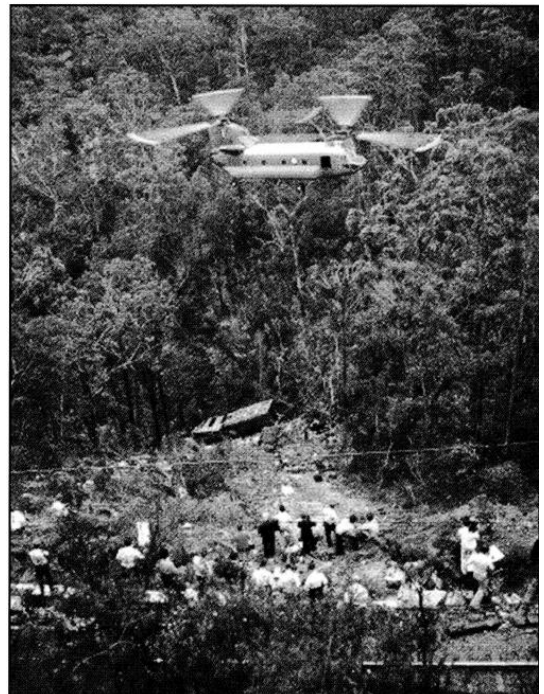
The Air Headquarters were contacted who in turn tasked 12 Sqn and AMTDU. The AMTDU team consisted of two RAAF aeronautical engineers and an Army team from Projects (WO2 Jim Christie and SGT Ossie Osborne).

The team went forward to recce the site. Access to the site was very steep and a rope had to be used to get down to the carriage.

As we all know, weights are critical when dealing with aircraft, particularly rotary wing aircraft and this situation was no different but with a catch. Nobody was sure of the actual weight of the carriage and so. It was decided to dismantle the carriage into three sections and lift each one individually.

The following is an extract from the Australian Railway History magazine, September 2017, in an article by Mr Alan Parkinson.

"In practice, the lift took two days. On the first, the two ends of the carriage and the bogie were lifted out of the gorge, leaving the main middle section for the second day. We were now feeling confident regarding the lift, so the media were advised of the date. The helicopter hovered around 50 metres above the ground while the hausers were attached to the gondola section of the carriage, then it slowly lifted the load some 30 metres off the ground when suddenly there was a loud "bang" as the sling suddenly broke and down came the carriage with all those on the ground running for their lives". Mr Parkinson went on to say. "I explained that it was possible I had underestimated the weight of the carriage. Fortunately, there were no injuries and the damaged carriage was only to be used for scrap".



*A Chinook from 12 Sqn prepares to lift a section of the carriage*

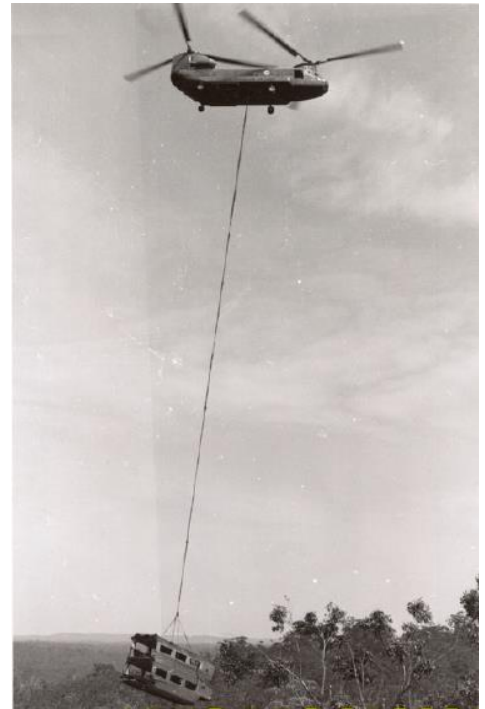
# **THE CLIPPED WINGS**

## **Glenbrook Rail Accident 1976 Cont.**

With the main body sections removed from the gorge, railway work gangs cleared the rest of the debris away and Parks and Wildlife were happy.

The remains of the carriage were airlifted to Valley Heights locomotive depot and scrapped.

The driver and the observer of the goods train were charged in Penrith Court on 5 February 1976 with manslaughter and endangering the lives of passengers. The outcome of the court case is unknown.



*The gondola section is finally lifted*

### Acknowledgements

*This article was the brainchild of Mark (Ding) Wolff, ex 177 AD Sqn. Ding, actually works as an engine driver with Transport NSW and having both a railway background and Air Dispatch background thought it would be a good story.*

*We contacted the Mr James Dalton from the Australian Historical Railway Society who provided us with service reports, photos and other information and the extract from the Australian Railway History magazine.*

*And finally, Jim Christie, ex WO1, AMTDU for information regarding the external lift loads.*

*Thank you for all your input and information.*

# THE CLIPPED WINGS

Interest

## It's a Small World

*"People say there is six degrees of separation between everybody in the world. This story, in my opinion, shows that six degrees."*

*"By strange forces, we are all linked together"*

My name is Kim Moffitt and I am a proud Bidjigal women from La Perouse and I am the granddaughter of Australian Lightweight Boxing Champion - Jack Hassen. This story is about our small world.

I was sitting on my lounge by the fireplace in late June studying and reading about plants when my husband, retired Air Dispatcher, WO2 Darren James Moffitt was reading the Clipped Wings and mentioned the name Archie Kemp. His words were: "Archie Kemp - isn't that the fighter that your grandfather killed in the ring?" I immediately jumped up and said yes, that was Archie Kemp.

I asked Darren what Archie Kemp was doing in the Clipped Wings and he went on to explain that Archie was one of the original 'Biscuit Bombers' and they had a story about them – Darren had goose bumps on his arms. I called Nicko and told him the story and Nicko asked I would write a follow up story and so, here it is.

My grandfather, Jack Hassen was a Kalkadoon man, born in Cloncurry Queensland - he was orphaned at the age of two and sent to live on the Aboriginal Mission on Palm Island. In his late teens he began his fighting career as a member of Jimmy Sharman's travelling boxing troupe, travelling to country towns "boxing a round or two, for a pound or two".

Before long, my grandfather was fighting professional bouts in Brisbane and Townsville. He fought 25 fights in Atherton, Charters Towers, Townsville and Brisbane between December 1943 and September 1948. He ended up in Sydney, where he trained under Ern McQuillan, who coached many of Australia's national boxing champions of the era.

My grandfather's first recorded fight at Sydney Stadium was in October 1948. He fought seven other bouts before he was matched with Archie on 19 September 1949, at Sydney Stadium.

Archie was a 25-year-old truck driver from Melbourne (and as we now know, an original Biscuit Bomber and WWII Veteran). Both fighters were in good shape ahead of the fight. Archie managing to stay clear of my grandfather for 8 rounds but in the 9th and 10th rounds my grandfather began to land solid punches. Trailing on points in the 11th round, Archie began to falter as my grandfather's punches prevailed.

My grandfather could see that Archie was in physical trouble and he paused and turned to the referee - Joe Wallis, in an appeal to stop the fight but Wallis refused, motioned for my grandfather to continue and Jack was told "box on".

Archie Kemp was carried out on a stretcher and taken to St Vincent's Hospital. Archie never regained consciousness and died from a cerebral haemorrhage on the morning of 20th September 1949, leaving behind a wife and a two-year-old son.

# **THE CLIPPED WINGS**

## **It's a Small World Cont.**

Wallis denied that he should have stopped the fight. Archie's death was ruled an accident by the city coroner and his death prompted political agitation to establish greater regulations over professional boxing. It was argued a Boxing Control Board would never have matched Archie against my grandfather as Archie had not fought in a boxing match for four months.

Despite being cleared of any wrongdoing, my grandfather never fully recovered from the incident and he lost the will to punch hard again. With six of his eight defeats coming after his fight with Archie, my grandfather retired in 1951 with his final record of: Won 31 (KO 24) + Lost 8 (KO 5).

My grandfather was married to my grandmother Norma Simms, whom he nicknamed Kate. They met in 1950, and together they had four children. My grandfather died at the age of 77 in La Perouse, Sydney on Sunday 8th December 2002, after a long battle with Alzheimer's disease.

My grandfather was known for his killer punch, but he was remembered by the boxing fraternity and his family as 'Gentlemen Jack'.





# THE CLIPPED WINGS

## Merchandise

*For all your merchandise needs please check out our website shop or contact Rusty Towers (see last page for contact details)*

*The prices quoted here apply to current member only. Non-members will be charged a higher amount.*



*Brevet Cap      \$18.00 ea*



*Beanie - Black or Navy      \$20.00 ea*



*Shirt - Maroon or Navy  
\$35.00 ea*



*Para Badge Large      \$10.00 ea*

*Para Badge Small      \$9.00 ea*



*Brevet Badge Large      \$10.00 ea*

*Brevet Badge Small      \$9.00 ea*

# **THE CLIPPED WINGS**

## **Merchandise Cont.**



*Belt Buckle     \$28.00 ea*



*Rifle Pen     \$20.00 ea*



*Brevet Sticker     \$3.00 ea*



*ADAA Sticker     \$3.00 ea*



*The Air Dispatcher Coin     \$26.00 ea*



*Poppy Tie     30.00 ea*



*Brevet Tie     28.00 ea*

# THE CLIPPED WINGS

## Recipe

### Corno's Cooking Corner Date and Nut Loaf ("Bung Ole") Another "Rat Pack" Favorite

This edition I thought I would try to recreate this 10 Man Pack, desert delicacy. Flavours are pretty much on the money, but unfortunately, I don't have an old fashioned "Nut Loaf" (cylinder) tin, which would have been more authentic. However, the standard loaf tin is just fine.

Back in the day you could steam it up in the can and add whatever favourite topping you like, Jam, butter, condensed milk, two fruits etc.

With this recipe knocked-up for smoko, you can't beat a big smear of butter and a cuppa.  
Good Luck & Enjoy

#### **Ingredients:**

120 grams	Dates – Finely Chopped
150 grams	Water
½ teaspoon	Bicarb Soda
75 grams	Brown Sugar
160 grams	Self-Raising Flour
1 egg	
40 grams	Walnuts – Roughly Chopped
1 teaspoon	Cinnamon
1 teaspoon	Vanilla paste or extract
50 grams	Butter





# THE CLIPPED WINGS

## Date and Nut Loaf ("Bung Ole") cont.

### Method:

Pre-heat oven to 170 deg Celsius

Over Medium heat add water, sugar & butter to a suitably sized saucepan. Melt butter & dissolve sugar then bring to a boil.



Add the vanilla, cinnamon, and dates.

Boil for approximately 5 minutes to make a thick syrup.



Remove the syrup from the heat and allow to cool a little.

Meanwhile prepare the loaf tin, by lining with baking paper or greasing well with butter

Add the Bicarb Soda to the syrup and mix thoroughly.

Then add the walnuts, flour and egg.



# THE CLIPPED WINGS

## Date and Nut Loaf ("Bung Ole") cont.

Mix thoroughly to form a stiff batter.  
Spoon batter into to loaf tin.



Bake for approximately 45 mins. Test with a skewer, when it comes out clean, loaf will be cooked through. Turn out onto a cooling rack to cool.



### **Now for the best bit:**

Make yourself a brew of your choice, slice off a chunk, smear with butter or non-dairy equivalent and enjoy.

Also good as a desert (if there are any leftovers), try with butterscotch sauce, custard & ice cream to make a sticky date pudding.

Cheers  
Corno





# THE CLIPPED WINGS

## Personal

### Member Messages

IT feels good to be back **on the members list after a long absence!**

I recognise a few names on the members list and invite them to contact me if they wish (0490 247522).

In April this year it was 50 years since being called up as a Nasho at Puckapunyal. I did my recruit, corps and trade training there under the watchful eye of (late and memorable) WO II Ray Harvey; then posted to Wallgrove AD.

My love of aviation and 'the fraternity of the air' continues as the pics attached testify –



(1) This writer reunited with C130A at RAAF mid-90s.

(2) Glenn Huxley and Tecnam a/c at Bendigo airport in February this year. Flight instructor says another 2 hours dual before I can go solo; then more hours before I can renew my PPL.

Submitted by Glenn Huxley, Bendigo Retirement Village. 18 June 2020.



## VALE

### **COLONEL PETER BLYTH - MBE, CMC, FAIM, MIMC**

**Australian Army – Royal Australian Corps of Transport and MRS JULIA BLYTH - MBA, BA, CAHRI, AIMM, JP (Qual)**



Colonel Peter Blyth MBE was born in Melbourne, Australia in 1935 and following schooling entered the Royal Military College, Duntroon at age 16 years.

Peter graduated in December 1955 with solid military skills and was a proven sportsman, especially in cricket and Australian Rules football.

Following post-graduate specialist training and a regimental appointment Peter was seconded to the British Army, 55 Company RASC (Air Dispatch), in the Far East (Singapore). Here he met a Sydney lass, Julia. They were soon married. It was a wonderful time for the couple that featured long in their memories.

Peter and Julia returned to Australia where Peter was assigned to his Corps school as the senior instructor of the Air Dispatch Wing training officers and soldiers in those important skills. Peter was subsequently assigned to the 3rd Division before returning to his specialist field at 1 Air Supply Control Section RAASC.

In 1964 the family was sent to England where Peter was again seconded to the British Army at their specialist Corps school in South East England. Here he assisted in the training of officers and soldiers and gained an enviable reputation.

On arrival back in Australia he returned to his Corps school until he was selected to attend Australian Staff College. Following Staff College he was immediately assigned to the headquarters of the Australian led combat force (1st Australian Task Force) in Vietnam initially as the senior personnel and logistics officer (DAAQMG). Unexpectedly, he was reassigned to be the senior Operations Officer (Brigade Major) during 1970. He excelled in this highly unusual appointment for a logistics officer. Peter was awarded the MBE in 1971 for his vitality, competence and dedication in this critical appointment in Vietnam.

On return to Australia Peter served in Army Headquarters and was heavily involved in the formation of the Royal Australian Corps of Transport. He was subsequently assigned to the Headquarters of Logistics Command then attended Joint Services Staff College before being selected for the Directing Staff at the Australian Staff College. Once again because of his professional competence and personal demeanour he gained the admiration and respect of all at the College.

Peter was promoted to Colonel in 1977 and assigned as the senior project officer to restructure officer training and development before being appointed the Director of Movements and Transport for the Australian Army. He held this appointment until June 1982 when he and Julia made the decision to use their considerable skills and experience to pursue a career outside the Army.



## VALE

However, Peter and Julia retained their close association with the Army. In 1983 Peter was appointed Representative Honorary Colonel and Colonel Commandant RACT 1st Military District where he again served with distinction supported by Julia and his family.

During Peter's time in the Army Julia pursued her own professional development and career, gaining significant tertiary qualifications, bearing two children and holding important administrative appointments.

On forming their own consultancy company Peter and Julia worked as a team. Their reputation as professionals and their ability to produce effective results spread throughout industry in Australia and overseas. Major Australian mining, manufacturing and service companies sought their counsel as did international clients. It was a highly successful endeavour.

In 2010 Peter and Julia retired to their home in Noosa, Queensland, making a new group of great friends and renewing close relationships with military colleagues.

Following retirement Julia developed significant gradually debilitating medical conditions and Peter became her carer. Over time Julia's health continued to deteriorate.

In 2019 Peter managed a return to 'old haunts and friends' in the United Kingdom. It was a trip that he really enjoyed.

In early 2020 Peter was diagnosed with cancer yet he demanded that the few who knew say nothing. He was stoic and loving as Julia's condition deteriorated.

Julia passed away in early May 2020. Following her farewell Peter's condition worsened by the day. He passed away on 5 June 2020.

Peter and Julia Blyth were the epitome of a team in support of Australia, its Defence Force and their family. They were great Australians.

They leave behind two children Christina, who is just like her mother, and Greg who is the image of his father, along with six grandchildren and two great-grandchildren.



May they rest in peace.

June 2020

Christina Hindmarsh (Peter and Julia's Daughter)

# THE CLIPPED WINGS

## Contact Information

### MANAGEMENT COMMITTEE

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