

= Garnet Malley =

Garnet Francis Malley , MC , AFC (2 November 1892 ? 20 May 1961) was an Australian fighter ace of World War I , credited with six aerial victories . He was an aviation adviser to Chiang Kai @-@ shek 's government in China during the 1930s , and an intelligence officer in World War II .

Born in Sydney , Malley first saw service in World War I as an artilleryman with the Australian Imperial Force . He transferred to the Australian Flying Corps in 1917 , and the following year flew Sopwith Camels with No. 4 Squadron on the Western Front . Malley was awarded the Military Cross for his achievements in combat , and his subsequent work as a flying instructor in England earned him the Air Force Cross .

After a spell in civilian life following the war , Malley joined the Royal Australian Air Force (RAAF) in 1925 , serving with No. 3 Squadron . He became an aviation adviser to China in 1931 , and worked closely with Madame Chiang Kai @-@ shek , Soong Mei @-@ ling , from 1937 . Malley was able to observe air tactics in the Sino @-@ Japanese War at first hand , though his reports were given little weight in Australia . Returning home in 1940 , he served in intelligence roles with the RAAF and later the Commonwealth government . After the war he bought a plantation in Fiji , where he died in 1961 .

= = Early life = =

Garnet Francis Malley , the second youngest of six children of Clara Ellen Merritt and Francis Malley , was born in Mosman , a suburb of Sydney , on 2 November 1892 . His father , an ironworker originally from Gosford , founded the whitegoods firm Malley 's . He later served two terms as alderman of Mosman Council . Garnet Malley attended the Church of England Preparatory School in Mosman , The School in Mount Victoria , and Hawkesbury Agricultural College in Richmond . At the outbreak of World War I he was an apprentice mechanic at Malley 's .

= = World War I = =

Malley joined the Australian Imperial Force (AIF) on 12 October 1915 . He departed Melbourne for Egypt as a gunner with reinforcements of the 1st Field Artillery Brigade aboard HMAT Wandilla on 9 November . In March 1916 , he was posted to the Western Front in France , and joined his unit in May . The 1st Brigade took part in the Battles of Pozieres and Mouquet Farm in July and August 1916 . Malley transferred to the Australian Flying Corps (AFC) as a mechanic in April 1917 , before undertaking flying instruction at the Oxford University air school . He was commissioned a second lieutenant on 9 October and assigned to No. 4 Squadron AFC , then based in Birmingham .

Equipped with Sopwith Camel fighters , No. 4 Squadron deployed to Bruay , France , in December 1917 , and commenced operations on 9 January 1918 . That same day Malley , nicknamed " Garnie " (or " George " , by No. 4 Squadron 's leading ace , Harry Cobby) , was promoted lieutenant . On 16 March , he achieved his first aerial victory , sending a fighter belonging to Manfred von Richthofen 's Red Circus out of control above Annoeullin , near Douai . Early reports identified the German plane as an Albatros , but later sources record it as a Pfalz D.III. Malley claimed two Albatroses on 23 March 1918 , during an attack on German positions in Vaulx @-@ Vraucourt , near Bapaume . Three days later he was promoted captain and appointed a flight commander .

The official history of Australia in the war credits Malley with the destruction of a Pfalz over Wytschaete on 10 May , though it does not appear in other accounts of his final tally . Four days later , he and Lieutenant Roy King each claimed a German two @-@ seater spotting for artillery between Ypres and Bailleul . On 30 May , Malley and Cobby led their flights on a bombing mission in the Lys region , after which they each destroyed a German observation balloon over Estaires . Malley 's final victory , over the Lys on 1 June , was a Pfalz D.III. His official tally was six German aircraft destroyed ? four fighters , an observation balloon , and an unidentified observation plane ? and he was wounded in action twice , by a bullet through the leg in March , and by shrapnel from anti @-@ aircraft fire in May . He was awarded the Military Cross on 22 June . The citation was

promulgated in The London Gazette :

Lt. (T. / Capt.) Garnet Francis Malley , Aust . F.C. , attd . R.F.C.

For conspicuous gallantry and devotion to duty . When on offensive and low @-@ flying patrol he attacked one of two hostile scouts , which eventually turned over and fell out of control , being seen to crash by another pilot . Later , a general engagement ensued with four enemy scouts , one of which he attacked , with the result that it fell completely out of control and crashed . Prior to this occasion he had also shot down out of control another hostile machine . His courage and able leadership have resulted in his patrol carrying out excellent work under the most adverse conditions .

Malley took temporary command of No. 4 Squadron at the end of June 1918 , overseeing its move from Clairmarais North to a new airfield at Reclingham . In August , he was posted to No. 5 (Training) Squadron AFC at Minchinhampton , England . The squadron was part of the 1st Training Wing , led by Lieutenant Colonel Oswald Watt . Malley 's rotation to home establishment was in accordance with Royal Air Force policy requiring pilots to be rested and serve as instructors after nine to twelve months in combat . Known for flying a white Camel trainer , he received the Air Force Cross for his instructional work ; the award was promulgated on 3 June 1919 .

= = Inter @-@ war years = =

No. 5 Squadron was disbanded in May 1919 . Along with many other Australian Flying Corps personnel , including Colonel Watt , Major King , and Captain Les Holden , Malley returned to Australia aboard the troopship Kaisar @-@ i @-@ Hind , disembarking in Sydney on 19 June . He subsequently toured the country to promote the Peace Loan . On 24 August , while travelling from Melbourne to Sydney to commence his series of demonstration flights around New South Wales , Malley crashed his Avro 504K during takeoff from Benalla , Victoria . He was uninjured but had to return to Melbourne and eventually made his way north by train . Resuming his aerial program , he was reported on 17 September as having " thrilled " lunch @-@ time crowds in Sydney the previous day with " three daring spiral dives " over Hyde Park . Malley was discharged from the AIF on 4 October 1919 , and commissioned a captain in the Commonwealth Military Forces Reserve on 1 July 1920 . He rejoined Malley 's as a warehouse manager in 1921 . In May that year , he served with Les Holden and other veteran pilots as a pall @-@ bearer at Watt 's funeral in Randwick . On 25 January 1922 , Malley married Phyllis Kathleen Dare in Mosman . The union would produce one son , Maldon . Malley was acknowledged as both a source and a reviewer by F.M. Cutlack in the latter 's volume on the Australian Flying Corps , first published in 1923 as part of the official history of Australia in the war .

Malley relinquished his appointment in the Commonwealth Military Forces on 18 June 1925 . The following day , he was commissioned a flight lieutenant in the Citizen Air Force , the part @-@ time active reserve of the Royal Australian Air Force (RAAF) . He served as a pilot with No. 3 Squadron , which operated Airco DH.9s and Royal Aircraft Factory S.E.5s. Formed at RAAF Point Cook , Victoria , the squadron transferred to the newly opened RAAF Richmond , New South Wales , on 30 June . From 1925 to 1928 , Malley was vice president of the Australian Flying Corps Association . In January 1928 , he was promoted to honorary squadron leader , and temporarily commanded No. 3 Squadron in March ? April . That year , he gave up his position with Malley 's to become an aviation consultant to Australian National Airways (ANA) , as well as a director of the company . In January ? February 1929 , he again temporarily commanded No. 3 Squadron . That April , he was a member of the citizens ' committee responsible for organising and funding the search for the Southern Cross and its crew , Charles Kingsford Smith and Charles Ulm , who had force @-@ landed in North West Australia during a flight from Richmond to England . Les Holden eventually located the missing airmen near the Kimberley region . In 1930 , Malley transferred to the (inactive) RAAF Reserve .

By 1931 , ANA was in financial difficulties and Malley travelled to China to take up a position as an aviation adviser to Chiang Kai @-@ shek 's government in Kwangtung . Details of Malley 's exact duties over the next five years ? a time of civil war and Japanese infiltration ? remain uncertain . He spent some time in Australia on holiday in 1936 , after which he returned to his advisory role in

China . On 1 February 1937 , through the influence of the British Foreign Office , Malley 's status was enhanced when he was made an honorary wing commander in the RAAF Reserve . He was by now serving as adviser to Madame Chiang Kai @-@ shek , Soong Mei @-@ ling , in her capacity as secretary @-@ general of the aeronautical commission that directed China 's air force ; May @-@ Ling extended to Malley her " warmest congratulations " for his " well deserved " promotion . One of the tasks she assigned him was investigating corrupt procurement practices in the government . Malley found that the air ministry was being defrauded by foreign agents and Chinese officials colluding to charge inflated prices for military equipment .

Malley 's stay increasingly involved him in the fighting in China ; his wife would relate three years of night @-@ time air raids to her friends upon the couple 's return to Australia in 1940 . In May 1938 , he advised the Chief of the Air Staff , Air Vice @-@ Marshal Richard Williams : " there is a first @-@ class war on here , which must eventually affect Australia and its defence schemes " . Williams and other members of the RAAF may , however , have perceived Malley as exaggerating the importance of his role in China , particularly given his apparent delight in its ceremonial aspects . In one letter , he regaled Williams with stories of an inspection tour around the country , declaring : " I ... can just imagine how much you would have enjoyed it ? landing on aerodromes that were all polished up for inspection . Being met by provincial dignitaries and lavishly entertained . I had to drink every conceivable Chinese wine that was ever made , and to eat foods unheard of in Australia ! " At any rate , Malley 's reports of Japanese air tactics , and the value his observations might have held for Australia in the event of war in the Pacific , were largely discounted by his home government .

= = World War II and later life = =

Malley was recalled to Australia in July 1940 , departing China with a note of thanks from May @-@ Ling for his " loyal service " before rejoining the RAAF on active service as a squadron leader in October . He became the Air Force representative at the Combined Operational Intelligence Centre (COIC) , Melbourne , a tri @-@ service organisation responsible for intelligence collection , analysis and dissemination . Drawing on his knowledge of Japanese raids on Chinese airfields in the 1930s , Malley visited several RAAF stations in northern Australia to advise on protective measures ; it became evident in the wake of the attack on Darwin in February 1942 that none of his recommendations had been implemented . COIC primarily handled naval intelligence , so Army and Air Force participation was part @-@ time initially . By April 1941 , Malley had been assigned a full @-@ time role , and the RAAF was maintaining a round @-@ the @-@ clock presence . He was promoted to honorary wing commander in October 1941 , and two months later succeeded Commander Rupert Long as Director of COIC . Malley was raised to acting group captain on 1 July 1942 , but ill health forced him to relinquish his post on 3 October . He was discharged from the Air Force as medically unfit on 9 June 1943 . General Douglas MacArthur praised Malley for his " foresight , planning , and organizational ability " . The former aviator went on to work as officer @-@ in @-@ charge of the Chinese section at the Commonwealth Security Service in Canberra from January 1944 to March 1947 as an honorary group captain .

In 1948 , Malley 's war service was recognised by the United States with the award of the Legion of Merit . By 1949 , he had procured a yacht , the Royal Flight , which was used as a setting in the film The Blue Lagoon . The following year , the family bought a coconut plantation on Vanua Balavu , Fiji . In September 1951 , Malley and his wife toured the world , visiting Algiers , Guadaloupe , Curaçao , Martinique , and Tahiti . They subsequently returned to live on their Fijian plantation , and rode out the 1953 Suva earthquake and tidal wave .

Garnet Malley died of a heart attack on 20 May 1961 . Survived by his wife and son , he was buried at sea in an Anglican ceremony . The commander @-@ in @-@ chief of the Taiwanese air force sent condolences , paying tribute to the " invaluable " contribution Malley had made during his decade in China , which would " be long remembered " .