

## OPERATIONS RECORD BOOK

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

JANUARY, 1934.

**SECRET**

of (Unit or Formation) No.101 (Fleet Co-operation) Flight.

No. of Sheet 2

Place.	Date.	Summary of Events.	References to Appendices.
RICHMOND, N.S.W.	14	Lieutenant G.J.I. CLARKE, R.A.N., relinquished the rank of Flying Officer (Honorary Flight Lieutenant) on the termination of the period of his secondment to the R.A.A.F.	
	19	Moth A7-37 was loaned to No.3 (Army Co-operation) Squadron and forced landed at the conclusion of an H.A. Gunnery exercise with the Australian Garrison Artillery at MIDDLE HEAD, SYDNEY HARBOUR. The forced landing was due to the sparking plugs "oiling up."	
	23	The "ALBATROSS" Bell was presented to No.101 Flight by Captain C.J. POPE, R.A.N.	
	25	Flying Officer P.G. GRAHAM assumed temporary command of No.101 Flight for the period of the Commanding Officer's absence in H.M.A.S. "CANBERRA."	
	29	Seagulls A9-3 and A9-1, pilots - Flight Lieutenant E.G. KNOX-KNIGHT and Flying Officer J. ALEXANDER, one photographer, two fitters and four metal riggers, were embarked in H.M.A. Cruisers "CANBERRA" and "AUSTRALIA" at PORT JACKSON for the Summer Cruise to southern ports and harbours. Compasses were swung at RICHMOND before departure and the W/T sets of both aircraft were tested and tuned in the air later on the same day in PORT JACKSON.	
PORT JACKSON, N.S.W.	30	Immediately before the departure of the Squadron, both aircraft were hoisted out and while the Squadron was on passage, a navigation exercise was carried out from PORT JACKSON to JERVIS BAY. On arrival, both aircraft anchored inshore and established W/T communication with the Squadron, distant 55 miles, using the kite aerals, communication was maintained until they were hoisted inboard five hours later.	

*W. H. H. H.*  
Commanding No. 101 Flight, R.A.A.F.

2

## OPERATIONS RECORD BOOK

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

FEBRUARY, 1934.

**SECRET**

No. of Sheet ..... 3

of (Unit or Formation) No. 101 (Fleet Co-operation) Flight.

Place.	Date.	Summary of Events.	References to Appendices.
RICHMOND, N.S.W.		<p>All airmen who could be spared were loaned to No. 3 Squadron in order that they might be fully employed in their respective trades whilst the only two serviceable "Seagull" aircraft were absent with H.M.A. Squadron.</p> <p>Hot weather conditions prevailed during the month, the rainfall 5.7 inches was much above the average and the low lying country in the vicinity of the aerodrome was flooded; the surface of the aerodrome was not affected.</p>	
JERVIS BAY, N.S.W.	2 to 9	<p>Seagulls A9-3 and A9-1, embarked in H.M.A. Cruisers "CANBERRA" and "AUSTRALIA", carried out navigation exercises off JERVIS BAY on Friday 2nd, Saturday 3rd, Tuesday 6th, Wednesday 7th, and Friday 9th of February. During this period, fresh north easterlies blew during the day. The modified R.A.A.F. stannic releases, aluminium sea markers and navigation smoke floats, were used to find the wind by the "BROWN" and "LANGLEY" methods.</p>	
	6	Seagulls A9-1 and A9-3 followed torpedoes to assist in their recovery.	
	8	A9-1 gave air experience to one Naval Officer; four signalmen carried out V/S exercises.	
	9	Seagull A9-3 recorded the running of torpedoes and assisted in their recovery. A9-1 was damaged whilst alighting behind the breakwater.	
	14	A9-3 recorded the running of torpedoes during the long range attacks and assisted in their recovery.	
	16	H.M.A. Squadron sailed for HOBART.	
HOBART, TASMANIA.	19	H.M.A. Squadron arrived at HOBART.	
	19 to	"CANBERRA" was alongside, starboard side to, and the aircraft could not be operated.	
	24.		
	24	A navigation and windfinding exercise was carried out in FREDERICK HENRY BAY.	
	26 and 27	Tests were made to ascertain if D/F bearings vary with the inclination of the aircraft to the ship when trailing aerials are used.	Appendix I.

*[Signature]*  
Flight Lieutenant,  
Commanding No. 101 Flight, R.A.A.F.

# OPERATIONS RECORD BOOK

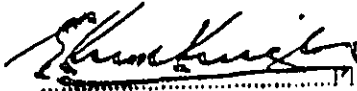
R.A.A.F. Form A.50.  
(Feb. '33.)

APPENDIX I. <sup>AM</sup>  
FEBRUARY, 1934.

**SECRET**

of (Unit or Formation) No.101 (Fleet Co-operation) Flight.

No. of Sheet .....  
4

Place.	Date.	Summary of Events.	References to Appendices.
		<p>The results of the tests to determine if D/F bearings vary with the inclination of an aircraft using trailing aerial were neither satisfactory nor conclusive. The D/F bearings remained the same at all inclinations, although the true bearings of the aircraft had altered 25°. This was considered to be due to reflected signals from adjacent buildings (the ship being alongside). No opportunity occurred to carry out further tests during the period under review.</p> <div style="text-align: right; margin-top: 20px;">                       .....Flight Lieutenant,                      Commanding No. 101 Flight, R.A.A.F.                 </div>	

*Handwritten mark*

MARCH, 1934.

## OPERATIONS RECORD BOOK

R.A.A.F. Form A.50.  
(Feb. '33.)**SECRET**of (Unit or Formation) No. 101 (Fleet Co-operation) Flight.

No. of Sheet ..... 5

Place.	Date.	Summary of Events.	References to Appendices.
HOBART, TAS.	1	A communication exercise with the portable set was cancelled owing to bad weather, but satisfactory communication was established with the aircraft on the catapult platform and the portable set in a motor boat about 10 miles away.	
	2	Further tests were made to determine if D/F bearings vary with the inclination of the aircraft to the ship when trailing aerials are used. Height finding and concentration exercises were carried out with H.M.A. Squadron.	
	3	A flying display was given at the Air Pageant at BRIGHTON Aerodrome.	
	5	Air experience was given to two Naval officers and a W/T exercise was carried out.	
	6	An "A" to "Q" coding exercise was executed. Owing to bad weather the aircraft did not fly, but carried out the exercise on the catapult platform. The other stations consisted of the portable sets, the 2nd Offices of both Ships, and the 101 Flight Cruiser Detachment's test panels.	
	7	Height finding and concentration exercises were carried out with the Squadron.	
	9	H.M.A. Squadron departed for ADELAIDE.	
ADELAIDE, S.A.	12	H.M.A. Squadron arrived at OUTER HARBOUR.	
ST. VINCENT'S GULF, S.A.	12	The running of angled torpedoes was recorded and A9-3 assisted in their recovery. Photographs were taken.	
OUTER HARBOUR, S.A.	13	A reconnaissance exercise was carried out in ST. VINCENT'S GULF.	
	14	A reconnaissance exercise was carried out in ST. VINCENT'S GULF and on its completion a height finding exercise was carried out by the Squadron.	
	15	Air experience was given to Signal and Telegraphist ratings - 3 V/S and 5 W/T exercises were carried out.	
	16	An "A" to "Q" coding exercise was carried out by A9-3, the portable sets, aircraft	

/detachment *[Signature]*

MARCH, 1934 Continued.

Place.	Date.	Summary of Events.	References to Appendices.
OUTER HARBOUR S.A.	16	detachment test panels, and the 2nd Offices of both ships. In addition, A9-3 carried out a height finding exercise and also a V/S exercise with both ships.	
	19	A9-3 made two test flights, the aircraft having been slightly damaged hoisting inboard H.M.A.S. "CANBERRA" and a fitting securing a flying wire having failed in the air. On the completion of the test flights, the aircraft embarked in "CANBERRA" and "AUSTRALIA" were exchanged in order that A9-3 might operate from "AUSTRALIA."	
	20	H.M.A. Squadron sailed for MELBOURNE. A9-3 was hoisted out in BACKSTAIRS PASSAGE at dawn. W/T communication was maintained until the aircraft took off so as to be in position for a full calibre firing off KANGAROO ISLAND. The weather conditions became unsuitable and the aircraft proceeded to VICTOR HARBOUR, as arranged, to await the arrival of the "AUSTRALIA."	
PORT VICTOR S.A.	20	A flying display was given to the inhabitants at the special request of the Mayor. While the aircraft was at anchor, W/T communication was maintained with the Squadron with wing-tip aerials.	
MORNINGTON, VIC.	21	H.M.A. Squadron arrived in PORT PHILLIP. The aircraft were transferred to their respective ships on arrival.	
	22	Seagull A9-3 followed torpedoes to record their running and to assist in their recovery. A condemned "Seagull" without an engine was embarked in H.M.A.S. "AUSTRALIA" for "blast trials."	
POINT COOK VIC.	23	After H.A. firings at a sleeve target towed by a Wapiti, blast trials were carried out in the "AUSTRALIA" to ascertain the limits of safety at which H.A. guns can be fired when aircraft are embarked.	
RICHMOND, N.S.W.	23	Flying Officer C.W. PEARCE, R.A.A.F., was posted to the Unit, as Signals Officer, from POINT COOK.	
PORT MELBOURNE VIC.	23 to 31	H.M.A.S. "CANBERRA" was alongside PRINCES PIER, PORT MELBOURNE, starboard side to. During the month, the aircraft were subjected to varying extremes of weather - ten	/days

## OPERATIONS RECORD BOOK

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

MARCH, 1934, contd.

SECRET

No. of Sheet.....6

of (Unit or Formation).....

Place.	Date.	Summary of Events.	References to Appendices.
PORT MELBOURNE VIC.		<p>days of intense heat with sun temperatures up to 139<sup>o</sup>, were followed a week later by five days of continuous rain.</p> <p style="text-align: right;"><i>Shandley</i> ..... Flight Lieutenant, Commanding No. 101 Flight, R.A.A.F.</p>	

## OPERATIONS RECORD BOOK

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

APRIL, 1934.

**SECRET**

of (Unit or Formation) No. 101 (Fleet Co-operation) Flight.

No. of Sheet 7

Place.	Date.	Summary of Events.	References to Appendices.
MELBOURNE, VIC.	3	Seagull A9-6 was embarked in H.M.A.S. "AUSTRALIA" in place of Seagull A9-1 which had been damaged at JERVIS BAY during February, 1934. H.M.A. Squadron sailed for SYDNEY, carrying out a strategical exercise on passage. No opportunity occurred to exercise aircraft.	
PORT JACKSON N.S.W.	5	H.M.A. Squadron arrived at SYDNEY.	
RICHMOND, N.S.W.	6	Seagull A9-3 and personnel disembarked from H.M.A.S. "CANBERRA".	
	7	Air Commodore S.J. GOBLE, R.A.A.F., Chief of the Air Staff, carried out an A.O.C's. inspection of the Unit.	
	8	Seagull A9-6 and personnel disembarked from H.M.A.S. "AUSTRALIA."	
	9	His Excellency, the Governor of NEW SOUTH WALES, Air-Vice Marshal Sir PHILIP GALE, inspected the Unit.	
PORT JACKSON, N.S.W.	24	Seagulls A9-3 and A9-6, pilots Flight Lieutenant E.G. KNOX-KNIGHT, Flying Officer P.G. GRAHAM and Flying Officer C.W. PEARCE, and one photographer, two fitters and four metal riggers, embarked in H.M.A. Ships "CANBERRA" and "AUSTRALIA" for exercises at JERVIS BAY. Photographic and W/T exercises and engine tests were completed by both aircraft.	
PORT JACKSON, N.S.W.	26	Both aircraft were hoisted out prior to the departure of H.M.A. Squadron for JERVIS BAY. Seagull A9-6 forced landed on taking off from PORT JACKSON, the cause of the forced landing was the failure of the plug in the lower water connection of No.4 cylinder.	
JERVIS BAY N.S.W.	27	Seagull A9-3 carried out a reconnaissance and navigation exercise to JERVIS BAY. A9-3 carried out a sextant and windfinding exercise. Two Naval officers were given air experience in Seagull A9-3.	
	29	Seagull A9-6 flew from PORT JACKSON to JERVIS BAY and rejoined the "AUSTRALIA." A9-3 carried out various evolutions at the Admiral's inspection of H.M.A.S. "CANBERRA."	

*Handwritten Signature*  
Flight Lieutenant,  
Commanding No. 101 Flight, R.A.A.F.

7

MAY, 1934.

## OPERATIONS RECORD BOOK

R.A.A.F. Form A.50.  
(Feb. '33.)**SECRET**of (Unit or Formation) No. 101 (Fleet Co-operation) Flight.

No. of Sheet..... 8

Place.	Date.	Summary of Events.	References to Appendices.
JERVIS BAY, N.S.W.	1	A navigation, reconnaissance and shadowing exercise was carried out by Seagull A9-3 with H.M.A. Destroyer "WATERHEN." H.M.A.S. "WATERHEN" was specially detailed for this exercise and acted as a carrier moving at a constant speed and in a known direction to which the aircraft had to return at sea on the completion of a long navigation exercise.	
	2	Seagulls A9-3 and A9-6 were employed recording the running of torpedoes and assisting in their recovery.	
	3	Both aircraft proceeded to RICHMOND. Windfinding and navigation exercises were carried out from JERVIS BAY to BOTANY BAY.	
	4	Both aircraft proceeded to a position east of PORT JACKSON, where H.M.A. Cruisers attacked the "WATERHEN", double broadsides of torpedoes being fired.	
	9	Seagulls A9-3 and A9-6, together with all R.A.A.F. personnel and stores were disembarked to RICHMOND.	
	24	An interception and W/T exercise was carried out with s.s. "NIAGARA" on the occasion of the departure of His Excellency, the Governor of NEW SOUTH WALES, for ENGLAND.	

*[Signature]*  
Flight Lieutenant,  
Commanding No. 101 Flight, R.A.A.F.



<sup>SM.</sup>  
**SECRET**

# OPERATIONS RECORD BOOK

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

JUNE, 1934.

No. of Sheet ..... **9**

of (Unit or Formation) No. 101 (Fleet Co-operation) Flight.

Place.	Date.	Summary of Events.	References to Appendices.
		<p>N I L</p>	

*John Knight*  
 Commanding No. 101 Flight, R.A.A.F.

CONFIDENTIAL

## OPERATIONS RECORD BOOK

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

10

JULY, 1934.

of (Unit or Formation) No.101 (Fleet Co-operation) Flight.

No. of Sheet

Place.	Date.	Summary of Events.	References to Appendices.
RICHMOND, NSW.	1	The following have been regraded flying instructors (in accordance with A.F.O.10/A/11) as follows:- "B" Flying Officer J. ALEXANDER. "C" Flying Officer C.W. PEARCE.	
POINT COOK, VIC.	3	Two pilots represented the Unit in the Annual Bombing Contest at No.1 Flying Training School.	
RICHMOND, NSW.	11	The following officers were attached as under: Flying Officer P.G. GRAHAM - H.M.A.S. "CANBERRA". Flying Officer C.W. PEARCE - H.M.A.S. "AUSTRALIA."	
SYDNEY, N.S.W.		Seagulls A9-3 and A9-6 with personnel and stores embarked in H.M.A.S. "CANBERRA" and "AUSTRALIA".	
PORT JACKSON.	12	Cruiser aircraft held a W/T test and successfully established communication.	
"	13	Both aircraft carried out photographic exercises.	
"	16	Seagull A9-6, carried out a photographic exercise and W/T test.	
JERVIS BAY.	17	Both aircraft carried out navigation exercises.	
"	18	Seagull A9-3 carried out height and windfinding exercises while A9-6 was engaged in vertical photography.	
"	19	A9-3 proceeded to CAPTAIN'S POINT to carry out torpedo spotting and photography. A9-6 merely did spotting.	
"	20	Both aircraft carried out navigation exercises.	
"	26	A9-6 was following torpedoes in the Bay.	
"	27	A9-6 was spotting for H.A. firings.	
"	31	A9-3 was spotting for full calibre firings.	
		The weather during the first half of the month was fair with an occasional bad day.	

*G. Lamb*

Place.	Date.	Summary of Events.	References to Appendices.
	31	<p>In the latter half, continuous rain and low cloud made conditions unfavourable for flying.</p> <p>Flying Officer G.W. PEARCE passed Examination "B" which was held in March, last.</p> <p style="text-align: right;"><i>[Signature]</i> Flight Lieutenant, Commanding No. 101 Flight, R.A.A.F.</p>	

CONFIDENTIAL

AUGUST, 1934.

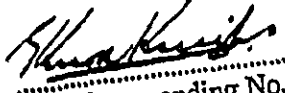
## OPERATIONS RECORD BOOK

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

No. of Sheet..... 11

of (Unit or Formation) No.101 (Fleet Co-operation) Flight.

Place.	Date.	Summary of Events.	References to Appendices.
		<p>During the month, Seagulls A9-3 and A9-6 have been embarked in H.M.A. Squadron operating in Southern and Western Waters.</p> <p>Continuous rain and low cloud during the month made conditions unfavourable for flying.</p> <p>The conversion of Seagulls A9-2 and A9-9 to their component parts has been continued during the month in accordance with A.S. letter No.8509 of 10/8/34.</p> <p>Tutorial Courses and Trade Tests were carried out during the month.</p>	
JERVIS BAY.	1	A9-3 and A9-6 were spotting for 8" full calibre firing.	
	2	Both aircraft were employed in torpedo spotting and photography - they also carried out navigation exercises between JERVIS BAY and SYDNEY.	
OFF SYDNEY.	3	Both aircraft were engaged in spotting for 8" full calibre firings.	
PORT JACKSON	6-10	H.A. Control runs were made by both aircraft.	
	11	A9-3 proceeded to RICHMOND for the fitting of a stannic release and returned the same day.	
	13	A9-3 made an H.A. control run.	
ALBANY, WA.	25	Upon arrival at ALBANY, A9-3 went on a test flight to test aircraft, engine, W/T gear and R.A.F. stannic release.	
	28	A9-3 was engaged in photographic duties while doing a coastal reconnaissance. On the same day this aircraft performed a display flight at ALBANY.	
	29	A9-3 flew from ALBANY to BUNBURY carrying out reconnaissance exercises.	
BUNBURY, WA.	30	A9-3 flew from BUNBURY to PERTH in reconnaissance duties and the next day flew to FREMANTLE to rejoin the ship.	
		<p>During the month, the Commanding Officer No.101 Flight was admitted to the Prince Alfred Hospital and his command was transferred temporarily to Flying Officer</p>	

Place.	Date.	Summary of Events.	References to Appendices.
DAVENPORT, TAS.	25	<p>J. ALEXANDER.</p> <p>Seagull A9-6 was wrecked whilst embarked in H.M.A.S. "AUSTRALIA" which was proceeding from DAVENPORT, TASMANIA to BUNBURY, WESTERN AUSTRALIA. The cause of the accident which occurred in a severe gale, was the failure of a ring bolt securing the aircraft to the catapult platform.</p> <p style="text-align: right;">   .....Flight Lieutenant,  Commanding No. 101 Flight, R.A.F. </p>	

CONFIDENTIAL

## OPERATIONS RECORD BOOK

R.A.A.F. Form A.50.  
(Feb., 1933.)

SEPTEMBER, 1934.

of (Unit or Formation) No.101 (Fleet Co-operation) Flight.

No. of Sheet 12

Place.	Date.	Summary of Events.	References to Appendices.
RICHMOND, NSW.		<p>During the month, H.M.A. Cruisers "CANBERRA" and "AUSTRALIA" have been in WESTERN AUSTRALIA.</p> <p>Flying Officer J. ALEXANDER relinquished the temporary command of No.101 Flight on 24th August, 1934.</p> <p>Flying Officer A.M. MURDOCH gained a distinguished pass in both Armament and Anti-Gas Courses.</p> <p>Flying Officer A.M. MURDOCH and Flying Officer J. ALEXANDER were attached to No.3 Squadron for flying duties in connection with the visit of H.R.H. The Duke of Gloucester, to AUSTRALIA.</p> <p>The weather during the month has been fair only.</p>	
PREMANTLE, WA.	4	Seagull A9-3 has been flown by both cruiser detachments as opportunity occurred.	
	5	Photographic exercises were carried out.	
	6	Naval officers were given an opportunity to gain air experience.	
	7	Navigational exercises were carried out.	
	11	Naval officers were given an opportunity to gain air experience.	
GERALDTON, WA.	12	A coastal reconnaissance from FREMANTLE to GERALDTON was carried out.	
CARNAVON, WA.	18-19	The aircraft made a thorough search for a shoal off GERALDTON.	
RICHMOND, NSW.	22	Seagull A9-3 followed torpedoes to aid in their recovery.	
CARNAVON, WA.	24	Remainder of Unit proceeded on annual recreation leave.	
		Seagull A9-3 followed torpedoes to aid in their recovery.	

*[Signature]*  
Flight Lieutenant,  
Commanding No. 101 Flight, R.A.A.F.

CONFIDENTIAL

## OPERATIONS RECORD BOOK

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

OCTOBER, 1934.

No. of Sheet..... 13

of (Unit or Formation) No. 101 (Fleet Co-operation) Flight.

Place.	Date.	Summary of Events.	References to Appendices.
FREMANTLE, WA.	1	Flights for air experience and navigation exercises were carried out on the return of H.M.A. Squadron to FREMANTLE. The Royal Standard in H.M.S. "SUSSEX" was saluted on 4/10/34, by Seagull A9-3, about 30 miles at sea from FREMANTLE HARBOUR. No flying was carried out by cruiser detachments at ADELAIDE.	
	2	The weather at RICHMOND has been fair only.	
	4	Seagull A9-3 carried out navigation exercises.	
	5	Naval officers were given an opportunity to gain air experience.	
	5	Seagull A9-3 proceeded to sea to salute the Royal Standard in H.M.S. "SUSSEX".	
RICHMOND, NSW.	15	A9-3 carried out navigation exercises.	
	16-19	The Unit returned from annual recreation leave.	
MELBOURNE, VIC.	16-19	Flight Lieutenant E.G. KNOX-KNIGHT was temporarily in command of R.A.A.F. Station, RICHMOND, and Flying Officers A.M. MURDOCH and J. ALEXANDER proceeded to POINT COOK by air.	
	19	Flying Officer C.W. PEARCE and three airmen disembarked from H.M.A.S. "AUSTRALIA" in MELBOURNE and were attached to No. 1 Flying Training School and No. 1 Aircraft Depot.	
SYDNEY, NSW.	26	The detachments' stores and remaining personnel were disembarked at SYDNEY.	

*E. G. Knox-Knight*  
 ..... Flight Lieutenant,  
 ..... Commanding No. 101 Flight, R.A.A.F.

CONFIDENTIAL

## OPERATIONS RECORD BOOK

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

NOVEMBER, 1934.

of (Unit or Formation) No.101 (Fleet Co-operation) Flight.

No. of Sheet..... 12

Place.	Date.	Summary of Events.	References to Appendices.
		The weather at RICHMOND during the month has been fair only.	
		Flying Officer J. ALEXANDER was posted to R.A.A.F. Headquarters.	
POINT COOK, Victoria.	4	Flying Officer P.G. GRAHAM was attached to No. Flying Training School till 12/11/34.	
PT. MELBOURNE.	4-5	A9-3 travelled to POINT COOK and thence to LAVERTON.	
RICHMOND, NSW.	6	Seagulls A9-2 and A9-6 were reduced to component parts and the residue burnt.	
LAVERTON, VIC.	4-8	A9-3 was engaged in practice for the aerial pageant on 10/11/34.	
POINT COOK.	10	A9-3 flew to LAVERTON to take part in the Centenary Pageant.	
POINT COOK.	11	Flying Officer C.W. PEARCE ceased his attachment to No.1 Flying Training School.	
	12	Flying Officer PEARCE left POINT COOK overland for RICHMOND. Landed at BOWSER (Vic.)	
BOWSER	13	A9-3 returned to H.M.A.S. "CANBERRA."	
		A9-8 on its overland trip flew to JUNEE, GOULDBURN and thence to RICHMOND.	
HOBART	15	A9-3 carried out a photographic reconnaissance.	
RICHMOND	21	A9-8, having been received from No.1 Flying Training School, underwent an aircraft and engine test and commenced practising for the RICHMOND Pageant.	
	25	A9-8 practised for the RICHMOND Pageant.	
	26	Seagulls A9-3 and A9-8 took part in the RICHMOND Pageant, after which A9-3 returned to SYDNEY to meet H.M.A.S. "CANBERRA."	
SYDNEY	28	The detachment on the "CANBERRA" disembarked and proceeded to RICHMOND.	
	29	Flying Officers J. ALEXANDER and A.M. MURDOCH ceased attachment to No.3 Squadron and returned to No.101 Flight.	

*Shankley*  
.....Flight Lieutenant,  
Commanding No. 101 Flight, R.A.A.F.



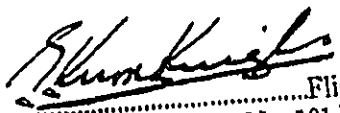
CONFIDENTIAL

## OPERATIONS RECORD BOOK

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

DECEMBER, 1934.

of (Unit or Formation) No.101 (Fleet Co-operation) Flight,No. of Sheet .....  
15

Place.	Date.	Summary of Events.	References to Appendices.
		<p>Cold south-west weather during the early part of the month was succeeded by thundery conditions and squalls. Some rain and hail have been experienced with moderately high temperatures and light to moderate winds.</p> <p>Flying Officer P.G. GRAHAM assumed temporary command of No.101 Flight as from 19/12/34.</p> <p>The Unit was on leave from 22/12/34 to 30/12/34.</p> <p style="text-align: right;">             .....Flight Lieutenant,            Commanding No. 101 Flight, R.A.A.F.         </p>	