



A brief outline of No 9 Squadron at RAAF Bases WILLIAMTOWN, FAIRBAIRN, VUNG TAU and AMBERLEY and No 5 Squadron at RAAF Bases FAIRBAIRN AND BUTTERWORTH during the period 1962–1972.

The No 9 Squadron Crest:

The motto: **VIDEMUS NEC VIDEMUR ...** (To See and Not Be Seen).

The crest has on it the Albatross and the Naval crown.

Originally, No 101 Fleet Co-Operation Flight Royal Australian Navy (RAN) used Seagull Mk 3 amphibian aircraft and the unit later embarked on the RAN seaplane tender HMAS **Albatross**.

Later 101 Flight became No 5 Fleet Co-Operation Squadron RAAF and later became No 9 Fleet Co-Operation Squadron in January 1939. The Squadron was disbanded in 1944.

On 11 June 1962, No 9 Squadron was reformed at RAAF Base Williamtown.

SQNLDR R.A. Scott and six other pilots went to the USA to be trained on the UH-1B Iroquois, returning back to Australia late August 1962.

SQNLDR Scott received the first allocation of UH-1B Iroquois at RAAF Williamtown on 29 October 1962.

While the original capability was Search and Rescue (SAR), it rapidly turned into providing airlift capability to the Australian Regular Army (ARA).

9 Squadron later relocated to RAAF Fairbairn during 1963.

On 06 June 1966, eight No 9 Squadron UH-1B Iroquois helicopters landed at Vung Tau Air Base, South Vietnam and began operations very soon thereafter.

During the late 1960's saw the introduction of RAN and Royal New Zealand Air Force (RNZAF) pilots to assist the squadron, with the last RAN pilot departing in April 1969 and the last of the RNZAF pilots departing in December 1971.

Continuing through to 1971, the squadron was equipped with the more capable 'D' and 'H' model Iroquois. The 'Huey' is almost synonymous with the war in Vietnam.

No 9 Squadron departed Vung Tau, Vietnam in December 1972 and was later located at RAAF Base Amberley.

Note: It is worthy of a mention that the RNZAF leased two UH-1D/H Iroquois helicopters from the US Army, (US serial numbers 66-0809 and 66-16450), and these were allocated as part of the Australian Contingent, Multination Forces and Observers(MFO) at El Gorah, Sinai in Egypt during the period 1982-1986. Many RAAF crew would have flown in these aircraft.

No 9 Squadron was disbanded in 1989.

The No 5 Squadron Crest:

The motto: **VERSATILE**. The eagle represents the RAAF and the 'Caduceus' held in the left claw of the eagle represents medical evacuation (Medevac) and the sword held in the other claw represents support to the Army.

No 5 Squadron was formed at Fairbairn in May 1964 as a helicopter squadron equipped with Bell UH-1B Iroquois. In June 1964 four helicopters, maintenance personnel and aircrews were deployed to RAAF Base Butterworth, Malaysia, operating in support of the Far East Strategic Reserve and experienced active service until May 1966.

The UH-1B in Malaysia were crewed by a pilot with a crewman occupying the left hand seat and the only armament for the aircraft were 9mm pistols worn in a shoulder holster by the crew, even when operating near the Thai border. Only on special tasks, was a second crewman assigned to the aircraft.

On 12 April 1966, 9 Squadron was renumbered 5 Squadron, while the existing 5 Squadron became 5 Squadron Detachment C, until it was disbanded on 29 April 1966; the 9 Squadron Detachments at RAAF Base

Williamtown and RAAF Base Darwin also became Detachments of 5 Squadron. Then not having existed even a day, 9 Squadron was reformed on 13 April 1966 with eight Iroquois UH-1B helicopters from 5 Squadron.

No 9 Squadron left Australia by ship and air; originally the helicopters and crews were transported to Vietnam aboard HMAS Sydney, while the other personnel were flown aboard a QANTAS charter flight.

No 5 Squadron closely supported No 9 Squadron for the remainder of the war, in that personnel trained in Australia with No 5 Squadron, before being deployed to Vietnam.

During the period 1976 to 1979, No 5 Squadron deployed four Iroquois UH-1H helicopters, along with maintenance personnel and aircrew to Ismailia, Egypt for service with the United Nations Emergency Force (UNEF).

In early 1984, the Iroquois were replaced by AS350B Squirrels helicopters, which the squadron continued to use in the training role, in addition to providing aid to the civil community in times of natural disaster.

In December 1989, No 5 Squadron was disbanded and absorbed into the Australian Defence Force (ADF) Helicopter Training School.

No 5 Squadron's Role:

After returning from Malaysia in 1966 to RAAF Base Fairbairn, the squadron went on to train aircrew, support the Australian Army and continue the SAR role at RAAF Bases Williamtown, Darwin, Pearce and Butterworth.

During the latter part of 1968, the Iroquois UH-1B helicopters were returned from Vietnam to Australia, where they were used to reinforce the SAR flights, with one helicopter being allocated to the Advanced Research and Development Unit (ARDU) at RAAF Base Edinburgh.

Aircraft:

The Australian Government first ordered the UH-1B Iroquois helicopters in 1961. In October 1962, the first consignment of eight UH-1 helicopters with Lycoming T53-L-9 engines arrived and the first test flight was carried out on 05 November 1962 at No 9 Squadron RAAF Base Williamtown. The second consignment arrived late in 1963 and the third and final consignment being delivered late in 1964 and these were fitted with the more powerful Lycoming T53-L-11 engine.

UH-1D Iroquois were eventually acquired being fitted with the Lycoming T53-L11 engine and were later replaced with the Lycoming T53-L-13B engine to become UH-1H models.

Iroquois serial listing ... UH-1B Series.

A2-384 UH-1B. Allocated to 9 Squadron Williamtown on 29/10/1962. Later allocated to 5 Squadron Fairbairn on 12/04/1966.

A2-385 UH-1B. Allocated to 9 Squadron Williamtown on 29/10/1962 and later allocated to 5 Squadron 04/05/1964 and was shipped to Malaysia by HMAS Sydney for operations June 1964 - May 1966.

A2-386 UH-1B. Allocated to 9 Squadron Williamtown on 29/10/1962 and later allocated to 5 Squadron on 04/05/1964. Shipped to Malaysia by HMAS Sydney for operations June 1964 - May 1966.

A2-387 UH-1B. Allocated to 9 Squadron Williamtown on 29/10/1962 and later to 5 Squadron on 04/05/1964. Shipped to Malaysia by HMAS Sydney for operations June 1964 - May 1966.

A2-388 UH-1B. Allocated to 9 Squadron Williamtown on 29/10/1962 and later allocated to 5 Squadron on 14/04/1966.

A2-389 UH-1B. Allocated to 9 Squadron Williamtown on 29/10/1962 and later allocated to 5 Squadron on 14/04/1966.

A2-390 UH-1B. Allocated to 9 Squadron Williamtown on 29/10/1962 and later allocated to 5 Squadron on 14/04/1966.

A2-391 UH-1B. Allocated to 9 Squadron Williamtown on 29/10/1962 and later allocated to 5 Squadron on 29/04/1964. On 04/05/1964 was shipped to Malaysia by HMAS Sydney for operations June 1964 - May 1966.

A2-714 UH-1B. Delivered 06/12/1963. Allocated to 9 Squadron on 13/12/1963 and later allocated to 5 Squadron on 14/04/1966.

A2-715 UH-1B. Delivered by ship from the USA to Fairbairn on 09/12/1963. Allocated to 9 Squadron on 15/01/1964 and later allocated to 5 Squadron on 14/04/1966.

A2-716 UH-1B. Delivered by ship from the USA to Fairbairn on 09/12/1963. Allocated to 9 Squadron on 15/01/1964. Allocated to 5 Squadron on 14/04/1966.

A2-717 UH-1B. Delivered 09/12/1963. Allocated to 9 Squadron on 15/01/1964.

A2-718 UH-1B. Delivered 03/01/1964. Allocated to 9 Squadron Fairbairn and later allocated to 5 Squadron Fairbairn.

A2-719 UH-1B. Delivered 03/01/1964. Allocated to 9 Squadron Fairbairn and later allocated to 5 Squadron Fairbairn.

A2-720 UH-1B. Delivered 10/03/1964. Allocated to 9 Squadron Fairbairn and later allocated to 5 Squadron Fairbairn.

A2-721 UH-1B. Delivered 10/03/1964. Allocated to 9 Squadron Fairbairn and later allocated to 5 Squadron Fairbairn.

A2-1018 UH-1B. Delivered 09/10/1964. Allocated to 9 Squadron Fairbairn.

A2-1019 UH-1B. Delivered 10/1964 and allocated to 9 Squadron Fairbairn. Shipped by HMAS Sydney for operations in Vietnam. Later allocated to 5 Squadron Fairbairn on 06/06/1966.

A2-1020 UH-1B. Delivered 12/12/1964 allocated to 9 Squadron Fairbairn and later allocated to 5 Squadron Fairbairn. No 9 Squadron deployed to Vietnam and this aircraft was allocated to 9 Squadron Vietnam mid-1966. Later allocated to 5 Squadron Fairbairn during 1968.

A2-1021 UH-1B. Delivered and allocated to 9 Squadron on 12/12/1964.

A2-1022 UH-1B. Delivered and allocated to 9 Squadron on 12/12/1964.

A2-1023 UH-1B. Delivered and allocated to 5 Squadron Fairbairn on 12/12/1964.

A2-1024 UH-1B. Delivered on 08/01/1965 and allocated to 9 Squadron Vietnam. Returned to Australia during 10/1968 and allocated to 5 Squadron Fairbairn 05/1971.

A2-1025 UH-1B. Delivered 08/01/1965. This aircraft was later with 9 Squadron in 1968.

Iroquois serial listing ... Series UH-1D/1H.

A2-376 UH-1H. Delivered direct to 9 Squadron Vietnam. On return to Australia, this aircraft was used as part of the Australian Contingent,

Multinational Forces and Observers (MFO) at El Gorah, Sinai in Egypt, during the period 1982-1986.

A2-377 UH-1D/1H. (same as above)

A2-378 UH-1D/1H. Delivered direct to 9 Squadron Vietnam from the US Army on 05/02/1968.

A2-379 UH-1D/1H. (same as above)

A2-380 UH-1D/1H. (same as above)

A2-381 UH-1D/1H. (same as above)

A2-381 UH-1D/1H. (same as above)

A2-382 UH-1D/1H. (same as above)

A2-383 UH-1D/1H. Delivered direct to 9 Squadron Vietnam.

Note: the following aircraft were upgraded from 'D' to 'H' models.

A2-505 UH-1D/H. Delivered to 5 Squadron Fairbairn on 02/1968.

A2-506 UH-1D/H (same as above)

A2-507 UH-1D/H (same as above)

A2-508 UH-1D/H (same as above)

A2-509 UH-1D/H (same as above)

A2-510 UH-1D/H (same as above)

A2-649 UH-1D/H. Delivered to 9 Squadron Vietnam on 09/05/1967. This aircraft was originally A2-166. On return to Australia, this aircraft was used as part of the United Nations Emergency Force (UNEF) in Ismailia, Egypt during the period 1976-1979. Later, this aircraft was used as part of the Australian Contingent, Multinational Forces and Observers (MFO) at El Gorah, Sinai, in Egypt for the period 1982-1986.

A2-085 UH-1D/1H. Previously A2-041 which was originally US 66-0041. Delivered to 9 Squadron on 16/11/1966 and the number changed to A2-085 during 05/1967. Later the aircraft was allocated to 5 Squadron Fairbairn during 03/1968. This aircraft was used as part of the United Nations Emergency Force (UNEF) in Ismailia, Egypt during the period 1976-1979. This aircraft was used later as part of the Australian Contingent,

Multinational Forces and Observers (MF) at El Gorah, Sinai in Egypt during the period 1982-1986.

A2-149 UH-1H. Delivered to 9 Squadron in Vietnam on 06/01/1969.

A2-110 UH-1H. Delivered to 9 Squadron Vietnam on 09/12/1969

A2-723 UH-1H. (same as above)

A2-455 UH-1H. Delivered to 9 Squadron on 20/06/1971.

A2-915 UH-1H. (same as above)

A2-703 UH-1H. Delivered to 9 Squadron Vietnam on 27/07/1970.

A2-723 UH-1H. (same as above)

A2-766 UH-1D/1H. Delivered to 9 Squadron Vietnam on 04/07/1968.

A2-767 UH-11D/H. Delivered to 9 Squadron Vietnam on 05/07/1968.

A2-768 UH-1D/1H. Delivered to 9 Squadron Vietnam on 11/07/1968.

A2-769 UH-1D/1H. Delivered to 9 Squadron Vietnam on 04/07/1968.

A2-770 UH-1D/1H. Delivered to 9 Squadron Vietnam on 05/07/1968.

A2-771 UH-1D/1H. Delivered to 9 Squadron Vietnam on 05/07/1968.

A2-772 UH-1D/1H. Delivered to 9 Squadron Vietnam on 04/07/1968.

A2-773 UH-1D/1H. Delivered to 9 Squadron Vietnam on 04/07/1968.

A2-915 UH-1H. Delivered to 9 Squadron Vietnam on 27/07/1970. On return to Australia, this aircraft was used as part of the Australian Contingent, Multinational Force and Observers (MFO) at El Gorah, Sinai in Egypt for the period 1982-1986.

A2-455 UH-1H. Delivered to 9 Squadron Vietnam on 20/06/1971.

A2-484 UH-1H. Delivered to 5 Squadron Fairbairn during 06/1970. This aircraft was used as part of the United Nations Emergency Force (UNEF) Ismailia, Egypt for the period 1976-1979.

A2-485 UH-1H. Delivered to 5 Squadron Fairbairn during 06/1970. This aircraft was used as part of the Australian Contingent, Multinational Forces and Observers (MFO) at El Gorah, Sinai, in Egypt for the period 1982-1986.

A2-486 UH-1H. (same as above)

A2-487 UH-1H. Delivered to 5 Squadron Fairbairn during 06/1970. This aircraft was used as part of the United Nations Emergency Force (UNEF) Ismailia, Egypt for the period 1976-1979.

A2-488 UH-1H. (same as above)

A2-489 UH-1H. (same as above)

A2-490 UH-1H. Delivered to 5 Squadron Fairbairn 06/1970.

A2-278 UH-1H. Delivered 11/1973.

A2-279 UH-1H. (same as above)

A2-295 UH-1H. Delivered to 5 Squadron Fairbairn 03/1974.

A2-296 UH-1H. (same as above)

A2-310 UH-1H. (same as above)



Pre-1965 Training:

In 1962, (prior to the acquisition of the aircraft), Keith Wadling was the first to go to the USA for on-the-job training (OJT) with the US Navy and Army and after his return to Australia, he trained Gordon 'Stinky' Buttress GM, Ted Ramsay, Bill Boyd (Deceased), then later in that year trained Bill Harrington AFM (Deceased) and James 'Jim' Roche.

Note: In 1965, A/FSGT Keith Wadling was awarded The Queen's Commendation for Valuable Service to the RAAF.

No 1 Course: January-November 1965.

Conducted a RAAF Base Fairbairn.

Chief Instructor was CAPT Marty Donohue USAF, assisted by FSGT Ted Ramsay and A/SGT Bill Harrington AFM (Deceased).

Dennis Olsen OAM MID, Bruce Shearer, Neville 'Sinky/Nev/Nifty' Sinkinson, David 'Blue' Collins MID, Victor 'Vic' Williams, John 'Snow' Coughlan CGM

(Deceased), Brian 'Ox' Taylor, Kerin 'Kerry' Williams, Garry 'Cactus' McCarthy, John Neatherway, John 'Jake' Henson and Bob Stoyles DFM.

Note: There is one photo available at present, but it only includes four of the twelve members.

No 2 Course: September - December 1966.

David 'Dave' Mehegan, William 'Bill' McCreadie, Ron 'On Guard' Gardner, Jan 'Joe' Heck, Geoffrey 'Geoff' Clark and Lindsay Fankhauser.

Note: The course photo indicates Dave Mehegan as absent.

No 3 Course: ... November 1967.

Greg Love MID, John 'JP' Parsons MID, Jan 'Kiwi' Kiewiet MID, Rod 'Ranga' Ranger DFM, Peter 'Pete' Amos (Deceased), John 'Jock' Yorke DFM, Malcolm 'Mal' Antaw, Chris Tyler (Deceased).

Note: Unfortunately no official course photo was taken, as some crewmen were immediately deployed to Vietnam and others on Army exercises.

Interim Training:

Trevor 'Fred' Monahan, who served as a Gunner with No 9 Squadron in Vietnam during the period September 1966 to September 1967, was trained to fill the role as a Crewman at No 5 Squadron RAAF Base Fairbairn and officially qualified on 02 February 1968.

No 4 Course: ... March 1968.

Dave 'Combat' Moles DFM, Andy Lapins, Peter 'Terry Thomas' Armstrong, Geoffrey 'Geoff' Smith MID, Monty Jesinowski, Rowland 'Fred' Ferry (Deceased), Alan Lamb and Wayne 'Ray' Hay.

Note: Absent in the course photo is Fred Ferry (Deceased).

No 5 Course: ... 24 April 1968 – 22 July 1968.

Pete 'Robbo' Robinson, Terry 'Pinky' Pinkerton DFM, Kerry 'Shippy' Shipp DFM, Felix Parker OAM, Geoffrey 'Geoff/Scobes' Scobie, Colin 'Col' Hendy, George Sheehan, Robert 'Bob' Burtenshaw, Tony 'The Flying Cook' Reynolds-Huntley, Don Neil, Alan 'Al' Jones and George Edwards DFM (Deceased).

Note: Absent in the course graduation photo taken on 05 August 1968 is Alan Jones and George Edwards DFM (Deceased).

No 6 Course: ... 10 February – 18 July 1969.

Neville 'Fat Cat' Pratt, Steve 'Milly' Milsted (Deceased), Anthony 'Jamie' Moran (Deceased), Richard McLaren, Alan 'Al' Sewell (Deceased), Barry Bircham MID, Gerard 'Gerry' Mapstone JP, Glen 'Duncan' McNair (Deceased), Edward 'Ted' Maxwell, Garry 'Two Dogs' Jones AFM (Deceased), John 'Scouse' Warbrick, and Joe 'Joey' Pettit MID.

No 7 Course: ... October 1969 – February 1970.

Bob 'Chuck' Stephens BEM (G), Pete Vidler (Deceased), Ruediger 'Rudy' Mech, Pete Johnson, Brian 'Blue/Hot Rocks' Rowley (Deceased), Ken 'Inkwell' Tanswell, Kerry 'Pugsley/The Brat' Millard, Alan 'Rocky' Bloxsom (Deceased), Trevor 'TH' Hamill DFM (Deceased), Bill 'Billy' Crouch AFM (Deceased), Alan 'Tangles' Bielby (Deceased) and Neville 'Nifty Nev' Sinkinson (doing a refresher course).

No 8 Course: ... August 1970.

Frederick 'Fred' Brown AFM, Barry Bertram, John Murphy, Geoff Irvin, Pete 'Watto' Watson AFM, Paul 'Snow' Batterham, Bob 'Wallaby' Waller and Barry 'Grock' Rolfe.

No 9 Course: ... 1970.

Steve 'Dorrie' Russell, Stephen 'Steve' Hartigan, Klaus Wendt, Ian McGarry, Ray 'Mongo' Morrison BM QCVSA, Thom 'Kaj/Mover/Mac the Knife' Kajevic (Deceased), Bob 'Bung' Thompson and Garry 'Suntan' Sunners.

No 10 Course: ... 1971.

Adrian 'Shep' Shepley, Kevin 'Bones' Dransfield, Noel 'Shagga' Shea and Maurice 'Maurie' Summers.

Note:

1. I, (Bob Stephens), have elected to conclude with No 10 Crewman Course, as this was the last course that I was associated with prior to my discharge from the RAAF at Fairbairn in December 1972.
2. I have also elected to concentrate on No 9 and No 5 Squadron crewman training and other associated information, without necessarily going into 9 Squadron operations in Vietnam and the squadron role at Amberley.