

**A SHORT SUMMARY OF THE CAREER HISTORY OF
GP CAPT TERRY WILSON AM, AFC, RAAF (RETD)**

Terry Wilson joined the RAAF as an engineering apprentice on the 12th intake (the Wombats) in January 1958. After spending some time as an engine fitter, and also flying as a flight engineer on Convair Metropolitan VIP aircraft, he completed No 53 Pilots Course, graduating in May 1965. Terry then flew Sabre and Mirage aircraft, becoming a Mirage Fighter Combat Instructor. He later flew Iroquois helicopters.

His command appointments included being Commander of the first Australian contingent to the Multinational Force and Observers in the Sinai and Commanding Officer of No 9 Squadron. He also had various staff appointments including being Director of the utility helicopter (Blackhawk) acquisition project and Director of Joint Planning at Headquarters ADF.

After leaving the RAAF at the end of 1990, Terry worked in senior management positions at the Bureau of Air Safety Investigation and the Civil Aviation Safety Authority. He wrapped up a career of nearly 48 years in aviation as the Director of Flight Operations at Impulse Airlines where he took a key role in introducing Boeing 717 aircraft to the airline, and then – when that airline later became Jetstar - he managed the introduction of the Airbus A320 aircraft type to Jetstar.

Since 2008 Terry has been an active member of the Historical Aircraft Restoration Society at Shellharbour Airport – leading a small team of volunteers on a project to restore ex-RAAF Vampire T35 jet trainer A79-637 to flying condition. He is also one of the fortunate HARS members who flies the ex-RAN Fleet Air Arm Iroquois UH-1B helicopter operated by HARS.