# Australia's Role In The Vietnam War

Somewhere in the range of 1966 and 1971 every one of three 'saber' squadrons of the Special Air Service Regiment (SASR) finished two voyages through Vietnam. The SAS was based at Nui Dat where it went about as the 'eyes and the ears' of the First Australian Task Force (1 ATF) and worked all through Phuoc Tuy region just as in Bien Hoa, Long Khanh, and Binh Tuy areas. SAS staff were profoundly prepared and their job in Vietnam fluctuated from directing (0 observation watches and watching adversary development to hostile tasks somewhere down in foe region. The SAS had the most elevated 'murder' proportion of any Australian unit in Vietnam. The Australian SAS worked intimately with the New Zealand SAS and New Zealand SAS officers were appended to every Australian squadron.

Australian military guides had been serving in Vietnam since 1962. In 1965 Australia's commitment to the war expanded to an infantry brigade and, the next year, to an independent team of two infantry contingents, a SAS squadron, and other helpful components.

Travelling to Vietnam from the SAS regimental base in Perth, 3 Squadron landed at Vung Tau through Saigon on 16 June 1966 and moved to Nui Dat the following day. From 20 to 22 June each troop led a 24-hour watch of the region promptly around the base at Nui Dat. The main adversary contact happened on 25 June when 3 Squadron was terminated on by a gathering of Viet Cong (VC).

Before the part of the bargain, Nui Dat created and the Australian infantry started watching the zone around the base, the SAS started watching further away from home. 3 Squadron's initially long-extend watch was to the Nui Dinh slopes, seven kilometers west of Nui Dat. In July the SAS started watching around Long Tan town, Nui Dat 2, Long Tan, Binh Ba, and different zones. Following the mortar assault on the team based in the early long stretches of 17 August, watches were sent to find the adversary. In any case, it stays a matter of guess if the SAS found the nearness of the VC power before D Company, 6RAR during the clash of Long Tan. For the remainder of the year and into 1967 the squadron

The squadron did various assignments notwithstanding wilderness watching. The workforce went on trade with American Special Forces, while American staff joined the Australians. In November the squadron upheld 5RAR during Operation Hayman, keeping an eye on attack vessels and watching the conduits between Long Son Island and the terrain.

On 15 February 1966, the development party from 1 Squadron touched base in Vietnam, trailed by the remainder of the squadron on 2 March. After a handover period, where a workforce from 1 Squadron went with 3 Squadron on watch, the last left Vietnam in the third seven day stretch of March. During its nine months 'in the nation', 3 Squadron directed 134 watches and attempted and tried a large number of the procedures that would be utilized by later squadrons.

3 The squadron came back to Vietnam for its second visit in February 1969. Similarly, as with its past visit the squadron watched crosswise over the Phuoc Tuy area and into Bien Hoa territory. Most time, however, was spent watching around the May Tao mountains. These and different mountains in the north-east of Phuoc Tuy were adversary fortifications. The VC was situated in

a huge tract of wilderness, which couldn't be disconnected, outside the cannons and mortar scope of the Australians at Nui Dat. It was the SAS's errand to identify and report VC courses and toward the beginning of December, 6RAR/NZ mounted a month-long activity to clear the May Tao mountains. The activity's prosperity was an immediate aftereffect of data assembled from SAS watches.

During this visit, accentuation was on the SAS's surveillance job, instead of ambushing or different assignments. To be sure, the squadron's leader, Major Reginald Beesley, kicked down the 'murders sheets' raised by different squadrons during prior visits. 'We were not there to murder individuals but rather to pick up data,' he later said.

The squadron started touching base at Nui Dat during February 1970 and 3 Squadron left Vietnam for Australia on 18 February.

The starting points of the RAAFts association in Vietnam 1963-75 can be followed to the 1954 Geneva Conference called to settle the truce understanding which finished the battling in the Korean War. Additionally, on the meeting motivation were talks around the rising free states of Indochina (Laos, Cambodia, and Vietnam).

While the Geneva Conference neglected to arrive at a significant concession to the circumstance in Korea, it resulted in a choice on the withdrawal of French powers from

Indochina and the parcel of Vietnam along the seventeenth Parallel, isolated into a socialist North and a republican South.

Races were to be held no later than July 1956 to empower the Vietnamese to settle on the nature of their administration on reunification. In a move proposed to control socialist impact, what's more, empower dependability inside the Indochina area, Australia united with a few different forces, generally strikingly England, France, and the US, to shape the SouthEast Asia Treaty Organization (SEATO) in 1955.

The point of SEATO was to guarantee the sovereign freedom of South-East Asian states. All the more explicitly, the US progressively coordinated SEATO activities towards checking the spread of socialism in the locale. As the security and political circumstance in South Vietnam disintegrated, due in no little measure to the Viet Cong socialist revolt upheld by North Vietnam, Australia and the US turned out to be progressively drawn into a war planned for opposing further North Vietnamese invasions into the South.

The acceleration was progressive: as Viet Cong tasks formed into practically normal assaults against government authorities, the reaction from the US, and later Australia, was to increment direct military help to the Republic of Vietnam Army. In August 1962, 30 Australian Army counsels were sent to South Vietnam as the Australian Army Training Team Vietnam. The main significant RAAF duty in South Vietnam happened on May 1963 when an Air Attaché, Gathering Captain Brinsley was selected to the Australian Government office in Saigon. This was pursued inside days by the primary operational missions in South Vietnam by a RAAF flying machine. Over the period 9-21 May 1963, Dakota A65-119 from No 2 Squadron's vehicle flight based at RAAF Base Butterworth and captained by Flying Officer David Cooper, directed 28 fights in South Vietnam. The missions were overwhelmingly philanthropic help flights, conveying nearly 25 000 kg of sustenance, what's more, medicinal supplies to Montagnard displaced people

dislodged by the Viet Cong uprising.

This short organization denoted the start of the RAAF nearness in Vietnam, which was to proceed in changing structures and with just minor breaks until 1975. Preceding the help flights of May 1963, Australia had been under expanding weight from the South Vietnamese and US governments to submit transport flying machine to give supply and regulatory help to the counterinsurgency exertion. These solicitations heightened to incorporate more aircrew to give extra carrier limit to the Vietnamese Air Force (VNAF). Issue 274, September 2016 ISSN: 2205-0078 (Print) 22050086 (Online) No 35 Squadron groups and Caribou flying machine in Vietnam around 1967. The squadron was set up after the RAAF Transport Flight Vietnam had extended from its unique six to eight airship. Until 1963, these calls had been opposed for three interrelated reasons. To start with, the RAAF was experiencing a noteworthy re-hardware program which required the change of a larger part of its aircrew and specialized workforce to new airship types.

Moreover, the executives of the acceptance of the new stages had to be adjusted against the retirement of the active flying machine. With the Dassault Mirage supplanting the CAC Saber, the de Havilland Caribou supplanting the C-47 Dakota, alongside the prologue to the administration of UH-I Iroquois helicopters, Lockheed Neptune's and Orion's, the labor of the RAAF was getting to be extended. The second purpose behind opposing a pledge to Vietnam was the RAAF's current counterinsurgency furthermore, Far East Strategic Reserve responsibilities in Ubon, Thailand and at Butterworth, Malaysia. With base help units, control and announcing unit and three contenders, one aircraft and a helicopter squadron working in the district, the constrained assets of the RAAF were extended considerably further. The expense of both the hardware substitution program, what's more, the operational beat of the mid-1960s joined to create the third challenge the RAAF looked in supporting extra responsibilities. In 1962, the RAAF was on the cusp of settling on its up and coming age of strike airplane, and even though the favored stage had, however, to be recognized, the expense of the potential choices was to make it one of the most costly acquisitions in RAAF history.

The Chief of the Air Staff (CAS) at the time, Air Marshal Ralston Hancock, was naturally worried that the RAAF spending plan was at that point completely submitted and any extra expenses caused due to further operational arrangements would conceivably shorten the Air Force's advancement plans. The defining moment in the RAAF's capacity to help a sending to Vietnam came in 1964 as No 38 Squadron started its change to the de Havilland Caribou flying machine. With the potential to convey six Caribous seemingly within easy reach, the limit of the RAAF to supply important strategic transport capacity in Vietnam was figured it out. The planning of these improvements demonstrated basic. During 1964, the Government of South Vietnam was destabilized by two military overthrows. These occasions drove to a flood in the Viet Cong revolt trying to take a bit of leeway of the now broken administration in South Vietnam. Because of solicitations for expanded military help to the war from both South Vietnam and the US, the Australian Government chose it was to the best advantage of the country and those of its partners to consent to an expansion in the Australian responsibility. As a major aspect of this expansion, the responsibility of a RAAF Caribou arrangement was reported on 8 June 1964.