



RAAF ASSOCIATION (N.S.W. DIVISION) INC

*Honour the Past – Support the present – Act for the Future*

## **RADAR BRANCH**

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## **THE RADAR BRANCH BULLETIN:** **AUTUMN 2020**

### **FROM THE EDITOR'S DESK**

I must open this edition of the Radar Bulletin with an apology from your humble (some may say 'eccentric') scribe for the non-delivery of the Summer Bulletin. Unfortunately a period of hospitalisation occurred, followed by the Reduced Activity Period and leave followed; thus things fell by the wayside. Getting old sucks, however the alternative (i.e. not getting any older) sucks even more.

The Summer period has been dramatic, and I would suggest for many, a very worrying period at the least – if not downright dangerous, particularly for those members who have retired to the North and South Coasts of NSW, and I can only hope, on behalf of the Branch, that all of members have come through the fires, droughts and flooding rains. We should spare a thought of gratitude to the Emergency Services, and those members of the ADF who have once again deployed on Operation Deny Christmas.

This Bulletin begins, sadly, with notification of four "Faded Echoes' eulogies - three from our dwindling number of World War 2 veterans, one post-WW2 member and one serving member. I apologise if a couple of the eulogies are a little scant – this simply reflects a lack of information rather than lack of care, and the life and service of each of Faded Echo is to be honoured.

On a happier note, we observe with pride an award within the Conspicuous Service Medal (CSM) in the Australia Day Honours List to Corporal Lachlan O'Kane, ASOP 3CRU, for meritorious service during Operation OKRA. The citation features later in this Bulletin. We can also note the inclusion of the first Army Ground-Based Air Defence officer to undergo the Air Battle Manager Basic Course (Air Defence Controller / Intercept Director to the old hands).

The history component for the Autumn quarter follows, which addresses tid-bits such as disastrous air raids on Australian soil, enemy flights over Sydney, reports on possible submarine contacts (later validated) that were ignored by the higher echelon, major and/or significant actions, acts of gallantry and the odd atrocity. Radar and air control have a proud history – unfortunately it is not all that well appreciated by the rest of the RAAF (and even within our own radar family as well).

Finally, as part of our 'Who's Who in the Zoo', there are biographies of WOFF Scotty DORING the first ASOP to become Group Warrant Officer, Surveillance and Response Group and our esteemed Branch President, Bruce "Knocker" NIBLETT.

In closing, I would again stress that I rely on feed-back to keep this Bulletin relevant. I need your input – good, bad/constructive.

Yours aye,

Jimbo

## FADED ECHOES

With profound regret I have to advise the passing of three of our Alex CULVENOR and Betty CROMB from the Victorian Radar Association and David BELL – one of our own (NSW) long-term members; all three were World War 2 veterans. The list also includes Wing Command (Ret'd) Douglas STEWART – one of our earliest post-war entrants.

More poignantly, our Faded Echoes also includes Corporal David SPITERI, a SACTU serving CETECH. Whilst the passing of our World War 2, Malaysia and Vietnam veterans is always an occasion for sorrow, the loss of current serving members to non-warlike causes is always a moment of unexpected shock and sorrow.



**Alex CULVENOR.** Alex was born 01 July 1923, and as with so many of his generation, he joined up to do his bit, joining the RAAF (Service Number 120320) and trained as a Radar Mechanic on course M39G. After graduation from training, he was posted to 50 Radar Station, where he served for two years. 50 RS, despite the unit number, was equipped with an LW / AW radar, and was the first RAAF radar station to deploy north of the Owen Stanley Range as the Allied Forces went on the offensive against the Japanese. There is an excellent publication, authored by Alec – "*Over the Hump and Onwards – Royal Australian Air Force Radar Station No. 50 in World War II*". (41 Wing / SRG personnel can access this via the 41 Wing 'Objective' history directories). Alex also served with 16 RS (Gabo Island) and 38 RS (Bathurst Island). His last posting was to the Loran (Navigational Aid) Station on Sir Graham Moore Island, WA, which at this time was positional information for aircraft transporting returning POWs from Japan to Australia. Alex was finally

discharged on 7 February 1946.

Alex was a Foundation Member and Past President of the Victorian RAAF Radar Association. He took on the '*Radar Returns*' role from Warren Mann (who in turn had picked up the baton from Wing Commander Pete SMITH) providing information on World War 2 radar to anyone who asked. For many years, Alex also served the NSW Radar Branch as our Victorian Liaison Officer. Alex suffered a small stroke in June, 2018, which required him to go into care from that time on. Alex passed away on Monday 10 June 2019 and his funeral was held at the Campbelltown (Vic) Cemetery on Thursday 20 June 2019 - followed by a celebration service commemorating his life.

**David BELL.** David was born in 1923. Whilst still in his teens, he enlisted in the RAAF on 1 July 1942 (Service Number 67937) and served with three radar stations - 26 RS (Cape Cleveland, Townsville), 36 RS (Horn Island, Torres Strait) and 339 RS (Yule Island, Papua). Rising to the rank of Corporal during his service, David discharged from the RAAF on 31 August 1945.

David passed away on 18 June 2019, having lived to the ripe old age of 96. He lived a long and productive life, and that is all that anyone could wish for.

**Elizabeth (Betty) Agnes CROMB (nee COOPER).** Betty was born on 9 September 1921 at Jervis Bay, New South Wales, where her father, Sidney Cooper, was on the staff of the RAN College (as her grandfather had been before him). Despite an impressive Navy background) Betty enlisted in the Air Force in Melbourne on 30 September 1942 (Service number 104509) and trained as a Radar Operator (course number WO51 at the Radar school at Richmond, New South Wales).

As a radar Operator, she was served at 10 RS near Yankalilla and Cape Jervis SA. 10 RS, equipped with a UK Mk V COL radar, was unique in being an all WAAAF radar operator station. Finally, Betty was posted to Radar Station 134 (134 RS), a GCI unit located at Bunnerong Park, Maroubra (NSW) and equipped with a UK Mark V radar.

After being discharged from the RAAF on 17 December 1945 Betty married Kenneth CROMB in 1948 and for many years the family lived at Olinda where Ken and Betty ran an antique business. Betty attended the Bendigo reunion of radar veterans in March 1992 and in recent years attended some of the reunions of the Victorian RAAF Radar Association. She passed away on 7 August, 2019.

**Wing Commander Douglas Lawrence STEWART.** Doug Stewart passed away on 18 October, 2019. He was a lateral recruit to the RAAF in the mid-fifties, having served as an Air Defence Operator in the Royal Air Force. Rising quickly in rank, his past RAF experience saw him become an ACPLLOT Instructor in the early days of the evolution of the Air Defence Training Flight at School of Radio (Ballarat) and 1 CRU, RAAF Brookvale. He was the first ACPLLOT to be commissioned as an Air Defence Officer, and after commissioning and controller training, he saw active service with 114 MCRU in Malaya (the 'Emergency'). He subsequently served as Operations Officer 2CRU and later as Command Control and Reporting Officer on staff at (then) Headquarters Operational Command.

**Corporal David SPITERI.** David Spiteri passed away suddenly on 31 January 2020. David joined the RAAF in 2006, and after Recruit training was posted to HMAS CERBERUS to undergo training as a Communications Electronics Technician (CETECH). David spent the majority of his service life (post Initial Employment Training) within the Control & Reporting environment. His initial posting was to 3 CRU Detachment Tindal, followed by postings to 114 MCRU and 3 CRU (Williamstown). Finally (after Active Service in the Middle East) he was posted to the staff of SACTU.

David was given a Service Funeral on 20 February 2020, with the service held at St Peter Chanel Chapel, Melton, Victoria. Over 60 of David's RAAF mates attended, along with Commander and Warrant Officer SRG and the Warrant Officer of the Air Force. A copy of the eulogy delivered by WGCdr Steve HENRY (CO SACTU) at David's funeral is attached at the end of this bulletin.

## AUSTRALIA DAY HONOURS

Corporal Lachlan Walter O'KANE, ASOP, 3CRU was awarded the Conspicuous Service Medal (CSM) for "meritorious devotion to duty as the Surveillance Technician in Air Task Group 630.1.4 whilst deployed on Operation OKRA from August 2018 to February 2019".

## CHANGES AT THE TOP

### **Group Warrant Officer, Surveillance & Response Group**

In September 2019, Warrant Officer Scott DORING became the Group Warrant Officer for Surveillance and Response Group, the first member to assume this role with his predecessors coming from the WOD or Executive WOFF streams. From 2015 to September 2019, Scott was the 41 Wing Warrant Officer, and was during that time the Senior Enlisted Advisor for 41 Wing (2018) and the ASOP Mustering Capability Advisor until his appointment as SRG Warrant Officer. Scott was for many years also the RAAF Liaison Officer to the Radar Branch and a member of the Branch Committee.

### **O-5 Assumes Command of SACTU**

On 9 December 2019, the evolutionary cycle was complete, when Wing Command Steve HENRY assumed command of the Surveillance and Control Training Unit (SACTU). After many years as a Squadron Leader's Command, SACTU has ceased to be what is termed a "minor unit", and now enjoys the same status as the CRUs/MCRUs. Like the long-departed 1 CRU, SACTU has with a Wing Commander CO, a Squadron Leader Executive Officer (OPSO to the old-timers) and a Squadron Leader Chief Instructor.

## **ARMY OFFICER to UNDERGO AIR BATTLE MANAGER BASIC COURSE**

Another first for the ADGE is the inclusion of an Army Officer on the current Air Battle Manager's Basic Course. Lieutenant James SANDWELL is currently undergoing ABM training and is expected to graduate on 5 May 2020.

The inclusion of Army Ground-based Air Defence on the ABM and ASOP Basic courses recognises that 16 Regiment RAA is to be re-equipped over the next couple of years with a missile system that will have a 'Beyond-Visual-Range' capability that will rely heavily on organic radar for the conduct of an engagement and to manage the unit's range safety responsibilities. The radar will also be integrated with the RAAF Integrated Air & Missile Defence system.

## **RADAR BRANCH KEY EVENTS and COMMITTEE MEETINGS – 2020**

Please note that the following advice of Branch key events have been impacted by restrictions imposed by Federal, State and/or Local authorities as a result of measures to mitigate the COVID 19 situation.

### **Branch AGM**

The 2020 Branch Annual General Meeting, scheduled Friday, April 17<sup>th</sup> 2020, at the Stockton RSL, 29 Douglas St, Stockton was cancelled as a COVID-19 countermeasure.

### **Committee Meeting Schedule**

The Committee meeting schedule through to the end of 2020 is as follows:

June 12<sup>th</sup> 2020 – Committee Meeting

August 14<sup>th</sup> 2020 – Committee Meeting

October 9<sup>th</sup> 2020 – Committee Meeting

December 11<sup>th</sup> 2020 - Committee Meeting, followed by Christmas Luncheon (venue well and truly *tba*)

Unless advised otherwise, Committee Meetings will be held in the James Room at the Stockton RSL, 29 Douglas Street, Stockton, NSW – commencing at 1100. Any member ('Service', 'Full' or 'Multiple') is welcome to attend any of the Committee Meetings, and are especially encouraged to attend the Christmas Thrash.

### **ANZAC Day, 25 April 2020**

The ANZAC Day march and service, planned to be conducted in Newcastle was cancelled as a COVID-19 countermeasure.

### **2020 NSW Division AGM**

The RAAF Association NSW Forum and Annual General Meeting was scheduled for June 2020. Details regarding COVID-19 countermeasure are to be advised.

## **DID YOU KNOW?**

### **Radar / Air Defence History: March to May**

**March 1969: Presentation of the 'Joe Ulett Trophy':** On behalf of the Officers and Men of No 1 Air Defence Centre (1ADC), RAF Western Hill (Penang, Malaysia), Wing Commander R. (Frank) PUSEY presented a trophy to the Royal Australian Air Force, "to promote competition and efficiency between RAF control and reporting units". The trophy was named in honour of Warrant Officer John Gordon (Joe) ULETT, who was well-known to, and well-respected by, the RAF Air Defence Branch, from his tour as Warrant Officer OPS of 114MCRU (Butterworth) from 1961 to 1963, and later during 1967 when he served with the RAF at RAF Western Hill. The Trophy is still awarded, now under the sponsorship of the Radar Branch of the RAAF Association, NSW, and is awarded each year to the Airwoman / Airman who makes the greatest contribution to 41 Wing operations.



**03 March 1942L First Japanese Air Raid on Broome, Western Australia:** On 3 March 1942 Japanese Navy aircraft carried out a devastating surprise attack on Broome WA. Unfortunately, this attack coincided with 16 Allied flying boats being caught at anchor in the Harbour – absolute sitting ducks, and casualties were estimated at approximately seventy (70). The casualty figure was exacerbated by the fact many of those were Dutch evacuees from the Netherlands Indies still onboard some of the Dutch flying boats, owing to a temporary shortage of facilities ashore. Six aircraft on the Broome airfield were destroyed during the attack, whilst a further two aircraft shot down whilst trying to escape.

**03 March 1944: Major Japanese Counter-attack – Los Negros:** A major counter-attack was mounted by the Japanese garrison at Los Negros (Admiralty Islands), against the Allied perimeter established after the amphibious lodgement of the 2<sup>nd</sup> March 44. 114 MFS personnel and 76 Squadron ground-crew were involved in the defensive battle that defeated the Japanese counter-attack.

**8 March 1943: Radar Officer Lost on Catalina Operations:** Radar Officer FLGOFF Stanley Alfred DEACON was lost when a 'Catalina' A24-22 of 20 Squadron ditched, on fire, 30 nm south-east of Gasmata, New Britain. The nine personnel on board were subsequently posted as 'Missing'. FLGOFF Deacon is understood to have been flying as the ASV Radar Operator.

**11 March 1944: Establishment of the Most Unfortunate Radar Site in RAAF History:** 340 RS arrived at Bat Island, Purdy Group (south of Manus Island (Admiralty Islands), and was operational within three days of arrival. Advice from FLGOFF Les BELL, 41 Wing radar siting officer (an old New Guinea hand, who knew of Bat Island's bad reputation) was over-ruled on the basis of perceived technical excellence of the site. This became the most disastrous deployment of a radar in the history of the RAAF. From a technical perspective, the island provided an excellent radar site, however it was also the filthy home of seagulls, thousands of rats and hundreds of wild pigs. After ten days of operations, the first member came down with scrub typhus. From then on, 19 more RAAF personnel went down with scrub typhus and/or dengue fever Two RAAF members and four (out of the six) attached American personnel dying from their illness. On 14 April 1944, the unit was withdrawn by HMAS STAWELL.



**13 March 1945: 462 Squadron Member awarded CGM:** During 462 Squadron's first active jamming mission, FSGT Kevin John DENNIS, the Wireless Operator in *Halifax* aircraft Z5-M was badly wounded. Although in extreme agony, having almost lost his foot, and bleeding profusely, he refused to leave his set, passing on all messages and obtaining met reports for a diversionary airfield. He was awarded the Conspicuous Gallantry Medal (CGM), a decoration second-only in status to the Victoria Cross. FSGT DENNIS was one of only eleven Australians, of any Service, to win the CGM.

**29 March 1943: Radar Stations Assume Coast Defence Role in North Western Area:** 310 RS (Vlaming Head, North West Cape, Western Australia) became the first radar Station to be assigned two 18-pounder field guns for coastal defence. Two other Stations (327 RS - Reddell's Beach, Broome) and 326 RS – Cape Leveque) were also issued with this weapon.

**31 March 1988: Royal Approval for the Award of a Squadron Standard to 114 MCRU:** Her Majesty Queen Elizabeth II approved the award of a Squadron Standard to 114 Mobile Control and Reporting Unit (114 MCRU). This represented a unique award, as 114MCRU was at that time the only non-flying unit in the Royal Australian Air Force to be awarded a Standard.



**10 April 1945: 462 Squadron Crew Lost on Radar Countermeasures Operation:** 462SQN Handley-Page *Halifax* III, NA240 Z5-V, captained by FLGOFF Alfred BALL, was lost during a mission to provide RCM Cover ('*Airborne Cigar*', '*Pipe-Rack*' & '*Carpet*') for a Bomber Command Main Force raid on Leipzig. The aircraft was hit by Flak and exploded in mid-air, soon after being hit. This was confirmed by WOFF Max HIBBERD, the Rear Gunner, whose turret was blown clear by the explosion, and who managed to parachute to safety (subsequently becoming a POW) He was the sole survivor of a crew of eight.

**17 April 1945: 462 Squadron Suffers its Last Loss of the War:** 462SQN suffered its last casualties of the War, when Handley-Page '*Halifax*' III, MZ467 Z5-C, captained by FLGOFF Allan LODDER, was shot-down by a Junkers Ju-88 Night-Fighter, during a Radar Countermeasures 'Spoof' raid ('*Window*' and incendiaries) against Augsburg, Germany. The Pilot, Bomb-Aimer and Rear Gunner managed to escape the aircraft and subsequently became POWs. The remaining five crew-members were KIA.



**1 May 1945: 114 MFCU at Operation OBOE 1 – Tarakan:** 114 MFCU (with 167 RS & 355 RS attached) participates in the OBOE 1 amphibious landing at Tarakan, Borneo, Netherlands East Indies. 167 RS (GCI) & 355 RS (Air Warning) were the first of 114's subordinate Radar Stations to arrive at Tarakan.

The unit landed from the US Navy Landing Ship Assault USS *TITANIA* (AKA-13), having embarked in this vessel on 16 April 1945, after preparation training in Morotai.

**3 May 1942: Start of the Battle of the Coral Sea:** A Japanese invasion force entered the Coral Sea, with Port Moresby as its objective. Coordinated with this strategy, the IJN 5<sup>th</sup> Carrier Division, (Fleet Carriers *ZUIKAKU* and *SHOKAKU*) entered the Coral Sea from the east, with the intent to conduct attacks on the Queensland North Coast, with targets selected as Townsville, Cairns, Cooktown, Coen and Horn Island. However, when a USN Task Group, centred on the Carrier *YORKTOWN*, attacked an invasion force off Tulagi (Solomons), the 5<sup>th</sup> Carrier Division instead manoeuvred to intercept and trap the Allied Task Group in the Coral Sea. Townsville-based 3 Fighter Sector (3FS) participated in the Battle, by maintaining an Air Defence Readiness state and by providing surveillance support for Townsville-based Allied aircraft operating in concert with the Naval forces. Fortunately, 3 FS was not tested by the planned carrier attacks on North Queensland

**3 May 2003: RAAF Air Traffic Controllers Deploy to Baghdad, Iraq:** Following the invasion of Iraq by a US-led coalition of forces which included Australia, an Air Traffic Control (ATC) detachment of nearly 60 RAAF personnel was made responsible for providing air traffic services at Baghdad International Airport from this day. In this capacity, the Australians, on occasion, handled more than 650 aircraft movements per day – in contrast to the 250 usually experienced at Darwin – the RAAF's busiest airfield.



**4 May 1917: First-ever Engagement of an Aircraft by an Australian Warship:** On this day, the *CHATHAM*-Class Light Cruiser HMAS *SYDNEY* was part of a group patrolling the Humber Estuary, off the English coast. The German Zeppelin (airship) L43 attempted to bomb the patrolling force, dropping 10-12 bombs in the engagement. *SYDNEY* engaged L43 with intense anti-aircraft fire, forcing the airship to rise to a safe height out of range of *SYDNEY*'s guns. This cost all bombing accuracy and the attack failed to score any hits. Both sides continued the engagement until they ran out of ammunition, and L43 withdrew.



**12/13/14 May 1943: Sinking of AHS *CENTAUR*:** Initial suspicious contacts reports were told-in by 23 RS (Fort Lytton) and 51 RS (Point Danger, Coolangatta) on 12 May. On 13 May, 23 RS again reported echoes of a possible submarine during the afternoon of 13 May. A contact was again detected east of Moreton Island, in an area that was clear of any effects of terrain screening. The contact was reported as strong and stationary, with plots being successively told-in to the Brisbane-based 8 Fighter Sector (8 FS) by WAAAF operators P. WOODWARD, K. RAE & M. HESS. **8 FS continued to insist that nothing was there, and no action was taken, other than to strongly remind the Radar Station that the Sector was interested in AIR, not SURFACE,**

**traffic.** Unfortunately the Army Hospital Ship *CENTAUR* was on passage from Sydney to Port Moresby at this time. The weather was fine, visibility clear; the ship was brightly lit and carrying all the markings of a Hospital Ship and was thus (theoretically, at least) immune from attack. Notwithstanding the protection of International Protocols, *CENTAUR* was approximately 24 nm north-east of Point Lookout (North Stradbroke Island) when she was struck by a torpedo fired from a Japanese submarine (believed to be HIJMSs/m I-177) at approximately 0410, on the morning of 14 May, 1943.

**15/16 May 1942: RAAF ADGE's First Submarine Detection by Radar - Reported & Ignored:** The T/CO of 18 RS (Saddleback Mountain (Kiama)) reported a possible submarine contact to 1 FS (Sydney) on 15 May, however he was over-ruled by the Naval Liaison Officer on the grounds that there were no submarines in the area (ours, at least). He was called to the Ops Room at 0200 16 May by radar operators concerned that the contact detected on the evening of the previous day had started tracking north at slow speed. This was again reported to 1 Fighter Sector as a possible submarine, but the report was again rejected by the NLO and Sector directed 18 RS to cease reporting the contact. The unit was later advised (by the 'grapevine') that a Merchant Ship had been shelled by a submarine near Sydney. This incident was in fact an attack on the Russian steamer SS *WELLEN* (5,135 tons), 30nm east of Newcastle, suffering slight damage, with her Captain, one officer, and one rating having been injured.

**25 May 2000: 1 RSU Commended by Headquarters Australian Theatre:** 1 RSU awarded an Australian Theatre commendation for meritorious support, for providing continuous surveillance support of the East Timor (Timor Leste) peace enforcement by the Australian-led multi-national force.



**27 May 1918: Australia's Greatest-ever Fighter Ace Killed during Night Interception:** Flight Commander Robert LITTLE, DSO & Bar, DSC & Bar, Croix de Guerre, of 203 Squadron, Royal Air Force (formerly 3 Squadron, Royal Naval Air Service) was killed whilst attempting to intercept a German Gotha bomber as it crossed the French coast on its way to attack England. As he closed with the bomber his plane was caught in a searchlight beam and he was struck by a bullet that passed through both his thighs. He crash-landed in a field near Noeux-les-Mines, and bled to death before he was discovered the following morning by a passing Gendarme. A Melbourne-born Australian serving with the Royal Naval Air Service (RNAS), Robert LITTLE was Australia's all-time highest-scoring Fighter 'Ace', with a tally of 47 aerial victories.

**29 May 2007: 114 MCRU Deploys to Kandahar, Afghanistan:** The main RAAF contingent, comprising members from Darwin-based 114 Mobile Control & Reporting Unit (114MCRU) and the RAAF's Combat Support Group, was farewelled from Darwin shortly after a small advance party from RAAF 41 Wing (Williamstown) had arrived in Afghanistan (Press Release: Hon. Brendan Nelson, Minister for Defence).



**30 May 1942: Japanese Intruder Detected over Sydney:** No 1 Fighter Sector (Sydney) reported a single unidentified aircraft near Sydney, the radar plot indicating that it passed 20nm east and south of the city. Subsequent information compiled since the end of the War indicates that the radar contacts and plots were quite accurate. This contact was, in actual fact, a single Yokosuka E14Y "Glen" floatplane was launched (in daylight) from the submarine HIJMS/m I-21 (Commander MATSUMURA Kanji) at 0345, from a position abeam Terrigal. The crew comprised Lieutenant ITO Susumi (pilot) and Ordinary Seaman IWASAKI (observer), who successfully reconnoitred Sydney as a precursor to a midjet submarine attack in Sydney Harbour on the following day.



## **FUNERAL EULOGY for CPL DAVID SPITERI**

Delivered by WGCDR Steve HENRY, CO SACTU

I had the privilege of working with CPL Spiteri at RAAF Base Williamtown and it is my honour to reflect on his military career with you today.

David joined the Royal Australian Air Force in September 2006 and proceeded straight to Number 1 Recruit Training Unit in Adelaide, where he learned how to be an Airman in the Air Force. In November that same year, David was posted to HMAS Cerberus, where he trained to be a Communications and Electronics Technician, or CETECH. This was a role he both enjoyed and excelled at from the start.

In September 2007, David commenced his first operational posting to Number 3 Control and Reporting Unit – Tindal Detachment. David and his family moved to Katherine in the Northern Territory and he maintained the systems in what was known as the Northern Regional Operations Centre, or NORTHROC. It was during this posting that David was awarded the Australian Defence Medal. David was posted to Number 114 Mobile Control and Reporting Unit, Darwin, in January 2013, where he further developed his skills and experience in radar and radio operations.

In 2015, David and his family moved again, this time to RAAF Base Williamtown, near Newcastle, where he was posted to Number 3 Control and Reporting Unit.

In 2016, CPL Spiteri deployed to the Middle East for almost 6 months, where he earned his Australian Operational Service Medal and Operational Service Badge.

Finally, at the beginning of 2019, David posted to the Surveillance and Control Training Unit, where we were able to benefit greatly from his exceptional depth of knowledge and experience to train our technical workforce.

My own experiences with David during two of the postings I have mentioned showed me that he was an absolute professional and respectful through and through. He cared deeply for those around him and invariably went above and beyond to do more than his fair share. He was an immensely and justifiably proud member of the Air Force.

I'd like to share some of the thoughts and memories that flooded in from David's many Air Force mates, and I quote:

CPL Spiteri was an outstanding worker, mentor and mate called upon by many of his junior troops to provide guidance on technical matters or just have a general chat about life.

CPL Spiteri was dependable and highly capable. I would love to replicate his reliability, workmanship and his overall demeanour in all my troops.

His heritage and upbringing shaped his impeccable work ethic. His commitment to his tasks, his units and his mates always saw him juggle multiple tasks to help where and when he could. Not shy of a chat, CPL Spiteri was always happy to bring up his "Warries" (or tales) of times spent out field with the radar, reminiscing on past exercises in the middle of the Northern Territory.

CPL Spiteri's friendly nature and empathy saw him develop many friendships during his career across all three services and over numerous musterings. The true definition of 'Mateship', CPL Spiteri would give you the shirt off his back if you were in trouble or needed a hand.

In short, CPL Spiteri will always be remembered as a hard worker, great mate and all round lovely guy. I'd like to thank the Air Force members who shared those thoughts, and all of the RAAF personnel who have come along to honour David today.

And thank you, of course, to his family and friends outside Air Force for raising him to be the gentleman, worker, mate and mentor we knew, and for supporting him throughout his Air Force career.

## **WARRANT OFFICER SCOTT DORING**

### **Surveillance and Response Group Warrant Officer**

Warrant Officer Doring enlisted in the Royal Australian Navy as a Radar Plotter (later to become Combat Systems Operator) in 1989. Following initial training he served in guided-missile frigates HMAS *Canberra* and HMAS *Adelaide* with numerous deployments to South East Asia and the Pacific. After completing sea duties, Warrant Officer Doring was employed as an instructor within Naval Combat Data Systems, HMAS Watson. He then posted to No 3 Control and Reporting Unit (3CRU) as a simulator pilot in support of Air Defence Controller Basic courses.

Warrant Officer Doring transferred to the Royal Australian Air Force as an Air Surveillance Operator (ASOP) in 1995 and was posted to No 2 Control and Reporting Unit (2CRU), RAAF Darwin. Here he was employed in various operational positions on the surveillance crew, completing his 2CRU tour in training and standards flight. In 1998 Warrant Officer Doring was posted to No 1 Radar Surveillance Unit (now No 1 Remote Sensor Unit, 1RSU), Alice Springs, operating the Jindalee Operational Radar Network (JORN). In 1999 he was promoted to Corporal and relocated with 1RSU to the JORN Coordination Centre (JCC), RAAF Edinburgh. During this time 1RSU was providing persistent surveillance in support of operations in East Timor and in 2000 the unit was awarded a Commander Australian Theatre (COMAST) Award for meritorious support to operations. Warrant Officer Doring was employed in operations throughout his tenure at 1RSU progressing through to Crew SNCO prior to posting to Surveillance and Control Training Unit (SACTU) in 2003.



Whilst at SACTU, Warrant Officer Doring was the training SNCO, which oversaw instruction of ASOP initial entry training (IET). On promotion to Flight Sergeant in 2006, he was appointed Senior Training Airman, managing ASOP IET and simulation sections. In 2007, and again in 2008, Warrant Officer Doring deployed to Afghanistan with No 114 Mobile Control and Reporting Unit as the Regional Surveillance Director in support of tactical C2 of the Afghanistan Battle Management Area. Following return from the 2008 Afghanistan deployment, he posted to No 2 Squadron as the Mission Planning and Support Manager, seeing the introduction of E-7 Wedgetail into service. In 2012 Warrant Officer Doring was posted and promoted to Warrant Officer Operations 3CRU, receiving an Air Force Silver (ACAUST) level commendation in 2014 for his contribution to 3CRU operations and training.

In 2015 Warrant Officer Doring was selected as the Warrant Officer Operations 41 Wing and ASOP Senior Mustering Advisor, receiving an Air Force Gold (CAF) level commendation for his involvement in optimising Air Force's contribution to the Common Operating Picture and introduction of the ASOP Temporal Discipline Model in 2016. In 2017 he was appointed as the Group Warrant Officer for the Air Task Group, receiving a Commander Joint Task Force (CJTF) Bronze level commendation for leadership whilst on Operation OKRA.

Warrant Officer Doring holds an Advanced Diploma in Management and his interests include touch football, listening to live music, owning small shares in racehorses of varying racing ability ranging from zero to handy, and watching his two sons, Luke – 13 and Lachlan – 11, play rugby league, touch football and basketball. He is married to Sky who is an ex-serving Air Force member, and attends as many Rabbitohs and Swans games as he can with his family.

WOFF Doring was appointed Senior Enlisted Advisor for 41 Wing in 2018 and served as the ASOP Mustering Capability Advisor until his appointment as SRG Warrant Officer in September 2019.

## **BRUCE NIBLETT**

### **President, Radar Branch, RAAF Association NSW**

1953 - Joined RAAF to undergo training on No. 16 Pilot Course

1954 - Failed general flying. Resigned from RAAF.

1955 - Re-joined RAAF to undergo training on No. 13 Navigator Course.

1956 - Graduated. Posted to No. 11 MR Squadron on Lockheed Neptune aircraft.

1960 - Posted to No. 10 MR Squadron on Longnose Lincoln and Neptune aircraft.

1963 - Posted to ASU Williamtown as ADMINO.

1964 - Resigned commission and sold Life Assurance until 1972.

1972 - Re-joined RAAF at 1CRU, Brookvale, for training on No. 30 ACO Course.

1973 - Graduated. Posted to 1CRU for Air Defence duties.

1973 - 1CRU disbanded. Posted to 2CRU December 1973.

December 1974 - Cyclone Tracey devastated 2CRU. Posted to 3CRU early 1975.

1975 - 1983 Air Defence Duties, 3CRU. Promoted to SQNLDR and CC duties early 1983.

December 1983 - Posted to RAAF Butterworth December, 1983 as ADLO, HQBUT.

August 1986 - Posted 2CRU as XO.

1987 - Posted to 3CRU as XO.

October 1989 - Age retired from RAAF.

#### **Post- RAAF Relevant Employment.**

1992 - Set up Air Defence consultancy specialising in Operational Analysis.

1992 - Assisted ADI/Westinghouse in successful bid for Project Vigilare.

1993 - 1995 Worked, on staff, at ADI, Silverwater during post-contract award phase.

1975 - Westinghouse defaulted and ADI was fired by Commonwealth. Resigned and left ADI.

1996 - Picked up by Boeing Australia as a consultant in the Project Vigilare rebid.

1996 - 1999 Member of successful Project Vigilare bid and post-bid Boeing team.

1998 - Member of Boeing team in successful bid for Project Wedgetail.

2001 - Brought on to Boeing Australia staff and posted to Boeing, Seattle, as an Operations Analyst, Project Wedgetail.

2001 - 2007 Remained at Boeing, Seattle, during post-contract phase of Project Wedgetail.

June 2007 Completed contract. Retired from Boeing Australia.

2012 - Approached by Plessey Interface Products to be their Australian Representative on a part-time basis. Plessey is a US-based Military Simulation company, specialising in Air Defence. Having seen their products while working on Project Wedgetail in Seattle, I readily agreed.

2012 - December 2014 - Worked part-time, marketing Plessey products to the RAAF.

December 2014 - Finally hung up my shoes and retired.

