

Comments and Extras Sandy Main

Oct 66-Feb 68: No 64 Pilots' Course (Winjeel/Vampire.)
Feb 68-Jun 69: 5 Sqn (Iroquois)
Jul 69-Jun 70 9 Sqn Vietnam (mostly Iroquois gunships.)
Sep 70-Nov 70 5 Sqn PNG (Hauling bridge materiel.)
Jan 71-Jun 71 CFS (Macchi) QFI Course
Jun 71-Dec 72 BFTS (Winjeel) QFI
Jan 73-Jul 75 RMAF Alor Setar (Bulldog) QFI
Aug 75-Dec 76 AFTS (Macchi) QFI
Jan 77-Aug 79 5 Sqn (Iroquois) QHI
Sep 79-Nov 79 UNEF 2 Ismailya (Iroquois) XO
Jan 80-Nov 80 PSO to CAFOP, Canberra
Jan 81-Jun 83 9 Sqn, XO
Jul 83- Jun 85 DMATD Project Manager, Blackhawk
Jul 85-Feb 86 RWAU, El Gorah, Egypt, CO and Aust Commander
Jan 86-Jun 86 JSSC
Jul 86-Jul 87 DAFD--> Resignation



1. Born sandgroper. At the age of 10, took my first flight, but in the cockpit of an Avro Anson flown by legendary Capt Jimmy Woods, ex-RAAF Mossie pilot (Woods Airways, 2 Ansons) from Rottneet to Perth Airport. Had to wind the gear up and down, bloody near killed me. Dunno why he bothered with it (18 miles.)

2. Took trial instructional flight in an Aero Club Chipmunk at the age of 17, with boy instructor doing aeros with my 30 minutes. Got violently airsick and abandoned all hope of aviation. Sick bag went into bin, along with my career aspirations. At about this time, saw my first helicopter, a Hughes 300, fly over the house,

and wondered about the sanity of the stupid bugger flying the thing.

3. 6 years later, took up with MMA hostie. Father was ex-RAAF Beaufort pilot in WW2, and Chief Pilot for MMA. Had over 20,000 hours on DC3's, and more later on F27's and F28's, Warned me off his daughter for me having no career direction. When I mentioned flying/airsickness, he told me that Horatio Nelson was seasick all his life, and to just get on with it (flying).

4. Joined aero club, went solo in 6 hours in kiddie-car Cessna 150 and got about 30 hours up. When I told my mentor, he said; "The bloody aero club doesn't know anything about flying! If you want to learn to fly, you have to join the Air Force." So I did.



5. Was given choice of Iroquois or Hercules on graduation. Jeez! Chose helos since I'd flown props and jets, only helos left. Never really got off the bloody things, nor the sense of levitation on lift off. But they kept me employed after RAAF retirement (B212, B412, B214ST, Super Puma.)

6. Many highlights/ funny events on all types, especially during instructing. Some funny people, too. One of my Malaysian students accidentally navigated himself into Thailand. A few frights, too: One of my very first students (Winjeel) actually managed to shut the engine down, doing a practice engine failure after take off, heading straight for the Werribee sewage pond. Ditto, in a Macchi, doing aeros upside down at 20,000ft (luckily). Partial engine failure in Huey at 9000 ft right over Mt Kosciusko in mid winter. And fuel streaming over engine hot end over water between Karkar Is and PNG. Main gearbox failure (B412) 12 miles from oil rig, post retirement. #2 engine failure in Super

Puma on first captain ride.

During one of my brief periods as T/CO 9 Sqn, 83-85, I was the only pilot left at Amberley. Half of our 16 aircraft were in the Sinai (plus pilots) and of the remaining eight, 2 or 3 were in servicing and another 3 or 4 were away on Army tasks, when an urgent call came in from the Navy. One of their subs was in very heavy seas about 30 k's off Cape Morton, with a sailor on board with a burst appendix, and needing immediate medevac. We took our last available aircraft and we had to winch this chap in a litter off the hull of the sub in howling wind, going backwards in the hover, with seas washing over him. Now *that* was rewarding stuff!