



Service History of  
**78263 (NZ) FSAA K A R Butcher (Ken)**

7<sup>th</sup> May 1956 to 1977



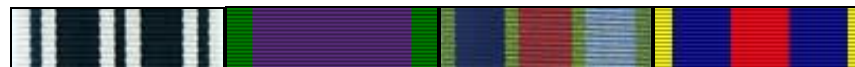
1956	RNZAF Woodbourne	Boy Entrant School	Aircraft Apprentice u/t – enlistment, attestation and basic recruit training.
1956 -1959	RAF Halton	Technical Training Command	Aircraft Apprentice Training (Engine Fitter)
1959	RAF St Athan	Maintenance Command No: 32 MU	2 <sup>nd</sup> Line Servicing OJE – Various Mk's of Canberra and Valiant bombers.
1959	RAF Abingdon	Transport Command	2 <sup>nd</sup> Line Servicing OJE - Power Plant Bay - Bristol Centaurus engines and accessories (Beverley C Mk 1)
1960	RNZAF Ohakea	Operations Command Technical Wing	T/Cpl Engine Fitter - Aircraft Servicing Flight - Major Servicing DH Vampire Mk5 and TMk11.
1961	RNZAF Wigram	Training Command – Pilot Training School	Flying Training - Harvard Mk 2A*
1962 -1965	RNZAF Ohakea	Operations Command No: 14 Squadron RNZAF	T/Cpl / Cpl Engine Fitter on Canberra B (I) Mk 12 and T Mk13. Several deployments to Singapore (RAF Tengah) and to RAF Labuan during “Confrontation”
1965	RNZAF Wigram	Training Command - Officer Training School	Commissioned in Engineer Branch as Pilot Officer
1965 -1966	RNZAF Ohakea	Operations Command Technical Wing	Supernumerary Tech Adjutant – Maintenance Flight Commander VIP Flight during HRH Queen Mother visit - Douglas DC3 / C47
1966 -1967	RAF Cranwell	Training Command	No 32 EO(G) Course – Graduated Flying Officer, Engineer Branch RNZAF
1967 -1968	RNZAF Base Auckland	Operations Command Engineering Wing	Flight Commander based at Hobsonville - General Engineering.

1968 -1969	RNZAF Base Auckland	Operations Command No: 41 Squadron RNZAF	Maintenance Flight Commander based at Whenuapai - Fg Off / Temp Flt Lt – 1 <sup>st</sup> Line Servicing – Lockheed Hercules C130H, DH Devon, Douglas DC6.
1969 -1970	Air Staff Defence HQ, Wellington	Directorate of Engineering	Junior Staff Officer - Temp Flt Lt / Flt Lt – AE2A – Responsible for RR Avon, Allison T56, P&W J52 engine and related system programs (for English Electric Canberra, Lockheed C130H and P3B Orion, Douglas A-4 Skyhawk).
1970	RNZAF Base Auckland	Training Command	Junior Staff Officer Course - Student
1970 -1974	Air Staff Defence HQ, Wellington	Directorate of Engineering	Junior Staff Officer - Flight Lieutenant – AE2A – Responsible for RR Avon, Allison T56, P&W J52 engine and related system programs (for English Electric Canberra, Lockheed C130H and P3B Orion, Douglas A-4 Skyhawk). Included temporary duty at USN Air Rework Facility, Alameda, California researching J52 overhaul requirements.
1974 -1975	RNZAF Base Auckland	Operations Command - Engineering Wing	Flight Commander - Aircraft Maintenance Squadron – Component Maintenance
1975 -1976	RNZAF Base Auckland	Operations Command - Engineering Wing	Flight Commander - Aircraft Maintenance Squadron – Aircraft Maintenance. OC Yacht Club and Base Safety Officer.
1976 -1977	RNZAF Base Auckland	Operations Command - Engineering Wing	OC Aircraft Maintenance Squadron - Squadron Leader – Lockheed C130 (DLM) and P3B Orion (ILM). OC Yacht Club, Base Safety Officer and Assistant PMC, Officers Mess Whenuapai.
1977	RNZAF Base Auckland		Retired as Squadron Leader, Engineer Branch at own request.

### RANK ON COMPLETION OF SERVICE

Squadron Leader

### AWARDS



NZ Operational Service Medal  
General Service Medal (Malay Peninsula)  
NZ Defence Service Medal  
Pingat Jasa Malaysia



## CIVILIAN CAREER AND ADDITIONAL STORIES

Retiring from the RNZAF in 1977 after 21 years, Ken spent 8-9 years with an NZ company (British Aircraft Co Ltd). He then joined Dowty Aerospace (then Dowty Rotol) as Technical Representative Australasia, moving to Melbourne to open an office in 1986. Ken was responsible for field service engineering on all Dowty Aerospace products in the region. 1991 saw a move to Singapore to set up the Dowty Asia Pacific Customer Support Centre. This lasted for 3 years when, following a takeover by the unlamented TI Group and reorganisation, Ken's post was disestablished and he became redundant.

Returning in 1994 to Australia, where 2 of his 3 offspring had settled, Ken worked for a local company (a former Dowty service agent) managing their old propeller overhaul operation. A year later, Ken bought the prop-shop and operated it until 2002 when he decided to move back to Melbourne for family reasons; and closed the shop.

Ken then worked for a Melbourne company, a distributor for Hartzell Propeller and other US companies supplying the General Aviation market. He operated the workshop manufacturing aircraft control cables for customers throughout Australia (and some for UK Chipmunk operators).

Ken and his wife Ngaire both retired at the beginning of 2010, although he gets called back to do a couple of months each year. They live about 50km east of Melbourne and their interests are 4WD touring, caravanning, grandchildren (3 of each) and travel.

In 2010 Ken and Ngaire did a tour of Egypt, with stops in Singapore and Dubai. In 2011 they spent 4 weeks in the USA.

Ken and Ngaire travel frequently from Australia to Wellington in New Zealand where their younger son lives and where he owned a small plumbing business, until diagnosed with an inoperable brain tumour in February 2011. Sadly, Graeme lost his fight in October 2012.

Whilst in New Zealand on holiday they usually manage to catch up with Athol Kitchingman (Kitch) who lives in Cambridge, about 120 km South of Auckland.

Both Ken and Ngaire are enjoying pretty good health and Ken's radio therapy for prostate cancer during January – March 2011 appears to have been successful. They celebrated their 49th wedding anniversary in 2012.