

Background

Brian Daw was born on 28 February 1922 in Kapunda, South Australia son of John Wickam Daw and Lillian Althea Daw. He was one of six brothers. In the mid-1920s the family moved to Clarence Park where Brian's father had a butchery business.

Brian's early education was at Goodwood Primary School (an inner Adelaide suburb) where he passed his 'Q Certificate' in 1935 with a score of 497 marks. He attended Goodwood Technical School from 26 January to 23 December 1936.

Records are then unclear but in 1939 he was listed as a Junior Telephone Mechanic. During that year he studied at the Institute of Radion Engineers and obtained a holding certificate in the theory and practice of Morse technology. He achieved fifteen words per minute in morse transmission. This was followed by study at Muirden Business College Adelaide from 30 May 1940 to 30 May 1941.

It was during 1941 that Brian commenced his long-term employment with Jeffs Bros Pty Ltd, flour millers of Gawler and Fords. He was living in Clarence Park and travelled to Gawler daily on weekdays.

Air Force

He was obviously interested in serving in the armed forces and as soon as he was eligible he enrolled in the RAAF Reserve on 19 December 1941 at the age of 19 years and nine months. His application was endorsed both his father, J. W. Daw and his uncle, E. K. Jeffs. The latter was one of the founders of Jeffs Bros. Pty Ltd.

Night and weekend courses taken after selection and enrolment into the RAAF Reserve were thought necessary to provide broad introduction to subjects that would be covered in the specialist schools and gave basic practical information of what aircrew training involved.

Right -RAAF Reserve 1942



1942

Enlistment came next in the Citizens Air Force via No. 5 Recruiting Depot Adelaide which was located in the old Legislative Building, North Terrace, Adelaide where he was accepted on 20 June 1942.

At recruiting depots, intending pupils had to undergo rigorous medical examinations, aptitude tests and an appearance before the Aircrew Interview Board. Specific aircrew tests included: a) standing on one foot for ten seconds with the other knee bent, arms outstretched sideways and eyes shut; b) blowing into a glass mouthpiece attached to a rubber tube which in turn was attached to a 40mm column of mercury which had to be maintained above a certain pressure for one minute. Other tests were also common such as operating equipment that required keeping two lights close together by using foot and hand controls or being spun in a revolving chair for tolerance of violent aerobatics.

Enlistment was followed by posting to No. 4 I.T.S at Mount Breckan, which was located in Victor Harbor. He was part of Course 29(g) and he passed on 14 August 1942.

Every airman received a copy of the book 'Standard Notebook for Initial Training Schools' and that covered the following subjects:

- a) Air Navigation for Pilots and Observers;
- b) Magnetism and Electricity;
- c) Law, Discipline, Administration and Organization;
- d) Hygiene and Sanitation;
- e) Definitions;

- f) The Principles of Flight;
- g) Airframes;
- h) Engines;
- i) Mathematics Problems for Revision.

As part of Course 29 he was then posted to No.1 W.A.G.S at Ballarat Vic where he undertook training in W/T from 19 August 1942 until 29 January 1943 when he successfully passed the course.

No. 1 W.A.G.S had been formed on 22 April 1940 in Ballarat, Victoria and operated until 1945. Course numbers varied from 100 to 150 with successful candidates graduating after twenty-four weeks of training. Areas of training involved morse & electrical science, morse & radio theory, morse & practical radio, operating an aircraft wireless equipment on the ground and radio sending and receiving and receiving from Wackett trainers. Trainees must then be capable of sending at least 18 words/minute in morse either in plain language or code. After graduation it was expected candidates would be competent enough to go on operational flights immediately. The course was five months of ground training followed by aircraft exercises.

No. 1 WAGS 1943

1943

His next posting, as part of Course 29 was to No. 3 B.A.G.S. East Sale Victoria from 8 February 1943 where he successfully completed the course on 5 March 1943. This school operated during 1942 to 1945 using Fairey Battle aircraft.

Air to air gunnery involved two aircraft. One with the students and the other which had a drogue streaming out to the rear. The student fired a Vickers Go/Gas operated machine gun aiming in the general direction of the target drogue. As there was no interrupter gear fitted to the Fairey Battles great care had to be exercised so that when shooting a moving target, the trainee didn't shoot down themselves, interrupter gear made the gun inoperative if it was aimed at a plane's wings, tail or fuselage. The aim was to fire 1,000 rounds. Each flight lasted about an hour. All flights were made near the 90 Mile Beach, the Gippsland Lakes or the mountain forests.



In order to pass there was an instructor in the aircraft to instruct on the guns, turrets, tactics and aircraft recognition. Ground lectures, exams on tactics, aircraft recognition, range procedure, malfunction corrections of the machine gun whilst blindfolded. Brian successfully passed this B.A.G.S. course on 5 March 1943.

Airborne exercises consisted of: Elementary aiming exercise as an air gunner, air to astern attack as air gunner, air to air deflection attack as air gunner, various gun tests. The program was very extensive. In total Brian flew nine Fairey Battle flights for a total time of eight hours and forty minutes with 1,400 rounds fired and an average hit rate of 3.4%

The next posting was to No. 2 Air Observers School (A.O.S.) at Mount Gambier SA from 27 March 1943 as a Staff (Aircrew) W/T Operator. This involved crewing an Avro Anson with the pilot, a navigation instructor and two students. From Brian's logbook most flights averaged around 3 hours.



No. 2 AOS MOUNT GAMBIER 1943 (BRIAN DAW IN PICTURE)

The standard navigation course lasted twelve weeks and then successful students were posted to various squadrons. Avro Anson and Airspeed Oxford aircraft were utilized.



DG728 AVRO ANSON PORT PIRIE 1943 (J B O'LEARY)

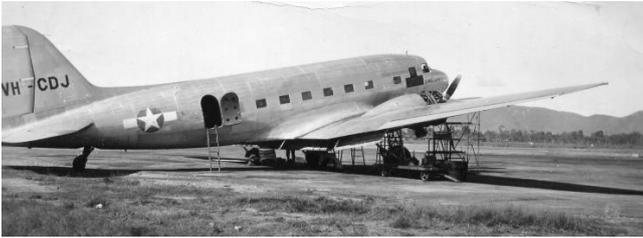
1943

From 9 December 1943 Brian was posted to No. 3 A.O.S. at Port Pirie to undertake a similar role as a staff (Aircrew) W/T for training flights. The transfer was undertaken via the Avro Anson DJ349 departing Mount Gambier at 0130 and arriving at Port Pirie at 0415. The new posting also involved high- and low-level bombing using Avro Ansons. His final flight with No. 3 A.O.S. was on 26 April 1944.

Port Pirie had been No. 2 B.A.G.S base but in early 1944 was redesignated No. 3 A.O.S. and soon had fifty-seven Ansons on strength. This base closed in 1946.

1944/1945

A major change to Brian's air force career came on 29 April 1944 when he was posted to No. 1 E.F.T.S. (Elementary Flying Training School) at Parafield. This was a temporary posting to enable him to join Guinea Airways in a W/T position on Douglas C-50 and Lockheed Lodestar aircraft. Guinea Airways had a contract with the Allied Directorate of Air Transport to transport personnel and freight. The aircraft were crewed by a Guinea Airways Captain, an RAAF First Officer and RAAF W/T operator.



VH-CDJ DOUGLAS C-50 1945



VH-CAC LOCKHEED L18 1945

Brian initially operated from Parafield to Darwin from May 1944 until March 1945 when operations were transferred to Garbutt, Townsville until 3 November 1945 when he made his final flight.

During his time with Guinea Airways Brian was managed by the following:

- 1) No. 34 Squadron 18 May 1944 to 1 February 1945;
- 2) RAAF Parafield 1 February 1945 to 6 March 1945;
- 3) No. 5 Communication Unit 6 March 1945 to 10 September 1945 – operating out of Australia with the USAAF on transport duties.
- 4) No. 4 Communication Unit 10 September 1945 to 15 November 1945.

After finishing his role with Guinea Airways, he was posted to No. 4 Personnel Depot on 15 November 1945 and on 20 November 1945 he finished his Citizen Air Force career and was demobilized.

Appendices

During his air force career, he carried the following ranks:

- 1) A.C.II – 20 June 1942 to 19 August 1942;
- 2) L.A.C. – 19 August 1942 to 28 February 1943;
- 3) Sergeant – 28 February 1943 to 4 September 1943;
- 4) Flight Sergeant – 4 September 1943 to 4 September 1944;
- 5) Warrant Officer – 4 September 1944.

Musterings:

- 1) Air Crew V – 20 June 1942;
- 2) Air Crew V(E) – 10 August 1942;
- 3) Air Crew II(G) – 4 February 1943
- 4) Wireless Operator Air Gunner – 4 March 1943
- 5) Wireless Operator (Air) – 11 March 1944.

Medals:

- 1) Overseas Operational Service, New Guinea 20 May 1944 to 26 February 1945
- 2) 1939 – 45 Star, Pacific Star, War Medal
- 3) 1939 – 45 Australian Service Medal
- 4) 1939 – 45 Returned from Active Service.

Flying Hours – total 1,822.50 (day 1,715.15 & night 107.35)

POSTSCRIPT; Brian Daw returned to his pre-war employment with Jeffs Bros. Pty Ltd. He qualified as an accountant with membership of the Australian Society of Accountants in 1956 followed by a 'Fellow of the Society' in 1967. In 1960 he became the accountant for William Charlick Limited, Mile End as they had taken over the Jeffs Bros. business. Brian sadly died in 1970 at aged forty-eight years but he always maintained his interest in aviation which he handed on to his sons Paul and Nigel.

APPENDICES:

November 1942				Time carried forward			
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
30-11-42	0755	A3/141	P.O. Adair	W/T Instructors	receiver tuning		.20
6-1-43	0915	A3/175	Ygt Atkinson	"	Ex 1 - H/F		.50
6-1-43	01410	A3/68	Ygt Temple	"	Ex 1 - L/F		.55
7-1-43	0745	A3/131	P.O. Fischer	-	Ex 1 - H/F		1.00
7-1-43	1405	A3/142	Ygt Mawby	"	Ex 1 - H/F		1.00
11-1-43	1300	A3/132	Ygt McSherry	"	Ex 2 - FREQUENCY CHANGE H/F		.55
13-1-43	1010	A3/177	P/O Murray	"	Ex 2 - " " "		1.00
15-1-43	0755	A3/63	Ygt. Goddard	"	Ex 2 - " " "		1.05
15-1-43	1250	A3/46	Ygt Whitford	"	Ex 2 - " " "		1.00
17-1-43	0925	A3/46	Ygt Hayward	"	Ex 2 - " " "		.35
17-1-43	1530	A3/32	L.A.C. Lethbridge	"	Ex 2 - " " "		.55
18-1-43	0755	A3/70	P/O Crossby	"	Ex 2 - " " "		1.00
18-1-43	1310	A3/137	Ygt Atkinson	"	Ex 3 - cross country H/F		1.15
19-1-43	1015	A3/137	Ygt Taylor	"	Ex 3 - " " "		1.15
19-1-43	1510	A3/63	Ygt Franetovich	"	Ex 2 - FREQUENCY CHANGE H/F		.50
20-1-43	0745	A3/139	P/O Thompson	"	Ex 3 - CROSS COUNTRY H/F		1.25
20-1-43	1240	A3/176	"	"	Ex 2 - FREQUENCY CHANGE H/F		1.05
21-1-43	0755	A3/139	P/O Murray	"	Ex 4 CROSS COUNTRY L/F D/F		1.35
21-1-43	1505	A3/68	Ygt Temple	"	Ex 3 CROSS COUNTRY H/F		1.10.
24-1-43	0755	A3/68	Ygt Stuart	"	Ex 4 " " L/F D/F		1.45
24-1-43	1240	A3/61	Ygt Taylor	"	Ex 4 " " " "		1.45
TOTAL TIME							22.40

NO. 1 WAGS 1942

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Time carried forward	
						24-25	
						Flying Times	
						Day	Night
14-2-43	1135	BATTLE 5122	Ygt ROSELER	FFGG 200 RDS	200 RDS FIRED - 2 HITS	1%	1 05
16-2-43	0815	BATTLE 2251	W/O DEAF	FRBT 200 RDS	200 " " - 2 "	1%	1 25
"	1200	" 2096	SGT SHAW	FRUT 200 "	200 " " - 1 "	1/2%	50
"	1430	" 2096	SGT MATLEY	FRBRST 200	200 " " - 2 "	1%	50
20-2-43	0835	" 2251	" SPOWART	FRUT 200 "	200 " " - 3 "	1.5%	45
"	1030	" 5258	" PHILLIPS	FRBRST 200 "	100 " " - 3 "	3%	50
"	1350	" 2251	" LESLIE	FRUT 200 "	200 " " - 5 "	2 1/2%	1 00
"	1620	" 2251	" PHILLIPS	FRBRST 200 "	200 " " - 6 "	3%	50
2-3-43	1440	" 5234	W/O DEWAR	FRBRST 100	100 " " - 2 "	2%	1 05
TOTAL HOURS GUNNERY							8 40

A. Acute Flight Lieutenant
 Officer Commanding A Flight (Gunnery)

W. D. Thompson Squadron Leader
 Officer Commanding A.F.S.
 3 MAR 1943

TOTAL TIME 33 05

NO. 3 BAGS EAST SALE 1943

NOVEMBER 2 A.O.S.					Time carried forward		
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	329 30	29 45
						Flying Times	
						Day	Night
1-11-43	1250	A4-9	Ygt Wimper	W/T	Banambak Mill Robe Base	3 20	
5-11-43	1400	AW485	W/O Gallie	"	Wanamool balac Hamilton Base	3 15	"
8-11-43	0900	DJ349	F/S Fonest	"	Marrughid Edenhope Base	3 25	
"	1315	N4904	" Mills	"	Mingyut Jipavit Base	2 45	
10-11-43	2000	A4224	" Beer	"	Yanae Kingston Base		3 00
11-11-43	1925	N4873	" Beer	"	"		3 10
14-11-43	1250	DJ430	" Ross	"	Murtoa B'town Base	3 20	
15-11-43	1300	A4-28	" Mills	"	"	3 05	
16-11-43	0800	LT710	W/O Wilton	"	"	3 10	
17-11-43	1300	LT712	W/O Stone	"	Limboola B'town Base	3 20	
18-11-43	1300	W2599	Ygt Minhard	"	Yanae Keith Base	2 45	
19-11-43	0830	N4904	F/S Mills	"	Sea Patrol	2 40	
20-11-43	0755	AW848	" Ghid	"	Keith Yanae Base	3 35	
24-11-43	0800	A4251	" Mills	"	Yanae Keith Base	2 50	
29-11-43	0800	AW751	" Osborne	"	Sea Patrol	3 30	
TOTAL FLYING NOVEMBER						41 00	6 10

A. Robertson S/LDR
 OFFICER COMMANDING
 AIR TRAINING SQUADRON
 No. 2 A.O.S., Mt. GAMBIER, S.A.

TOTAL TIME 370 30 35 55

NO. 2 AOS MOUNT GAMBIER 1943

MAY		I.E.F.T.S			(GUINEA AIRWAYS LTD) Time carried forward	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	
30-4-44	0640	DC2 VHCDL		Passenger		
2-5-44	1345	C47VHCDS	Capt. Chapman	W/T		
3-5-44	1400	"	"	"		
9-5-44	0735	LODESTAR VHCEE	Capt. Buckley	"		
"	1255	"	"	"		
"	1700	"	"	"		
10-5-44	0605	"	"	"		
"	1020	"	"	"		
16-5-44	0730	DOUGLAS C50 VHC DK	Capt. Steele	"		
"	1100	"	"	"		
"	1335	"	"	"		
17-5-44	0625	"	"	"		
"	1135	"	"	"		
20-5-44	0645	LODESTAR VHCEE	Capt. Leonard	"		
"	1310	"	"	"		
27-5-44	0640	"	"	"		
"	1200	"	"	"		
30-5-44	0640	DOUGLAS C50 VHC DK	Capt. Buckley	"		
31-5-44	0610	"	"	"		
CERTIFIED CORRECT GUINEA AIRWAYS LIMITED <i>Chapman</i> CHIEF PILOT						
					TOTAL FLYING MAY	
					482.35	92.43
					TOTAL TIME 573.10 92.45	

GUINEA AIRWAYS 1944

OCTOBER		4 COM UNIT			Time carried forward	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	
5-10-45	1420	VHCDS	Capt. Hueg	W/T		
"	1445	"	"	"		
6-10-45	0555	"	"	"		
"	1150	"	"	"		
24-10-45	0510	VHCDF	"	"		
"	1205	"	"	"		
29-10-45	0515	"	"	"		
"	1055	"	"	"		
30-10-45	0525	"	"	"		
"	0755	"	"	"		
"	1225	"	"	"		
31-10-45	0630	"	"	"		
"	1140	"	"	"		
"	1625	"	"	"		
					TOTAL FLYING OCTOBER	
					1645.00	107.35
					TOTAL TIME 1692.45 107.35	
					Commanding Officer No. 4 Communication Unit, Archerfield.	

GUINEA AIRWAYS 1945

CREDITS: Brian Daw log book, National Archives – various files, RAAF Publication No 350 September 1943 ‘Standard Gunnery Notes for Air Crew; RAAF Publication No. 95 September 1941 – Standard Notebook for Initial Training Schools; ‘The RAAF in SA During WWII – Peter Ingman published 2021; Fairey Battle in the RAAF by John Lever published 2002; The Battle File – published 1997; Kevin Gogler, South Australian Aviation Museum Inc. NKD14062025V.1