

CONFIDENTIAL

OPERATIONS RECORD BOOK

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

JANUARY, 1935.

No. of Sheet..... 16

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

Place.	Date.	Summary of Events.	References to Appendices.
		<p>During the month Seagull A9-3 was dismantled in order to replace upper and lower centre sections.</p> <p>The organisation of the Signal Section has been completed and all secret and confidential signal publications are held in the new safe which was received during DECEMBER, 1934. A number of these publications require considerable amendments, but there are no personnel available for this duty at present.</p> <p>The Photographic Section has been closed during the absence of the "CANBERRA" Detachment as there are no personnel or equipment at RICHMOND.</p> <p>The weather during the month was variable and affected by antarctic activity.</p>	
RICHMOND.	4	The W/T equipment of Seagull A9-8 was tested.	
PORTJACKSON.	15	W/T tests with R.M.S. "BARADINE" were carried out off PORTJACKSON in Seagull A9-8.	
RICHMOND	16	W/T tests were carried out in Seagull A9-8.	
	17	Flying Officer A.M. MURDOCH was transferred to No. 1 Flying Training School.	
	25	The airspeed indicators in Seagull A9-8 were tested and the compasses were swung.	
SYDNEY.	28	Two airmen of H.M.A.S. "CANBERRA" Detachment, together with its stores, were embarked.	

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

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

No. of Sheet 17

Place.	Date.	Summary of Events.	References to Appendices.
		The weather during the month was variable.	
RICHMOND	2	Flying Officer C.W.L. PEARCE was attached to H.M.A.S. "CANBERRA" and flew to PORT JACKSON to embark. Seagull A9-8 and the remainder of the H.M.A.S. "CANBERRA" Detachment were embarked.	
PORT JACKSON.	4	An engine and a W/T test was carried out in Seagull A9-8.	
	5	H.M.A.S. "CANBERRA" sailed for JERVIS BAY and shadowing and navigation exercises were carried out in Seagull A9-8.	
JERVIS BAY.	6	Windfinding exercises and H.A. control runs were carried out in Seagull A9-8.	
	8	Torpedo spotting was carried out in Seagull A9-8.	
	11	Torpedo spotting was carried out in Seagull A9-8.	
	12	Torpedo spotting, as well as spotting for 8" sub-calibre shoot, was carried out in Seagull A9-8.	
	13	A full calibre shoot was carried out.	
	14	Seagull A9-8 was employed in torpedo spotting exercises.	
	15	Seagull A9-8 was employed in spotting against torpedo attacks.	
	18	Spotting for a full calibre shoot was carried out in Seagull A9-8.	
RICHMOND and JERVIS BAY	20	Seagull A9-3 was partially overhauled and then tested. Seagull A9-8 was employed in spotting for a full calibre shoot at JERVIS BAY.	
JERVIS BAY	21	Seagull A9-8 was employed in vertical photographic exercises and then proceeded to SYDNEY.	
	22	H.M.A.S. "CANBERRA" returned to SYDNEY after completing exercises with H.M.A. Squadron.	
	23	Seagull A9-8 was disembarked for inspection and overhaul.	
RICHMOND	24	Flying Officer P.G. GRAHAM proceeded to COOTAMUNDRA by air on duty.	
	26	Seagull A9-8 underwent an engine test.	

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MARCH, 1935.

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

No. of Sheet

Place.	Date.	Summary of Events.	References to Appendices.
		Seagull A9-8 remained in H.M.A.S. "CANBERRA" which visited various ports and harbours in NEW ZEALAND and TASMANIA.	
		The 120 hourly inspection of Moth A7-37 was continued during the month.	
		The weather during the month was variable.	
POINT COOK.	2	Seagull A9-5 was received from POINT COOK, but was unserviceable for the remainder of the month owing to the engine being unserviceable.	
RICHMOND	3	Seagull A9-3 was tested (aircraft and engine).	
RUSSELL SOUND.	6	A windfinding exercise was carried out in Seagull A9-8.	
	7	Naval W/T personnel were given an opportunity for air experience in Seagull A9-8.	
RICHMOND.		Seagull A9-3 was despatched to POINT COOK.	
RUSSELL SOUND.	8	Naval officers were given an opportunity for air experience in Seagull A9-8.	
AUCKLAND.	14	A9-8 proceeded to HOBSONVILLE and returned.	
	15	Naval signal personnel were given an opportunity to gain air experience in Seagull A9-8.	
	19	W/T tests were carried out in Seagull A9-8.	
	20	Seagull A9-8 travelled to HOBSONVILLE and torpedo spotting and spotting for fall of shot was carried out in the HAURAKI GULF.	
		During the month, The Governor General in Council, approved of Flying Officer P.G. GRAHAM's Short Service Commission being extended till June 30th, 1935.	

[Signature]
 Flight Lieutenant
 Commanding No. 101 Flight

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R.A.A.F. Form A.50.
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APRIL, 1935.

No. of Sheet.....19

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

Place.	Date.	Summary of Events.	References to Appendices.
LYTTLETON.		<p>Engine No. 51426, installed in Seagull A9-5, has been unsatisfactory since receipt in the Unit, and a competent Napier Lion Fitter Aero has been requested for inspection purposes and for the next cruise of H.M.A. Squadron which begins early in July.</p> <p>The weather during the month has been good.</p> <p>Flying Officer C.W. PEARCE completed his night flying and instrument exercises.</p>	
	1	<p>Photographic exercises were carried out in Seagull A9-8 and Naval officers were given an opportunity to gain air experience.</p>	
	2	<p>Seagull A9-8 travelled from LYTTLETON to WIGRAM.</p>	
	5	<p>Seagull A9-8 was extensively damaged while on the catapult platform during a gale encountered by H.M.A.S. "CANBERRA" while proceeding to HOBART. Only the hull, airscrew and engine were undamaged. The damage was caused by a failure of the centre section.</p>	
	18	<p>Flying Officer C.W. PEARCE ceased attachment to H.M.A.S. "CANBERRA" and was attached to H.M.A.S. "BRISBANE" for duty abroad on 29/4/35.</p>	
	29	<p>Flying Officer C.W. PEARCE and two airmen embarked in H.M.A.S. "BRISBANE" for duty abroad.</p> <div style="text-align: right; margin-top: 20px;">  Flight Lieutenant, Commanding No. 101 Flight, R.A.A.F. </div>	

1935.

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(Feb., '33.)

No. of Sheet..... 31

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

Place.	Date.	Summary of Events.	References to Appendices.
RICHMOND, N.S.W.	6	<p>Three Naval officer observers, one pilot, seven telegraphist air gunners, and one W/T operator mechanic arrived at RICHMOND for the annual gunnery and bombing course. Owing to the "SUBSEA's" 'Osprey' aircraft being unserviceable, the diving bombing, and drogue target firings for the "SUBSEA" personnel were cancelled. The gunnery training syllabus was completed satisfactorily, an average of 30.7 hits being obtained for the back seat and 40.75 for the front seat firings.</p> <p>Owing to adverse weather conditions - fog in the mornings and low clouds in the afternoons - the bombing training of the telegraphist air gunners was not completed.</p>	
	11	Lieutenant DUNCAN, R.N. and W/T Operator mechanic FLETCHER returned to "SUBSEA" on the completion of their air firing.	
	30	<p>The remaining officers and ratings were discharged to their ships and establishments: the personnel on the course were drawn from H.M.A.S. "CASSIN", H.M.A.S. "SUBSEA", H.M.A.S. "PTARMIGAN", H.M.A.S. "CARRIBOU".</p> <p>The weather during the month was good.</p> <p>Night flying training was carried out by Flight Lieutenant KICK-RIGHT and dusk and night flying by Lieutenant (2) EVANS, R.N.</p>	

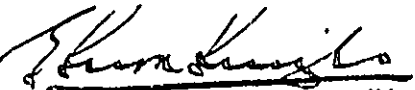
John Knight
 Flight Lieutenant,
 Commanding No. 101 Flight, R.A.A.F.

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CONFIDENTIAL OPERATIONS RECORD BOOK

JUNE, 1935.

~~SECRET~~of (Unit or Formation) No. 101 (Fleet co-operation) Flight.R.A.A.F. Form A.50.
(Feb. '33.)No. of Sheet 21

Place.	Date.	Summary of Events.	References to Appendices.
RICHMOND, U.S.A.	12.	<p>The Director of Training (Squadron Leader G. JONES) visited RICHMOND and conducted Drill examinations of airmen.</p> <p>On the completion of the Drill examinations, the Director of Training carried out a preliminary inspection of the Unit prior to the Air Officer Commanding's Inspection.</p>	
	20	<p>The Director of Technical Services (Squadron Leader E.C. WAGLETT) and Flying Officer D.A.J. CREAL (E.3) commenced their inspections.</p>	
	24	<p>The Director of Organisation and Staff Duties (Wing Commander H.F. WIGLEY) and Squadron Leader F.A. SWINBURNE (S.I) arrived to carry out their inspection.</p>	
	29 to 30	<p>The Chief of the Air Staff, Air Vice-Marshal R. WILLIAMS, accompanied by the Air Member for Supply (Group Captain A.F. GILES), the D.O.C.D. and the C.I. carried out his annual inspection of the Station.</p> <p>Night flying training was carried out by Flight Lieutenant E.C. BLACKBURN and night and instrument flying by Flying Officer F.C. GRAMM.</p> <p>As the engine received for Seagull A9-5 was considered unsatisfactory, it was removed and replaced by the engine removed from Seagull A9-8, which was destroyed in "CAMBERRA" whilst at sea in a full gale.</p> <p>The weather during the month was good.</p>	
Flight Lieutenant, Commanding No. 101 Flight, R.A.A.F.			

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OPERATIONS RECORD BOOK

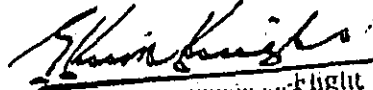
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JULY, 1935.

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

No. of Sheet..... 22

Place.	Date.	Summary of Events.	References to Appendices.
RICHMOND	1	The weather during the month was good. Seagull A9-5 underwent and aircraft and engine test.	
	2	Flight Lieutenant E.G. KNOX-KNIGHT and Flying Officer P.G. GRAHAM proceeded to POINT COOK in a Wapiti aircraft (A5-9) belonging to No.3 Squadron, for the annual bombing competition, which was held on the 4/7/35.	
POINT COOK.	7	Flight Lieutenant E.G. KNOX-KNIGHT and Flying Officer P.G. GRAHAM returned to RICHMOND by train having handed Wapiti A5-9 over to No.1 Flying Training School, on the completion of the competition.	
SYDNEY	12	The "CANBERRA" Detachment, complete with stores, personnel and Seagull A9-5, was embarked for the Spring Cruise.	
	15	W/T tests were carried out in Seagull A9-5.	
	16	H.M.A.S. "CANBERRA" sailed for JERVIS BAY and range and bearing exercises were carried out in Seagull A9-5.	
JERVIS BAY.	17	W/T tests were carried out in Seagull A9-5.	
	18	Torpedoes were followed in Seagull A9-5 to aid in their recovery and an H.A. control run was also carried out.	
	19	Observation duty was carried out in Seagull A9-5.	
	22-24	Torpedoes were followed in Seagull A9-5 to aid in their recovery.	
	24	Spotting for full calibre gunnery and an H.A. control run were carried out in Seagull A9-5.	
	25	Torpedoes were followed in Seagull A9-5.	
	29	Torpedoes were followed and spotting for full calibre gunnery was carried out in Seagull A9-5.	
	30	Observation duties were carried out in Seagull A9-5.	

Place.	Date.	Summary of Events.	References to Appendices.
JERVIS BAY	31	<p data-bbox="665 387 2160 485">Navigation exercises to SYDNEY were carried out in Seagull A9-5. Flying Officer P.G. GRAHAM was regraded as Instructor "C".</p> <p data-bbox="1442 512 1958 644">Flight Lieutenant, Commanding No. 101 Flight, R.A.A.F.</p>	

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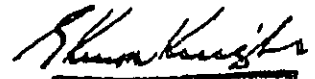
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AUGUST, 1935.

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

No. of Sheet..... **23**

Place.	Date.	Summary of Events.	References to Appendices.
		Flying Officer P.G. GRAHAM was promoted to Flight Lieutenant, and obtained a distinguished pass in Annual Training as laid down in A.F.O.24/D/7. The weather during the month has been good.	
JERVIS BAY.	1	A9-5 was engaged in spotting for 8" full calibre concentration gunnery.	
SYDNEY.	10	Seagull A9-8 was flown to give Naval officers air experience.	
	12	H.M.A.S. "CANBERRA" sailed from SYDNEY for the Spring Cruise. Reconnaissance exercises were carried out along the coast from SYDNEY, N.S.W. to NORTHERN QUEENSLAND, the aircraft being embarked only when the "CANBERRA" was in harbour.	
BRISBANE.	14	Seagull A9-5 rejoined the ship.	
	16	Photographic exercises were carried out in Seagull A9-5.	
	21	Air experience was given to Naval officers and a reconnaissance of MORETON BAY was carried out.	
	26-27	A coastal reconnaissance to BUNDABERG, ROCKHAMPTON and the PERCY ISLANDS was carried out.	
WHITSUNDAY ISLAND	29	A mail run was made from WHITSUNDAY ISLAND to BOWEN.	
	30	Seagull A9-5 returned from the mail run and a reconnaissance of HOOK and HAYMAN ISLANDS was carried out.	
	31	A reconnaissance exercise from WHITSUNDAY ISLAND to TOWNSVILLE and a mail run from TOWNSVILLE to UPSTART BAY, were carried out.	


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

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SEPTEMBER, 1935.

No. of Sheet.....

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

Place.	Date.	Summary of Events.	References to Appendices.
UPSTART BAY.	1	A mail run was made from UPSTART BAY to PALM ISLAND.	
PALM ISLAND.	2	A navigational exercise and coastal reconnaissance from PALM ISLAND to DUNK ISLAND was carried out and the aircraft returned to the ship. A reconnaissance exercise of the BARRIER REEF was carried out.	
DUNK ISLAND.	3	A coastal reconnaissance between DUNK ISLAND and LOW ISLAND was carried out.	
LOW ISLAND.	4	A reconnaissance of the BARRIER REEF and mail runs to CAIRNS, PORT DOUGLAS and return were carried out.	
	5	A mail run to CAIRNS and PORT DOUGLAS and return was carried out.	
	6	A mail run was carried out from LOW Is. to CAIRNS - CAIRNS to COOKTOWN.	
COOKTOWN.	9	A reconnaissance of the reef was made.	
LIZARD ISLAND.	10	A mail run was made from LIZARD ISLAND to COOKTOWN and a coastal reconnaissance carried out at the same time.	
PORT MORESBY.	16	A photographic exercise was commenced but bad vibration during the take-off caused this exercised to be postponed.	
	20	The aircraft and engine were tested and found satisfactory.	
DARWIN.	24	Seagull A9-5 proceeded to DARWIN aerodrome for compass swinging and returned the same day.	

Thomson
Flight Lieutenant,
Commanding No. 101 Flight, R.A.A.F.

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

OCTOBER, 1935.


No. of Sheet..... 21

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

Place.	Date.	Summary of Events.	References to Appendices.
DARWIN.	12	The aircraft, engine and W/T were tested and found satisfactory.	
FREMANTLE.	27	The aircraft proceeded to MAYLANDS aerodrome for compass swinging.	
	30	The aircraft assisted in following torpedoes for their recovery and an H.A. control run was carried out.	
	31	The aircraft assisted in following and recovering torpedoes.	

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

CONFIDENTIAL**OPERATIONS RECORD BOOK**R.A.A.F. Form A.50.
(Feb. '33.)NOVEMBER, 1935.No. of Sheet.....26of (Unit or Formation).....No. 101 (Fleet Co-operation) Flight.

Place.	Date.	Summary of Events.	References to Appendices.
SYDNEY.	15	H.M.A.S. "CANBERRA" returned to SYDNEY on the completion of the Spring Cruise, round AUSTRALIA and to PORT MORESBY, NEW GUINEA.	
	18	Seagull A9-5 was disembarked to return to RICHMOND, but owing to unfavourable weather conditions, the aircraft was unable to gain height, so returned to H.M.A.S. "CANBERRA".	
	19	The Flight detachment, complete with aircraft, personnel and stores, was disembarked to RICHMOND.	
		Flight Lieutenant, Commanding No. 101 Flight, R.A.A.F.	

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DECEMBER, 1935.

OPERATIONS RECORD BOOKR.A.A.F. Form A.50.
(Feb. '33.)No. of Sheet **27**of (Unit or Formation) No.101 (Fleet Co-operation) Flight.

Place.	Date.	Summary of Events.	References to Appendices.
RICHMOND	19	The Flight commenced the annual recreation leave period for officers and airmen.	
	31	Flight Lieutenant P. G. GRANA's Short Service Commission expired.	

Maipha Flight Lieutenant,
Commanding No. 101 Flight, R.A.A.F.

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