



A Wirraway at RAAF Base Williamtown, 1948.
Image supplied by the Australian War Memorial



STREETS STEEPED IN HISTORY



There are some special stories
we thought you may like to
know about Wirraway ...

No. 2 Flying Training School over the Riverina circa 1940. Image supplied by the Australian War Memorial

BEHIND THE NAME

Wirraway was inspired by aviation and its significance to the lower Hunter region. Named in honour of the CAC Wirraway aircraft, Wirraway represents independence and freedom. It also honours the contribution of aviation throughout history.

The Wirraway plane saw active service during the Second World War, with the No. 4 Operational Training Unit formed with Wirraways at the nearby RAAF Base Williamtown in 1942.

The name remembers a time when aviation was exciting and adventurous—the same sentiments and emotions will be shared by families embarking on their own adventures as they move to Wirraway.



Image supplied by the Australian War Memorial

STREETS STEEPED IN HISTORY

BARR PROMENADE

Barr Promenade is named in honour of Andrew William Barr OBE MC DFC, a Fighter Ace in the RAAF during the Second World War. A talented rugby player, Barr was selected to tour the United Kingdom, however when he landed in England in 1939 the tour was cancelled due to the onset of war.

The very next year he joined the RAAF and was posted to North Africa with No. 3 Squadron in September 1941. As the squadron's highest scoring ace, he secured his first three victories in the P-40D Tomahawk and his remaining victories in the P-40E Kittyhawk.

His achievements as a combat pilot earned him the Distinguished Flying Cross and Bar. In 1942, he was shot down and incarcerated in Italy. He escaped and assisted other allied fugitives to safety, earning him the Military Cross—a rare honour for a RAAF Pilot. After the war Barr re-joined the RAAF, this time as an Active Reserve Officer.

He passed away in 2006, aged 90.

Source: <http://www.naa.gov.au/records-management/>
https://en.wikipedia.org/wiki/List_of_World_War_II_flying_aces



Jeffrey is pictured on the right. Image supplied by the Australian War Memorial

JEFFREY STREET

Jeffrey Street honours RAAF Senior Officer and Fighter Ace, Peter Jeffrey DSO DFC. He was born in Tenterfield, New South Wales and joined the Active Reserve in 1934, before transferring to the Permanent Air Force shortly before the Second World War. Jeffrey was part of the No. 3 Squadron posted to the Middle East in July 1940 and took command of the unit the following year. He earned a Distinguished Flying Cross for his energy and fighting skills. In 1941, he was appointed Wing Leader of No. 2 Wing RAF and became an ace with his fifth solo victory. The same year he earned the Distinguished Service Order for his achievements, which included rescuing a fellow Pilot who had crash landed in the desert.

After a stint in the RAAF Reserve he returned to the Permanent Air Force in 1951, holding training posts in Victoria and command of RAAF Base Edinburgh in South Australia, before resigning in 1956.

He passed away in 1997, aged 83.

Source: <http://www.naa.gov.au/records-management/>
https://en.wikipedia.org/wiki/List_of_World_War_II_flying_aces



Jackson is pictured on the left. Image supplied by the Australian War Memorial

JACKSON STREET

John Francis Jackson DFC is the inspiration behind Jackson Street here in Wirraway—named to honour the Fighter Ace and Squadron Commander who served during the Second World War. In 1936, he joined the RAAF Reserve before joining Active Service in 1939 following the outbreak of war. Jackson served with the No. 3 Squadron in Australia, before being posted to the Middle East in November 1940. He was awarded the Distinguished Flying Cross and mentioned in Despatches for his actions in the Middle East. He was posted to South West Pacific theatre and promoted to Squadron Leader and given command of No. 75 Squadron at Port Moresby in Papua New Guinea. He was credited with eight aerial victories and led the No. 75 Squadron during the Battle of Port Moresby in 1942.

Affectionately nicknamed 'Old John' due to his 34 years, he earned praise for his leadership during the Defence of Port Moresby before his death in combat in April 1942. His brother, Les, replaced him as leader of No. 75 Squadron and also went onto become a Fighter Ace.

Source: <http://www.naa.gov.au/records-management/>
https://en.wikipedia.org/wiki/List_of_World_War_II_flying_aces



Image supplied by the Australian War Memorial

GIBBES STREET

Robert 'Bobby' Gibbs OAM DSO DFC is the inspiration behind Gibbs Street in Wirraway. He was a leading Fighter Ace in the Second World War and the longest serving wartime Commanding Officer of No. 3 Squadron RAAF. He was officially credited with 10 aerial victories.

In 1941, he flew with No. 3 Squadron in the Middle East and became Commanding Officer during the Western Desert Campaign, where his leadership and fighting skills earned him the Distinguished Service Order and Distinguished Flying Cross and Bar. Later, he was posted to the South West Pacific and served with No. 80 Wing of the Australian First Tactical Air Force and took part in the 'Morotai Mutiny' in April 1945.

After the war he spent many years in New Guinea developing local industry, for which he was awarded the Medal of the Order of Australia. He continued to fly until the age of 85 and passed away in 2007, aged 90.

Source: <http://www.naa.gov.au/records-management/>
https://en.wikipedia.org/wiki/List_of_World_War_II_flying_aces



Image supplied by the Australian War Memorial

TRUSCOTT STREET

Truscott Street is named in honour of Keith 'Bluey' Truscott DFC, a Second World War Fighter Ace and gifted Australian Rules footballer. He was the second highest Australian Ace, credited with destroying 11 enemy aircraft in combat. It is believed that he destroyed three additional aircraft and damaged a further two—however this is unconfirmed.

Twice awarded the Distinguished Flying Cross, he was made a Flight Commander before becoming an Acting Squadron Leader. In 1942, he was posted back to Australia where he joined No. 76 Squadron flying Kittyhawks. By this stage he was one of the most celebrated RAAF pilots, along with Clive Caldwell.

Killed in a training accident in Exmouth Gulf in March 1943, Truscott's life and service was honoured in a number of ways. The RAAF named a base on the northern coast of the Kimberley region as Truscott Airfield, while the Melbourne Football Club's award for the Best and Fairest player was named the 'Bluey' Truscott Memorial Trophy, in his honour.

Source: <https://www.awm.gov.au/collection/C32571>
https://en.wikipedia.org/wiki/List_of_World_War_II_flying_aces
<http://www.naa.gov.au/records-management/>



Image supplied by the Australian War Memorial

HARROP PARADE

William Percy Harrop provides the inspiration for Harrop Parade. Born in Lakemba, New South Wales Harrop enlisted for service in the RAAF at Point Cook, Victoria. After qualifying as a Pilot, he was posted to No. 77 Squadron at Iwakuni, Japan.

During the Korean War in September 1950, Harrop and two other Pilots flew towards Taegu, he sent a radio message saying he was not injured but his aircraft was on fire and he was going to crash-land. He brought his aircraft down in a field next to an orchard and after he exited the aircraft it exploded. Harrop made his way to a nearby hut where he attempted to wave down aircraft flying overhead without luck.

Investigations into Harrop's death found that North Korean troops, attracted by the burning aircraft, entered the orchard. As Harrop attempted to escape he was spotted and in the ensuing fight, armed with only a pistol, shot and killed two North Korean soldiers before being killed.

Source: <http://www.naa.gov.au/records-management/>



Image supplied by the Australian War Memorial

MCMNAMARA STREET

McNamara Street is named in honour of Sir Neville Patrick McNamara KBE AO AFC, a long serving Defence member who became the Chief of the Defence Force.

In 1941, McNamara enlisted in the RAAF at just 18-years-old. Following his training, he graduated as a Sergeant Pilot, before serving as an Instructor. He was then posted to the South West Pacific as a Fighter Pilot with No. 75 Squadron flying P-40 Kittyhawks.

After the Second World War, he flew with the British Commonwealth Occupation Force in Japan before serving as Executive Officer with No. 77 Squadron in Korea. McNamara was also Commanding Officer of No. 2 Operational Conversion Unit—where his performance earned him the Air Force Cross in 1961.

McNamara passed away in 2014.

Source: http://airpower.airforce.gov.au/APDC/media/CAF-Speeches/2014_05_15_AM-Brown_Eulogy-Sir-Neville-McNamara.pdf
http://en.wikipedia.org/wiki/Neville_McNamara



Image supplied by the Australian War Memorial

SPROULE CRESCENT

Daryl Maxwell Sproule DFC provides the inspiration for Sproule Crescent. He originally worked as a law clerk before enlisting in the RAAF in 1941.

During the Second World War in April 1943, Sproule gained victory over Milne Bay, New Guinea, when No. 77 and No. 75 Squadron engaged nearly 100 Japanese aircraft. In May 1943, Sproule was unable to land at Gurney Field due to low cloud and was forced to make a crash landing. The aircraft was extensively damaged, however Sproule escaped with only abrasions.

On 2 August 1943, while leading a sweep to New Britain, his Kittyhawk was thought to have been hit by shrapnel from his own bomb, crash-landing in the water. He was taken in by some friendly locals but was captured by the Japanese soon afterwards. On the 16 August 1943, Sproule was executed.

Source: <https://www.awm.gov.au/collection/C1225008>
<http://www.pacificvictoryroll.com/page20.htm>



Image supplied by the Australian War Memorial

TREBILCO CLOSE

Raymond 'Ray' Edward Trebilco AO DFC is the inspiration behind Trebilco Close. Trebilco joined the RAAF in January 1945. He was a linguist in the British Commonwealth Occupation Force until 1948, graduating as a Pilot from Flying Training School in 1949.

In 1950, he was posted to No. 77 Squadron in Japan—just six months prior to the Korean War. During his career Trebilco assumed a number of flying and intelligence postings in Japan, Korea, United Kingdom, Europe, Malaya, Thailand and the United States of America.

Trebilco flew a total of 424.50 operational hours on 172 missions. 101 missions were flown on Mustangs and 71 missions on Meteors. He was fired at many times by anti-aircraft and small arms, but fortunately was never hit.

He was awarded the Distinguished Flying Cross in 1950 and the Order of Australia in 1982.

Source: <https://www.awm.gov.au/collection/C282975>
<http://www.koreanwaronline.com/history/oz/kr/chapter29.htm>



Image supplied by the Australian War Memorial

LAWRENSON PARADE

Lawrenson Parade is named after Frederick James Lawrenson DFC AFC. During the Second World War, he was posted to the No. 6 Squadron in the Middle East (1943) and then transferred to No. 450 Squadron in Italy (1944).

On 29 December 1944, Lawrenson was ordered to dive-bomb a target at Nervesa della Battaglia. As he descended, an enemy shell hit his Kittyhawk, damaging the cockpit's canopy and wounding him. He continued his attack and flew the aircraft back to base, talking to himself to stay conscious. He was awarded the Distinguished Flying Cross for his conduct that day.

In 1952, he was appointed as Chief Flying Instructor of the No.2 Operational Training Unit. He won the Air Force Cross for the 'exemplary manner' in which he taught complicated manoeuvres to inexperienced aviators.

In 1952, Lawrenson was posted to No. 77 Squadron. On Christmas Eve that year, while leading four Meteors on an armed reconnaissance over the Imjim River/Koksan Valley region of North Korea, he was shot down by ground-fire and was presumed to have been killed.

Source: <https://www.awm.gov.au/collection/P10680690>
<http://adb.anu.edu.au/biography/lawrenson-frederick-james-10791>



ELLIS STREET

Ellis Street is named in honour of Donald Campbell Ellis DFC, who saw Active Service during the Korean War.

Fighting with No. 77 Squadron in 1950, they struck hard at enemy supply lines in Pusan, Korea, destroying many trucks, railroads and bridges. The enemy struck back at the Mustangs with anti-aircraft fire. Ellis in his low flying Mustang was shot down, presumed dead, east of the North Korean capital Pyongyang on 22 December 1950.

Ellis was recognised with the American Air Medal and the Distinguished Flying Cross for valour, courage or devotion to duty.

Source: <http://www.news.com.au/national/war-heroes8217-families-in-long-wait-for-us-medals-awarded-after-korean-war/news-story/f8413c3b2bc1aaa45e725a1c5ad7616c>
Swift to destroy : an illustrated history of 77 Squadron RAAF 1942-1986 / compiled by Wayne Brown, Andrew Cork, Colin Faggo; edited by Annette Donselaar
<https://www.awm.gov.au/collection/R1571193/>



Image supplied by the Australian War Memorial

MCGLINCHY STREET

McGlinchey Street is named in honour of Squadron Leader Leonard Thomas McGlinchey, who enlisted in the RAAF in June 1942.

McGlinchey saw Active Service in the Korean War, serving in the newly formed No. 91 (Composite) Wing.

In July 1953, McGlinchey became the final wartime fatality when his Meteor crashed while taking off from Kimpo, Korea. It is believed that a faulty tyre knocked the mudguard into the flap and caused it to roll and crash.

Source: The forgotten few: 77 RAAF Squadron in Korea by Doug Hurst
<http://www.ww2roll.gov.au/VeteranCertificate.aspx?VeteranID=1076669>

FIVASH CLOSE

Fivash Close is inspired by Clifford Frederick Fivash AFC, who flew with No. 77 Squadron during the Korean War and was awarded the Air Force Cross in 1955.

He passed away January 2014, aged 90.

Source: <http://tributes.theage.com.au/obituaries/theage-au/obituary.aspx?pid=169091721>
<https://www.awm.gov.au/collection/R1511677>



Image supplied by the Australian War Memorial

PURSSEY STREET

Purssey Street was inspired by Second World War Flight Lieutenant, Ian Goodwin Swan Purssey DFC. He initially served in the Western Desert and Italy, flying Kittyhawks and Mustangs. In 1951, he was posted to No. 77 Squadron in Kimpo, Korea flying Meteor 8 jet fighters and ground attack fighter/bombers.

Purssey was awarded the American Air Medal after completing 30 combat missions. Then, in 1952, he was also awarded the Distinguished Flying Cross after completing 110 operational missions.

Purssey was shot down during intense machine gun fire near Chinnampo on 22 April 1952. He is presumed killed in action.

Source: <https://www.awm.gov.au/collection/P10686602>
http://www.unitedserviceclub.com.au/files/9614/5610/1491/People_Members_Honour_Roll_Korean_War_Purssey_Revised_Jan_2016.RM.pdf



Image supplied by the Australian War Memorial

GUTHRIE CRESCENT

Guthrie Crescent is inspired by Ronald Guthrie, who joined the RAAF during the Second World War, aged 18.

When the Korean War started the RAAF needed Fighter Pilots and Guthrie joined No. 75 Squadron. Guthrie was a tail-end Charlie (rear gunner in a bomber) and flew 14 combat sorties—before his last on 29 August 1951.

During a mission his aircraft was damaged and began to dismantle around him. Guthrie managed to eject and land between two women in a field. He was captured and spent two years as a Prisoner Of War (POW), before being released in a prisoner exchange in 1953.

Once back home, Guthrie became a flying instructor at Uranquinty (near Wagga) flying Wirraways and Winjeels, and a defender at RAAF Base Williamtown. Guthrie remained in the RAAF until retirement in 1980.

In 2011, nearly 60 years after his release as a POW, he was honoured with the United States Air Medal for his service during the Korean War.

Source: <https://www.awm.gov.au/collection/C44341>
<http://www.austradesecure.com/radschool/Vol22/page9.htm>
<http://www.theherald.com.au/story/472024/pilots-bravery-honoured/>



Image supplied by the Australian War Memorial

LOUDEN CLOSE

Commanding Officer of No. 76 Squadron, Ian Sandford Loudon, is the inspiration behind Loudon Close.

In January 1944, Loudon's Kittyhawk was hit. The largest air-sea search in the South Pacific ensued—conducted by the RAAF in conjunction with US forces. A large number of aircraft, including Bostons, Beauforts, Beaufighters, Kittyhawks, Catalina flying-boats, 2 torpedo boats, and an RAAF rescue boat took part in the search for Loudon and another missing pilot.

While preparing to bale out of his damaged Kittyhawk fighter, Loudon was intercepted and trailed by an Australian Beaufighter who was looking for another missing pilot. They circled his Kittyhawk until he was rescued by a US torpedo patrol.

Source: <https://www.awm.gov.au/collection/C234430>
<http://trove.nla.gov.au/newspaper/article/11820958>



Treadwell is pictured on the left. Image supplied by the Australian War Memorial

TREADWELL STREET

Treadwell Street is named in honour of James 'Jim' Alfred Treadwell OAM AFC, a long-serving member of the RAAF.

Joining the RAAF in October 1951 as a Trainee Signaller, Treadwell continued training in air and ground radio and air gunnery.

In 1955, Treadwell was the first post-war aircrew member selected for pilot training, where he trained on Tiger Moths and Wirraways. He graduated from No. 21 Pilots Course 'Proficient With Special Distinction', and then completed a Fighter OTU course at RAAF Base Williamtown.

Posted to No. 3 Squadron in 1958, Treadwell took part in operation Sabre Ferry to RAAF Butterworth, Malaya. He served as a Squadron Pilot during the Malayan Emergency.

In 1972, he was awarded the Air Force Cross and took up an appointment as Base Operations Officer RAAF Base Williamtown in 1976. The following year Treadwell resigned from the RAAF, however, returned to service in 1981 and formed No. 26 Active Reserve Squadron, as the founding Commanding Officer.

Source: <http://www.no9squadronassociation.org/review.php?id=56>



Image supplied by the Australian War Memorial

SIBTHORPE STREET

Sibthorpe Street is named in honour of Arthur Sibthorpe, who graduated from No. 10 Pilots Course in 1954, after training on Tiger Moths and Wirraways.

After graduation, Sibthorpe was posted to RAAF Base Williamtown, then Japan and Korea.

In 1956, Sibthorpe was posted to East Sale to undergo instructors' training on Wirraways and Winjeels. Returning to Williamtown in 1962, Sibthorpe joined No. 2 OCU, before becoming Acting Squadron Leader, then Chief Instructor Parachute Training Flight.

Sibthorpe was posted to the 7th USAF in Vietnam in 1968. His first appointment was with 1st Division US Army at Lai Khe, followed by the 82 Airborne Division at Tan Son Nhut, 25th Division at Dautieng, and finally with the 9th Division at Dong Tam.

Sibthorpe returned to Williamtown in 1969 and retired from the RAAF in 1974, aged 47.

Source: https://no77.squadronassociation.org/people/Arthur_Sibthorpe.pdf



Image supplied by the Australian War Memorial

FLEMMING STREET

James Hilary Flemming AO AM DFC is the inspiration behind Flemming Street. At just 16-years-old, Flemming enlisted in the Army during the Second World War, but was discharged after his age was revealed. Unperturbed, he used his uncle's birth certificate to join the Air Force. By the time he completed training, the Second World War had ended.

When war broke out in Korea, Flemming flew on No. 77 Squadron's first mission, escorting bombers attacking an enemy airfield and helping defend the Pusan Perimeter. After 50 missions Flemming returned home to train replacement pilots for Korea.

Flemming's career had many highlights including forming the Meteor aerobatic team and then, as Commanding Officer, the successful deployment of No. 75 Squadron in 1967 (the first permanent deployment of a Mirage III squadron). He was also Officer in Command of RAAF Base Williamtown from 1973-75.

On retirement Flemming was appointed Director of the Australian War Memorial. He passed away in 2015, aged 88.

Source: <https://www.awm.gov.au/collection/P11025595>
http://www.radschool.org.au/Books/the_raaf_mirage_story_opt.pdf
<https://no77.squadronassociation.org/honourrollsA.php>
http://www.localnewsplus.com.au/story?ID=63996&stories=filestory_web_external&publication=Advocate§ion=

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