

77 SQUADRON RAAF MISSING IN ACTION

World War II

Brown, Laurance Ernest 435439
Lae Memorial panel 104

Krause, Herbert Oswald 431502
Ambon War Memorial Column 8

Melrose, Lloyd Charles 41002
Port Moresby Memorial Wall

McDonald, Ronald William 419203
Rabaul Memorial Panel 36

Schlencker, Peter Gerald 405883
Lae Memorial Panel

Smithwick, Keith Raymond 431425
Ambon Memorial Wall

Summons, Henry Douglas 400106
Lae Memorial Panel



Lae Memorial Wall



Ambon Memorial Wall CWGC



Rabaul Memorial Wall CWGC

KOREA

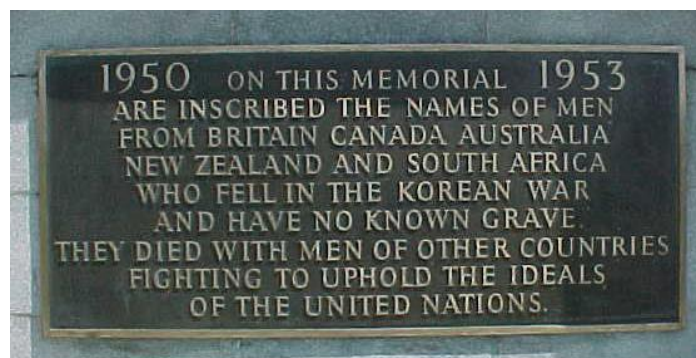
RAAF

ARMIT, Ernest Donald 022221
 BROWNE-GAYLORD, DFC, Mark 023665
 CHALMERS, Peter Botley 035079
 COLEBROOK, Maxwell, DFM 05895
 COWPER, Lionel Henry Cadogan 033831
 ELLIS, Donald Campbell 021261
 GILLAN, Bruce Thompson 033625
 HALLEY, John Beverley 05309
 HILLIER, Donald 04425
 LAWRENSON, Fred, DFC, AFC 022005
 PURSSEY, Ian, DFC 011561
 ROBERTSON, Douglas Merson 05672
 ROBERTSON, Donald Neil 032536
 ROBINSON, Richard George 022422
 SMITH, Kenneth Dudley 033843
 STEPHENS, Geoffrey Ingram 0647
 STRANGE, Harold Thomas A2997
 SURMAN, John Leonard 032537

RAF

BOOTH, Francis Henry 201853
 CRUICKSHANK, Oliver M 2316889
 DOLLITTLE, George Peter 3504358
 JAMES, Roger Leslie 3500470
 ROSSER, Arthur John 607156

PUSAN MEMORIAL WALL, KOREA



ROYAL AIR FORCE
 PILOT OFFICER R. E. BAKER
 WING COMMANDER J. R. BALDWIN,
 D.S.O., D.F.C., A.F.C.
 FLYING OFFICER F. H. G. BOOTH
 FLIGHT SERGEANT P. E. T. BROOKS

SERGEANT A. J. CARPENTER
 LEADING
 AIRCRAFTMAN E. A. COOPER
 FLYING OFFICER O. M. CRUICKSHANK
 SENIOR
 AIRCRAFTMAN R. C. CURTIS
 LEADING
 AIRCRAFTMAN W. C. DAURIS
 FLYING OFFICER G. P. DOLLITTLE
 LEADING
 AIRCRAFTMAN J. GRACIE
 FLIGHT LIEUTENANT D. W. GUY
 FLIGHT LIEUTENANT D. F. W. HINTON, D.F.C.
 FLIGHT LIEUTENANT D. R. HOBDEY
 FLIGHT SERGEANT R. F. HODGE
 SQUADRON LEADER G. S. HULSE
 LEADING
 AIRCRAFTMAN D. E. HUMPHRYS
 FLYING OFFICER R. L. JAMES
 SENIOR
 AIRCRAFTMAN A. J. KENT
 FLIGHT LIEUTENANT J. E. Y. KING
 LEADING
 AIRCRAFTMAN P. C. McALLISTER
 LEADING
 AIRCRAFTMAN J. S. OLLEY
 FLYING OFFICER A. J. ROSSER
 SERGEANT W. THOMPSON

ROYAL AUSTRALIAN
 AIR FORCE
 38 SQUADRON
 PILOT III G. J. McDONALD
 77 SQUADRON
 PILOT OFFICER E. D. ARMIT
 FLIGHT LIEUTENANT M. A. B. H. A.
 BROWNE-GAYLORD, D.F.C.
 PILOT OFFICER F. B. CHALMERS
 PILOT OFFICER M. E. COLEBROOK, D.F.M.
 PILOT OFFICER L. H. C. COWPER
 PILOT OFFICER D. C. ELLIS
 FLYING OFFICER B. T. GILLAN
 PILOT OFFICER J. B. HALLEY, M.I.D.
 SQUADRON LEADER D. HILLIER
 SQUADRON LEADER F. J. LAWRENSON, D.F.C.
 A.F.C., M.I.D.
 FLIGHT LIEUTENANT I. G. S. PURSSEY, D.F.C.
 PILOT OFFICER D. M. ROBERTSON
 PILOT OFFICER D. N. ROBERTSON
 PILOT OFFICER R. G. ROBINSON
 PILOT OFFICER K. D. SMITH
 PILOT OFFICER G. I. STEPHENS
 SERGEANT H. T. STRANGE
 PILOT OFFICER J. L. SURMAN

GORDON JOHN MCDONALD, listed above, from 38 Squadron perished in the South China Sea, he was a member of 38 Squadron RAAF attached to 110 Squadron RAF. McDonald was the second pilot, and only Australian, on the Dakota which was on an operational flight from Changi to Hong Kong. Date of death 31 August 1950 – Conflict Malayan Emergency. Operational flight from Changi to Hong Kong.

President's Report March 2017.

This is a reminder about the intentions at the 77 Squadron Association August 2017 AGM to move a motion that in effect brings about 77 Squadron Association joining Fighter Squadrons Branch. 77 Squadron Association Committee has published its thoughts before on at least two occasions and had favourable support from many for this move.

Most fighter personnel these days have been in more than one of the fighter squadrons and therefore relate more to the fighter world than to one particular squadron. Additionally, a strong Fighters Squadrons Branch can be more effective in supporting ex RAAF people with DVA or with lobbying governments through RAAFA.

The FSB Website will have links taking you to a dedicated 77 Fighter Squadron web site that will provide the history as well as cater for public enquiry and advertise social and commemorative events.

For those whose subscriptions are in credit with 77 Association for some years ahead, a credit will be paid to FSB on your behalf to be credited against your annual subscription. For those already members of RAAFA this credit will reflect in your invoice and for those not members of RAAFA, 77 Committee strongly recommend that you join through FSB and strengthen the renewed activities of RAAFA NSW to be a recognized player in support of RAAF and ex RAAF members.

Some people have expressed the need to clarify how RAAF Association (RAAFA) relates to Fighter Squadrons Branch(FSB) and the Fighter Associations.

RAAFA is primarily for all ex RAAF Members to have the option of joining. It, generally speaking, provides support in the form of:

- advocacy.
- political lobbying.
- commemoration.
- preservation of history & relics.
- camaraderie.

RAAFA has a National body to represent the whole of RAAFA in matters that require an Australia wide approach. RAAFA is then organised into State bodies, for each State such as RAAFA NSW. RAAFA National and each State body are entirely independent but uses close-to-common charters and constitutions to collaborate.

Each State body, such as RAAFA NSW, has Branches who also are entirely independent, but again collaborate using common charters. Branches are more about the camaraderie and commemoration for ex RAAF people in a locality, such as Ballina, or who have a common interest, such as FSB.

FSB being one of the RAAFA NSW Branches provides the glue for all ex Fighter people from all Squadrons to connect with each other mainly for camaraderie and commemoration but most certainly for wider purposes as well such as providing advocates and recruiting new members.

FSB is funded by an annual subscription from each member. A portion of this goes to RAAF NSW and RAAFA National to fund their operations.

Squadron Associations. Squadron Associations were formed to bring together all the **ex - Members of each Squadron**, again mainly for camaraderie and commemoration. Squadron associations are entirely independent of RAAFA and all its Branches. Squadron Associations collect an annual fee to help pay its business costs such as postage, software, websites etc - the Committee Members generally do not claim any fees or expenses of any nature.



DOUGLAS BATHERSBY A2946

Douglas Bathersby, an Instrument Fitter with 77 Squadron, served in Korea from September 1951 to August 1952, died in June last year. This wonderful drawing of him by Ivor Hele is in the Australian War memorial (ART40344). The drawing featured on the cover of a catalogue issued by the AWM for an exhibition they had titled: *Ivor Hele - The Heroic Figure*

Ivor Hele was Australia's longest serving War Artist, serving in North Africa, New Guinea (WW2) and Korea. He amassed an enormous collection of over 500 works which are to be found at the AWM. .

LIONEL VICTOR ROGERS
59650



Late last year the family of the late Lionel Rogers found a photo negative strip and had it developed. All the photographs concern Lionel's RAAF career. The family, via Lionel's son-in-law John Sividis, very kindly donated copies of the photographs to the Association, as well they scanned each page of his Log Book and sent this to us via a CD.

At this stage I have not been able to identify the airmen in the photographs but, by matching up his Log Book and the planes he flew with the Unit Records, leads me to think some, at least, were taken at MIHO in October 1946 when the Squadron was detached to there from BOFU for air to ground attack training

Lionel Victor Rogers was born 6 March 1924 at Moonee Ponds. His father, Cecil Rogers, a WW1 Veteran who served at Gallipoli and in France. At the outbreak of World War II Lionel signed up and spent the first nine months in the air force training as a flight mechanic. A friend was studying to go into air crew so he put his hand up to do that as well. He was accepted and completed the necessary training at 7FSTS Deniliquin, AGS, 2OTU Mildura before graduating on 43 Course. He joined 76 Squadron at Labuan in September 1945 and moved on to 77 in November of that year with Squadron Leader Curtis as CO.

At wars end Lionel elected to join the British Commonwealth Occupation Forces at BOFU . In June 1946 he was promoted to Pilot Officer and returned to Melbourne January 1947.

Lionel like most young pilots had a few scares when training. When at 2OTU at Mildura he ran out of fuel and was too low for the engine to pick up after switching to a new tank. The aircraft crashed into a tree when making an approach. Kittyhawk A29-181 was converted to components. Another time whilst still at Mildura he had a collision on the runway (Kittyhawk A29-161) .

Another scare happened when he ran into a dust storm whilst on a cross country solo flight. He had to find some place to land as he was running low on fuel and landed safely in front of a farm gate near Cowra. He knocked on the door but no one immediately answered - it transpired that there had been a Japanese breakout and they were worried when Lionel's plane landed at their front gate.

On his return to Melbourne in 1947 Lionel met, and later married, Joan. Joan had lived across the road from his family in Moonee Ponds and was 14 years old when he went off to the war, they had three daughters and celebrated 67 years of marriage. In civilian life Lionel worked as a plumber and builder.

In the years after WW2 when discussing the war he was always paying much praise to his mates who died in Mildura base and more in Sale before they even faced conflict. (*see July 2016 Newsletter*). He was a great humanitarian and will never be forgotten.



FltLt Warrick James Turner was killed 1 April 1944 the day before this photograph was taken, hence the empty place and his name in light ink.

This is not the first time Lionel, and now his family, have contributed to the Association Archives, both with photographs and stories - we thank them wholeheartedly for their continued support.



Anyone know these gentlemen - Lionel is on the right of the sepia print.

CHECKMATES



CHECKMATES and support crew at RAAF Townsville 30 March 1973

During February 1973 the Squadron was tasked to provide a five-aircraft formation display team and a solo aerobatic aircraft for displays at Amberley, Townsville, Richmond and Williamtown later in the year.



The 'Checkmates' formation team was Sqn Ldr John Jacobsen, (leader), Flt Lt Barry Turner, (2), FltLt John Sexton (3), FltLt Jack Smith (4), FltLt Dave Bowden (5) and Sqn Ldr Kevin Bricknell (solo).

On 15 March the Squadron launched an 11 aircraft fly-past over the RAAF's 50th Anniversary Dedication parade in Canberra. The parade was reviewed by His Royal Highness the Duke of Edinburgh. The diamond nine formation (with two airborne spares) was led by SqnLdr Bricknell.

On the 27 March nine aircraft, with supporting ground crew, deployed to Amberley for a full rehearsal of a 50th Anniversary air display. The aircraft arriving in Townsville 30 March. The formation team participated in their first Anniversary air display at Townsville on 31 March deploying back to Amberley that afternoon. The Amberley display was flown in good weather and the team returned to Williamtown the next day for an overnight stop before continuing on to

Richmond for another air display rehearsal. The Williamtown Air Force Week display was held on 7 April and the next day the Checkmates gave their final display at Richmond before returning to Williamtown to recover. *Photographs and information received with thanks from Jack Smith*

A recent study has found that women who carry a little extra weight live longer than the men who mention it.

I BANGED OUT OVER CANBERRA

Introduction by Ian "Muldy" Muldoon: This account by Squadron Leader Doug Johnston first appeared in the RAAF Base Williamtown magazine MIRAGE - September, 1966.

In it Doug demonstrates professionalism, discipline, foresight and skills when, on 29/7/66 at 4000 feet, he ejected successfully from the infamous A3-28 Mirage. He reminds us, inter alia, of the many factors that were instrumental in his successful ejection and return home. To understand the adjective "infamous" consider that on 27th January 1966 Flt Lt Dick Waterfield landed A3-28 on its wheel rims after the main tyres had blown on take off. Check out the photo of Waterfield's landing:



Here is Squadron Leader Doug Johnston's account of his ejection on the 29th July almost precisely six months later:

" I was authorised to ferry Mirage A3-28 from Williamtown at 1030am and carried out an afterburner climb to 38,000 feet and set course for Avalon on cruise power. I was cleared through Sydney radar and then passed Goulburn on course.

Shortly before reaching Canberra I heard a grinding noise behind me, and the noise lasted for about a second. This occurred at 11.04 am, My instruments indicated that a main failure had occurred, and numerous warning lights were illuminated.

At this stage I set the aircraft upon a glide at 300 knots and turned towards Fairbairn airfield at Canberra. I declared a "Mayday" situation and closed the engine throttle.

At 24,000 feet I carried out my emergency drills and pushed the engine relight switch. I moved the throttle forward but there was no response.

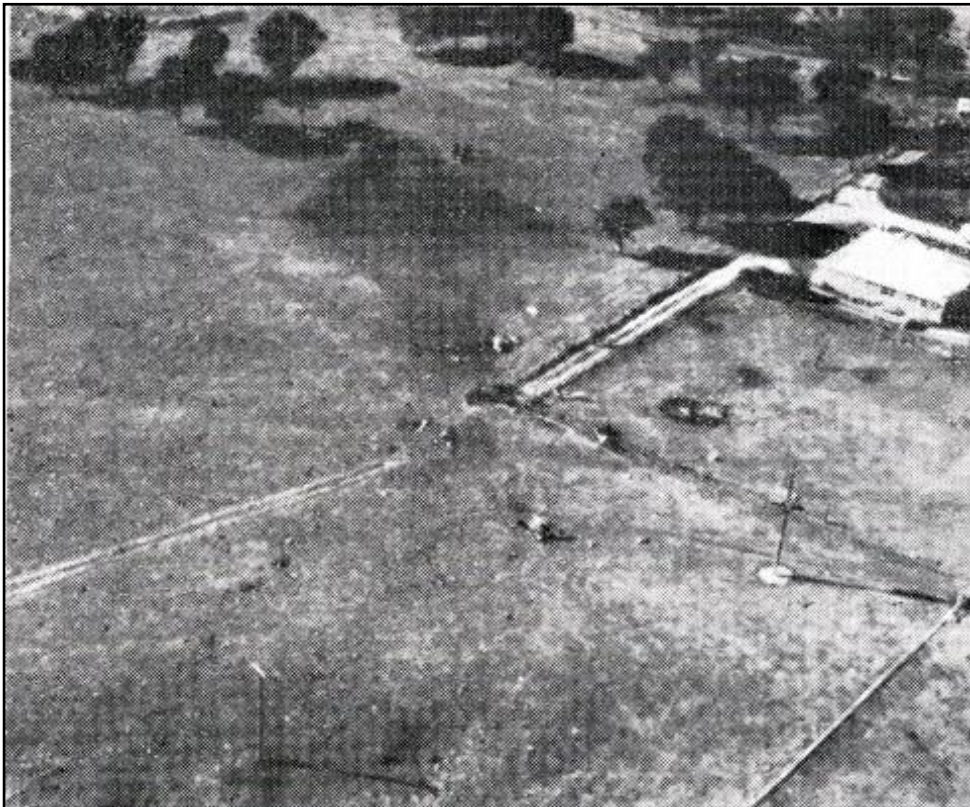
I then obtained landing conditions at Fairbairn, and at 18,000 feet I again attempted to relight, but without success. I then decided that the engine had seized and I positioned myself at 14,400 feet for a forced landing at Fairbairn. Shortly after passing overhead I selected undercarriage down by the normal method, and then by the emergency method, but my instruments showed that the wheels had not gone down.

At this stage an Iroquois helicopter from Fairbairn contacted me by radio, and I asked the pilot if he could see the condition of my wheels. However, he was not in a position to check them so I continued my descent and checked my emergency systems.

I was in a good position for my forced landing at 6000 feet but, unfortunately, my undercarriage would not go down. As I was now only 4000 feet above ground level I called the chopper and I said I was going to point the aircraft towards the uninhabited hills to the east and eject because it is impossible to safely belly-land a Mirage.

I turned right about 30 degrees, pulled the nose up slightly, pulled my feet back and pulled the blind with both hands. At this stage my indicated height was just over 4000 feet. There was a short delay after I pulled the blind, then I heard the canopy go and then there was a loud explosion and the biggest kick in the tail I had ever experienced. I let go and had the sensation of tumbling once before I felt the pull of the parachute harness on my shoulders. I looked down at the ground and estimated I was 800 to 1000 above it. I then looked over my right shoulder and noticed the aircraft slightly below me going away in a safe direction. Then, to my alarm, the Mirage began to bank slowly to the right so that it seemed to be heading towards the only house in the area! I then looked down and saw two sets of power lines and a railway line in the area where I thought I would land. I had another quick look at the aircraft and saw that it was going to crash quite close to the house. I then had to quickly pull up about four hands full on the left hand risers to clear the power lines, and again looked for the aircraft which had just crashed.

I was extremely relieved to see that it appeared to have missed the house and I immediately hoped that no was hurt. In the photo below the dark area in the centre background is the crash site. To the right is the homestead of Mr and Mrs Morrison.



I next remember hitting the ground fairly untidily, collapsing the chute, and I then disengaged myself from the parachute harness. I looked at my watch and noticed that everything that had happened since that emergency had all taken place within two minutes.

I remember thinking that I had lost an aircraft worth \$2,000,000 in two minutes, and everything else seemed to be unreal. I knew I was thankful to be alive, and I kept hoping that no one was injured when the aircraft crashed.

I lit up a Peter Stuyvesant to steady my nerves and I noticed that two helicopters were close by and that one of these was coming in to land. This helicopter, flown by Flt Lt Athol Jory, flew me across to the scene of the crash, and I was happy that the house appeared undamaged. We then proceeded to RAAF Base Fairbairn, where I was admitted to the hospital for a routine check. Later in the afternoon a Dakota aircraft

from No 34 Squadron flew me back to Williamtown, where we landed at 4.20pm. Looking back on this event, I shudder to think of all the things that could have gone wrong. I can only be thankful that everything turned out the way it did, and that no one was injured. Here (below) I happily am wearing the tie Mr Baker awarded me.



I would like to express my gratitude and appreciation to all members of RAAF Base Fairbairn who helped me on this eventful day. And, of course, I cannot speak too highly of LAC John Harris, Safety Equipment Worker, and LAC Bob Smith, Armament Fitter, both of No 481 (M) Squadron, who serviced the ejection seat of Mirage A3-28.

I would also like to extend to Mr and Mrs Morrison my sincerest regrets for any inconvenience or upset caused to them by the aircraft crashing near their home.

Doug Johnson

77 MIRAGES - THE BEGINNING :



These reprobates were the original five pilots in 77 Squadron when it reformed with Mirages at Williamtown in July 1969.

Back row: Left to right :

Flg Off Nick Ford, Flg Off Terry Body,
Sqn Ldr Jim Treadwell (Temp CO)

Front row:

Flt Lt Ken Semmler (Flt Cdr) and Flg
Off John Archer

It was interesting that if we were flying weapons sorties to the range at Saltash, one of us would have to drive out to the range to be the RSO while the four remaining would fly. The RSO would have to dash back to the Base to fly the next sortie while one of the others would dash out to Saltash.

Photo and details - Terry Body

O'Gara was arrested and sent for trial for armed bank robbery. After due deliberation, the jury foreman stood up and announced "Not Guilty". "That's grand," shouted O'Gara, "Does that mean I get to keep the money?"

BUTTERWORTH 1959



JAKE NEWHAM being congratulated by Dick Bomball on receiving his DFC (Diverted for Changi).
In the background Terry Conn and Jim Treadwell.

Narrative Jake Newham & Jim Treadwell - Photograph Jim Treadwell

The background story: Terry Conn and JWN from 3 Squadron, with James T and Dick Bomball from 77 attacked a CT camp in the jungle Kuala Krau-Padang area, about 50nm NNE of Kuala Lumpur each with 2 x 500lb HE bombs, using the Auster mark method. Target beneath solid cover of primary jungle, and surrounding paths cordoned by a Brit army company. The strike went well; we put our bombs close to or on the target smoke. Not long after turning for home we were contacted by WCDR Cedric Thomas, CO3, with news that Butterworth was socked in and would stay so. I diverted to Changi.

So there we were, hot and sweaty, no overnight kit. One glimmer: James Treadwell had his wallet with him. Fortunately, the Brits had a zipper bar and snack annex. We returned to Butterworth next day; met by Group Captain Glen Cooper who invested me with a home made DFC "Diverted for Changi". The event is one of the very few operational missions we flew during my time there. Maybe the only one.

J the T- I have been asked to add to the story so here goes.

In addition to the (3/77) composite section of four Sabres 3 Squadron provided a further 4 Sabres as did 77. The 77 Section was led by Tony Powell. A notable inclusion was Uncle Ian Taswell (Tassie Carswell).

On arrival at Changi Tassie, exhibiting normal 77 Squadron style and finesse, covered himself with glory by lobbing on the end of the runway. This caused a stir because the end of the runway consisted of metal mesh material called PSP (the Poms are as mean as cat poo and had made use of left over American PSP from the Pacific War). Tassie's arrival made a very large, indeed awesome explosive bang which could be heard all over Singapore and possibly half way up the Malay Peninsula.

The loud noise not only frightened the living daylight out of Tas but would have put the wind up every Communist Terrorist lurking in the undergrowth, or in the murky, numerous, bawdy houses scattered around Singapore. In fact it is highly likely that Tassie did more to secure the successful outcome of the "Emergency" than our earlier, collective, efforts with high explosive ordnance.

Also, at the time, it was rumoured that the bang put the C in C Far East Air Force, Air Chief Marshal the Earl of Bandon (otherwise known as the Abandoned Earl), off his breakfast and caused him to spill half his early morning whiskey and soda.

In regard to Jake's award, in fact the hero of the day turned out to be my wallet which provided much needed sustenance to one and all after battling the elements to get to the target area then executing the deft manoeuvres necessary to get the bombs on target. I am happy to report that my companions were honourable men, and although I did not make a profit, I did not suffer a loss.



I include this photograph to prove to all those disbelievers that Jim Treadwell did take his job very seriously. *Lesley*

Jim Treadwell (again), Advocate Extraordinaire, has written an entitlement burst. The purpose of this burst is to provide a few thoughts to those amongst our number who depend on Defence Force Retirement and Death Benefit (DFRDB) retirement pay.

When the spouse of a DFRDB Retirement pay recipient makes the fortnightly DFRDB retirement pay dollar level does not change. However, in the situation where the ex-service **recipient makes**, his/her spouse receive a reduced income called the "Spouse's Benefit". The Spouse's Benefit is 5/8th of the uncommuted full retirement pay entitlement. This can be a significant reduction, in dollar terms, for the person concerned.

However, this financial short fall can be off-set, in part, through the receipt of DVA entitlements. Accordingly, ex-service families need to have knowledge of, and understand, DVA entitlement arrangements. It is also important for all ex-service men/ women, whilst they are still in one piece, and still in the land of the living, to endeavour to establish an entitlement to a disability pension at the **Extreme Disability Adjustment (EDA) rate.**

Thanks Jim - Full details of entitlements, as set out by Jim, are available on our web site - for a hard copy contact Peter Ring or Lesley Gent.

SQUADRON FAMILY DAY
9 December 2016





1949 Character Assessments - WgCdr Ian Gibson, Office of Air Force History.

In terms of Air Force Order 8/G/14, the following members' characteristic assessment definitions were advised for inclusion in the Airman's annual efficient report.

EXEMPLARY (Abbreviated "EX"). An airman who has consistently received a character assessment of "V.G." or "EX." And in the former case has completed 5 years' service and again measures up to this standard.

VERY GOOD (Abbreviated "V.G."). An honest, unselfish type of airman with sound principles and good moral outlook whose conduct has been irreproachable but from whom an "exemplary" cannot be recorded either by reason of the 5 years' service qualification or because he does quite measure up to the highest standard.

GOOD (Written in full). An airman who occasionally gets into trouble, is normally amenable to discipline, of reasonably sound principles, has a certain amount of individuality, shows signs of improvement, a trier. Has not been awarded punishment in excess of 20 days detention in the aggregate during the period under review.

FAIR (Written in full). Just a middling type of individual, gets into trouble rather easily, but more from lack of moral strength than from intent. Somewhat of a drifter, easily led. Has not been awarded punishment in excess of 60 days detention in the aggregate during the period under review.

INDIFFERENT (Written in full). Neither particularly good nor very bad individual, a borderline between "Fair" and "Bad", lacking in most of the attributes that go to make up character, not particularly amenable to discipline - a problem type - (for consideration whether or not the Service would be better off without his services). Punishment awarded during the period under review has been in excess of 61 days detention in the aggregate.

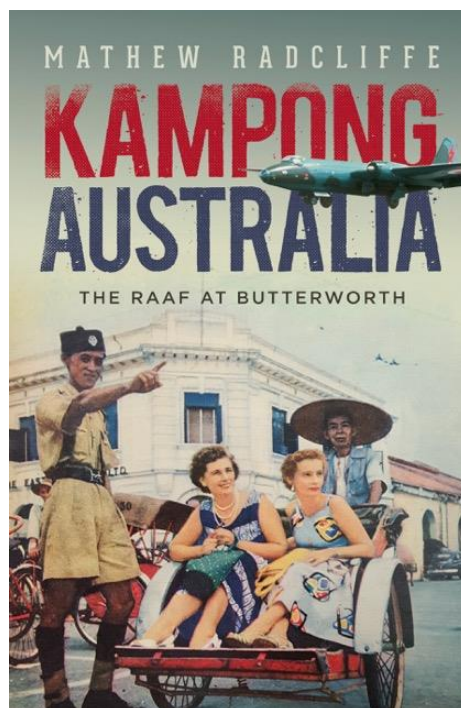
BAD (Written in full). Incurable, unprincipled, undisciplined. A useless individual (has been recommended for discharge under A.F.O. 8/G/8)

KAMPONG AUSTRALIA

THE RAAF AT BUTTERWORTH

Matthew Radcliffe

The Royal Australian Air Force base at Butterworth was Australia's largest and most enduring overseas military garrison in post-war Southeast Asia. Home to the majority of Australian airpower for over three decades, Butterworth was also home to a vibrant Australian community. From 1955 until 1988, spanning the end of the British Empire and the start of the Cold War through to real engagement with Asia, more than 50,000 Australian servicemen and their families rotated through the Penang region of Malaysia for two-year tours of duty. These men, women and children lived full lives during their deployment, a bastion of Australianness in the midst of Malays, Chinese and Indians. Kampong Australia explores the complex political genesis of the RAAF presence at Butterworth and shows what everyday life on and around the base was like. It charts the official policies and practices that framed the Australian encounter with the people and places of Penang, drawing on the recollections of those who were there. This evocative and at times personal book shines a light on the complex, uneven and dynamic history of the Australian military presence in northern Malaysia and shows what it was like to be there.



Kampong Australia is now available online and in your local bookstores

LUNCH DATES FOR 2017



Contact for Newcastle – Peter Ring - 0418627969
Contact for Hornsby – Graeme Holm – 0414 223 167
Contact for Canberra – Teece Wilson – 0409 450 960
Contact for Melbourne – Chris Tiller – 0488 081 374 or christiller7@gmail.com

76 Squadron Association – Hornsby Friday 9 June 2017
77 Squadron Association - Newcastle Friday 4 August 2017 AGM
76 Squadron Association – Hornsby Friday 10 November 2017
Combined Fighter Squadrons - Newcastle Friday 15 December 2017

ASSOCIATION CONTACTS

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Treasurer: kresilas@bigpond.net.au - Garry Gent



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