



TIGER TALES

5 RAR TIGERS

NEWSLETTER of the 5 RAR ASSOCIATION

MARCH 1997

EDITION 10

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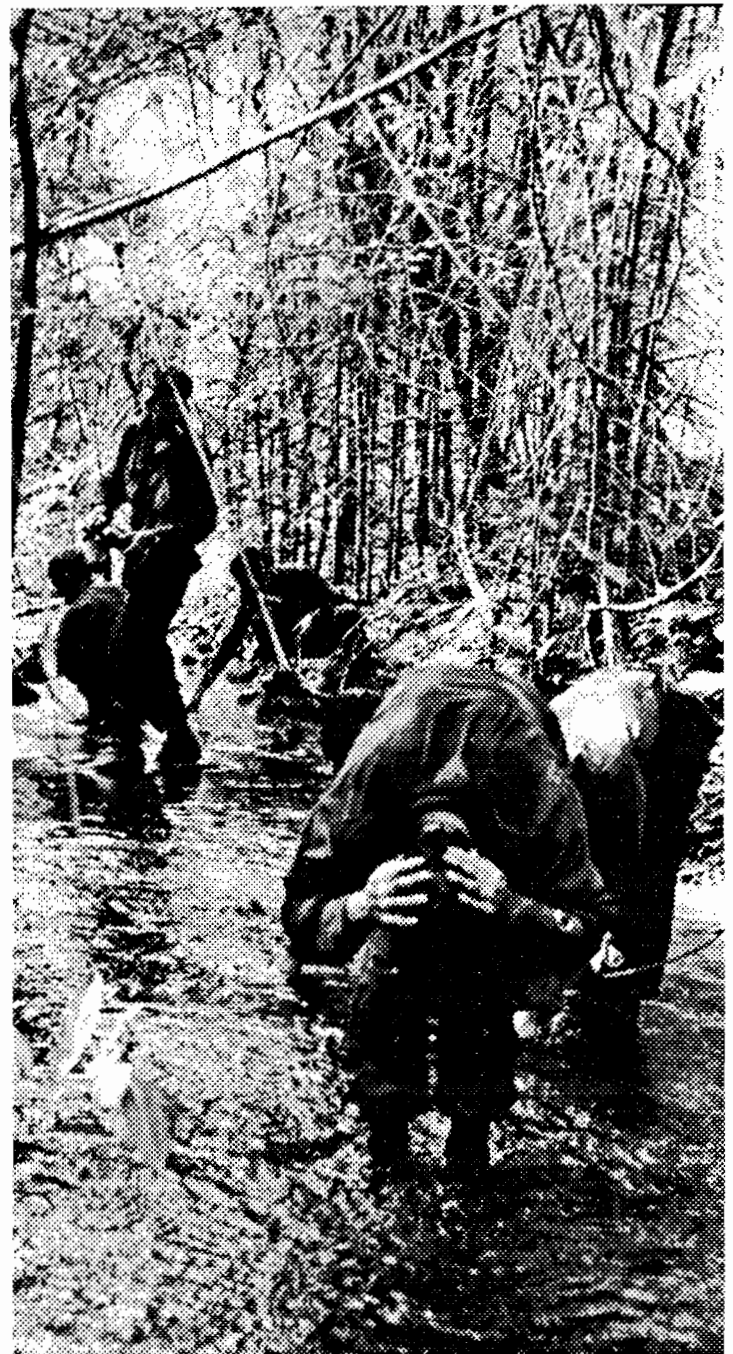
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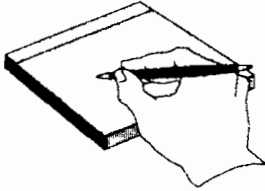
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March out Tiger Platoon 1RTB



5 RAR Platoon "Cooling off" Second Tour 69/70



EDITOR'S NOTEBOOK.

Welcome to 1997 and, the first edition of Tiger Tales for this year. I trust that all members enjoyed the Christmas and new year break. To begin this edition, I need to correct an error in the November issue of Tiger Tales. The mini-reunion in Melbourne should have read **March 1999**. The event is planned for the first week in March of that year, members wishing to assist with the planning of the reunion please contact;

Geoff Levey

Tel: H 0397444078

Tel: B 0393391229

ARTICLES FOR TIGER TALES

I am seeking articles of interest to publish in our newsletter. Members are invited to submit old photos, recent photos of interest or indeed, any article that will make interesting reading for our members.

NEWS from other STATES seems to have fallen by the wayside. Could all state Reps have a go at sending in some news on their States for publication.

DEADLINES All items for publication to reach the editor by the end of **FEB, JUN and NOV**.

5 RAR ITEMS FOR SALE

All items ordered by mail will be sent as soon as possible. It should be noted that on occasions the association does run out of stock and it does take a little time to reorder certain items. With each order, Brian Budden (our association member responsible for mail orders) will enclose a detailed statement. If a certain item is out of stock this will be noted on your statement. **Please check your statement for this information.**

CHANGE OF ADDRESS

If you are changing your address, along with cutting off the phone and power, drop a line to the

association and let us know your new details. It really does help us keep in contact .

FEATURE ARTICLE

THE BELL IROQUOIS

"HUEY" Helicopter

It has been called the jeep of the Vietnam War, a name earned through its ubiquity and utility. Considered to be the most recognizable of helicopters in an age when the helicopter was coming of age. The UH-1 " Huey" has become the most produced of any modern aircraft. There is scarcely a country this side of the Iron Curtain (a was called) that has not heard the distinctive sound of the approach of one of many versions of the Huey Helicopter.

It is interesting to note that the vertical flight concept dates back to 2000 BC when Archimedes, invented the 'Water Screw' and Propellers are direct descendants of Archimedes' water screw.

Leonardo DaVinci , was the first to design a helicopter and named it "Helix". Leonardos' concept was basically correct however, there was no way that he could prove it without continuous power to keep his design aloft.(A wind up device was used)

The problem of a suitable power source continued to stymie the development of the helicopter for the next four centuries. Even the great Edison's atten to perfect the " Helicoptal Aeroplane" failed due to a lack of a suitable power source. Edison used at first, electricity, which was no more practical then than it is to today (Batteries to store power) His next attempt was to use gun cotton, a system which exploded to drive a piston. An accident resulting in injury put paid to further experiments. He asserted that "When an engine can be made that would weigh only three or four pounds to the horse power. The problems of the air would be solved". Edison was of course correct. When the Wright Brothers flew at Kitty Hawk, it was as we all know, a breakthrough for fixed wing aircraft. Not so, for the concept of vertical flight. Perhaps the inscription at the Ops Office National Guard says it all;

the thing is , helicopters are different from planes. An airplane by it's nature wants to

fly and, if not interfered with too strongly by unusual events or an incompetent pilot, it will fly.

A helicopter does not want to fly. It is maintained in the air by a variety of forces and controls working in opposition to each other, and if there is any disturbance to this delicate balance the helicopter stops flying immediately. There is no such thing as a gliding helicopter. Helicopter pilots seem to brood a lot. They know if something bad has not yet happened, it is about to.

Anyway, from that first flight of the Wright Brothers of just a few hundred yards in the early 1900 's to landing on the moon when 5 RAR was in Vietnam in the 1960's was a wonderful achievement to say the least. Yet despite the leaps and bounds of fixed winged flight, the helicopter development lagged far behind. Notable exceptions to this trend were French designers Louis Breguet and Paul Cornu who actually managed to attain vertical flight. However, their designs were not airworthy. Cornu gave up after running out of money, while Breguet switched to airplanes.

At about the same time a young Russian named Ivor Sikorsky began his designing career and built his first helicopter in 1909. He was successful in producing a design to overcome "Torque Problems". Two counter rotating blades was the basis of the design but in the end it was not successful. He tried again and failed. He turned to designing fixed wing aircraft and fell into line with other designers who failed to produce a practical helicopter. He did not give up on the idea that a successful design for a practical helicopter could be achieved. After the Russian revolution, Sikorsky emigrated to the USA. He established the Sikorsky Aero Engineering Corporation and began turning out multi - engine transport aircraft. By 1938 Sikorsky merged with United Aircraft Corporation. The depression intervened and despite his success with his flying boats, it was not a money maker and faced closure (Things have not changed)

To cut a long story short, United Aircraft agreed to fund further research for Sikorsky to continue with his ideas on helicopter design.

By May 1940 the VS - 300 a helicopter manufactured by Sikorsky, made its first flight and could fly forward at a speed of 30-40 miles per hour.

The US Army saw the potential and signed a contract (\$50,000) to continue to experiment with an operational design helicopter. As a result, the XR-4 was a resounding success and over 400 were produced before the end of WW2.

A man named Arthur Young persuaded Larry Bell to sponsor him in development of a commercial helicopter design. The first flight of the Bell helicopter took place in July 1943. After further development, the Bell Model 47B was the aircraft to see service in Korea as the M.A.S.H. Medevac and served the CO 5 RAR (1969-70)



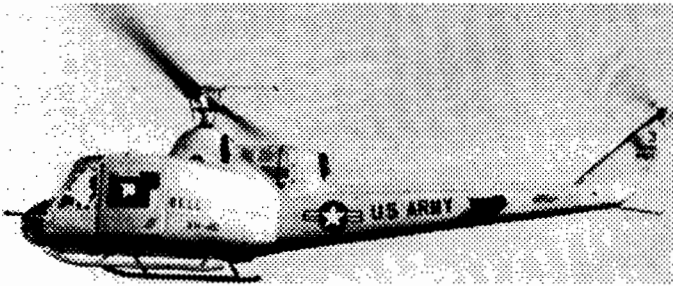
Lt Col C. N. Khan, with his Bell 47 in 1969 - 70

The Korean War was the testing ground for the helicopter. Many believed that the aircraft was too delicate to withstand the rigors of war. The Bell 47 proved them to be wrong. The sky was ruled by the MIG 15 (A Russian jet fighter) it was little wonder people were worried about the outcome of this little helicopter in such an environment. Nevertheless, the Bell 47 proved its' worth and with foresight, the US realised that the "Helicopter" had potential, not only as a ambulance, but as a weapon of war yet untapped. For that war over the horizon, the *Vietnam War*.

Once the initial problems of severe vibration and torque plus a suitable power plant were overcome

the "Helicopter" was on its way. The Army announced a competition to supply a turbine powered helicopter for the army. Bell won the contract out of 20 other entries.

In 1955 Bell was awarded the contract for constructing and testing of three XH - 40 prototypes. The first of these flew in 1956 (10 years prior to 5 RAR arrival in Vietnam)



The third of three Bell XH-40 during testing soon to become the UH- 1A "Huey"

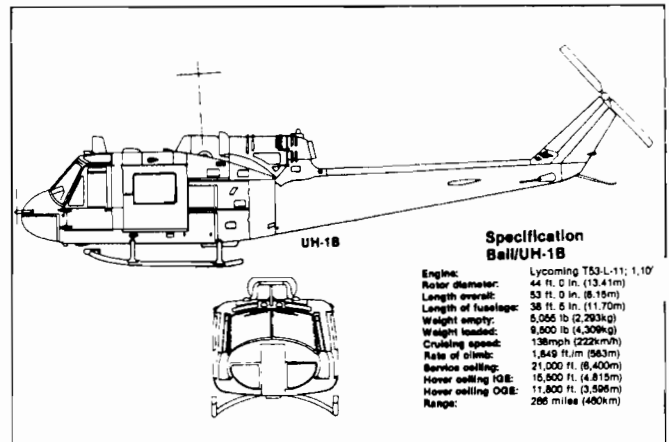
The first UH-1A went into service in June 1959. The first overseas deployment of the Huey "A" models went to Panama , Korea and Europe in 1960.



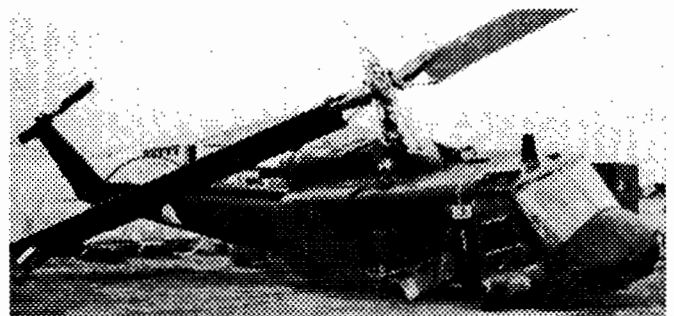
The first "HUEY" on Tolsana Lake in Alaska in 1961.

The first experiments with armed helicopters were conducted with the A model in 1960. The Utility Tactical Transport Company (US) arrived in Vietnam with 20 UH-A models in 1962 and some of these aircraft were fitted with field-fabricated machine gun and rocket mounts. Even with this limited armament, the armed Huey proved to be more effective than the B-26s and T-28s used previously to prepare the LZ and for escorts duties. As soon as the UH-1As took over these duties, troop carrying helicopters hit by ground fire diminished dramatically. The only problem was that if the armed helicopters engaged the enemy along the route to the LZ, they could not catch up to the lift elements and therefore, the LZ was unable to be prepared. (gunships were too heavy for the engine fitted)

The need for a more powerful engine was obvious. As it turned out the UH-1B model was nearing completion at about the same time the A model was delivered. The **first foreign order** for the UH-1B was received from the **Royal Australian Air Force** with an order for eight **UH-1Bs**. The B model was fitted with a Lycoming engine of 1100 Shaft Horse Power (SHP) The A model rated only 860 (SHP)



Specification BELL UH-1B



HELICOPTERS DON'T GLIDE(UH-1B)

The Bell "Iroquois" helicopter nicknamed named "**Huey**" was the the most modified aircraft to see service in Vietnam and beyond. The following photographs are just some of the versions of this truly versatile aircraft.



A rare Huey equipped with SOTAR (Standoff Target Acquisition Radar) system



The Bushranger Gunship 9 Squadron RAAF. Armament, 14 Rockets and four twin mounted M60 machine guns

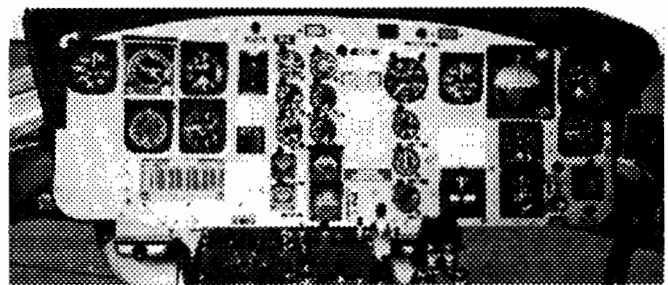


Lighting Bug Modification to UH - 1B using multiple search lights



9 Squadron "Albatross" Troop lift helicopter

The configurations of the Huey were:
UH-1A, UH-1B UH-1C, UH-1D, UH-1E, UH-1F, UH-1H, HH-1H, EH-1H, (elontronic Warefare) HH-1K (1400 SHP) UH-1L and UH-1N (Twin engine 1800 (SHP)



INTERIOR OF BELL UH-1B

EDITOR'S NOTE.

The replacement for the Bell Helicopter is the

Blackhawk Sikorsky and is rated at 1543 (SHP)

The Blackhawk fleet suffered serious problems with maintenance and shortage of spares and in 1995, most of the fleet was grounded. I am not sure of the situation at this time.

The Editor.

5 RAR ASSOCIATION STATE REPRESENTATIVES

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VIC Mr. G. Levey Geoff
40 Brook Street
SUNBURY VIC 4051
TEL: H. (03) 7444078
B. 3391234

SA Mr. RH Naismith Bob
16/ A2 Harrison Road
PENNINGTON SA 5013
TEL: H. (08) 3261813

WA Mr. JD Burrige John
88 Watkins Road
CLAIRMONT WA 6010

TAS Mr. CM Illman Colin
20 Blackstone Road
LAUNCESTON TAS 7250

ACT Mr. G. Negus Greg
3 Daplyn Close
WESTON ACT 2611
TEL: H. (06) 2431029
B. 2882070

NSW Mr. B. London Brian
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Batemans Bay
NSW 2536
TEL : H. (044) 725748
Editor Tiger Tales

MEMBERS IN HOSPITAL

Trevor Lynch, who served in Assault Pioneer Platoon during the first tour in Vietnam, was badly wounded on OPERATION QUEANBEYAN in October 1966. Trevor lost the sight in both eyes as a result. For many years, he lived in Mount Gambier. Trevor is now seriously ill and is in the Repatriation Concord Hospital at Dawes Park in Adelaide. He has few relatives in South Australia and Trevor would appreciate visits from any member of the association. *Trevor needs a hand! could members in the area pay him a visit.*

On the 25 th of April 1969, 10 platoon D Coy 5 RAR was on operation SURFSIDE. 10 platoon members will certainly remember that day. Terry Stannus was the platoon commander. At around mid afternoon, the platoon detonated a booby trap. The platoon commander and the radio operator were seriously wounded. 10 Platoon managed to secure the area and evacuate the two wounded members by "Dustoff". I was platoon sergeant at the time, and that was the last I saw of Terry and Wayne. During 1996, I received a call from Terry (much to my surprise) and we managed to get together for a couple of days to talk over old times. I am pleased to inform members of his old platoon that he is going well and hope to see him again this Anzac Day. *Editor.*



Terry Stannus 25 April 1969. Time around 1330Hrs.

ANZAC DAY 1997

SYDNEY. Assemble for march no later than 11.30 am at the corner of Phillip and Bent Streets. After the march, proceed to the **Pavillion Tavern, 580 George Street.** The Pavillion Tavern is directly opposite the Hoyts Cinema Complex in George Street. 5 RAR has the second floor exclusively. The venue has excellent bar and dining facilities and all common credit cards are accepted. A snack menu will be provided as follows;

SNACK MENU

Billabong Bolognaise
- old time favourite \$5.00

Aussie Beef Burger
- served with chips and the usual trimmings \$6.00

Outback Nachos
- minced beef with guacomole and sour cream \$5.00

Pacific Plate
- mixed deep fried seafood with chips \$6.50

Bush Salad
- Mixed lettuces, bacon and croutons \$5.50

Bowl of Chips \$3.50

The Manager is Mr. Alex Miltiadou and the phone number is (02) 92614622.

MELBOURNE. 5 RAR will lead the RAR contingent. Form up is outside the City of Melbourne Town Hall, Flinders Street from 1000 hrs to 1015hrs. The march will commence at 1030hrs.

Reunions will be at the **Crest Hotel Barkly Street St Kilda after the march and service.**

CANBERRA. 5 RAR will join the RAR Association for the Anzac Day celebrations. After the march, meet at **Olims Hotel Limestone Ave, Braddon.**

Form up at the Vietnam Memorial by 0945hrs for the march.

BRISBANE. 5 RAR will assemble for the march at 10.30hrs in Elizabeth Street, near the corner of Elizabeth and Williams Streets.

The order of march will be, 4,5,6,7,8,9,RAR. Followed by 1RAR, 2RAR and 3RAR.

After the march, all Battalions will have their reunions at **Gallipoli Barracks Enoggera**, courtesy of 6RAR and 8/9RAR. After the march bus transport will be available to take all members of the RAR Battalions to the function area near the Sergeant's Mess. The bus fare is \$2 per head. Food and drinks at the RAR function will be on a pay as you go basis. There will be a Dawn Service at Gallipoli Barracks and all members are invited to participate. Parking facilities, breakfast, transport to the railway station and return for the reunion will be made available. If further information is required, contact Mr Laurie Hall on (Home) (07) 33788365 Vice President RAR association.

LAUNCESTON. Colin ILLMAN advised that most details of services are advised in the local newspapers by RSL and Vietnam Veteran groups.

WA and SA. No details at the time of publication.

SPECIAL NOTICES.

Wayne Stephens will host a reunion for C. Coy 5 RAR (Second tour) on the Anzac Day week end 25-27 April 97. The venue will be at Warren NSW. Further information needed? Ring Wayne on (068) 474866.

Mortar Platoon (First Tour)

All members of Mortar Platoon 66/67 interested in attending a proposed mini-reunion please contact Maj. Ken Mallinson (02) 95796619 for details. You can also write to Ken at 64 Seymour Street HURSTVILLE GROVE NSW 2220. The re-union is planned for 1998 when the Association farewells 5/7 RAR. The Battalion will leave Sydney for their new base in Darwin at that time.

(Maj Ken Mallinson is the Secretary of the 5 RAR Association)

Editor's Note. Thanks for your letter and photographs Ken, I will find a place in the next issue for them.

MEMBERSHIP APPLICATION AND ORDER FORM

Forward this complete page to;

MEMBER'S DETAILS

**THE SECRETARY
5 RAR ASSOCIATION
GPO BOX 817
SYDNEY, NSW 1043**

Surname.....
 Given Names.....
 ADDRESS.....

PLEASE PRINT

.....Post Code.....
 Phone (H).....
 (B).....

<u>5 RAR ASSOCIATION MEMBERSHIP APPLICATION</u>		AMOUNT ENCLOSED
1. New member @ \$25.00 <input style="width: 50px; height: 20px;" type="text"/>		\$
2. Renewal of membership @ \$25.00 <input style="width: 50px; height: 20px;" type="text"/>		\$
<hr/>		
<u>5 RAR ITEMS FOR SALE</u>	(Number required)	
1. 5 RAR VIDEO @ \$40.00 <input style="width: 50px; height: 20px;" type="text"/>		\$
2. 5 RAR TIES @ \$15.00 <input style="width: 50px; height: 20px;" type="text"/>		\$
3. 5 RAR CAR STICKERS @ \$3.00 <input style="width: 50px; height: 20px;" type="text"/>		\$
4. 5 RAR CAPS @ \$13.00 <input style="width: 50px; height: 20px;" type="text"/>		\$
5. 5 RAR HONOUR ROLLS @ \$30.00 <input style="width: 50px; height: 20px;" type="text"/>		\$
6. 5 RAR PLAQUES @ \$15.00 <input style="width: 50px; height: 20px;" type="text"/>		\$
7. 5 RAR BOOK VIETNAM TASK @ \$28.00 (Including postage) <input style="width: 50px; height: 20px;" type="text"/>		\$
TOTAL AMOUNT ENCLOSED		\$

LOST MEMBERS

The Association has lost contact with the following members. Anyone knowing the whereabouts of these members, contact the Association or ask them to contact the Secretary 5 RAR Association.

Wally Cameron	Vic
David Keating	Tas
D McCombe	Vic
Terry Monaghan	Vic
John Porter	Qld
Rob J Smith	NSW
Bill Ward	Qld
Ian Hartly	Vic
Kim Locke	WA
M McQuade	SA
Zeke Mundine	NSW
Peter Sharp	SA
M Strong	Vic



LETTERS TO THE EDITOR

Rob Arnold Mildura

Dear Rob,

Thank you for your letter and the enclosed 5 RAR PENNANT. The finished article turned out very well indeed and I will certainly find a place for it in my home to show it off. Your donation of \$60 towards the costs of Tiger Tales is appreciated and I will pass it on to the 5 RAR committee. You mentioned that you received 51 orders for the pennant which is a good result considering the short notice to members.

I will put it to the committee to see if we can produce the pennant and place it on our order list. Perhaps you could send a spare pennant to the association for their assessment. This would take the pressure off you however, this is only a suggestion, anyway I will leave it to you to decide. I intend to frame my pennant as this will protect it as well as making an attractive feature in any home. Thanks again for your efforts.

Brian London
Editor

Editor's Note

Rob received orders from all over Australia as well as New Zealand. Rob has about 10 spare pennants. If anyone wants one of these, write to Rob,

R. Arnold
PO box 183
Mildura 3502

MARCH OUT PARADE 1 RTB "TIGER PLATOON"

Photographs and details supplied by C.H. Ducker, MC



Presentation of Shield to Pte Walker most improved soldier 5 Pl
by Lt Col C H Ducker MC



Ken Watson "Blue" Hush. Claude Ducker RSM Colin Lee Kerry O'Connor Neville Smerdon Rob Hunting "Tassie" Wass and Wally Anderson.