

# Bass Hill RSL Sub-Branch

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*"The price of liberty is eternal vigilance"*

# Newsletter

Issue 94

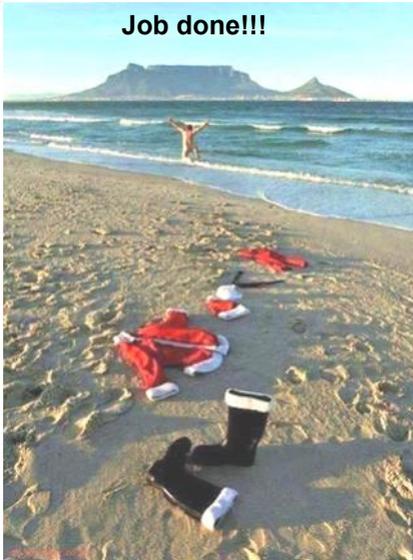
January, 2020

**SUB-BRANCH COMMITTEE—2017—2020**

- President** ..... Ron Duckworth — 0408 245 255
  - Vice President** ..... Ian Muirhead, Ambrose Dinh JP
  - Secretary**..... Gary Roser JP
  - Treasurer** ..... Ralph Hannaford
  - Minute Secretary** ..... Lee-Ann Taylor
  - Committee** ..... Max Stone, David Tu, Brian Abbot  
..... Ian Kennedy JP, Greg Brown
  - Welfare Officer** ..... Greg Brown
  - FSMDC Delegates** ..... Ron Duckworth, Ian Muirhead
  - Alt FSMDC Delegate**..... Ian Kennedy JP, Gary Roser JP
  - Sub-Branch Trustees** ..... Ron Duckworth, Max Stone, Ralph Hannaford
  - Newsletter Editor**..... Gary Roser JP - 0409 919 364
  - Bankstown City Aged Care** ..... Ian Muirhead, Gary Roser JP
  - Webmaster** ..... Max Stone
  - Schools Liaison Officer** ..... Ambrose Dinh JP
- For service ring the Secretary, Gary Roser on 0409 919 364*



**EDITORIAL** \*\* *Gary Roser, Editor*



<b>Sub-Branch Meetings</b>	
<b><u>Committee</u></b> Mondays 4.30pm	<b><u>Sub-Branch</u></b> Sundays 10:30am
Jan no meeting	19 <sup>th</sup> January, 2020
18 <sup>th</sup> February	AGM 10am 23 <sup>rd</sup> February
17 <sup>th</sup> March	22 <sup>nd</sup> March
21 <sup>st</sup> April	
ANZAC Day — 25 <sup>th</sup> April	

*\*\*The editorial is entirely my own opinion and does not reflect the Sub-Branch Executive.*

## PRESIDENT'S REPORT



Hi all,

We are now in a new year and I hope that you had a most joyous Christmas and you received lots of presents. I wish everyone the best for 2020.

By the time you read this I'll be back in Sydney after travelling to Queensland for the last 3 weeks, stopping at various places along the way and no, I did not wet a line.

After our last meeting, we were very busy in the lead up to the Christmas break. All our school had their presentation day where we presented various awards.

I went to Bass Hill where I presented them with a large Australian Flag to fly on their new flagpole, which we had installed. I also attended Sacred Heart where I had to endure a full Catholic Mass. I must say that it was one of the most enjoyable Homily that I have heard.

Canterbury-Hurlstone Park sub-Branch held their Members Christmas Dinner to which Ian Muirhead and I attended. An enjoyable night.

Pearl Harbour Day was held at Bankstown on Saturday, 7<sup>th</sup> December at which I laid a wreath on behalf of the sub-Branch.

Our Financial Advisors, Ethinvest held their Christmas Luncheon and Seminar on Friday 6<sup>th</sup> December. Max and I attended and had a **fulfilling** time. More in the Trustees' report at the meeting.

The same day a number of Members went to the Crystal Palace for the Vietnam Military Academy annual function.

We sponsored the Youth Club's annual Christmas dinner and I explained the facts about what is happening. They are not happy with the outcome. I have arranged for Campsie Club to sponsor the Ballroom Dancing. All they have to do is make contact with the CEO. Soccer and Cricket have made their own arrangement and Swimming is folding.

Gary and I went to the Moorebank Squadron of the Australian Air League's, presentation night where I presented some of the awards. See the most unflattering photo at the back of this newsletter.

A number of Committee Members attend Ambrose's 80<sup>th</sup> Birthday celebration and I had the honour of presenting him with his OBE. Thank you Ambrose for the invitation.

We had to cancel the December Women's Auxiliary because we did not have a driver available, but also because of trouble we have in getting it in and out of the Bankstown Club compound. Let me say it is *not* the Bankstown sub-Branch that is causing the problem. They are extremely happy for us to use the bus, it is the Club.

Finally, a bit on Membership renewals. As Gary has mentioned, we have set the renewal fee to \$10.00. This was a decision by the executive after RSL NSW rescinded their earlier direction that we could not subsidise membership fees. Please read the bit on Membership fees and Cards below.

That's all. See you at the

*Ron Duckworth*  
*President*

## MEMBERSHIP AND MEMBERSHIP CARDS

*RSL NSW is changing how it issues Membership Cards.*

This year you will receive a lifetime Membership Card that will only be re-issued if you lose it or your category changes. i.e. you become a Life Member or transfer sub-Branches.

When you renew this year, we will issue a receipt stating that you have paid for 2020. This will occur every year from now on as you will not receive a new RSL Card in the future.

The lifetime RSL Card will be issued after March, when RSL NSW receives the annual payment. You can pick this up at a future meeting or it will be sent with a newsletter.

You will need to keep the new card and the receipt together, as it will be the only proof that you are a current member.

## SECRETARY'S REPORT



Hello Folks,

We are now back for another year. 2020 will be the restart of RSLNSW from the old to the new. We, at sub-Branch level, will not see much of a change, however if this Bass Hill RSL sub-Branch elect to become Incorporated then the only real change will be the lack of Trustees. I can recommend that course because of the liability aspect if for some reason in the future we find ourselves in a predicament being sued.

Annual dues need to be paid and you find a separate sheet with this Newsletter **asking you to pay \$10**. The price RSLNSW is charging is \$25 each but they have reneged on the sub-Branches not subsidising Membership fees. Yes it was \$27.00 last year, but it was a different administration in RSLNSW then. Enjoy it while we can, before someone changes their mind.

This will be my last Secretary's report (for some time at least). I need a rest due to personal reasons. You are probably aware that my darling wife has cancer and she **MUST** come before everything else.

You might have noticed that I haven't penned an editorial this issue. Everything is working out. Our new premises at Chester Hill RSL is great. Campsie RSL Group have welcomed us with open arms, even to the free Wi Fi. We don't have a phone in the office, but that's OK because all Members have the phone numbers of our mobile phones in case of emergency, or for any queries. If you are worried about the price to phone, just leave your name and phone number for us to ring back.

Driving past our old Club in Hector Street you will see that the old Memorial and Mortar gun are still in place. We have decommissioned the Memorial and the Mortar will have to be removed as it is now on private premises and not a RSL. Arrangements are being made along those lines.

I apologise for not having school presentation pictures to show you, but an exhaustive search of each school's web sites failed to show any.

Hope to see you at the Annual General Meeting on:

**Sunday, 23 February, 2020 at 10am (take note of the time)**

*Gary Roser J.P.*

***Welfare Officer:***

Greg Brown

0400 190 755

# Lieutenant Colonel Henry William (Harry) Murray

<https://www.awm.gov.au/collection/P11026799>

**Service number:** 315, QX48850

**Ranks Held:** Captain, Lance Corporal,  
Lieutenant Colonel, Major,  
Private, Temporary Major

**Birth Date:** 01 December 1880

**Birth Place:** Launceston, Tasmania

**Death Date:** 7 January 1966

**Death Place:** Miles, Queensland

**Final Rank:** Lieutenant Colonel

**Units:** Australian Imperial Force  
13<sup>th</sup> Australian Infantry Battalion  
26<sup>th</sup> Australian Infantry Battalion



Harry Murray was born at Launceston, Tasmania, on 1 December 1880. As a youth he helped run the family farm. He was also interested in the military and joined a militia unit, the Australian Field Artillery, in Launceston.

Murray moved to Western Australia at the age of 19 or 20 where he worked as a mail courier on the goldfields. When he enlisted in the AIF as a private on 30 September 1914, he was employing timber-cutters for the railways in the south west of Western Australia. He landed at Gallipoli on 25 April 1915 as a member of one of the 16<sup>th</sup> Battalion's two machine-gun crews. Murray was wounded several times, spent June in hospital, was promoted to Lance Corporal on 13 May and won the Distinguished Conduct Medal for his bravery between 9-31 May. He was wounded again on 8 July and a month later experienced a remarkable series of promotions. On 13 August he was made a Sergeant, commissioned Second Lieutenant and transferred to the 13<sup>th</sup> Battalion.

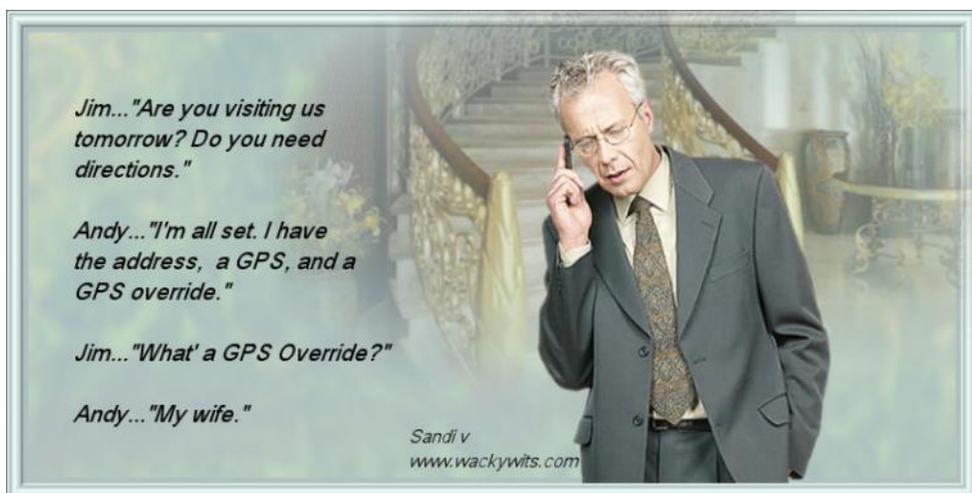
By 1 March 1916 Murray had reached the rank of captain and soon after sailed for France with the 13th Battalion. On the Western Front Murray defied the statistics, participating in each of his unit's major actions and surviving. He received the Distinguished Service Order for his role in the fighting at Mouquet Farm, where he was twice wounded. His wounds kept Murray from the front until October.

Four months later, on the night of 4-5 February, Murray led his company's attack on Stormy Trench, near Gueudecourt. Over almost 24 hours they repelled counter-attacks, fought in merciless close quarter battles and suffered under intense shell-fire. Some 230 members of the Battalion were killed in the fight and Murray won the Victoria Cross.

In March 1918 he was promoted to Lieutenant colonel and given command of the 4<sup>th</sup> machine gun battalion. He remained in this position until the end of the war. In April during the attack on Bullecourt, Murray won a bar to his Distinguished Service Order. In October 1918 Murray was awarded the French Croix de Guerre and in May 1919 was promoted to CMG.

With the fighting over, Murray toured England studying agricultural methods. His service in the AIF ended on 9 March 1920 and he settled on a grazing property at Muckadilla in Queensland. The following year he married Constance Cameron, but the marriage lasted just a few years and in 1925 he moved to New Zealand where he married Ellen Cameron. The couple returned to Queensland in 1928 and purchased another grazing property at Richmond.

Murray enlisted for service during the Second World War and commanded the 26<sup>th</sup> Battalion in north Queensland until August 1942. He retired from the army in early 1944. Regarded as a shy and modest man, he was described as the most distinguished fighting officer of the AIF. Murray died of a heart attack following a car accident on 7 January 1966.



# You Know When Your Over the Hill When.....

## Travel Plans

I have been in many places, but I've never been in Cahoots. Apparently, you can't go alone. You have to be in Cahoots with someone.

I've also never been in Cognito. I hear no one recognizes you there.

I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my children, friends, family and work.

I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in Doubt. That is a sad place to go, and I try not to visit there too often.

I've been in Flexible, but only when it was very important to stand firm. Sometimes I'm in Capable, and I go there more often as I'm getting older.

One of my favourite places to be is in Suspense! It really gets the adrenalin flowing and pumps up the old heart! At my age I need all the stimuli I can get!

I may have been in Continent, but I don't remember what country I was in.

It's an age thing. They tell me it is very wet and damp there.

After my wife died, I couldn't even look at another woman for 10 years.

But now that I'm out of jail, I can honestly say it was worth it !

**On the way back from a Cub Scout meeting, my grandson innocently said to my son, "Dad, I know babies come from mommy's tummies, but how do they get there in the first place?"**

**After my son hemmed and hawed awhile, my grandson finally spoke up in disgust, "You don't have to make up something, Dad. It's okay if you don't know the answer."**

Got an e-mail today from a "bored housewife 32, looking for some action!". I've sent her my ironing, that'll keep her busy!

The wife's been hinting she wants something black and lacy for her birthday. So I've got her a pair of football boots!

My wife asked if she could have a little peace and quiet while she cooked the dinner; so I took the batteries out of the smoke alarm!

My wife apologised for the first time ever today. She said she's sorry she ever married me!

My wife said I needed to be more in touch with my feminine side: I crashed the car, burnt the dinner and ignored her all day for no reason!

Things turned really ugly at my house last night. The wife removed her makeup!

My wife shouted at me this morning for not opening the car door for her. I would have, but I was too busy swimming to the surface!

Out bicycling one day with my eight-year-old granddaughter, Carolyn, I got a little wistful. "In ten years," I said, "you'll want to be with your friends and you won't go walking, biking, and swimming with me like you do now."

Carolyn shrugged. "In ten years you'll be too old to do all those things anyway."



## How Did the O-2's Get To Viet Nam?

<https://www.supercub.org/forum/showthread.php?51747-How-Did-the-O-2-s-Get-To-Viet-Nam>



It's 1967 or maybe early 1968, I forget, and the Air Force has bought a mess of Cessna Super Skymasters and called them O-2s. The Cessna factory at Wichita, Kansas is pumping them out at a pretty good clip and your problem is to figure out how to get them to Vietnam where they are needed.

Your choices are:

1. Fly them to the West coast and turn them over to the Army for transport by cargo ship.
2. Take the wings off them and stuff them three at a time into the belly of C-124s and fly them over.
3. Fly them over under their own power with no C-124 attached.

Question: Which method was used?

Right! Every single one of those puppies was hand-flown across the Big Pond to Vietnam. That sounds like it might have been a Mickey Mouse operation. Believe me, it wasn't that good. USAir Force Systems Command (AFSC) was running that show and their knowledge stopped somewhat short of knowing anything about ferrying airplanes. The Air Force had a perfectly good organization called the 44<sup>th</sup> Aircraft Delivery Group which operated world wide and managed the ferrying of all aircraft; except the O-2s. AFSC contracted with some outfit in San Francisco to deliver the planes to Saigon.

The contractor hired a bunch of civilian pilots who couldn't find honest work elsewhere. Since the O-2s were technically "public" aircraft (as opposed to civil or military aircraft) no pilot's license was necessary to fly one, and I'm not sure that all of the pilots had licenses. Some of them were pretty good, but the rest of them were the most god-awful collection of unqualified scruffy-looking alcoholics you ever saw. The dregs of the flying profession. The deal worked like this.

The pilots were given a plane ticket to Wichita, where they got a quickie checkout in the O-2 if they needed one. Then they launched in bunches of four and headed for Hamilton AFB on the west coast of California. En-route, they were instructed to carefully monitor and record their oil consumption, which, of course, they did not do. That type of pilot does not monitor and record oil consumption.

At Hamilton, the Air Force removed all the seats except the left front one. The seats were shipped to Vietnam by air, which is what should have happened to the rest of the plane, too. Extra fuel tanks were installed in the vacant floor space followed by the pilot himself. He had to crawl over the co-pilot tank to get to the left seat. Next, they installed an oil tank on top of the co-pilot tank followed by a small emergency HF radio on top of that.

Now, the pilot was truly locked in. To get out, he could either wait for someone to remove the radio and oil tank or crawl out the emergency escape window on the left side. Take-off must have been something to watch. With all that fuel, the planes were way over max gross weight. They had no single engine capability at all for about the first five hours of flight. If either engine hiccupped, the pilot went swimming.

The route was Hawaii (Hickam), Midway, Wake Island, Guam (Anderson), Philippines (Clark) and Saigon (Tan Son Nhut.) The Hamilton-Hickam leg was by far the longest; nominally about thirteen hours.

The O-2s were carrying fuel for about fourteen and a half hours of flight.

Navigation was strictly dead reckoning. The pilots took up a heading based on wind calculations and flew out their ETA hoping to be lost within range of a Hawaiian radio station. They had no long range navigation equipment. The fuel tanks were disposable and were dropped off as they were no longer needed. The fuel pumps were not disposable and the pilots were instructed to bring them back along with their dirty underwear and the HF radio.

The trip was supposed to take about a week and each pilot carried an airline ticket from Saigon to Wichita to go back and pick up another plane. For this, the pilots were paid \$800 per trip with the flight leader getting \$1,000. They planned on averaging three trips a month and getting rich doing it. How come I know so much about this? Well, I was the Director of Safety at Hickam AFB and every single one of over 300 O-2s passed through my domain and created almost constant headaches.

Before this all started, I had no idea what an O-2 even looked like much less any knowledge of the overall ferrying scheme.

The trouble started with the very first flight and began with the extra oil tank. The reason for determining oil consumption on the Wichita-Hamilton leg was to know how much oil to add during the really long legs. There were no oil quantity gauges. Shortly after take-off from Hamilton, boredom set in and the pilots would give the oil tank wobble pump a jab or two and squirt some more oil into the engines. The O-2 didn't need that much oil. All this did was over-service the engines which resulted in fluctuating oil pressure. The pilots didn't like that at all, so they added more oil which led to more pressure fluctuation.

Meanwhile, they were totally lost and not getting much closer to Hawaii.

Time for the old MAYDAY call on the HF radio. When that call came in, the Coast Guard in Hawaii was running a very interesting seminar on sea rescue in downtown Honolulu. I was attending which is how I found out that we had an O-2 problem. The Coast Guard shut down the seminar and launched their C-130 and a pair of cutters to find the O-2s; which they did.

They herded them to the nearest runway which happened to be the Marine Corps Air Station at Kanehoe on the Northeast side of Oahu.

I drove over the mountains to Kanehoe to find out what the hell this was all about. That's when I saw my first O-2; actually my first four O-2s. Aside from being ugly, they were all soaked with oil overflowing from both engines and they didn't have ten gallons of gas among them. One had flamed out taxiing in from landing. They had been airborne for 14 hours and 45 minutes. The Coast Guard was really pissed when they learned the full story and was making noises about sending someone a bill for the rescue effort. I must say, I agreed with them. That silliness continued for three or four weeks with every single flight of O-2s getting into some sort of trouble.

At Hickam, the O-2 pilots were fairly easy to find. Most of the time they were draped over the bar at the O-Club; a situation which was attracting the attention of the Officers Wives Club; always a dangerous thing to do. I went to PACAF Headquarters and told them what was going on and they were absolutely appalled. Civilian misfits ferrying Air Force airplanes across the Pacific to a combat zone? No way! Between us, we began firing off messages to get this idiocy stopped.

AFSC couldn't understand what the problem was and probably still doesn't. Hamilton AFB was taking a lot of heat for participating and allowing them to launch at all. I was agitating about the stupidity of this through all the safety channels. I think I may have mentioned that when the inevitable accident occurred, they better hope it was out of my area. If I had to investigate it, they were definitely not going to like the report. I was prepared to write most of the report right then before the accident even happened.

AFSC backed down and agreed to let the 44<sup>th</sup> Aircraft Delivery Group run the operation. The 44<sup>th</sup> wasn't too happy about that because the civilian pilots didn't seem to take instructions very well. Nevertheless, that brought some organization to the festivities which included things like mission planning, briefings, weather analysis, flight following and escort.

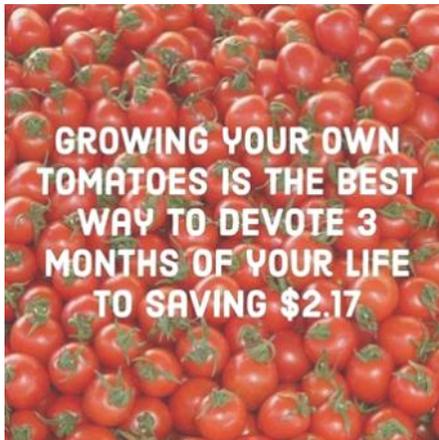
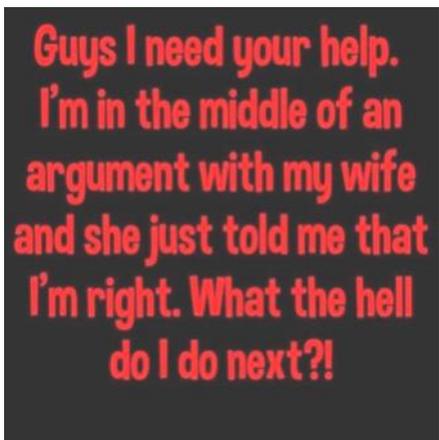
The O-2s weren't allowed to fly unless accompanied by a C-47 or C-7 Caribou who could fly at their speed and handle the navigation. That wasn't much of a problem as there were two or three of those planes being ferried each week to Vietnam.

That procedure eliminated most of my problems and things settled down to a routine. The delivery rate to Vietnam was slowed somewhat, but I think more total planes actually got there because of it. During the entire process, only two planes were lost. One ditched due to engine failure on the Wake-Guam leg. The pilot managed to get out of the plane and bobbed around in his life jacket until picked up by a Japanese cargo ship. The other crashed in the Philippines killing the pilot. I never knew the circumstances.

We had, of course, the occasional problem at Hickam. I remember one pilot who landed nose gear first and managed to snap the gear off completely and ding the front propeller. I went out to see what had happened and got a load of bull\*\*\*\* and a strong whiff of gin from the pilot. The plane (he claimed) was nose heavy on landing and the elevator trim was inoperative. He couldn't get the nose up. Furthermore, his transmitter was out and he couldn't tell anyone about his problems. I checked the plane and found the elevator trimmed full nose down, but the trim switch and trim tab worked just fine. Just to the left of the trim switch, I noticed that the microphone toggle switch was actually bent backwards. After several hours of martinis, the pilot was trying to trim using the mic switch. He trimmed the plane full nose down while trying to talk to the control tower on the trim switch. Case closed.

None of these accidents consumed any of my time. I had learned another quirk in the AFSC way of doing business. Appearances aside, the aircraft were not Air Force aircraft and wouldn't be until they arrived in Saigon and were formally delivered and accepted. Since they weren't, technically, Air Force aircraft; they couldn't have an Air Force accident. The planes weren't registered as civil aircraft, so they couldn't have a civil accident either. They were in regulatory limbo and any accidents were non-events. Nobody cared. That suited me just fine. I had other things to do and I couldn't see how an investigation of stupidity would contribute anything to the Air Force safety program.

Incidentally, how do you suppose they got the O-2s out of Vietnam and back to the United States? They took the wings off, stuffed them three at a time into the belly of C-124s and flew them back. AFSC was not involved which, I later learned, tended to improve almost any operation.



A man in Alberta wakes up one morning to find a bear on his roof. So he looks in the yellow pages and sure enough, there's an ad for "Alberta Bear Removers."

He calls the number and the man says he'll be over in 30 minutes.

The bear remover arrives and gets out of his van. He's got a ladder, a baseball bat, 12-gauge shotgun, and a mean heavily scarred old pit bull.

"What are you going to do?" the homeowner asks.

"I'm going to put this ladder up against the roof, then I'm going to go up there and I'll knock the bear off the roof with this baseball bat. When the bear falls off the roof, the pit bull is trained to grab his testicles and not let go. The bear will then be subdued enough for me to put him in the cage in the back of the van."

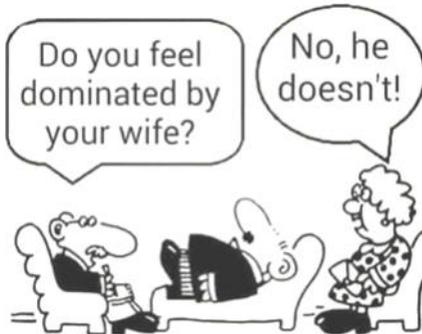
He then hands the shotgun to the homeowner.

"What's the shotgun for?" asks the homeowner.

"If the bear knocks me off the roof, shoot the dog."



New BREXIT stamps due out tomorrow.



A doctor holds a stethoscope up to a man's chest.

The man asks, "Doc, how do I stand?"

The doctor says, "That's what puzzles me!"

# The Following articles appeared in the Navy, Army and RAAF Newspapers & Media Releases

[www.defence.gov.au/news/navynews](http://www.defence.gov.au/news/navynews),  
[www.defence.gov.au/news/armynews](http://www.defence.gov.au/news/armynews)  
[www.defence.gov.au/news/raafnews](http://www.defence.gov.au/news/raafnews)

## NAVY

### NUSHIP sailors honour forebears gone but not forgotten

<https://news.navy.gov.au/en/Dec2019/Events/5606/NUSHIP-sailors-honour-forebears-gone-but-not-forgotten.htm#.XgbuHUczaUk>

Published on 02 December 2019 Ms Natalie Staples (author),  
ABIS Leo Baumgartner (photographer)



*Commanding Officer NUSHIP Sydney, Commander Edward Seymour, RAN, centre, and members of the ship's company attend the 78<sup>th</sup> anniversary commemorative service of HMAS Sydney II, Martin Place Cenotaph, Sydney.*

A new generation of Royal Australian Navy officers and sailors have commemorated their forebears who died when HMAS Sydney (II) was sunk 78 years ago.

The ship's company of NUSHIP *Sydney* - the fifth ship of the Australian Navy to carry the name - attended a commemorative service at the Martin Place Cenotaph on 19 November, remembering the 645 men of HMAS *Sydney* (II) who lost their lives in battle with the German raider *Kormoran* in 1941.

The sinking of *Sydney* (II), with all hands onboard, is one of the greatest tragedies in the Royal Australian Navy's history.

The Commanding Officer of NUSHIP *Sydney*, Commander Edward Seymour addressed descendants and members of the Sydney Association at the service and said his crew would carry forward *Sydney* (II)'s legacy.

"Today we reflect on the courage of those sailors and the high price they paid when they entered that fateful battle on 19 November 1941, off the Western Australian coast," Commander Seymour said.

"My ship's company will continue to honour their legacy, while we create our own as the newest ship to proudly carry the name Sydney," he said.

NUSHIP *Sydney* is part of the largest regeneration of the Royal Australian Navy since the Second World War.

Built by Osborne Naval Shipyard in South Australia, the ship has recently completed sea trials and will commission into service next year.



## ARMY

### Australian Army and Queensland Police Service recognised for efforts during Townsville floods

<https://army.govcms.gov.au/media-room/media-releases/australian-army-and-queensland-police-service-recognised-for-efforts>



In a parade at Jezzine Barracks, troops from the Australian Army’s 2nd Cavalry Regiment and their partners from the Queensland Police Service were recognised for the efforts and devotion to duty during the 2019 Townsville floods.

The composite squadron was awarded an Australian Defence Force, Joint Operations Command Commendation, to acknowledge the significant role they played, and to recognise the *Always Ready* attitude enabling agility and adaptability in arduous circumstances.

Commander of the Joint Task Force, Brigadier Scott Winter, praised the way the two organisations were able to blend so rapidly together, work quickly and flexibly to assist the Townsville people.

“Our Australian Army soldiers and members of the Queensland Police Service were a partnered force, working together as a team to support the Townsville community and capitalising on each other’s strengths,” Brigadier Winter said.

“When crisis strikes it’s our people that provide protection and reassurance in the community. The teamwork shown by these outstanding individuals ensured the safety of a significant number of Townsville residents who were at risk of death or injury during the Townsville floods.”

Deputy Commissioner Brian Codd from the Queensland Police Service said the relationship between the two organisations was strengthened during the operation and continues to grow for the benefit of North Queensland.

“Our people from the Queensland Police Service together with their Australian Army colleagues have done the Townsville community proud. Their service and dedication during those challenging days has cemented our bond, working as a team for Townsville,” Deputy Commissioner Codd said.

The citation for the Commendation reads:

*I commend the Composite Cavalry Squadron for the superior achievement and devotion to duty during Operation NORTHERN QUEENSLAND FLOOD ASSIST 2019.*

*Your excellent leadership by personal example, superior skills and judgement enabled the composite Cavalry Squadron to provide assistance to a significant number of members of the public who were at risk of death or injury during the Townsville floods.*

*Your performance under arduous and dangerous conditions was an essential component to the forming of a highly effective interagency team capable of carrying out a mission for mission for which you were not specifically trained and was reliant on your individual skills and judgment to rapidly build a highly effective team.*

*Your efforts directly contributed to extremely effective and tactical and operational outcomes and directly enhance the effectiveness of the JTF658 and Queensland Police Service response to the Townsville floods.*

*Your achievements and commitment to duty are of the highest order and in keeping with the finest traditions of the Australian Army, the Australian Defence Force and the Queensland Police Service.*

## Operation Resolute — (keeping our borders safe)

<https://www.defence.gov.au/Operations/BorderProtection/Default.asp>

Operation RESOLUTE is the ADF's contribution to the Whole-of-Government effort to protect Australia's borders and offshore maritime interests.



The Operation RESOLUTE Area of Operations covers approximately 10 per cent of the world's surface and includes Australia's Exclusive Economic Zone (AEEZ) which extends up to 200 nautical miles from the

Australian mainland and offshore territories. Christmas, Cocos Keeling, Heard, McDonald, Macquarie, Norfolk and Lord Howe Islands also fall within the Operation RESOLUTE boundaries.

The ADF contributes forces under Operation RESOLUTE, through Joint Task Force 639, to Maritime Border Command (MBC), formerly known as Border Protection Command (BPC). MBC is a multi-agency taskforce, within the Australian Border Force (ABF), which utilises assets assigned from ABF and ADF to conduct civil



maritime security operations. MBC's maritime surveillance and response activities are commanded and controlled by Rear Admiral Peter Laver, RAN, from MBC Headquarters in Canberra.

The ADF assets protect Australia's maritime domain from security threats. These threats include:

- Illegal Maritime Arrivals;
- Maritime terrorism;
- Piracy, robbery and violence at sea;

Compromise to bio-security;  
Illegal activity in protected areas;  
Illegal exploitation of natural resources (eg. illegal fishing);  
Marine pollution; and  
Prohibited imports and exports.

At any one time, up to 600 ADF personnel at sea, in the air and on the land, are working to protect Australia's borders and offshore maritime interests. They work alongside personnel from Australian Border Force staff and other agencies.

ADF resources allocated to Operation RESOLUTE comprise:

Air Force AP-3C Orion and P-8A Poseidon maritime patrol aircraft provide aerial surveillance of Australia's north-west and northern approaches;

Navy's Armidale Class Patrol Boats (ACPBs) and Cape Class Patrol Boats (CCPBs) operate daily throughout Australia's maritime areas;

Australian Army Regional Force Surveillance Unit (RFSU) patrols which conduct land based security operations;

A Transit Security Element (TSE) made up of Navy and Army personnel who embark in the ACPBs; and

One Large Hull Vessel (LHV) for northern waters response.

In addition, ADF units transiting the area of operations, whilst not assigned to Operation RESOLUTE, also contribute to the overall surveillance and security effort through their presence.





*The last Newsletter in November 2019 showed a picture of one of our Centenarians Alex Macdonald. Here he shows his letter from our Queen congratulating him for attaining his 100 years of age.*



*Hien Van Tran with his Family & Friends at Christmas*

*Brian Abbott  
& ILan*

*Van Tho  
Khuan & his  
Wife Tam Ong  
relaxing be-  
tween Xmas  
jobs*



*President Ron  
presenting an  
award at  
Australian Air  
League,  
Moorebank*

*Dennis  
Williams  
playing  
Christmas  
music with  
Leichhardt  
Band*



*Secretary Gary Roser at Australian Air  
League, Padstow, Presentation night*

## LAST POST



We are all Here

*Lest we forget*



## STOP PRESS

The Annual General Meeting and Election of Committee of the Bass Hill RSL sub-Branch will be held at the Chester Hill RSL Club Auditorium

**Sunday, 23 February 2020. Starts at 10.00am.**  
**Club opens at 9.30am**

This is your chance to serve your Bass Hill RSL sub-Branch for the next three years

See you there!

