

# THE CLIPPED WINGS



September



2016



OFFICIAL NEWSLETTER OF THE AIR DISPATCH ASSOCIATION OF AUSTRALIA



## Presidents Report

Hello Everyone,

Another successful event was held on 6 August 16 at Penrith Panthers, to celebrate the inaugural annual Myola Day Dinner and Ball which

coincided with the 100 year Anniversary of Airdrop and the 74<sup>th</sup> Anniversary of Airdrops on the Kokoda trail. The event went off without a hitch and considering most of us were at a Sausage Sizzle at Masters, just down the road, most of us were there from beginning of play till after stumps. We were well represented by the new Patron, Brig Mick Ashleigh and his wife Karen, the CO of the Army School of Transport, Lt Col Paul Rogers and his wife Melanie, the Senior Trade Mentor, Lt Col Neil Peake and his wife Amanda, OC 176 Air Dispatch Sqn, Maj Francisca Molnar, RSM RACT, WO1 Jerry Jericevich and his wife Laura and President of the NZ ADA, Mr Ash Ashby (without his chilli vodka) and his wife Louise.

A great night was had by all and the music supplied by the Army Band, Sydney was exceptional. With over 70 guests, many of the old and bold turned up including John and Carol Ryan, Mel and Joelle Frampton, Jerry and Kiwi Lieben and a number of our Ares members, including Miss Alethea Messis, who provided us with her presentation of "The History of Air Dispatch". Maj Francisca Molnar and WO1 Anthony Eddie also provided some interesting slide presentations showing photographs from WWII till the present day. Oh how some of us have gotten older.

The cross section of those who attended was good to see proving the association is there for all members of air dispatch units irrespective of trade stream of rank, or whether you were a Reg, Nasho or Reservist, we were all in the same unit/s.

To the ladies and gentlemen who were beautifully dressed for a formal occasion, you looked amazing. Being brutally honest, I really tried to fit into my dinner suit and would have also had the bow tie and cummerbund, but alas my wife has been looking after me too well so just a normal suit and tie had to suffice. I will endeavour to be correctly dressed next year.

We have a few things happening over the next couple of months, including the annual CMF – Ares reunion, organised by John Barnes to be held at North Richmond Sporting Club on Saturday 10 September. Details are on the Facebook sites and the association website.

In October, we have our pilgrimage to Canberra, where we shall visit Floriade on the Saturday afternoon, a dinner that night and a visit to the War Memorial on the Sunday before heading back to Penrith. Again, details are on the Facebook sites and the association website.

In the last edition I gave you a heads up on the main event for next year – the Kokoda trail trek. Unfortunately, the person co-ordinating the event, Geoff Cutts, has had some personal issues and has had to withdraw from the position. Myself and Anthony Eddie will be taking the reins initially but we are looking for somebody who can assist us with this exercise. If you feel you have the ability and dedication to run with this please give us a call.

As far as, I understand next years ANZAC Day Reunion in Melbourne, is progressing but I am awaiting a report on that. One thing that did come out of the dinner, CO of the School, Lt Col Paul Rogers offered to host an open day at the Army School of Transport as part of the reunion. Showing us the new vehicles the Army has obtained. They are a far cry from the old Landrover's and F1's.

At the reunion in Sydney, at the Farewell Dinner, Snow Chester made the suggestion the Londonderry Drop Zone be called the Ray Harvey Drop Zone, research on this is still progressing but because this is RAAF property we are having a few minor hurdles. More to follow.

Ron McCaffery from the UK has been in touch with me and planning for the 2018 International Reunion is progressing. As soon as Ron gets things formalised, we will publish it.

Finally, our hearts go to Geoff Harris, his wife Kim and family on the tragic accident that claimed the life of his mother. Our sincere condolences.

In closing, just a reminder, if you have something you believe may be of interest to members, please contact Jim Piet or myself so it can be included in our quarterly newsletter.

Until next time, thanks to all who have been assisting in our sausage sizzles at Masters and Bunnings.

Take care and Cheers,

Nicko

Aug 16

# SECRETARY'S REPORT MAY2016

There will be no treasures report this quarter due to unforeseen circumstances

The association has been given the approval to use the RACT Air Dispatchers badge by the OC/CI of AST LTCOL PR Rogers.

I would also like to welcome the new members who have joined the association this year and thanks for your patience while the new committee get to feel their feet, the new members are listed below;

Paul	Bates
David	Beaven
Steven	Blueell
Peter	Cohen
Max	Grimshaw
Michael	Hughes
Kerry	Luscombe
Allan	Moore
Adrian	South

I would like to thank the committee who organised and those attendees for making the night a pleasurable occasion. I will be looking forward to the next one.

Secretary  
Jim Piet



## Sky's the limit for deliveries

Army prepares and offloads its first cargo by airdrop to the frozen continent

**Lt Steven Liowillie**

Courtesy from the Army Newspaper June 30 2016

Left top, the cargo, prepared by 176AD Sqn, ready to be dropped from a C-17A.

Left bottom, expeditioners from Casey station recover a load from the drop zone.

Photos by Chad Griffiths and Kate Senekm

A DELIVERY of cargo to Antarctica by air broke new icy ground for the Army.

Specialists from 176th Air Dispatch Squadron (176AD Sqn) used the container delivery system to deliver three loads of supplies for medical, vehicles and plant equipment, along with personal mail for Australian Antarctic Division (AAD) staff, on June 4. An Air Force C-17A Globe master 111 flew a 7000km round trip and delivered the loads to the

Casey drop zone in Antarctica. The loads were recovered with their contents serviceable and no damage sustained.

Pte Simon Grech, of 176AD Sqn, said it was the first time the Army had prepared and delivered loads by airdrop to the frozen continent. "We're proud to have been involved in conducting live airdrop loads into the Antarctic," Pte Grech said. "This airdrop has demonstrated our ability to be flexible and adaptable, and to provide a strategic effect required from a tactical level for military, civilian or other government agencies."

While Air Force conducted trial flights to Wilkins Aerodrome between November 2015 and February 2016, mid-winter weather in Antarctica makes airdrop the only means of resupply.

For this task, 176AD Sqn prepared loads configured for a high-velocity drop, using a 22ft extraction parachute to stabilise the load during its descent.

The increased rate of descent allows greater accuracy in the high winds prevalent in Antarctica at this time of year. The high-velocity configuration was chosen because of the nature of the cargo and the information attained from the drop-zone reconnaissance.

The airdrop loads were designed to provide a greater degree of protection

during the initial impact. Significant effort was invested in enhancing side protection to counter load roll-over.

176AD Sqn made special provisions of the materials used to build the loads, considering the strict environmental requirements for delivering cargo to the Antarctic.

CO 9th Force Support Battalion Lt-Col Chris Clapton said the airdrop was an excellent opportunity to showcase the versatility of aerial delivery.

"Dropping large and complex loads into a remote location during adverse weather conditions demonstrates the utility of Defence's aerial delivery capability," he said.

"The C-17A's reach gives us the capacity to rapidly deliver critical stores and equipment across the globe.

"This ultimately enhances Defence's operational effectiveness and strategic influence."

Future Concepts Manager for AAD, Matt Filipowski, said access to Australia's Antarctic stations had been limited to the warmer months, between October and March.

"During winter, Antarctica is cloaked in darkness and experiences extreme temperatures, which means we can't reach our stations by sea or air," Mr Filipowski said.

"But with the new capabilities of the RAAF C-17A we can now drop essential supplies and equipment year-round.

"This is a really significant development, improving the logistical support we can provide to all our stations - Casey, Mawson and Davis - over the long winter period."

CO 86 Wing Gp-Capt Adam Williams said it was a great opportunity for both organisations.

"The opportunity to support the AAD in this resupply demonstrates Defence's progression to a year-round resupply capability to the AAD research stations," he said.



# Critical role on Wombat

By Eamon Hamilton

Courtesy from the Army Newspaper July 14 2016



**Above, Members of 176 AD Sqn exchange their parachute rigger 'biscuits' with their Singaporean counterparts**

SINGAPOREAN parachute rig-gers have worked side-by-side with their Australian counterparts during recent airborne operations training.

Exercise Wombat was held from May 4 to June 6 and is con-ducted annually by the Singaporean Armed Forces (SAF) at RAAF Base Richmond.

Capt Jacob Choi, of 176 AD Sqn. said his unit accommodated Singapore Armv parachute riggers from 3 Tpt Bn.

"As part of Exercise Wombat, the Singaporean parachute riggers worked out of our 39 Aerial Delivery Equipment Maintenance Platoon facili-ties" Capt Choi said.

"This included washing, drying and inspection of cargo parachutes used in various air drop serials."

Much of the focus of Exercise Wombat falls on airborne operations training for the Republic of Singapore Air Force's C-130 Hercules workforce.

This includes airdropping cargo to the nearby Londonderry Drop Zone, by day and night.

The aerial delivery equipment for this activity was provided by parachute riggers from Joint Logistics Unit (East) at Moorebank in western Sydney.

Despite its predominantly Air Force focus. Army parachute riggers from both nations were essential to the suc-cess of the cargo airdrop.

On May 27, both countries took the opportunity to share a trade breakfast and exchange gifts as a token of thanks and goodwill.

It was also an opportunity for mem-bers of 39 ADEM PI to present their Singaporean counterparts with the Australian Army's parachute rigger 'biscuit'.

The rare opportunity of hosting a foreign unit within their facilities was a valued opportunity for 176 AD Sqn.

"Activities like Exercise Wombat give us the opportunity to learn from the SAF and build on our Asia-Pacific relationship," Capt Choi said.

"Singapore and Australia have a strong shared military history, and these exercises maintain the ability of our forces to operate together, given our common interests of regional security and stability."

# The Air Dispatcher's roll during Vietnam War in 1970

Contributed by Lou Heidenreich

I was once asked what Air Dispatchers did in South Vietnam. After some deep thinking I came to the conclusion that we had a very interesting job and probably saw more of the country than most Australians. Whilst the list of tasks are not the only ones carried out by the unit they were some that were carried out in my time. Originally, as I understand, their tasks as AD's were more aligned to working with the RAAF with the Caribous and Hueys but by the time I got to Vietnam in 1970 the whole of the work dynamic had changed

176 AD was a sub unit of TFMA (Task Force Maintenance Area) The TFMA was commanded by RAASC (Royal Australian Service Corps) the corps to which we belonged. Other units within the TFMA were 25 Supply (Rations) 8 Pet PL (Petroleum) a Transport Troop and a Tipper Troop, along with 176, an Ordinance Field Park, the Postal Unit and ASCO (Aust Services Canteen Organisation later to become AFCANS). The TFMA provided fuel, water and rations to field force units operating in Phuoc Tuy Province. 176 provided logistics supports to the units operating in the province where vehicle transport was not available. The units that we supported were the Engineers (Land Clearing Team) the Battalions (in my time 8,7,2,3,4, 1ARU (Reinforcement Unit) and Victor Coy and Whiskey Coy NZ, Artillery 107 Bty, 105 Bty, 104 Bty, A Bty 161 Bty NZ, Husky Alpha (US) Husky Chuck (US) and Armour 1 Armoured Regt and A Sqn 3 Cav Regt.

When a unit deployed to the field they generally had an Air Dispatcher attached to them to give advice on the movement of equipment, ammunition and water via slung load from CH47, CH 54 (Sky Crane) and UH1H helicopter. The AD was usually a digger or a Cpl and his job was to provide technical support by rigging loads to be transported. At that time there were no manuals and an AD had to be able to rig loads that were particular to the units that they were working with. If it was the Armoured Corps they may require diesel or mogas (Centurions) or equipment damaged such as tank tracks, rear idler gears or tracks for APC's. Arty, O type dozers for the establishment of Fire Support Bases (FSB), 105 Howitzers, ammunition, land-rovers general defence stores, (danet wire, concertina wire, armco, sand bags OHP wood for CP's, PSP (pressed steel plate). The Engineers needed diesel, explosives, D8 dozer bladed D4 dozers and other stores. The Infantry Units were fairly simple with water rats and ammunition (81mm) and 7.62.

There were many occasions where an AD had to decide what the aircraft was capable of carrying then rig the load without the aid of any reference material. When deployed to the field he was usually detached to a unit by himself and then came under the command of that unit. He deployed with a 25 radio set and a 292 Aerial from which he had to maintain comms with the TFMA giving daily reports on the quantities of, aerial delivery equipment, fuel and water held in that FSB (fire support base) or NDP (night defensive position). Once deployed to a FSB or NDP the AD was required to blend in with the unit, more often than not he was used as another body and apart from his normal duties was rostered to mount gun picquet duties on a 2 hour on 4 off basis every day and night for the time that he was deployed. The usual deployment was 3 weeks but there were deployments that lasted for 8 weeks, a very long time to be on a roster of 2 on 4 off. AD's were also required to form part of the defence element of the unit that they were deployed with, so clearing patrols, listening posts, general patrols and ambushes were also required activities. Whilst back in Nui Dat the general work load was rigging daily supplies to be flown out to deployed bases. 176 maintained a reserve stock of 105 mm and 81 mm ammunition in case of emergency. The 105's were held in pig pens (steel cages) ready for immediate deployment (160 rounds with fuses). There were occasions when these reserves were depleted because of contact with the enemy and a requirement to debox ammunition and replenish FSB over night.

Along with other units in the TFMA 176 provided personnel to act as security for Medcap and Dentcap patrols (medical and dental aid to local villages) and the dreaded rat patrol (security outside the rubbish dump).

The hardest thing to come to terms with was being deployed as an individual to another unit, some units went out of their way to welcome you and appreciate the efforts of the AD, others just couldn't give a rats, as well as security patrols and ambushes around Nui Dat in times when Battalions were in rotation.

Deploying a new FBS usually required a number of AD's, generally there was an advanced element who would deploy with the security element and then establish an LZ for the delivery of guns and stores. There were up to 5 aircraft used in this initial deployment CH47 and CH54.

Occasionally AD's were used by the Chinook Companies as "Pathfinders" when the American equivalents were not available. On those tasks the AD was part of the aircraft crew and would be flown in to inspect the loads to be carried to insure that they were correctly rigged and within the capability of the aircraft. In this role loads were inspected for the Koreans, SVN forces and US units. They were also called upon to operate aircraft recovery ops (referred to as Pipe-smoke (god knows why)) when a helicopter was shot down and recoverable. I was fortunate enough to do a number of these for both the Australians and the US.



Air Dispatchers have always been well known for their adaptability and self reliance and whilst they provided support most units were hardly aware of their presence. There were occasions when AD's weren't deployed to FSB and on one occasion that proved to be fatal when a receiving unit backed a M113 to UH1H only to have a soldier who was sitting on the top of the carrier was decapitated, needless to say an AD was deployed post haste. I hope this gives you some insight into an AD job in 1970-71.

Kindest regards Lou



CH47 Chinook



CH54 Sky Crane



M113 Armoured Personnel Carrier





LtCol Paul Rogers

Nick Nicolai



Jim Piet

Nick Nicolai

Treavor Worland



Amanda Peake

Melanie Rodgers



Louise Ashby

Clem Smith



Melvin Frampton

Mark Easthope



Grant Forster

Kim Harris

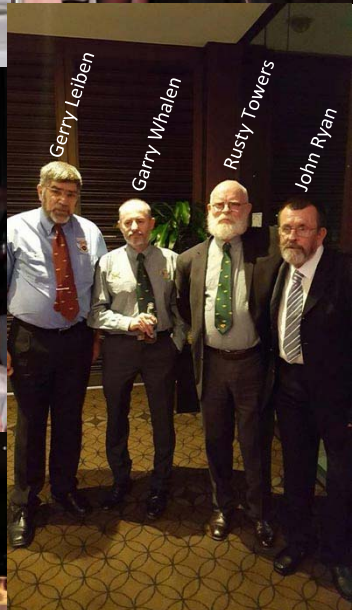
Geoff Harris

Christine Forster



Fret Turner

Maj Fransisca  
Molnar



Gerry Leiben

Garry Whalen

Rusty Towers

John Ryan







Ash Ashby



Joanne Worland

Joyce Nicolai



Lt Col Neil Peake

WO1 Anthony Eddie



Alethea Messis

Helen Lawson



Lisa Howard

Christine Forster



Mick Johanson



Flett Turner



John Ryan

Carol Ryan



Brig Mick Ashleigh







### **The Formal Function— Penrith Panthers**

It was a great turn out with about 60 guests and a great night was had by all. It was good to see some old and new faces and also good to see some of the Ares guys attending and what a great job Alethea Messis did presenting 100 years of Air Dispatch. I would also like to thank the VIP's who attended too,

RSM RACT and Army School of Transport—

OC 176 Air Dispatch Squadron—

Deputy Head of Corps RACT & CO Army School of Transport—

Air Dispatch Senior Trade Mentor

The Air Dispatch Association of Australia's Patron—

WO1 Jerry Jericevich and Laura

Major Francesca Molnar

LTCOL Paul Rodgers & Melanie

LTCOL Neil Peake & Amanda

Brigadier Mick Ashleigh & Karen

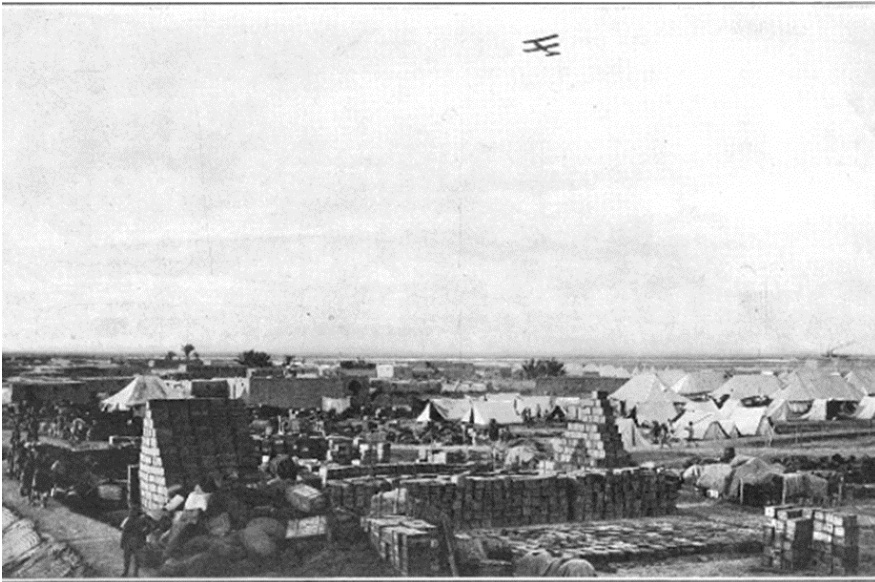
I would like to thank everyone who attended on the night and making it a memorial moment

Thanks,

Jim Piet

Secretary/Editor

## Aerial Resupply Invented, 1916



Left, a British airplane flying over the besieged encampment of Kut-al-Amarah, Mesopotamia (Iraq), 1916. The attempt at aerial resupply was the first in the history of warfare.

In Mesopotamia (in what is now Iraq) an Anglo-Indian offensive began in 1915, aimed at taking Baghdad from the Turkish Ottoman Empire. The effort ground to a halt after military losses and supply problems, and the British and Indian troops shut themselves up in the town of Kut-al-Amarah on the Tigris River. The siege of Kut lasted from December 7, 1915, and ended spectacularly well (for the Ottoman Empire) on April 29,

1916, when 8,000 starving troops of the British Empire surrendered to the encircling forces of the Ottoman Empire. In the weeks before the surrender the British, desperate to resupply the starving garrison, and unable to break through the encircling Ottoman lines, attempted to use aircraft to air-drop supplies into the town. This very first attempt at military resupply by air was notable in the history of warfare, but it was a failure.

The article from this date 100 years ago explains:

“At first, in the work of war, the airplane was employed only for scouting, or purposes of reconnoitering, but the dropping of missiles and bombs on troops and trenches of the enemy soon followed, thus converting it into a means of offense. The rapid transmission of messages and the location of batteries, with the signaling of positions and sighting instructions to their own artillery, were some of the directions in which the aviator was employed .... More recently another use was found for the airplane, when, as a forlorn hope, it was called on to carry provisions to a beleaguered and starving force of British soldiers at Kut-el-Amara, in Mesopotamia. Surrounded by the Turks, and entirely cut off from supplies, the small company of men, under General Townshend, which had progressed thus far up the valley of the Tigris, found itself in dire straits in spite of every effort to reinforce or relieve it, for the other British forces that were operating in this region were entirely inadequate to force a way through the opposing Turkish lines.”



Left, a British B.E.2.c airplane, with a sack of flour attached to its lower wing, setting off to drop supplies to the besieged garrison of Kut, 1916. Credit: *Scientific American Supplement*, August 12, 1916

The air service detachment trying to drop supplies had wrangled nine airplanes of various (obsolete) types, mostly flown by Australian pilots. The airplanes were loaded with sacks of flour, lentils, and other provisions (including one 70-pound millstone to help grind the provisions into flour for the vegetarian Indian troops). The airplanes had to fly over the town and unleash their cargo at the right spot. Several jury-rigged methods were tried for attaching and dropping cargo, with varying degrees of success. Turkish anti-aircraft fire was spirited and deterred the aviators from getting too close or too low. Dropping supplies from 5,000 feet altitude meant that some of them landed in the Tigris or, worse, in the Turkish lines. The aircraft were built as light-weight fighters and observation airplanes, not as cargo-carrying machines, so each

airplane could carry a maximum weight of only a few hundred pounds. In the end, only 16,800 pounds of supplies were dropped into the town over several weeks, for a garrison of 8,000 men—plus sick and wounded soldiers and a civilian population that the Turks had refused permission to leave. In total that is at most 2 pounds per person over a few weeks. For comparison, the Berlin Airlift in 1948-1949 brought in 5 pounds of supplies per person every single day for almost a year (almost all of it carried in by cargo aircraft with a capacity of several tons per flight).



## Sausage Sizzles

Listed below are the fund raising activities planned for the next year. These are to go to the 75<sup>th</sup> Anniversary of Kokoda in 2017 – **These events will not fund themselves**. So come along and pick up a pair of tongs to help out or sell a few snags, you wont be disappointed.

These are the events Joyce and Nick in Wollongong and Fozzy in Penrith will be running. If you wish to organise an event in your area please let me know and we will assist where possible. Given we have interstate reps taken into account, where possible, your assistance in these events would be greatly appreciated

## Sausage Sizzles from 01 September 16 - 31 Dec 16

### 2016 Sizzles

#### Bunnings Wollongong

06 September .....	Bunnings .....	Wollongong
04 October .....	Bunnings .....	Wollongong
01 November .....	Bunnings .....	Wollongong
06 December.....	Bunnings .....	Wollongong

## South Australian BBQ

### October 1200hrs Sunday the 23, 2016

Notice to all ex and current Air Dispatchers and others who have served with 176 Air Dispatch units and their partners  
Bring your favourite drinks and a chair

**Location:** 4 Fig Tree Lane, Aberfoyle Park @ 1200hrs

**Contact:** Lou Heidenreich South Australian ADAA Representative

**Phone:** 0427 702 419

## Brisbane Christmas Lunch

### December 1200hrs to 1500hrs Saturday the 3, 2016

For those in Queensland who are interested in attending the Christmas lunch contact Kemm to book your spot

**Contact:** Kemm Baber ADAA Queensland Representative

**Phone:** 0418 732 380

**Location:** Beenleigh RSL [www.beenleighrsl.com.au](http://www.beenleighrsl.com.au)

## WARNING ORDER

### ANZAC REUNION 2017

ANZAC Day 2017 is to be held in Melbourne. As part of the reunion, the committee has planned the following.

21 Apr	Bus trip to Puckapunyal to see the new Army vehicles go through their paces
22 Apr	Bus trip to National Vietnam Veterans Museum, Phillip Island
23 Apr	Bus trip to RAAF Museum, Point Cook
24 Apr	Stand-down day
25 Apr	ANZAC Day
26 Apr	Return to home base

If you are interested in attending let us know ASAP so we can organise transport etc. This is just to get an idea of numbers.

Those interested in attending contact Geoff Cutts on 0418 384 807 or email [events@adaa.net.au](mailto:events@adaa.net.au)

More details to follow in the next edition of the Clipped Wings

### Kokoda Track Trek 2017

We are seeking anyone interested in doing the Kokoda Track in 2017 to coincide with Moyla Day please send an email to the [secretary@adaa.net.au](mailto:secretary@adaa.net.au) with your expression of interest.

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## Grocers and Gunners Tour

An email was received from Phil Brookes requesting this be published for wide dissemination amongst our members, please read below

I was a long term member of the now disbanded RAASC Vietnam Association and served in Vietnam with Paul Curran, the secretary of the Association, who suddenly passed away in 2015.

In 2009, as the result of interest from some Vietnam veteran mates, I formed a loose association of Vietnam Veterans; known the *Grocers and Gunners* to reflect our service in both the arms and services. The initial purpose of the *Grocers and Gunners* was, and still is, to provide high level, comfortable, all-inclusive travel and camaraderie for Vietnam Veterans, their partners and friends for tours (initially) to Vietnam. The success of our first tour to Vietnam in 2009 has led to yearly tours to Vietnam, Cambodia, China, Japan and France. Paul Curran would provide space in the quarterly newsletter *Playtime* to highlight the tours. With our trips to Vietnam and Cambodia, our group donates to worthy charities in Vietnam, such as Lifestart, a Melbourne based charity, that provides physiotherapy and workshops for physically disabled and disadvantaged people in Hoi An.

As mentioned, I'm a Vietnam Veteran (1968/69) and served in the ARA from 1967 to 1987. Prior to that I served in 10<sup>th</sup> Bn Royal South Australian Regiment and after discharge from the ARA served from 1987 to 2001 in the Army Reserve as an instructor at 1 Training Group in Brisbane. I'm a member of the Sunnybank (Queensland) RSL, and the Royal South Australian Regiment Association.

2018 marks the centenary of the end of WW1 and I will be leading the *Grocers and Gunners* Anzac tour to France in April/May 2018. This will be our second Anzac tour to France and highlights include attendance at the Villers-Bretonneux Anzac Day ceremony and the Last Post Ceremony at Ieper, Belgium. Also, we are sponsoring two year 12 students from the Murray Bridge High School (South Australia) as part of an Anzac scholarship program undertaken by the Murray Bridge RSL. The students will be tracking two Murray Bridge WW1 soldiers who served in France. Given the historical importance of this tour, your members might be interested in joining us in 2018 and with this in mind would it be possible to include that attached information on your website or email to your members? I'll also email you an article relating to our 2015 Anzac France tour that might be of interest.

Regards

Phil Brookes

Please see the following articles and brochures

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# Centenary of ANZAC - Western Front and Loire Valley

Grocers and Gunners

In the Steps of Heroes 17 Days Fully Escorted Tour

17 April – 4 May 2018



*"By Jove.... Australians. There was no mistaking them. Their slouch hats told one at a glance but without them I should have known. They had a distinctive type of their own, which marked them out from all the different soldiers of ours along those roads of war.....They had merry eyes (especially for the girls round the stalls) ... Youth, keen as steel, with a flash in the eyes.. with no respect for rank or caste unless it carried strength with it...."*

War correspondent, Philip Gibbs description of the Australians in France.

It's the memory of these men that will be commemorated during the Western Front component of our France and Belgium tour, escorted by Phil Brookes. Phil, a Vietnam Veteran, has led quality tours to Vietnam, Cambodia, China and France since 2009.

This tour retraces the steps of those Diggers who fought across the Western Front and reflects on their sacrifice that still resonates today. Highlights will be the evocative **Anzac Day Dawn Service at the Australian National Memorial, Villers-Bretonneux** and the **Menin Gate Last Post ceremony at Ieper** (Ypres), Belgium.

We depart from most capital cities to **Paris** via Singapore with Singapore Airlines. The *City of Light* will tantalise your senses with the grandeur of its public buildings, cosy cafes, chic shops and culinary delights, just as it did for those Diggers while on leave, so many years ago. Our Paris hotel is the historic **Duquesne Eiffel in the chic 7<sup>th</sup> arrondissement**. While in Paris we visit the historic **Musee de l' Armee**; a short walk from our hotel.

From Paris we travel by luxury coach to the historic city of **Amiens**; breaking our journey to visit the **Armistice Day museum at Compiegne**. Amiens is our base for retracing the

steps of our Diggers on the Somme. While in the Somme; **Albert, Peronne, Pozieres, Bullecourt, Mont St Quentin, Fromelles and Adelaide Cemetery**, are some of the places we visit. Our journey from the Somme to Flanders takes us to **Vimy Ridge** - to commemorate our Canadian cousins at the moving **Canadian memorial** – and then to Ieper.

Leaving the Western Front, we spend time in the beautiful **Loire Valley**. Staying in historic **Blois**, on the Loire River, you will explore this spectacular area of France, with visits to châteaux's, cosy restaurants and of course the chance to savour some excellent Loire Valley wines.

Included in the tour are international and internal travel, entrance fees, and accommodation in well located, quality hotels with buffet breakfasts, most lunches and dinners at specially selected restaurants, including a farewell dinner cruise on the River Seine, and tour jackets. Throughout the tour you will have time to explore or shop at your leisure. The all-inclusive tour price is estimated at \$8500. A final price will be advised in late 2016 or early 2017.

Given the popularity of the 2015 Anzac tour, bookings for this trip will fill quickly, so please express your interest by contacting Phil or Tony as soon as possible.

For further information please contact

Phil Brookes: 0418 719 166

Email: brookes1@bigpond.net.au

Opulent Journeys: 1300 219 885

Email: enquiries@opulentjourneys.com.au

*Opulent*  
JOURNEYS





## ***Centenary of ANZAC – Western Front and Loire Valley Grocers and Gunners In the Steps of Heroes / 17 April - 4 May***

### ***Inclusions/Exclusions***

#### **Included in the tour price:**

- International flights by Singapore Airlines from Brisbane, Sydney, Melbourne and Adelaide to Paris via Singapore and return.
- Tour polar fleece jacket.
- Internal travel in France and Belgium in a private luxury coach.
- National escort and guide throughout the tour (Phil Brookes).
- Local guide while on the Western Front and the Loire Valley.
- High quality, well located hotels. These are listed below.
- All breakfasts.
- Most lunches and dinners at restaurants specially selected by your national escort, providing a range of quality cuisine and experiences. Included as part of this experience is the five star Bateaux Mouche Paris dinner cruise.
- Entrance to all museums and sites as shown in the tour itinerary.

#### **Not included in the tour price:**

- Travel insurance. This is mandatory.
- Porterage fees, gratuities/tips, personal expenses; anything not mentioned above.

#### **Tour hotels are:**

##### **Paris:**

Duquesne Eiffel Hotel Paris - <http://www.hotel-duquesne-eiffel-paris.com/en/>

##### **Amiens:**

Campanile Amiens - <http://www.campanile.com/en/hotels/campanile-amiens-centre-gare>

##### **Ypres:**

Novotel Ypres Centre - <http://www.accorhotels.com/gb/hotel-3172-novotel-ieper-centrum-flanders-fields/index.shtml>

##### **Blois:**

Mercure Blois Centre - <http://www.accorhotels.com/gb/hotel-1621-mercure-blois-centre-hotel/index.shtml>

For further information please contact

Phil Brookes: 0418 719 166

Opulent Journeys: 1300 219 885

Email: [brookes1@bigpond.net.au](mailto:brookes1@bigpond.net.au)

Email: [enquiries@opulentjourneys.com.au](mailto:enquiries@opulentjourneys.com.au)

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## **MANAGEMENT COMMITTEE**

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# VALE

Happy to say there are no known lost mates to publish