

RAAF Radschool Association Magazine

Vol 35
May 2011



Sadly in the few months since our last issue, we have once again lost some very good mates.

See Page 2

Our lovely Page 3 girl this time is Dianne Pickering. And – we have photos of courses from a long time ago.

See Page 3



Sam asks the question, with all these new iPad things, are PC's and Windows on the way out?? and does 3D TV have a future?? And lots more!!

See Page 4

Randall Kingsley reminisces about his Appy days and we have a good look at Frognall.

See Page 5



	<p>Ted's got the new pension rates and has some good advice if you're receiving a pension and about to travel overseas.</p> <p>See page 6</p>	<p>Ken Marks, ex Radtech Air, tells us his story and we go to Caboolture to see the mighty Mustang.</p> <p>See Page 7</p>	
 	<p>We get to have a good look over Laverton, there's been a lot of changes since we were there in 1967.</p> <p>See Page 8</p>	<p>Let men grieve as men! How safe is your home, as we age we are more at risk of falls in our home. Homefront will call and check your home for risks.</p> <p>See Page 11</p>	
	<p>The truth on E10 fuel, should we be using it? and are frequent flier cards worth having?</p> <p>See Page 13</p>	<p>Anzac Day in Brisbane was a big day. We've got lots of photos.</p> <p>See Page 14</p>	
	<p>A few blokes are not as well as they should be.</p> <p>See Page 17</p>	<p>We're looking for a few people, perhaps you can help.</p> <p>See Page 18</p>	
	<p>This is where you have your say.</p> <p>See Page 19</p>	<p>Here's the new, all the news, the whole news and nothing but the news.</p> <p>Page 20</p>	

Opinion!

The ADFA Incident.

The recent incident at the ADFA was picked up by an over-enthusiastic press, and widely reported in both print and TV/radio. The Canberra Times, for example, shouted from its [headline](#) “OVERPAID, OVERSEXED CADETS.” The incident was also ‘grabbed’ by some self-seeking politicians who will use any event and will say or do anything to get their heads on TV, regardless of the consequences. Whichever way you look at it though, the actions of those young men cannot be excused, the callous, humiliating and demeaning treatment of that young woman was deplorable.

However - I feel that, once again, we have been let down by a large section of the media in the way this incident was reported. It seems the old adage of ‘*don’t let the truth get in the way of a good story*’ dictated the way Australia’s sensationalist press reported the incident. Bashing the ADF with a sordid sex story will surely



attract viewers/listeners/readers, doesn't matter if it's not strictly true.....

To me, it seems that nearly all of the Australian Media has grown lazy, they are no longer interested in factual reporting but in order to promote themselves, they look for and report only on sensational incidents, some of which they expand on or manufacture themselves.

Take the ADFA incident as an example.

ADFA, which is administered by the ADF but which relies on the University of NSW to tutor the cadets, is located in the ACT suburb of Campbell and is adjacent to but not part of Duntroon (above). That didn't stop the TV news editors showing images of cadets at Duntroon and intimating Duntroon to be the den of all evil where sleazy sex scandals were the norm. Nor did they mention that the cadets in question had been at ADFA for only about 3 months – that's how long most spend at Edinburgh doing rookies. Not a long time and definitely not long enough for a person to be “indoctrinated” into the supposed Defence Culture, whatever that is.

I'm sure most will agree that after the first 3 months in uniform, the only sense you have is one of 'confusion'. There is just so much to learn and there is a whole new way of life to which you have to adjust and become accustomed and it is only after many months when you have settled into the 'job,' found out how the system works and established good friendships that you could say you were part of the 'Culture.'

For the press to promote the actions of these young people as being a part of 'Defence Culture' is nothing more than absolute slovenly reporting. The ADF did not mould nor does it approve of the behavioural standards of these Cadets – they brought this behaviour to the ADF. Surely this behaviour

is a reflection of their life experiences from home, their schooling days and the communities in which they grew up.

It is ADFA's task to train and develop young people into competent and respected military leaders that are accepted by those they command. During this development state, cadets whose behaviour and/or character are found to be unsuitable to the task are released. At the end of the day, Cadets that pass out from ADFA are competent, responsible and professional leaders.

What the sensationalist media and some politicians have done, is introduce into the public's mind the idea that the ADF condones this sort of behaviour and that it reflects the wider defence culture.

Nothing could be further from the truth. The work carried out by the men and women of the ADF is done competently in a very highly professional, moral and ethical manner. These men and women have earned and deserve respect from all of us.

The media does not!

Taxation.

There is a rumour doing the rounds concerning the future Taxation of Pay and allowances whilst ADF personnel are on deployment. CMDR Steve Cornish RAN, Director Navy Employment and Conditions (DNEC) has provided the following advice which confirms that this rumour is incorrect. He says:



“THE RUMOUR IS WRONG - IF YOU ARE ON DEPLOYMENT YOUR TAX ARRANGEMENTS WILL NOT CHANGE”.

The person who originated the buzz has got it very wrong and clearly does not understand the meaning of the language used in the Budget papers.

In the following: '... **“ADF personnel are taxed concessionally on their base pay and allowances while on deployment.”** taxed concessionally' means that if you are in an operational area gazetted for tax concessions you will pay a reduced rate of tax. In most cases the concession is such that ADF personnel on Deployment overseas pay no tax.

DFRDB

Brigadier Neil Weekes MC (retired) will be well-known to many of you. He is circulating a petition in support of the Fair Indexation Bill currently before the Parliament (Senate).

The MP for Herbert (north Queensland), Mr Ewen Jones, needs to table the petition in Parliament very shortly (week after next) if it is to have any effect. That's the week commencing 30 May. The matter is urgent. If you agree with this sentiment, please print out the Petition, write your name and residential address, and sign. You don't



have to be ex-military to sign the petition, you only need to agree that retired ADF personnel are getting a rough deal.

Mail the petition by Friday 27 May to:

Ewen Jones , MP
Cnr Ross River Road & Nathan Street
CRANBROOK QLD 4814

The more pressure put on the Government to introduce fair indexation that protects the purchasing power of DFRDB/MSBS military superannuation pensions the better.

You can download the Petition [HERE](#)

Membership.

We still get mails from blokes asking why their name does not exist on the "List of Members", even though they joined some time ago and sent in their \$10.00.

As we've said, our old data base was so far out of date that it was next to useless so we had to ditch it and start again. We now do it all on line so there is nothing to print out and post in and as there are no costs involved, joining is now free.



Please check the [list of names](#) and if your name isn't there, please click on the "[Join the Association](#)" tag (there's one on the top of each page) fill in the details and send it to us.

Also, if you change your address, or phone numbers or email address, or you just want to say hello, or you want to give us a tongue lashing, you can do so by clicking on the "[Contact Us](#)" tag, also at the top of each page and filling in the details. It's so easy even an instrument fitter could do it, it's all done on line, no printing out forms and no postage.

Over the past couple of months we have been able to put a bunch of people in contact with long lost mates - but that's only because we have your details. Please click on the [Join the Association](#) tag and fill it in, the more people that join the more we can match up.

If you want to get the RAM, but don't want to join the association, that's not a problem either. Just click on the "Contact Us" link at the top of each page and fill in the details and tell us to add your email to the list. Then whenever a new edition is released you will be advised.

We don't and won't give out your details to anyone so there is no risk of you being spammed.

Index.

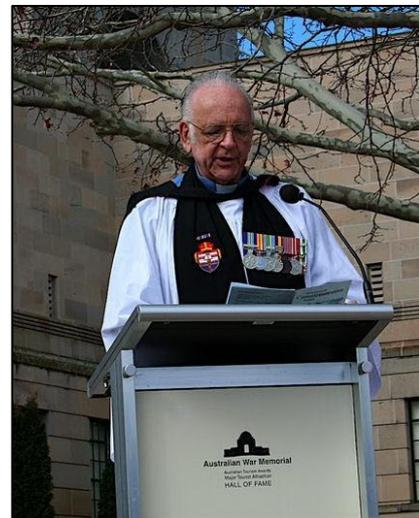
The Index is now finished - all references have been linked so if you're looking for a topic or a photo of someone, click on the [Index](#) link on the top of each page and just follow the links.

IN MEMORANDUM

We have been advised that, after a long battle with cancer, Principal Air Chaplain **Bill Wheeler** (Air Commodore Retd) passed away at his home in the afternoon of the 4th of March.

Bill served in Vietnam with 2 Squadron at Phan Rang from Oct 1970 to July 1971. On retirement from the RAAF he and wife Margaret actively provided ministry for the members of Blue Mountains Vietnam Veterans and the Associated Forces including the RAAF Vietnam veterans.

Graeme Oxley advised us that **Maurie Hawkins** passed away peacefully at 3pm on Saturday 23rd April at Greenslopes Hospital Brisbane. Maurie was an Electrical Instructor at Wagga and Graeme says he attended the 19 Appy (Snails) 40th anniversary at Wagga back in 2005 and he will be remembered for trying to get into every photo taken near the end of the night. His daughter, Louise, said that Maurie really struggled health wise in the last 2 years and particularly after the flood in January when they had 7 foot of water through his house. He had been in hospital twice this year with the second admission resulting in acute renal failure. After consultation with his Doctors on Thursday, it was decided that dialysis would be stopped and he would progressively get harder to rouse. We were told 3-5 days but he only lasted for 2 days - he was just too weak.



His funeral service was held on Friday 29th April at St Paul 's Anglican Church in Ipswich at 2pm.

Laurie Lindsay has told us that **Tom Nolan** passed away on the 27 April. Unfortunately, we do not have any further details.

Charles Walford, Wng Cdr (retired) passed away in the Canberra Hospital on the 24 April, after losing a long battle with cancer, he was only 65 years old. His funeral service was held on Tuesday 3 May at St Paul's Anglican Church in Manuka, ACT.

John Sambrooks advises us that **Sydney James Farmer** passed away early on Sunday 27 March at St Vincent's Hospital, Bundaberg. His wife Judy said although she had lost her husband and soul mate, she has comfort in the knowledge that he fought to the last and together we gave it our best shot in an attempt win this battle. Syd was a sumpie and served in Vietnam with RTFV at Vung Tau from Feb 1965 to Oct 1965. His last wish was for his body to be donated to science, so to honour this wish, there was no funeral, instead, his body was taken to the Universit.

A Memorial Service was held in Bundaberg at the RSL on Monday 4th in order to celebrate and remember Syd with love and fun, and raise a glass (red of course) to a wonderful man.

Tony Hurl's funeral service will be held at the Garden Island Chapel (Sydney) at 1400 Friday 06 May, afterwards at The Old Shamrock Hotel cnr Crown and Cathedral Streets.

We received the following message from Bob Cuskelly. "I read in the Paper yesterday that **Annette Couacaud** passed away on 31st March. She was a TPRINOP who worked at Richmond during the 70s. I think she would have gone through RADSCS about 72-74 or thereabouts. Her brother Peter was also in the RAAF as I recall, although I'm not sure what he did or where he was. She was buried on the 5th April."

Paul Hickerton advises that **Geoff Farrell** recently lost his fight with cancer. His funeral was held on the 5th April. Geoff joined the RAAF in Jan 1968 on 21 Academy course but found that academics wasn't his strongest suit and departed after first year for direct entry aircrew. He was posted to 9 Sqn as a Pilot Officer in April 1971 and stayed until December 1971 and after returning to Australia ended up as CO of 5 Sqn.

Ernie Gimm advises that **Jack Campion** passed away 30 March 2011. No further details are available.

We've been advised that **Barry Bosanac** had passed away on the operating theatre in Sydney. Unfortunately, no further information is available.

Dick Tracey advises that **Geoff Auld** (4th Intake MT) passed away on Saturday 30th April, having suffered a stroke. Geoff lived at Wagga and was an active member of Aircare and their reunions. No further details at this stage.

Bob Hambling advises us that **Kevin "Doc" Johnson** retired from the RAAF after his stint at Apprentice Sqn at Laverton (Bob was OIC there for part of his tenure) and bought a unit in Werribee where he lived for a few years near his daughter Amanda before he died. He was suffering diabetes and had mobility problems. The last time that Bob saw him was around the mid 1980,s when they met for a counter lunch in Werribee and he died not long after that meeting. Bob says "Doc was a real tower of strength in the job and many apprentices at the time would remember him with great affection, particular members of the Rugby team."

"He enlisted as a cadet at Point Cook and then became an appy on 4 course. Following a severe rugby injury he was back-coursed to 5 course and while waiting some months for his new course he was employed for a while at medical section at Frognall and was dubbed Doc, a name which stuck for the rest of his career. He graduated as a RADTECH A and spent his early years in Townsville working on Neptunes and playing rugby. I seem to remember him telling a story about pulling the legs out from under Buster McLean on two successive lineouts before Buster worked out who the culprit was and Doc was then severely dealt with in the next lineout."

Noel Slattery says:- I last saw Doc (everyone knew his as “Doc” – it is my guess that not even Doc knew his first name) the day he arrived at Laverton on his return from the UK in early 1972, still unable to walk, after a stuffed up operation performed at a Manchester hospital. He was an airie and a member of a small team I took to Manchester to assess two HS-748's for the RAN. He and I shared a unit and on a particular day quiet early in the program as I was preparing to leave on a trip south. Doc turned to sneeze and in the process stuffed his back quite seriously (although we didn't know it at the time). When I arrived back I found him in hospital where he remained for the rest of the project. I knew him quite well and found him great company. He did, like most of us, like a drink. He was lucky to survive the episode in Manchester as he picked up a post-operative infection. When he was in the USA, he was knifed and almost died. I have thought of him many times and wondered how he was

Ernie Gimm advises that **Ray Morrison** (right) passed away on May 6th. His funeral was held on the 12 May in Springvale, Victoria. Ray was an instructor at Ballarat and in 1962, Ray and about 6 other telegs were posted to the new EDP section. Ray was the senior WOFF.



On discharge from the RAAF, Ray became a public servant in EDP.

Jim Noble advises that the Canberra Times of the 21st May records that **Dr Neville Hassen** passed away at home on 19 May 2011. Nev joined 10 Radio Apprentice Course in 1956 and was later commissioned as an Eng Rad.

Unfortunately, we have no further details.

This page left blank

Page 3 Girl.



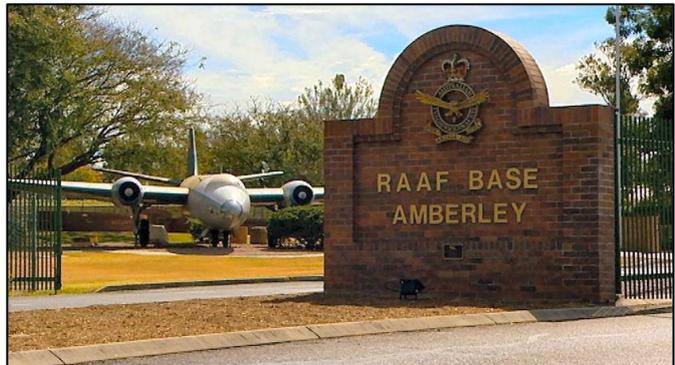
Our delightful Page 3 girl this issue is **Dianne Pickering** (Southwood). Dianne is currently the President of the Queensland Branch of the WRAAF association. She is a FNQ girl, coming from up near

Townsville and joined the RAAF on the 31st August, 1970 when, with a bunch of other girls, she headed off to Edinburgh to do her Rookies. After Edinburgh, it was over to Laverton for the Telephone Operator Course then as a real WRAAF person, it was off to Fairburn in Canberra where she stayed from 1970 to 1974.

She says:- “In 1974 I was posted to Op Com, Penrith. I was promoted to Sergeant during my time there and I also got engaged to be married to Doug Pickering and in March 1975 (but who’s counting??) we were married in Ayr, Nth Qld. As Mrs Pickering, I was posted back to Fairburn as Sergeant in charge of the Switchroom.

In 1977 Doug was posted to Egypt with the United Nations for 6 months, on his return he was posted to RAAF Base Pearce. As I wasn’t posted, I elected discharge in Pearce in 1978. I was heart broken that I had to get out.

In 1979 our first daughter, Kirsty, was born in Perth and then in 1980 we were on the move again with Doug being posted to RAAF Base Richmond. In 1981 our second daughter, Erin, was born. We had just got settled and we were on the move again.



This time we were off to Melbourne in 1984. We loved living in Melbourne as the girls started school and we made some really good friends but just as we got really settled we were off again, this time to Amberley.

So in 1988 we packed up again and moved up to Amberley. Once again we got settled and we decided to buy a house at Bellbowrie, this was it - no more moving. We moved in to our house in Bellbowrie in 1998.

Doug was now a WOFF and we had decided that when the girls started school we would look to settle in one place to give them a stable education. In 1990 Doug decided after 25 years in the RAAF he needed a change and he went to work for the Tax Department. Where he still is after 20 years.

We are settled now still in Bellbowrie. The girls have both left home and after they have travelled the world, live nearby.

I have had 2 jobs since we have been living in Bellbowrie. The first one was with Coles, where I was the Customer Service Manager for 17 years. I have just finished working, after 5 years, for Healthy Inspirations which is a Ladies Exercise and Weight Loss centre. At the moment I am doing my Cert 3&4 in fitness and I hope by the end of 2011 I will be a Personnel Trainer.



I have been a member of the WRAAF Branch for a number of years but in the last 4 years I have been the Treasurer for 1 year and the President for the last 4. I really enjoy meeting all the ladies ever couple of months as they have some great stories to tell. I have also just been elected Vice President of the Kenmore/Moggill RSL.

I feel that I have had a great life and it was the best thing I ever did as a 17 year old living in a small country town deciding that I wanted to join the Air Force.

My parents always told me to do what I wanted to do and I am so pleased they encouraged me to do so.

No 5 Plotters Course - 1957.



Standing L-R: Gus Gibbons, Instructor, Frank Musgrave, Ted Feenhy, Joe Tolley, Bruce Ryan
Seated L-R: Ray Collins, Bill Kelly, Tony Piepers

My neighbour knocked on my door at 2:30am this morning, can you believe that?? - 2:30am!!!
Luckily for him I was still up playing my Bagpipes.

69 Teleg.

We had the photo at right in our last issue but didn't have the first names of the blokes, so we asked Stephen Sounness if he could help. He didn't let us down, and we've amended Vol 34 to show all the names. Click the photo for the update.



26 Appy – 1972 to 1974.



Back Row L-R: Phil Sims, Gary Brighton, Rob McKay, Paul Droscher, Chris Smith, Phil Wiggins, Brian Hunt, Brian Collins, Peter Willows, Peter Ralph, Peter McAndrew, Ray Taylor, Peter Harry.

Middle Row L-R: Peter DuMoulin, Peter Howman, Graham Crossley, Bill James, paullbbitt, Bruce Dittman, Roger Hoffmann, Steven Armstrong, Peter Evans, Darian Childs, Glen Hardy, Steve Dickeson.

Front Row L-R: Ed Fudala, Dave Ball, Ian Champion, Graham Roberts, Norm Hoy, Mick Stockey, Chris Turner, Chris Roberts, Steve Dench, Col Stannard, Brett Philipson, Lindsay Patterson, Paul Daniels.

Darwin 1961.

This group of good looking girls, all done up in their drabs, were in Darwin in 1961.



Back Row L-R: Jan Harrison, Carol Lidstone, Sue Evans, Ann McDonald, Gail Mapstone, Daphne Schofield and Dawn Coppard.

Front Row L-R: Carole McDonald, Regina O'Sullivan, Pam Selby, Sqn Off Eleanor Brett, Flt Off Margaret Baxter, Josie Long, Babs McDonald

We think we have the names right, if not, would someone please correct us.



No 9 CommsOp Admin Course 1983



Kay RICHARDS, Wayne RANGER, Sandy MATHERSON, ??,
Dennis "Mouse" GRAHAM, Ian COOKE, Judy HODGE.

19A Appy Instruments.

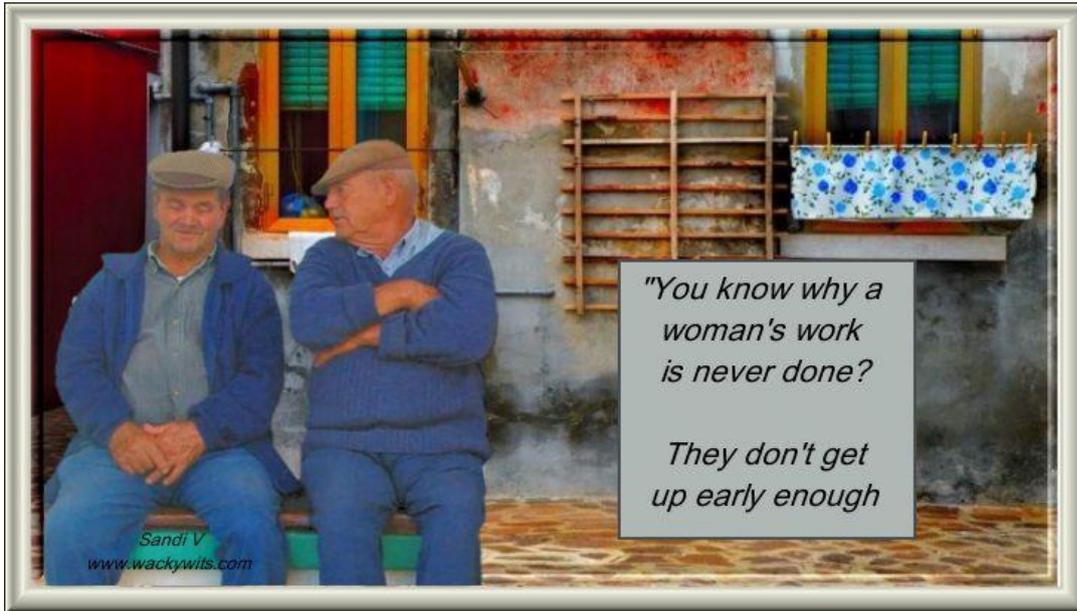
These lads were on the 19th Appy intake (the Snails) at Wagga and graduated in June 1967.



Back Row L-R: Donald Beardmore, Howard Howard, Trevor Blewitt, Daryl Dawes, Ian Joss
Middle Row L-R: Graeme Hickman, Gordon Browne, Brian Jones, Malcolm Hugall, Kevin Baff, Gregory Condell
Front Row L-R: Bruce Hart, Evan Jenkins, John Johnston, Richard Hagar, Robert Doudle, Michael Gnezdiloff, Michael Churcher



Roy and Sharron (Fishlock) Sharp at Frognall, 1972



No 1 CommsOp Course 1977

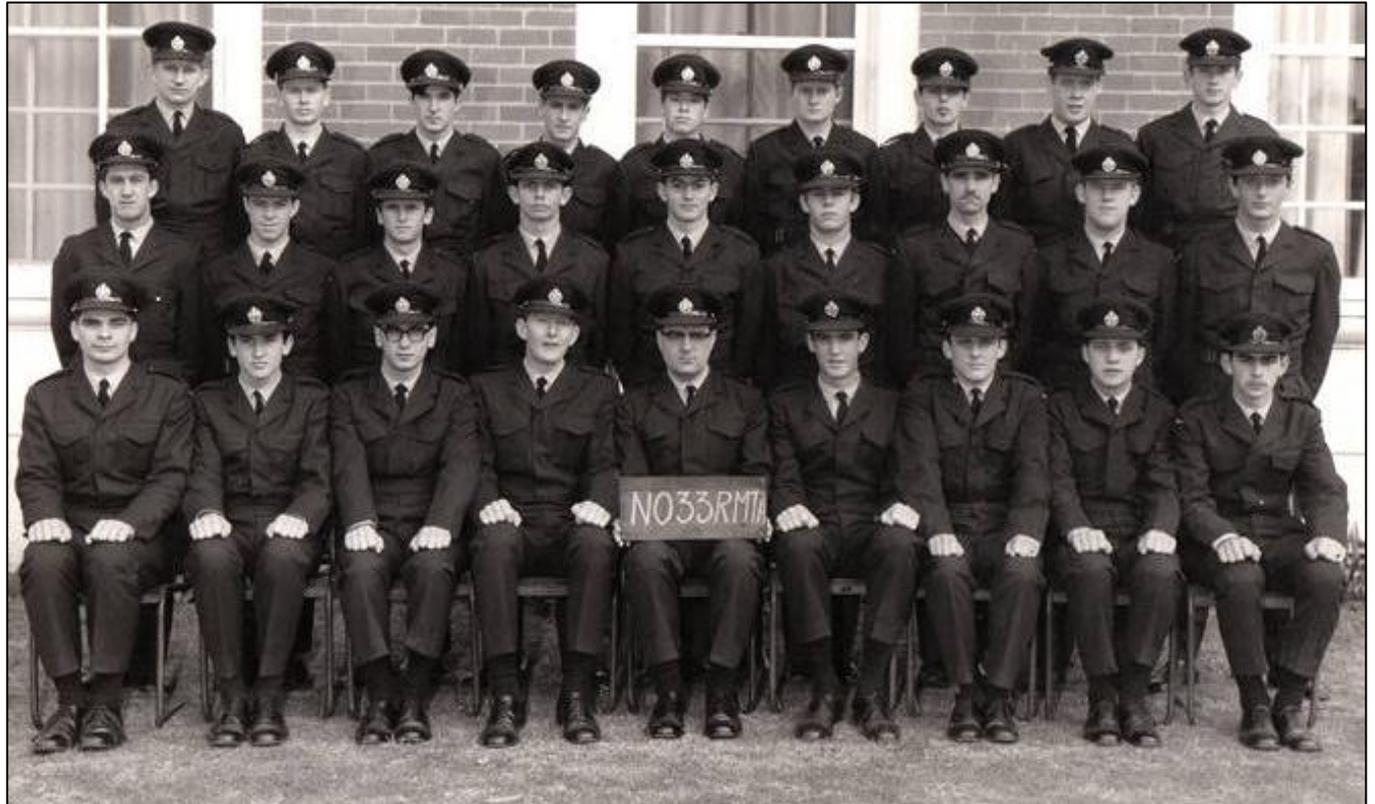
Unfortunately we don't have any first names, but surely someone will be able to help..



Turnbull, Sanmann, Mitchell, McGregor, Clark, Ramsay
Haack, Turnbull, Wembridge, Forday, Hodge, Senior.

33 RMT.

John Aylmer sent us this photo of 33 RMT which graduated from Laverton in July 1969. He's not sure of the names any more, but he's top left. Others in the photo are Laurie Calvert, Vince Stanton, Steve Everett, Neil Windsor and Charlie Moore. The RAAF obviously took these photos every seriously, notice the quality of the sign...



Can anyone help put names to faces??

103 Telegs.

Mick Conyard got in touch, he wanted a photo of 103 Telegs, well, we didn't have one, but we knew someone who might, so we got in touch with Steve Sounness and sure enough – here it is. It's over to you now Mick – names please.....





Computers and Stuff.

Sam Houliston.

Are PC's and Windows on the way out??

Windows secrets.

Windows has taken a back seat to everything Apple or tablet. Or so it would seem. The popularity of desktop and notebook PCs has been waning for some time and they are no longer among the bellwether of future electronics, these days it is all about iPads and their wannabes. You'd be forgiven for thinking it was the death knell of the common PC. But is it??



What is clear is that iPads and their bigger brothers, the tablets, have had a profound effect on the still reasonably popular notebook PC. This was evident when all the major PC vendors had some version of a tablet or notebook convertible to show off at the recent Las Vegas electronics show. It is now estimated that tablet sales in the US for 2011 will be twice the 10 million units sold in 2010.

This week we witnessed the first round in the battle of the executive Steves. Steve Jobs, the Apple boss, proclaims the post-PC era has arrived, he suggested that in the future we will be using tablets to do the work typically done on the PC now. In contrast, Microsoft's Steve Ballmer sees a future with a lot more PCs, he says the PC market is a growing and robust market.

Intel, the world's biggest chip maker, is also contributing to the tablet bandwagon with its Atom processors optimized for this new platform. Code-named Oak Trail, the processors can run Windows and other operating systems with a four to six hour battery life. And!!! it is estimated that the vast majority of upcoming tablets will sport Google's Android operating system and will come from many China-based vendors.

Toshiba boasted that its Android-based tablet will have a 1,200 by 800 pixel, 25.6cm display (a bit larger than the iPad) that is adaptive — it will adjust to different lighting situations. Toshiba has not announced a price for its tablet but says it will be competitive with the iPad. (Given Apple's premium prices, that should not be much of a challenge.)

PC manufacturers such as Toshiba and Lenovo will offer Windows 7 based tablets, some with Home Basic and some with Microsoft's new tablet-optimized Windows Compact 7 OS.

Despite the humongous size of the Microsoft booth at the Las Vegas show, Redmond was vastly outnumbered by vendors offering aftermarket products for Apple's iPad and iPhone. An entire section of the massive North Hall of the Las Vegas Convention Centre was dubbed the iLounge, where Windows was not in the vocabulary.

Time alone will tell.

And what of 3D TV?

Stereoscopic (3D) imaging has been around for a while, it was first invented by the Englishman, Sir Charles Wheatstone, in 1838 but it didn't find its way into the movies until the 1950's and back then we wore those thin cardboard and cellophane magenta and blue/green lenses to get the effect. In the 50's, the theatre was the only place you could see a 3D movie and it was considered more of a novelty than a serious mode of media. There were also 3D books which also required you to wear the glasses, but the books and the movies never really took off.



3D came and went several times throughout the past 60 years, but now with the rapid advancement in electronics, it seems to be making a comeback. You no longer need to wear the old magenta – blue/green glasses, but instead use polarizing glasses which appear to be clear and which allow you to see everything in full colour. To present a motion picture in 3D format, two images are projected superimposed onto the screen through orthogonal (two things varying independently) polarizing filters. The viewer then wears the polarizing low-cost glasses which also contain a pair of filters. As each filter only passes light which is similarly polarized, each eye only sees one of the images and the 3D effect is achieved. There are two types of polarizing glasses, linear and circular. The circular type are better as the viewer can tilt his or her head and still maintain left/right separation whereas with linear glasses, the viewer must keep his/her head level, as tilting of the viewing filters will cause the images of the left and right channels to bleed over to the opposite channel.



The 2009 movie *Avatar* probably got interest in 3D viewing moving again, it has become the highest-grossing film of all time, surpassing *Titanic*, and since then there has been a number of 3D movies released.

It was only natural that TV would follow suit with some manufacturers bringing out sets capable of producing a 3D picture, but to date, consumers have not exactly stampeded to purchase 3D flat screen sets. 3D capable computers are also on the shelves, and they too haven't been taken up by consumers, but that will probably change quickly as more games in 3D format hit the shelves.

To get a good 3D effect on TV, you have to wear the active glasses but these are battery powered and at the moment cost about \$100 each. The batteries are re-chargeable and usually are charged through a computer's USB port.

We don't think the current 3DTV system will take off. The cinema is a very different place to the front room of your house. In the cinema you are in a darkened room with a massive screen so your focus is entirely on this one point. At home you will most likely have one or more lights on which will ruin the 3D effect. There's also the problem of where you are sitting. In the cinema, everyone faces forward at a fairly similar angle. But at home, not everyone is able to look directly square on at the set.



Another roadblock that will hold up the popular acceptance of 3DTV is the glasses. Apart from being too dear (the cheaper ones will work, but the effect is nowhere as good) it just doesn't feel natural to have to put on glasses to watch TV and if you have a bunch of people around to watch the footy or something, where are you going to get all the glasses.

Manufacturers are working on TV's that produce 3DTV without the need for glasses, but this technology is still in its infancy and is possibly a few years off. When this technology is perfected, and when the prices come down to an acceptable level, and when sufficient programs are made in 3D format, and it will happen, then 3DTV will become accepted and hit the mass market.

Bring it on I say!!!

Everyone has a photographic memory. Some people just don't have any film.

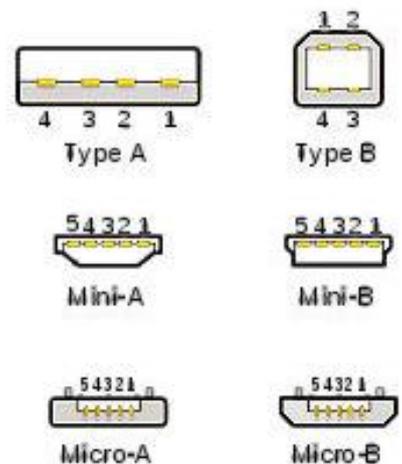
USB 3.0.

USB (Universal Serial Bus) ports have been with us now since January 1996. Back then, USB 1 was all the go as you could add or remove hardware on the go without having to turn the computer off. It offered transfer rates of 1.5 Mbit/s. In 1998 USB 1 was upgraded to USB 1.1 and this allowed transfer rates of 12 Mbit/s and allowed you to add high speed devices such as remote disk drives, wireless adapters etc to your computer.

In 2000, USB 2 was released which offered a data transfer rate of 480 Mbit/s. At the end of 2001 it was standardised by manufacturers and is the main port used on PC's today. There are two types of USB 1.1 and USB 2 ports, type A and type B and the pins for both are used as follows.

Type A and B.

Pin	Name	Cable colour	Description
1	VBUS	Red	+5 V
2	D-	White	Data -
3	D+	Green	Data +
4	GND	Black	Ground



Mini and Micro A and B

Pin	Name	Cable colour.	Description
1	VBUS	Red	+5 V
2	D-	White	Data -
3	D+	Green	Data +
4	ID	*	* A plug: Ground * B plug: not connected
5	GND	Black	Ground

Late in 2008, USB 3.0 was released and this offered a huge increase in the data transfer rate (up to 5Gb/s) and also offered an increase in power output. It is also backwards-compatible with USB 2.0. but so far, it has not been taken up by manufacturers.

Toshiba was one of the first to offer USB 3 on one of its Satellite notebooks, but other manufacturers are slow to make it available due to the lack of support from motherboard and chip companies. So far there really doesn't seem to be a need for USB 3 as USB 2 does most things as quickly as most people need. At 480Mbit/s, it doesn't take too long to do a 20Gb backup.

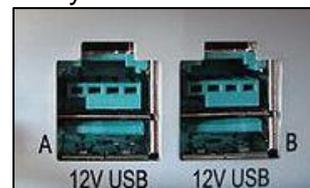
And it's all very well having a huge transfer rate, but if the device to which you are transferring can't read or write as fast as you can transfer, then there's really no point.

I used to have an open mind but my brains kept falling out.

Powered USB.

Powered USB ports are commonly used in retail computer systems and can provide sufficient power to drive barcode scanners, printers, pin pads, signature capture devices etc. They have the normal unpowered pins as well as 4 additional pins which supply up to 6 amps at either 5 Volt, 12 Volt or 24 Volt.

In the powered port, the wires and contacts on the USB portion have been upgraded to support higher current on the 5 V line as well. This port is essentially two connectors stacked such that the bottom connector accepts a standard USB plug and the top connector takes a power connector.



I like to go into the Body Shop and shout out really loud "I've already got one!"

Two great security tools get free updates.

Two outstanding security programs, Microsoft Security Essentials (MSE) 2.0 and Secunia Personal Software Inspector 2.0, are now available. The original versions of these programs were great, but the new versions are even better; they're **must-have** software — and they're still free!

MSE

In December, after a four-month beta test, Microsoft quietly released a major revision of its impressive and free Security Essentials anti-malware tool. The new version is slowly being rolled out via Windows Update, but you can grab it right away.

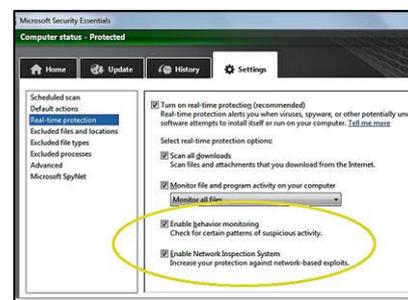
MSE 2.0 is a nearly total rewrite of Microsoft's security tool. Although there are some visual changes in the software, the most significant enhancements are under the covers.

The most important change: MSE 2.0 now uses **heuristic malware detection** in addition to the same definitions-based malware detection methods employed by MSE 1.0. Heuristic technology has been around for years and is designed to detect new malware based on behaviour, thus protecting you against threats that aren't yet in the definitions database. MSE2 calls this feature **behavior monitoring**.

Another major change is **network inspection**, which monitors network traffic, looking for suspicious activity and network-based attacks. It works by hooking into the Windows Filtering Platform (WFP) that's part of Win7 and Vista.

XP lacks the built-in WFP services, so unfortunately, MSE 2.0's network inspection is not available on that OS.

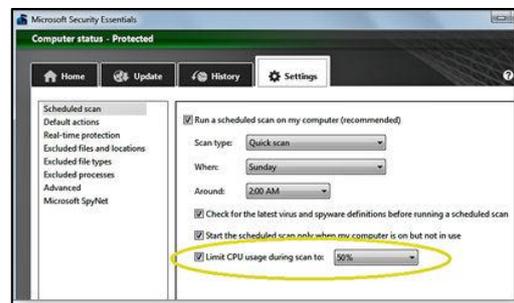
These two new features alone make MSE 2.0 a worthwhile upgrade, but 2.0 also offers some additional, less significant improvements. On all versions of Windows, including XP, MSE 2.0 integrates better with the operating system and other security components. For example, the new software checks to ensure



that a firewall is present and active and offers to turn on and configure the Windows firewall if no other firewall is found.

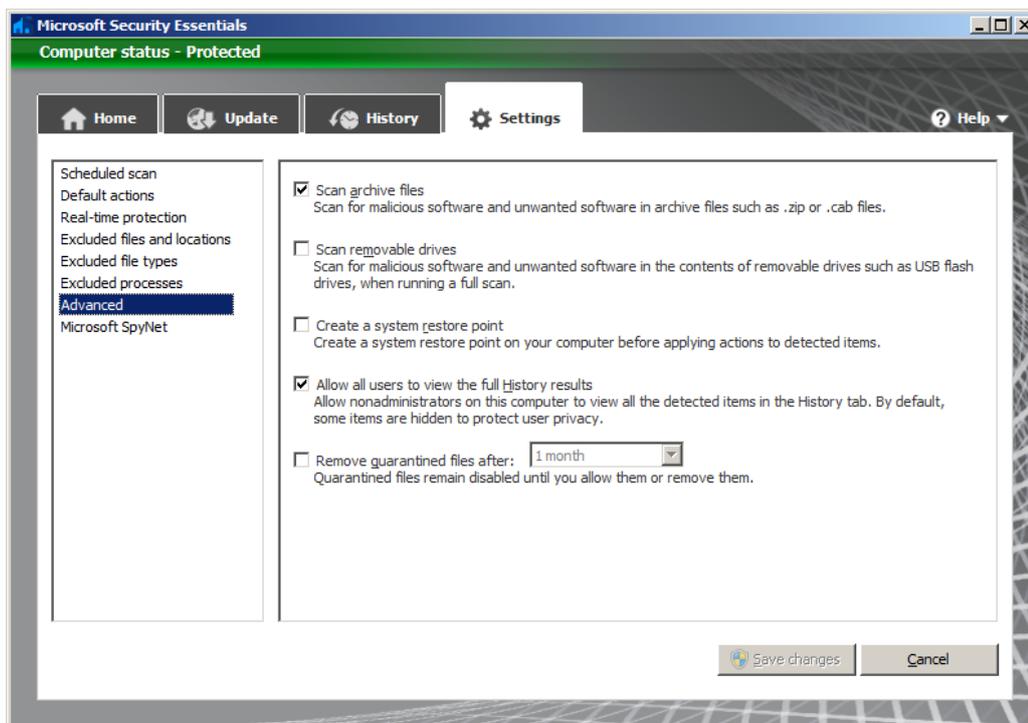
Also, you can now limit how much CPU time MSE consumes during a scheduled scan. The default is a maximum of 50% CPU utilization. But you can set it as low as 10% (should you want the scan to have minimal impact on other tasks) or as high as 100% (if you want the scan to complete as quickly as possible). This is an excellent option and is normally not available on other programs – even those that cost many many dollars.

Using the Advanced settings, you now can force the quarantine folder to empty itself after a set amount of time, from days to months. You'll also notice that the new version is not too different, visual wise, from version 1 which is a good thing as it remains extremely easy to use; there's nearly nothing new to learn.



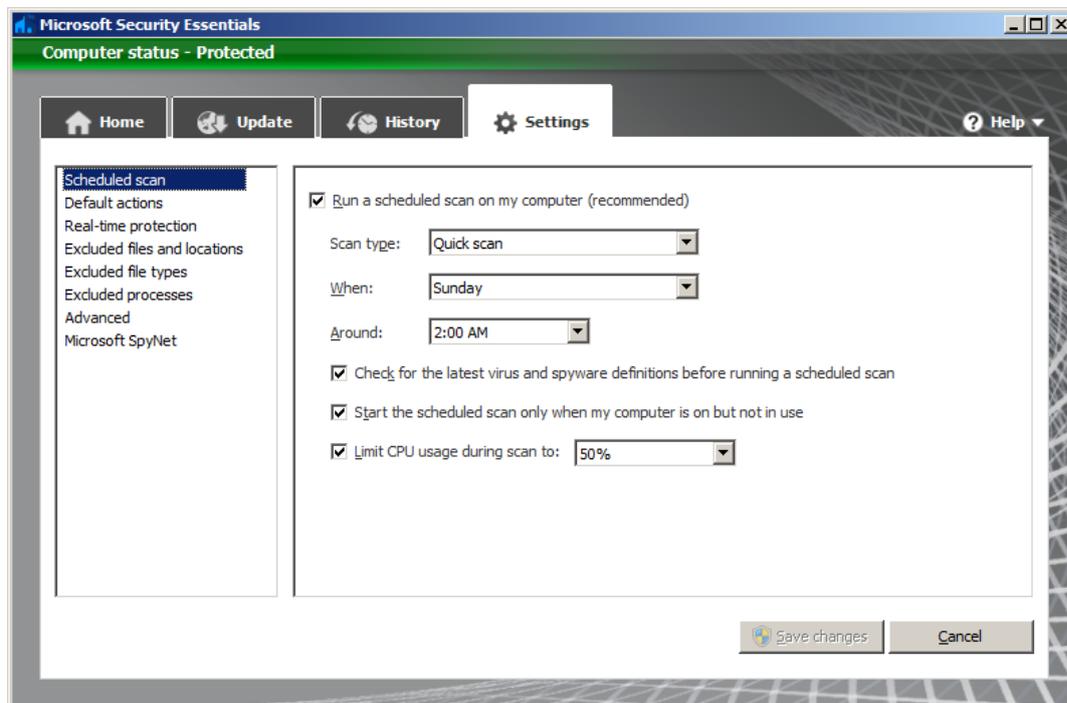
Compared with many other antivirus products (both free and pay-for) MSE makes efficient use of resources and won't slow you down as much as many of the others. Efficient use of resources by an antivirus product is especially important if you have a netbook.

Also in the Advanced settings, you might want to alter the default check boxes to enable the scan of removable devices (I do) since one of the most common methods of virus transmission is through USB memory sticks, put a tick in the 2nd check box in this window. And if you have a large USB drive that you normally leave connected, you want that to be included in scans.



If you frequently connect many different USB memory sticks of dubious origin to you PC, you might want to consider the alternative antivirus product AVG Free which very aggressively scans memory sticks as soon as they are inserted. Depending on your PC configuration, you might find AVG Free uses more resources than MSE. You should only have one antivirus product installed of course.

Set up the scheduled scan to use settings that will actually do a scan every now and then, the best settings depend on how you use your PC, whether or not you leave it on at night and so on. Use this settings window:



If you don't have Microsoft Security Essentials, you can download it now from [HERE](#).

If you're running any antivirus tool other than MSE 1.0, you should uninstall it before installing MSE 2.0. In general, you should never have two security tools trying to do the same job at the same time.

There are two versions, one (*en-us\amd64\mseinstall.exe*) for 64 bit machines and another (*en-us\x86\mseinstall.exe*) for 32 bit machines. Download the version suitable for your system.

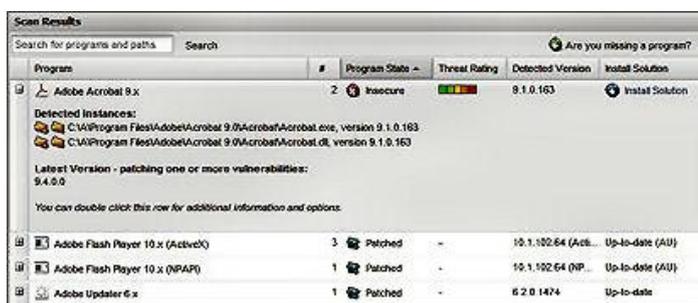
Microsoft's MSE is possibly the best anti-virus software available – and it's free.....

Secunia Personal Software Inspector.

Secunia's free-for-personal-use Secunia Personal Software Inspector (PSI) Version 1 was an excellent program - version 2 is even better, with a new look and enhanced updating tools.

Like the original, PSI 2.0 scans your installed software and builds a database of application version numbers. It then compares what it found on your system to Secunia's central database of latest-available version numbers. The central database contains version information on a huge range of software.

When PSI detects that you're running an out-of-date program, it alerts you, tells you the risk of



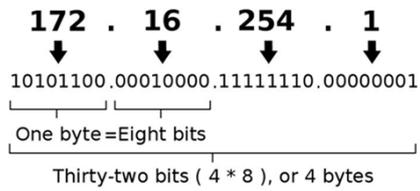
using the older version and gives you a ready-made link to download the latest software patch.

If you don't have it, you can download it from [HERE](#)

IP Addresses.

Although the consequences aren't as dire as it sounds, the Internet ran out of IP addresses (roughly analogous to telephone numbers) last month. IP addresses are those funny numbers you see such as 128.325.10.2 and while the Web won't come crashing down anytime soon, you're going to be affected by the new numbering scheme, and some details may catch you unawares.

An IPv4 address (dotted-decimal notation)



The current 32-bit numbering scheme (IPv4) can handle just 4,294,967,296 different Internet addresses, and we've used them all up although that represents an astounding number of networked devices potentially in use. The new, 128-bit, numbering method (IPv6) can accommodate 340,282,366,920,938,463,463,374,607,431,768,211,456 addresses, now that's a real lot!! It's very unlikely that we'll use all them up anytime soon.

But IPv6 incorporates much more than added addresses. There's a complex scheme of layering, protocols, security, and communication enhancements buried in the standard. Luckily, for the most part, you won't have to worry about any of that stuff

An IP address identifies a specific piece of hardware on a network, one device, one unique IP address. And the Internet has grown into a mighty big network with far more devices attached to it than anyone could have imagined back in 1977, when IPv4 was invented. IPv4 addresses are expressed in four groups of numbers between 0 and 255. For example, 74.208.121.252 or 192.168.1.0.

The Internet Assigned Numbers Authority (IANA) assigns IPv4 addresses in blocks of 16 million addresses to each of five Regional Internet Registries. There are RIRs for Africa, the U.S. and Canada, Australasia, Latin America, and Europe/Middle East/Central Asia. Each RIR in turn assigns blocks of addresses to Internet Service Providers and other organizations. On Feb. 1, IANA gave out the last blocks of IPv4 addresses to its five RIRs.



That does not mean we're facing an imminent crisis. It'll take years for all RIRs to allocate **all** numbers, and there are tricks that can shuffle numbers around (prompting worries of a possible black market in IP addresses). But the writing's clearly on the wall — we're running out of the Internet's **phone** numbers.

IP addresses should not be confused with MAC addresses. IPs are issued to networked devices by the Internet service provider. In most home networks, the IP address is dynamic, it can change when you connect to an ISP. Mac addresses are assigned by the device manufacturer and are essentially a unique, fixed identifier for the device's network interface and thus for the device.

The new numbering system will appear as a group of eight numbers, each with four hexadecimal digits, such as: 2001:cdba:9abc:5678:ffff:ffff:face:b00c

Clearly, we aren't going to wake up one morning to find the Internet working with IPv6. Instead, there will be a period of years, probably many years, where IPv4 and IPv6 need to peacefully coexist. And that's where the so-called **dual stack** comes into play.

Running IPv6 on Windows is a piece of cake as it has been built into Windows since XP Service Pack 2. If you are using HomeGroup on Windows 7, you already have IPv6 up and working between your homegrouped PCs. Similarly, all modern versions of Linux and Mac OS speak IPv6, as do most smartphone operating systems.

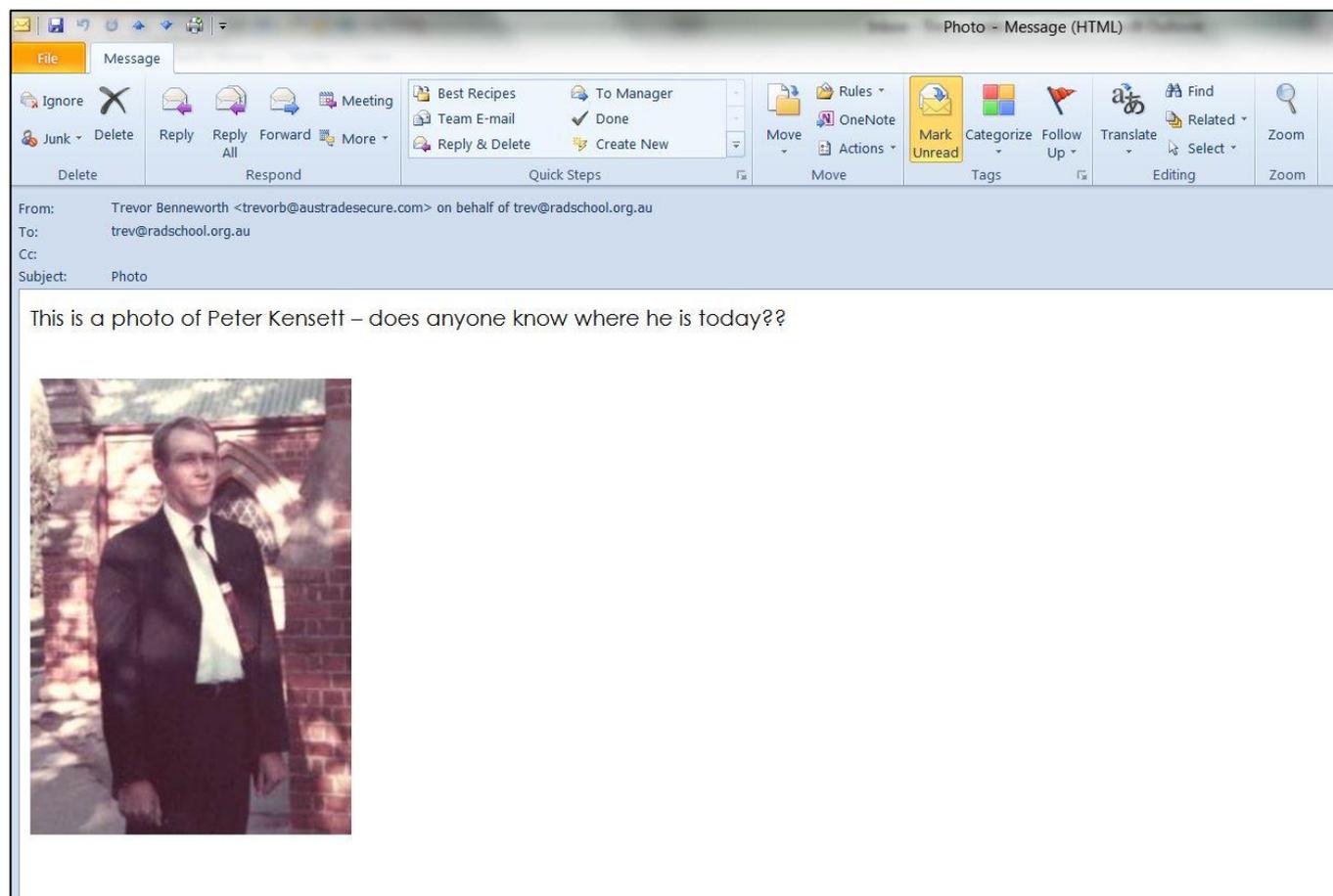
If you want to know what your unique IP address is, enter www.whatismyip.com

The problem isn't on your desktop, laptop, or phone. The problem lies in all of the gear between you and your destination, such as your modem. You may or may not be able to get through on an IPv6 connection because your router or your ISP's equipment can't handle it. That's why, for the foreseeable future, most major websites will be running **dual stacks**, which allow you to get into the site on either an IPv4 or IPv6 connection.

If you're running only IPv4, you'll be just fine for the foreseeable future; your equipment speaks IPv4, and the Internet location you're connected to still speaks IPv4 (and IPv6 with a dual stack).

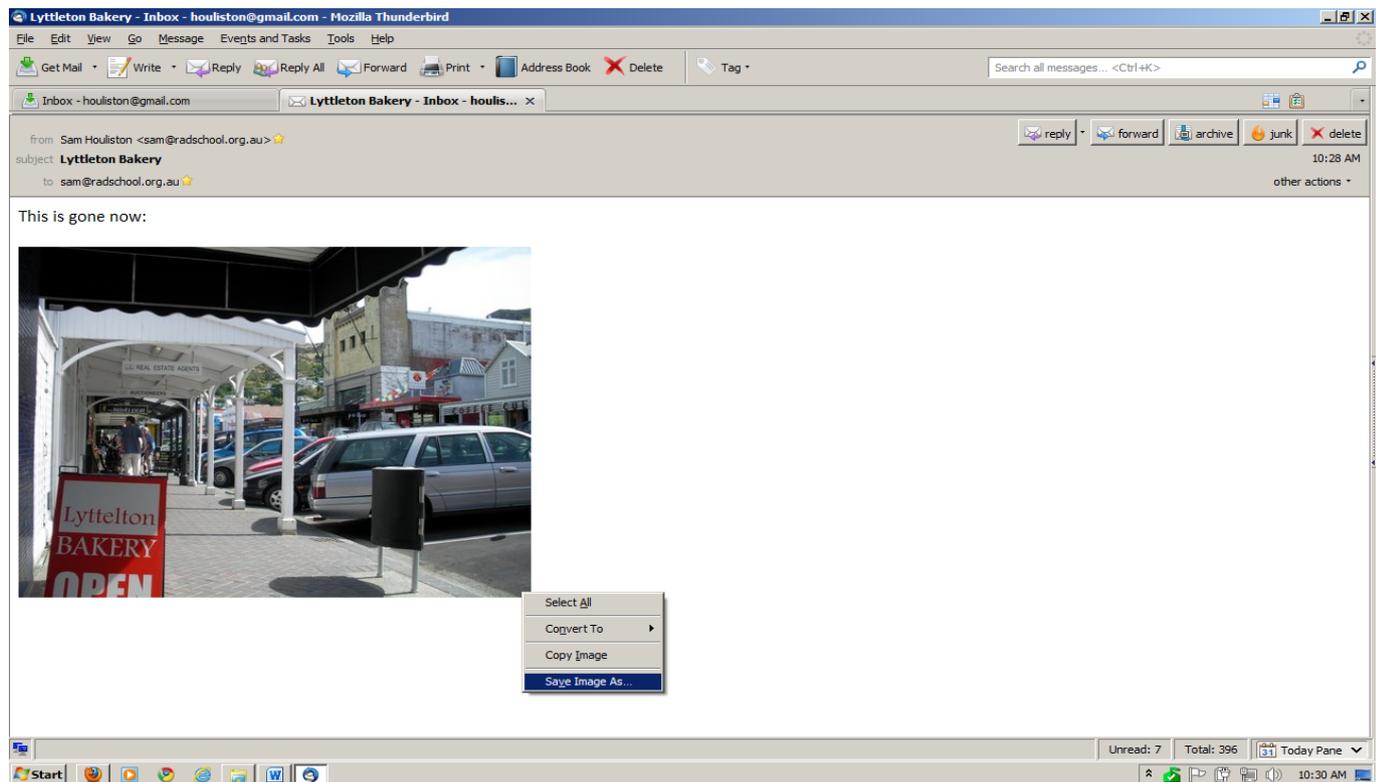
Save a pic sent in an email.

Sometimes you get an email with a picture which is not attached to the email but is displayed in the body of the message, such as that below and you want to save the photo or use it in another document, eg” Word.. You right click it, click save, then open Word and click Paste – and nothing happens...What do you do??



How can you 'grab' that image and use it or save it to your computer?

If you're in the minority like me and use [Thunderbird](#) or perhaps a later version of Outlook (2010), you can just right-click the pic and use 'Save Image As' to save it directly like this:



But if you're using Outlook Express or an earlier version of Outlook, as a lot of people do, it's a bit more difficult and if that's you - read on.

On most web pages you can simply right click and choose the save picture option. That doesn't work for most emails, even HTML formatted ones, because the image isn't always a separate file.

If the photo is attached it is sent as a separate file with the message. It appears in a line at the top of the message as below and is not a problem and can copied and/or saved anywhere you like.



Embedded images are a different thing altogether. They are sent as part of the email message, it is encoded and made part of the HTML code that is sent to you. So what can you do.

It can be done and it's actually quite easy although a little bit messy. All you do is right click the pic, click copy, then open up an image editor like Paint or Paint Shop Pro or Photoshop or whatever you prefer. If you are using Windows, you have paint as a default program, you'll find it in ALL PROGRAMS, then ACCESSORIES.

Open up your image editor to a blank page then click paste and plonk the image. It is then a simple manner of saving the image in a format suitable to you in a place suitable to you.

Nancy's nephew was 4 when Nancy was pregnant with her first baby.
She allowed him to place his hand on her belly and feel the baby kick.
His little face scrunched and said, "How does the baby get out of there?"
She wanted to keep it simple so she said, "The doctor will help."
His eyes widened in amazement as he exclaimed, "You've got a DOCTOR in there, too?!"

ADOBE SCAM.

If you get a message like the one below about Adobe X Reader it's a scam, and if you run the download bad things will probably happen to you, see comment below from Adobe in red.

ADOBE ACROBAT X READER NEW RELEASES

<http://www.adobe-acrobatx-upgrades.com>

Become an Acrobat Wizard!

Acrobat Dynamic PDF gave Chuck the power to make dazzling presentations--and the confidence to use the word "dazzling".

Win over clients and colleagues with awesome presentations. Get faster feedback on your ideas. See how all-new Adobe Acrobat X Reader software can bring out wizard-like powers in you.

Give presentations more pop

Use the PDF Portfolio Wizard to quickly give any project a more modern, professional appearance. You have a variety of new layouts, visual themes, and color palettes you can customize.

Knock out unnecessary tasks.

Why repeat the same processes over and over? With the new Action Wizard, you can automate repetitive tasks with a single guided Action.

Work as one big happy family

Easily manage shared reviews and track group feedback within PDF files. Now, team members without Acrobat software can view and comment on work using Adobe Reader software.

To download and upgrade the new Adobe Acrobat X Reader, go to :

<http://www.adobe-acrobatx-upgrades.com>

Copyright 2010 Adobe Systems Incorporated. All rights reserved.

Adobe Systems Incorporated

Attn: Change of Address/Privacy
343 Preston Street
Ottawa, ON K1S 1N4
Canada

This message was sent from:
Adobe Systems Incorporated | 343 Preston Street | Ottawa, ON K1S 1N4, Canada

It has come to Adobe's attention that email messages purporting to be a security directive to Adobe customers have been sent by entities claiming to be Adobe employees. Many of these emails are signed as "James Kitchin" from "Adobe Risk Management" (or similar). In these messages, recipients are directed to download instructions as well as a security update to address "CVE-2010-0193 Denial of Service Vulnerability" (or similar).

Please be aware that these emails have not been sent by Adobe or on Adobe's behalf. Customers should not click on any links, or open or download any attachments contained in any of these emails.

Customers who subscribe to the [Adobe Security Notification Service](#) will receive email notifications that ONLY point to security advisories or security bulletins on the adobe.com domain (i.e. <http://www.adobe.com/go/apsb10-09>), and that NEVER link directly to an executable for a product security update or contain attachments that must be opened. Adobe product updates are only available

- (1) via the product's automatic update feature or
- (2) from the Adobe website at <http://www.adobe.com/downloads/updates/>.

This posting is provided "AS IS" with no warranties and confers no rights.

This page left blank.

1978 Darwin Cricket Team

Pygmy McAndrew found this old photo at the bottom of his tin trunk and sent it to us. He says this was the winning team which played against a combined Army/Navy team and a lot of the blokes were base radio. Pygmy says that back then, base radio seemed to be able to beat most teams on the base, in just about any sport. (Probably because being groundies, they had nothing else to do – tb)



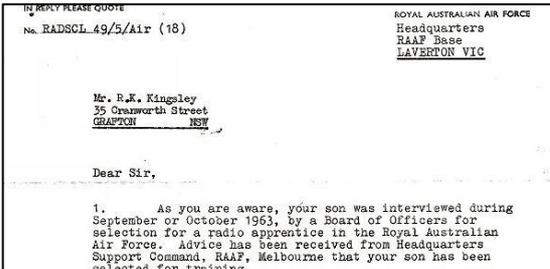
Back Row L-R: Ron Muller, Bob Hend (*box packer*), Brian Alexander (*box packer*), Jesse James, Tass Massie (*radio*), John McGrath (*radio*), Ken Lollback
Front Row L-R: Wayne Silverman (*box packer*), Alf Valentine (*radio*), John Edwards, Peter Bunt, Peter Cochrane, Pygmy McAndrew (*radio*).

18 Appy days and beyond.

Randall Kingsley was on 18 Appy which passed out of Laverton on the 17 August, 1967. He's sent us a few words covering his recollections from Appy days and his early days as a Radtech. He also sent us a 1963 advertising booklet which was aimed at young blokes trying to entice them into signing the next and most important 15 years of their lives over to the RAAF.

(Click on the photo at right for the full booklet.)

He also sent us a copy of the letter addressed to his parents and signed by Sqn Ldr J.G. Mierisch, telling them that their young, impressionable son had been accepted for a career in the RAAF and assuring them that the lad would be well looked after. The letter describes the conditions of acceptance and sets out the leave and pay he will receive. Back then, in 1964, a first year Appy was paid the princely sum of £9.5.8 (\$18.57) a fortnight.



(Click the pic for a copy of the full letter.)

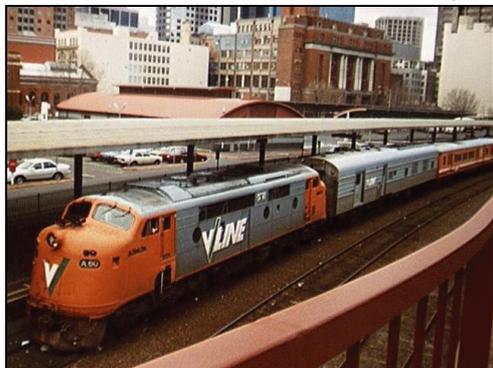
Randall Says: “Finally, in January 1964 at 16 years of age, my chance to get out of country town life was becoming a reality. I believed that I was about to gain a useful trade. Despite contrary school counselling advice, I rationalised that the 15 years that my parents and I had signed up for was not a bad deal and after all, 15 years wasn’t all that long. I would only be 31 when discharge would be a possibility and I had not given any thought of what joining the Australian war machine might really entail. For me it was all about getting out a town of limited opportunities and getting a better education along the way.

Even though I was a bit peeved that the RAAF recruiters had ignored my preferences to go to Wagga for armament training, I readily accepted radio training at Laverton, wherever that was. Up until then I had taken no interest in radio but a couple of my father's acquaintances had said that this would be a good trade to get into. So I went up to Brisbane for final checks, pledged loyalty along with 16 other hopefuls and then boarded the trains again to head south for Laverton. I thought it was “near” Melbourne.



Geoff Lydeamore, Stu Rushton.
(Click pic for bigger view.)

Two overnight train trips later we were met at Spencer St station by somebody called Corporal. Then we were on the bus and straight out of the big city to Laverton and the middle of nowhere. There we were lined up, introduced to our new hut leaders (Graeme Dennes in my case) and despatched to our homes in huts 386, 387 and 419. Creatively, most of us were roomed in alphabetical order. I can almost recall



even now most of my hut:....Gilvarry, Hite, Jackson, Jones, Kingsley, Ledingham, Lydeamore, Norris, Porter, Ramsay, Rushton, I recall noting that the bloke over the road from me Ron Ledingham already had a pile of radio ham certificates pinned up on his wall.

First little doubts about the effects of radio enters my tender 16 year old head.

But immediately a heap of new rules and a range of personalities descended on us and survival techniques stared rapidly developing. How cheap were those coat hangers Rod Edwards was selling me? I bought a great training aid transistor radio from Barry Allan on credit and gradually the lobotomy was taking effect. The RAAF duly kept its promise to remove all vestiges of personality, former life and interests. We had little money, limited leave (always under threat of loss), no car, my civvy clothes were sent home and we

enjoyed plenty of marching and all that rubbish. In time, most of us were given the chance to jog through the fog from Appy Squadron to CPE and back before breakfast from time to time reacting to the bellowing of our wonderful DI mentors.

In this boarding school type of environment, one needed a bit of an edge if one was to avoid those new heavies on 17 course (chiefly Wren, Drummond and Robertson in my case) who lived just over the other side of the footpath. As ever, sport was a bit of a ticket out at some level and I made the Saturday cricket team in just a week or two. That gave me at least a back seat in the recreation room from time to time to watch sport programs on Sundays without being detailed off for a canteen run. But the all-powerful (and occasionally protective) 16 course were living a bit further away in tin city and had other priorities so generally we were very much at the mercy of our new 17 course masters. The first target was to get past Easter and Ocean Grove with the inevitable walking attempt to make Tasmania.

Apprentice attrition rates meant that some sprog appies got to travel to RMIT on the 17 course bus and so I luckily managed to draw one of the short straws. This meant the occasional test of patience and endurance from the 17 course gods but these trials left no lasting scars, no lasting scars, no lasting.....

My high school teachers had encouraged me to stick with French rather than taking any more woodwork or metal work courses so basic fitting and turning was never going to be a strong point with me. Along with half a dozen others, I incurred the wrath of some old codger (Chisel Chandler as I recall) and bombed out after filing away for a few months), It took 12 months of evening classes to get back above the academic line.



By the start of year two, I had sort of found my place in the scheme of things. I bullied my way to a back seat window place on the bus, I occasionally had a 19 course victim so that appy indoctrination processes could be passed on and I steadily worked through my RMIT classes on networks, antennas, navigation aids and communications. With some help from Roy Thompson, my trade drawing skills jumped from struggling smudges to quite wonderful works of art and a good pass.

The monthly Radschool parades were a pain, especially in winter, but having to go to RMIT meant exposure to the full RAAF monty was limited. Sport, especially Rugby, was one of my safety valves. Our Appy Sqn officers were not that keen on having Aussie Rules on the sports agenda despite angst expressed by our Victorians. I have been ever thankful that DI Cpl Cooper did the right thing from time to time by taking Kev Davis and myself along to a few Collingwood games thus cementing a lifelong love for one of the best sporting teams – on the planet. (WHAT??? Chuck, spew vomit – tb)

Laverton had its moments. I recall liking the airshows and there were some interesting personalities around the place. I especially recall one Henry? Parker from the ground defence world who, with his dog, was still keeping the huns at bay and introducing one to the pleasures of gas attacks and the like. I have never quite figured out what motivated blokes like him.

Year three duly arrived and those left on the course started the Radschool phase. I can recall some parts of this phase: Quadradar (Cliff Collett?), CADF (Bruce Waghorn when he was not having a bet), AT20/26 transmitters (one of the dutchy Hollands going around), ATC radios, IFF, test equipment but forget what else we covered here. Al Shanley was the only groundy and one of the few of the course to get through the trade tests first go but after sailing through the re-test, we were set to graduate. As usual I has finished in the middle of the pack.

By August 1966 just 32 remained of the 48 who actually turned up at recruiting at the start of 1964 (Click the pic at right for the names). And we were keen to get out of Radschool and into the RAAF. With just a day or so to go before the big graduation parade and with mum, dad, far flung cousins and friends down from the bush in town, our postings were still somewhere in the system. It must have been difficult with just a couple of years notice to finalise a posting plot.



Not sure what I thought was going to happen, (I had naively planned to spend a day or so around Melbourne with my parents before heading off to wherever I was posted) but we eventually had our orders on the Thursday. I was asked to be in Sydney before noon Friday. A mad rush of clearances later and I was back on the wonderful overnight train system heading north to a new life at 1 CARU Brookvale as a soon-to-be radar expert.

I remember the pride swelling in my heart on arrival at the Ops site as I was told I was somewhat unexpected and that there was no room at the inn for single airmen at the domestic site. Still with no money, no car, no bed but plenty of new friends in the workshop, what was my problem? “Come back Monday morning and everything will be sorted” they said. I really liked sleeping in the drying room at the domestic site Sunday night before heading off Monday to spend a month or so living in a guest house at Manly.

But I soon found a fine group of ready mentors including Tom Wells, Joe Ross, John Rice, Barry Spencer, Bob Allum, 17 course graduates Grahame Trezise and Mick Nicholls, WO Jones and Salty Burns. Keeping a week-day only watchful and protective eye over Sydney was a highly useful role I learnt.

Not many pay days later, I had the first car. Pub life around Manly/Dee Why was active enough, (the old Canopis Room at the Manly Pacific was oft visited – tb) beaches were handy, I played cricket with the unit team in a local competition so Radschool soon disappeared into the dim past, just as country NSW had disappeared in 1964. I liked the shift work. My main focus was on the IFF and crawling around in the darkened Ops room adjusting display systems but I thought I was beginning to get a feel for “heavy” radar systems in general.

Life changed again at the start of 1967 as I was asked if I could find time to head off to Biloxi, Mississippi for a few months of training on something called the AN/CPN-4. I agreed to go, even though it meant the end of the Brookvale holiday home for me and life on heavy radar.

There were 10 of us at Biloxi; Wally Meriton, Ray Noack, Trevor Longmore, Gerry Linehan, Warren Magnay, Al Shanley, Mick Cottrell, Ron Ledingham, Graeme Coutts and myself, an even split of airmen entry and appy Radschool graduates. 1967 was an interesting time to be in the deep south of the USA. Us ex-appies had no car or ability to hire one so we quickly adjusted to greyhound bus travel and the segregation, especially in Mississippi and Alabama. We were not encouraged to do our usual thing and sit five abreast at the back of the bus on our trips into New Orleans. Keesler was run along shift lines over an 18 hour day and our instruction ran from mid day to 6 pm. We did not enjoy living on base that much so the ex-appy brigade found an apartment along the Gulf Coast. Three



Alan Shanley, Randell Kingsley, Rod Ledingham.

months of training later and I was back at Brookvale and waiting for the posting system to sort itself out and find me a CPN-4 to work on.

I soon met up with fellow Keesler graduates Al Shanley and Trevor Longmore at Williamtown and then commenced work with Sgt Kev Hall and began to settle into a new routine. Fortunately I had never experienced such pleasures as guard duty and rooming with 3 cooks assistants had its moments. I was not that happy with some of the direction I was taking here and there are just so many times you can front the ASCO bar after work or drift into Newcastle and the greek clubs there. There seemed to be an awful lot of others my age around the base (like pilots) who lived a little better and so it was not long before I felt that my own world could be bigger too. By the end of the year I was in my car and heading back south to Melbourne again, to RMIT again and having a shot at engineering. Even if it meant more forced study, living in a boarding school environment and a return to an even more regimented life than I was enduring.

Meanwhile, out in the real world changes in political and military life were well underway. Only one of my old high school class mates had fallen foul of the dreaded conscription marble that I would have been eligible for. As it happened I met the poor buggler on opposite sides of the pitch playing interservice Rugby against Army at Point Cook in 1968. I was pleased to see the end of that system when Whitlam arrived in 1972.

I did not have the guts to throw myself in front of the springboks as an RMIT student in 1971 although I had sympathy for their cause. And we duly followed the political decline of the Libs as the Vietnam mistake took its course. I remember when Graeme Bond, Dave Swinnerton and Hans Prins ran against the Minister for Air in the Federal elections of 1969, although I am still not sure if they just used the process to get out of the RAAF or if they wanted to make a point or two along the way.



At Frognall, one of my fellow 18 Appy course mates Trevor Norris, who lasted in the field even less than I did, was about to engineer his way out for a new life with Ansett and ex 17 course Terry Crews had left Frognall and the RAAF before I arrived there. For me, and following the considerable success of the lobotomy at Radschool, I was determined to put just one foot in front of the other, keep my head down to get through and then get back out into the system as an engineer one day. But then that is another story.

Frognall.

Recently, without being coerced or threatened in any way and of our own free will, we ventured south of the Tweed and made our way to Melbourne and having heard a lot about but never been to or seen this Frognall place, we thought we should go and have a look at it.

For those that, like us, don't (or didn't) know where Frognall is situated, it is in one of Melbourne's eastern suburbs called Canterbury which is a suburb well known for its leafy boulevards and large, ornate houses. Being one of Melbourne's most expensive and exclusive suburbs – is was a fitting place for the RAAF.

To get to it, you find your way to Burke Rd, which starts down near Hobart somewhere and finishes just south of Darwin, follow Burke Rd until the intersection with Mont Albert Rd, turn west into Mont Albert Rd and you're there.

Frognall was built in 1889 on just over 7 acres of prime land and due to the bank collapse and depression of the early 1890s, had a succession of owners until, in 1942, at the height of WWII, the RAAF leased the property from the current owners and set up the Melbourne Wireless Telegraphy Shadow Signal Station. In 1943, the Commonwealth Government bought the property and the RAAF settled in. It continued to be used as a Telecommunications Unit until 1976 when it became the home of the RAAF's engineer cadets.

In 1984 it was sold to the City of Camberwell, who subsequently sold it for use as a private residence. In 1993 the owners sold off the rear half of the property for subdivision but kept the main section of the property, including the magnificent house, the decorative garden and drive in the same form as they were laid out many years ago.

We don't know what it was like in its working life, but in retirement, it is magnificent – we only wish we could have had a look over it.



Today, this is the imposing entrance and driveway to "Frognall", on Mont Albert Road.



We asked Laurie Lindsay, who was at Frognall in the late 1960's learning radio stuff and training to be a Sir, and RG Thompson who was a worker there, not a guest, if they had any old photos and they dug around in their trunks and found these. This is how the front entrance and gate used to be.



Frognall Place. This street and its houses are on part of the rear (southern) section of the property that was subdivided in 1993.



And this is what used to be there before it was subdivided. This photo was taken from the tower of the main building in 1971, and looks south over where Frognall Place is now.



This is Frognall Place after the RAAF had moved out and before the developers had moved in.



This street below, known as “The Ridge”, which is on the eastern side of the property, overlooks where the Parade Ground used to be. (Click the pic for a Google Maps aerial view.)



Click [HERE](#) for copies of press releases used during the sale of the property.

At a meeting of the AARP (American Association of Retired People) they showed this video which was submitted in a contest by a 20 year old. The contest was titled - "u @ 50".

This video won second place. After they showed it, everyone in the room was awe-struck and broke into spontaneous applause.

So simple and yet so brilliant. Take a minute and watch it. Click [HERE](#)



41 RTC

41 RTC passed out of Laverton on the 18 August, 1967 and had their break up party at the Altona Central Hotel.



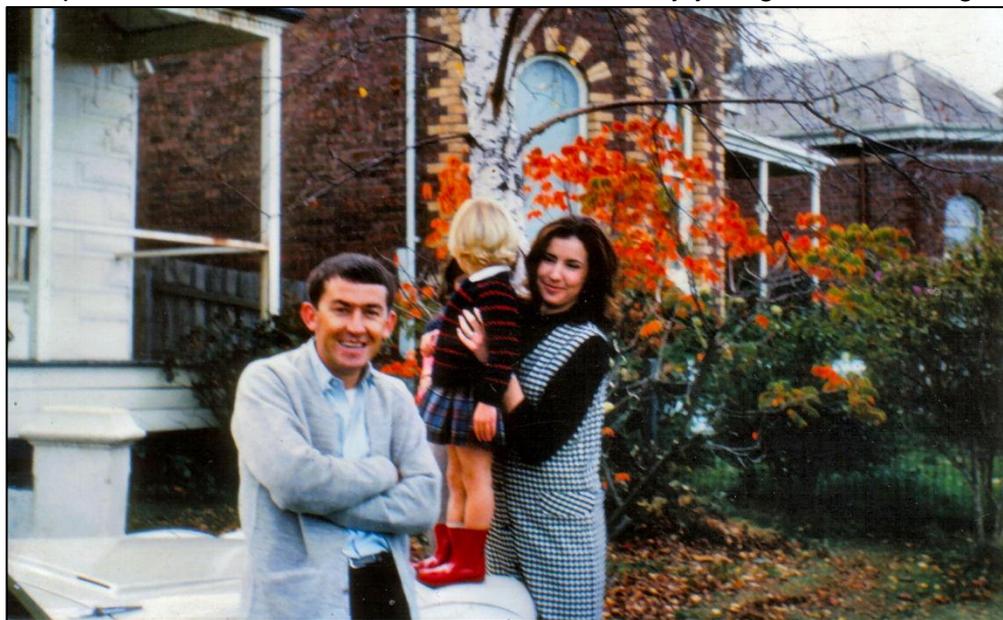
Time to Name Names !!!

A concerned reader, who feels he was severely wronged many moons ago, gave us the following two photos and in order to protect his identity, we'll keep his name a undisclosed secret and will only divulge it if and when you donate 3 cans of VB to a charity of our choice.

The two photos were taken in 1965 at the photo provider's (the PP) private home in Canterbury, a suburb of Melbourne and are of two lads who feature in our pages from time to time.

On numerous occasions, the good natured and hospitable PP made his humble abode readily available to these dastardly rascals for them to pursue their amorous adventures, only to find they had abused his hospitality and trust and regularly and stealthily made off with goods rightfully belonging to the PP.

This photo below shows one of these rascals, a very young Edward George McEvoy as well as a lovely



lady on his left hand side, who, at this time, shall remain nameless to once again protect the innocent.

We'll just call her Margaret.

Note the blue cardigan worn by Edward G McEvoy and more importantly, note the size of those pockets in the said cardigan.

The PP is certain that Edward G regularly left the PP's abode with

those large pockets surreptitiously stuffed full with most of the PP's private hoard of iced VoVo's.

The second photo is of Richard (Dick) "Ringo" Carlson who was seated at the PP's contemporary Namco dining suite and who looks suspiciously guilty after he'd helped himself to one of the PP's 6 matching un-cracked vegemite jars, which were a treasured wedding present from the PP's mother in law and which were openly and proudly displayed in the sideboard in the back sun-room. Ringo can be clearly seen secretly scoffing several of the PP's beers which would have been stored and chilled in the Silent Knight refrigerator in the hallway.

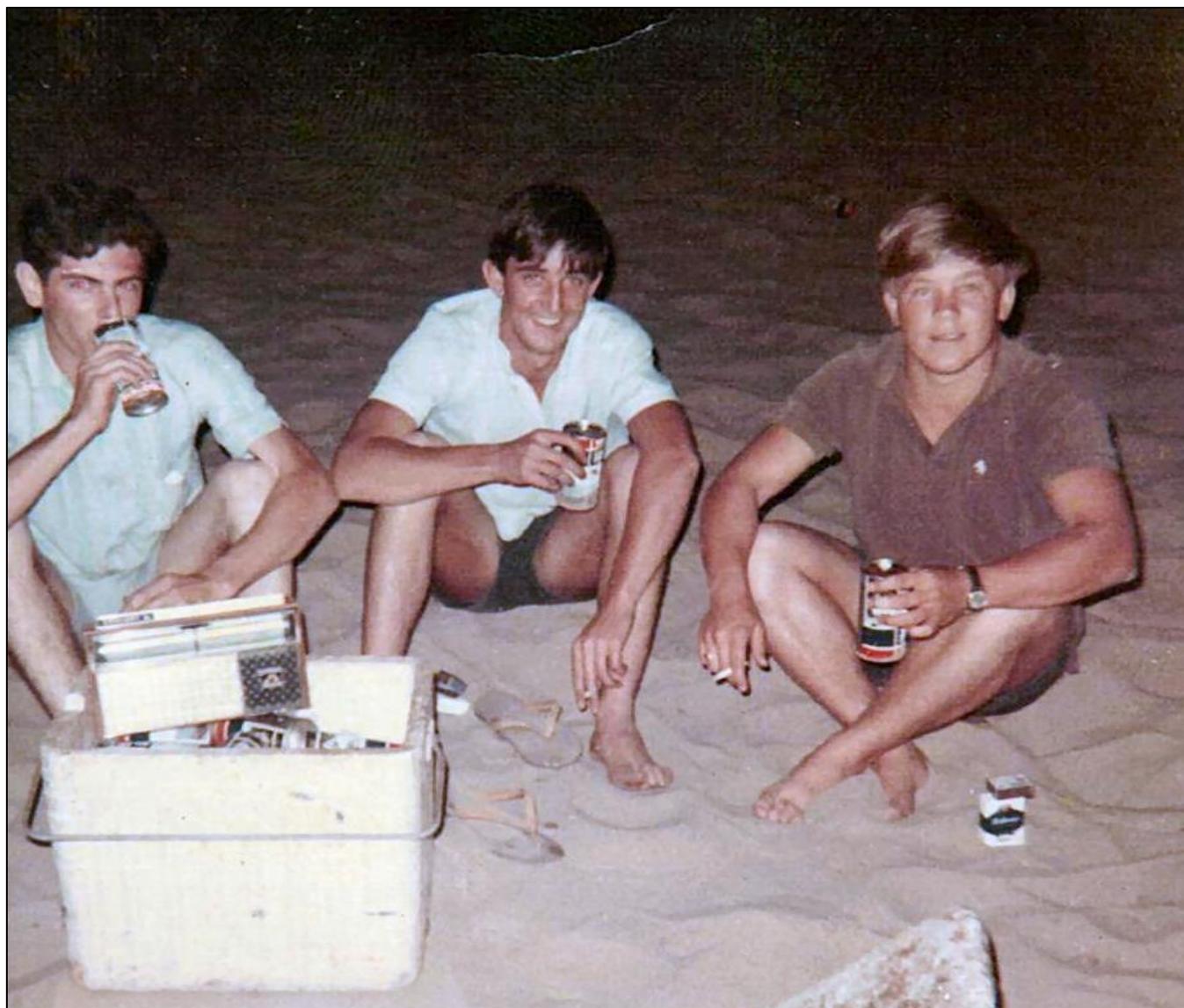
Once again, to protect the innocent, we won't mention the ladies' names, instead, we'll just call them Rosalyn and Joan.

The PP feels it is now time for these dastardly rogues to come clean and make restitution for the wrongs he incurred at their hands.



The Elecos come out to play.

Back in 1966, these three Elecos from 2AD would grab a packet of Rothmans each, an esky full of Toohey's Flag and ice, and regularly head for the banks of the Richmond River (under the bridge) to discuss Ohm's Law. They are:



Kev Trimmer, John Boyne, Ray Zeeba.

This page left blank.



Out in the shed with Ted.

Ted McEvoy

Pensions.

More than 340,000 veterans and war widows recently received a pension increase. From the 20th March, 2011 pensions were increased by a bit less than 2%.

The rates are:

Pension	Old Fortnightly rate	New Fortnightly rate	Increase
Special Rate (TPI) Pension, Blinded or TTI	\$1,092.90	\$1,113.70	\$20.80
Extreme Disablement Adjustment	\$603.30	\$614.80	\$11.50
100 per cent General Rate of Disability Pension	\$388.30	\$395.70	\$7.40
Intermediate Rate Disability Pension	\$741.60	\$755.80	\$14.20
Service Pension - single	\$716.10	\$729.30	\$13.20
Service Pension - couples	\$1,079.60 Couple \$539.80 each	\$1099.40 Couple \$549.7 each	\$19.80 \$9.90
War Widow Pension	\$725.10	\$738.70	\$13.60
Income Support Supplement	\$216.60	\$220.80	\$4.20

The Carer's allowance is now \$110 per fortnight.

Ever wonder how they work out the rate of increase?? Well, wonder no longer, here's how they do it:

Maximum base pension rates are adjusted each March and September by the greater of the movement in the Consumer Price Index (CPI) and the Pensioner and Beneficiary Living Cost Index (PBLCI) and then compared with Male Total Average Weekly Earnings (MTAWE). The maximum combined couple rate of pension is benchmarked to 41.76 per cent of the annualised MTAWE.

This time, the factor used to increase full rate Service Pensions and Disability Pensions was 1.019, which is the result of the benchmark against MTAWE.

The MTAW benchmark was applied to index base pension rates as it was higher than the indexed rate using either the CPI or the PBLCI.

Maximum transitional pension rates are indexed on 20 March and 20 September each year by the movement in the Consumer Price Index only. Some pensioners are paid under the transitional arrangements until it is to their financial advantage to move to the standard (post Pension Reform) rules. Transitional rates of service pension have been increased by 1.011 being the increase in the Consumer Price Index.

Fees payable by residents in Government funded aged care facilities may be affected by both indexation and by the rate of pension.

So now you know – we'll be asking questions later!!

Click [HERE](#) for the latest DVA fact sheet which outlines the full list of pension rates.

Overseas travel and your pension.

If you're receiving a DVA pension and you plan to travel and/or live overseas, you need to tell DVA your details. If you don't you could lose your payments.

if you are going overseas, normally your service pension or income support supplement will continue to be paid, even if you stay indefinitely. There is one exception to this rule. If you are a former resident of Australia who returns from overseas to claim a service pension or income support supplement, you must remain in Australia for at least twelve months before you can take your pension overseas but this requirement may be lifted in cases where unforeseen circumstances force you to return overseas.



What is not paid, if you decide to live overseas, is the veteran's supplement, the senior's supplement, rent assistance and/or remote area allowance however, if you are absent from the remote area in which you normally reside, remote area allowance will continue to be paid for up to 8 weeks.

If you are travelling outside of Australia temporarily, your usual rate of pension supplement and senior's supplement will normally be paid for 13 weeks from the time you leave Australia and your veteran's supplement and rent assistance will normally be paid for 26 weeks.

Your pension payment cannot be paid directly to you in another country which means you will need to keep a bank account open in Australia into which your pension payment can be deposited.

You can get further information [HERE](#)

What about health care overseas?

DVA will only cover health care expense for treatment of your war-caused disabilities. You will need to advise DVA prior to your departure of your intention to travel or live overseas if you wish to claim any health benefits while overseas. Any health care costs accepted by DVA will be limited to the costs

usually associated with your care provided in Australia. Health care costs will not be met where your main reason for travel is to obtain health care.

You can get further information [HERE](#)

What about my children?

If you move overseas permanently, no family tax benefit can be paid by the Family Assistance Office.

- If you temporarily move overseas your dependent child will not be considered as being dependent unless:
- the dependent child is an Australian resident; or
- the dependent child has been an Australian resident and is living with you outside Australia; or
- the dependent child had been living with you in Australia and is living with you outside Australia.

If your child moves overseas for any period greater than 3 years, you will no longer be eligible for family assistance. For more information refer to Factsheet IS48 Children or contact the Family Assistance Office.

The length of a movie should be directly related to the endurance of the human bladder.

Important History Lesson.

For those that don't know about history, here is one condensed version:

Humans originally existed as members of small bands of nomadic hunters/gatherers. They lived on deer in the mountains during the summer and would go to the coast and live on fish and lobster in the winter.

The two most important events in all of history were

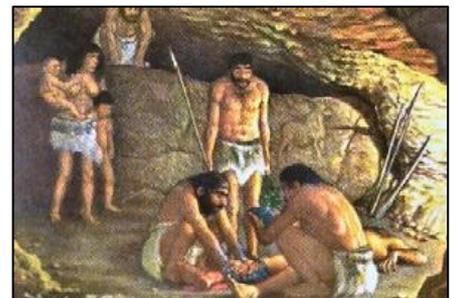
1. the invention of beer and
2. the invention of the wheel.

The wheel was invented to get man to the beer. These two inventions were the foundation of modern civilization and together were the catalyst for the splitting of humanity into two distinct subgroups:

1. Blackhanders (ATECHS), and
2. Queertraders (AVTECH)

Once the making of beer was invented, a large and constant supply of grain was required and that was the beginning of agriculture. Neither the glass bottle nor aluminium can had been invented, so while our early humans were sitting around waiting for them to be invented, they just stayed close to the brewery – and that's how villages came into being.

Some men spent their days tracking and killing animals to BBQ at night while they were drinking their beer. This was the beginning of what is known as the Blackhanders.



Other men, who were weaker and less skilled at hunting, learned to live off the Blackhanders by showing up for the nightly BBQ's and doing the sewing, fetching and hair dressing. This was the beginning of the Queertraders.

Some of these Queertraders eventually evolved into metro sexuals and some of their more note-worthy achievements include the domestication of cats, the invention of group therapy, group hugs, and the concept of democratic voting to decide how to divide the meat and beer that the Blackhanders provided.

Modern Queertraders like imported beer (with lime added), but most preferred white wine or imported bottled water. They eat raw fish and liked their beef well done. Sushi, tofu, and French food were also standard Queertrader fare.

Another interesting evolutionary side note: most of the Queertrader women have higher testosterone levels than their men and most became social workers, personal injury lawyers, journalists, ABC staff and group therapists.



On the other hand, Blackhanders drank domestic beer, mostly Carlton or XXXX. They ate red meat and provided for their women. They were big game hunters, rode in rodeos, fished and generally liked to 4WD everywhere....even to the corner store.

Queertraders produced little and generally did nothing of note, although they did like to sew and were prodigious readers of women's magazines.

Here ends today's lesson in world history.

(See what happens when you move over to the West – you lose all sense of reality. I can provide Ted's address if anyone wishes to visit him when he comes out of hospital - tb.)

The police came to my front door the other night holding a picture of my wife. The Constable said "Is this your wife sir?" Shocked I answered "Yes" They said "We're afraid it looks like she's been hit by a bus". I said "I know, but she has a lovely personality and she's good with the kids".

Aged Care for Gold and White Card Holders.

The Department of Veterans Affairs pays over one billion dollars each year to subsidise Gold and White Card holders in Aged Care facilities. This payment is covered by an agreement on what services aged care facilities provide for those veterans and war widows. However, DVA has no way of knowing whether these services are properly provided or, indeed whether they are provided at all.

Anecdotal evidence suggests in more than a few cases these contracted services are not being properly provided. Their intelligence suggests the crux of the problem is in the staffing of aged care facilities. There are sometimes not the trained



staff to know what services (such as the ancillary service of physiotherapy, chiropody etc) are in fact required. There is sometimes not the trained staff to organize frequent enough GP visits.

It seems to be the employment of too many cheaper, less trained, enrolled nurses and not enough more expensive, better trained, Registered nurses that causes this lack. Sometimes this employment practice is caused by cost cutting, either because the aged care facility is financially strapped or because the owner is greedy. Sometimes it is caused by the outback location of the aged care facility.

The DVA subsidy is predicated, however, on proper staffing of the facilities.

DVA runs an excellent hospital system. There the DVA nurses check on Gold and White Card holders to see they are OK and advise them of their entitlements. Later a survey is sent to patients asking about their hospital experience. A similar system is needed in the Aged Care system.

There is also an excellent system of ESO organized veteran hospital visitors. There should be a similar system of ESO organized veteran aged care facilities visitors. One obstacle, however, is that DVA cannot tell ESOs where veterans in aged care reside for privacy reasons. This, however, is an obstacle which could easily be overcome as residents, especially in high care, would almost universally enthusiastically welcome such visits.

These veteran visitors might well have attended a short TIP course to learn about the aged care system and veterans entitlements. And we are not the only ones who believe DVA is negligent in not knowing whether its money is being properly directed to the care of Gold and White Card holders. The Auditor General identified 'Weaknesses ... in respect of residential aged care payments and quality assurance framework'.

This is a matter which should be urgently addressed.

Tim McCombe
National President
Vietnam Veterans Federation Inc.

A man is sitting at home on the veranda with his wife, and he says, "I love you."
She asks, "Is that you or the beer talking?" He replies, "It's me... talking to the beer."

The Boeing 747-8

The new Boeing 747-8 aircraft is being built in two formats, a long range Intercontinental passenger aircraft (B-747-8I) and a freighter (B-747-8F). The company promises these aircraft will offer airlines the lowest operating costs and best economics of any large passenger or freighter aircraft in operation today. The B-747-8I, with a range of 8,000 nautical miles (14,815 km), can connect nearly any major city pair in the world.

The passenger version, which, in a typical three-class configuration has 51 more seats than the B747-400, meets airline requirements for the 400-500 seat market, sitting mid-range between Boeing's 777 which seats 365 pax and Airbus' A380 which seats 550. Boeing launched the aircraft back in November 2005 with firm orders for 18 freighters and it had its maiden flight on February 2010. The passenger version had its maiden flight in March this year.



The company say that seat-mile costs for the 747-8 Intercontinental are 13 percent lower than for the 747-400, with 2 percent lower trip costs. It is also more than 10 percent lighter per seat than the Airbus A380 and consumes 11 percent less fuel per passenger. That translates into a trip-cost reduction of 21 percent and a seat-mile cost reduction of more than 6 percent compared to the A380.

The cargo version has 16 percent more cargo volume than the 747-400, which allows it to hold seven additional pallets. Compared one on one, the 747-8 Freighter, with a maximum structural payload capacity of 140 tonnes, has no competitors.

The 747-8 should be able to operate safely at any airport that currently has 747-400 service and requires no additional services or ground support equipment. It is the fourth-generation Boeing 747 version, with lengthened fuselage, redesigned wings and is the largest 747 version, the largest commercial aircraft built in the United States, and the longest passenger aircraft in the world.

You can see video of the aircraft [HERE](#).

Apparently it's no longer politically correct to direct a joke at any racial or ethnic minority so try this one:

An Englishman, a Scotsman, an Irishman, a Welshman, a Latvian, a Turk, an Aussie, a Kiwi, a German, a Yank, an Egyptian, a Jap, a Mexican, a Spaniard, a Russian, a Pole, a Lithuanian, a Swede, a Finn, an Israeli, a Romanian, a Bulgarian, a Serb, a Swiss, a Greek, a Singaporean, an Italian, a Norwegian and a South African went to a night club. The bouncer said:

"Sorry, I can't let you in without a Thai"

The Military Court of Australia.

The Australian Government is proposing to establish a Court of Military Justice for the Australian Defence Force which will come into being sometime in 2011.

It will replace the previous and deemed unconstitutional Australian Military Court (AMC) which was a military service tribunal established in 2007 with the primary aim of maintaining military justice within the ADF. In August 2009, the High Court of Australia ruled that the AMC was unconstitutional, putting the 171 cases the court had tried in doubt. The legality of the AMC was challenged by a former RAN Leading Seaman in the case *Lane v Morrison*.

In August 2005, the sailor and three other military personnel were on a recruitment drive in the Queensland town of Roma. After a game of golf and consumption of a quantity of beer, he was alleged to have "tea-bagged" a sergeant from the Australian Army. Two years later, the Navy charged him with indecent assault on a superior officer, and he was scheduled to be tried before the Australian Military Court in March 2008. On 26 August 2009, the High Court ruled that the Australian Military Court was not a Chapter III Court for the purposes of the Constitution of Australia.



In May 2010, the Australian Federal Government, through Attorney-General Robert McClelland and the then Defence Minister John Faulkner, announced the creation of the new Military Court of Australia to replace the provisional system established after the dissolution of the AMC and to provide an appropriate Military judiciary for the Australian Defence Force. This new Court of Military Justice has legal grounding under Section 3 of the Australian Constitution.

Senator Faulkner said the court will be independent of the military, but all court appointees will either have past military experience or a knowledge of the services. "This new specialist court will deliver a system of military justice for ADF members that combines the necessary independence and constitutional protections for the judiciary with an understanding of the vital importance of military discipline in the operation of our armed forces", he said. "Timely and fair trials in the new court will enhance military justice and promote discipline in the ADF, which in turn will contribute to improved morale and operational effectiveness. While judicial officers with knowledge of the military system are necessary, they may not be currently serving Defence Force or Reserve members.

The Alliance of Defence Service Organisations has some reservations about this new court and you can read their letter to the Attorney General [HERE](#).

If you want to recapture your youth, cut off his/her allowance.

Drunk??

Want to know what being really drunk is like?? – click [HERE](#)

Ubon.

For too long now, blokes and blokettes who served in Ubon have been waiting for the Australian Government to make a decision on the degree of recognition of their service. Finally, a Tribunal has been set up to look into it. Its mandate will be to inquire into and report on unresolved concerns regarding service of Australian Defence Force members at the Royal Thai Air Force Base Ubon between 25 June 1965 and 31 August 1968. In conducting its inquiry, the Tribunal shall:

- (a) make findings and recommendations as to the eligibility of Australian Defence Force members who served at Ubon for the Vietnam Logistic Support Medal or the granting of any other form of recognition for their service, and
- (b) consider any other material relevant to these claims, including, but not limited to, any previous reviews conducted with regard to recognition for this service.

The Tribunal is to examine relevant documentary evidence, and consider the nature and context of the service in relation to the criteria for Australian and Imperial awards that existed at that time, in order to arrive at a fair and sustainable response to claims for recognition.

You can read about it [HERE](#).

A man in love is incomplete until he is married. Then he is finished.

GOOD ADVICE.

A young engineer was leaving the office at 5:45 p.m. when he found the CEO standing in front of a shredder with a piece of paper in his hand. "Listen," said the CEO, "this is a very sensitive and important document, and my secretary is not here. Can you make this thing work?" "Certainly," said the young engineer. He turned on the machine, inserted the paper, and pressed the start button. "Excellent, excellent!" said the CEO as his paper disappeared inside the machine, "I just need one copy.

"Lesson: Never, Never, ever assume that your boss knows what he's doing.



The correct way to treat a good wine...Open the bottle to allow it to breathe.

If it doesn't look like it's breathing, give it mouth-to-mouth resuscitation.

UHF CB Changes.

UHF CB Radio, as we know it, is set to change. In January, 2011, the Australian Communications and Media Authority (ACMA) announced the proposed changes which will increase the number of allocated channels from the current 40 to 80.

These changes will also include:

- The frequency allocation extended upwards by 6.25 kHz to accommodate an additional 12.5 kHz channel
- All simplex voice channels will transition to 12.5 kHz bandwidth
- Repeater channels will transition to 12.5 kHz bandwidth, to create space



- for additional repeater channels to be added in stage two of the changes
- Telemetry channels 22 & 23 remain unchanged
 - Licensing rules regarding repeaters will be relaxed

UHF CB operators will be able to apply for licenses for new repeater channels 41 to 43 and 46 to 48 once the class license is changed. However licenses for channels 44 and 45 will not be issued for an additional 6 to 12 months to allow owners of channel 5 emergency repeaters more time to upgrade equipment to meet the new standards. Once the ACMA confirms that most emergency repeaters have been converted, 44 and 45 licenses will be issued.

These changes are the start of much needed changes to UHF CB Radio but what do the changes mean for your radio?

Unfortunately most radios are not upgradeable to include the new channels, which means that to access them you will need to by a new unit.

F111.

If you wish to see a good little file clip on the F111 – click [HERE](#)

Blue Angels.

And if you wish to see some excellent video on the US Navy Blue Angels, see [HERE](#)

Space Station.

Look at what happened from 1998 until 2010. In just twelve years it has grown and grown. Watch the pieces come together as they are sent up from Earth. This is the International Space Station (ISS) Assembly diagram, piece by piece. I had no idea the Space Station had grown to this size. This is really amazing Click [HERE](#)

PLASTIC MONEY.

As everyone knows, plastic money is something we just can't do without. These days, hardly anyone carries big bunches of cash to buy stuff – nearly every sale is finalised using the fantastic plastic. I've been done like a dog's dinner!!!!!!

I am very aware of the increasing use of "skimming" devices when using ATMs so I am normally careful.

A "skimming" device is used by thieves to capture the data held on the magnetic strip inside your plastic card. Then then use this data to manufacture a new card which can then be used on other devices.

My bank has just informed me that some unauthorised transactions (nearly \$3,000) have been carried out on my debit card account.

They tell me that my debit card data was probably captured on an EFTPOS device at a retail outlet.

As with most plastic cards, a PIN does not need to be used to complete the transaction - a "signature" is all that is needed.

I live in Perth but the transactions were made in Melbourne state borders are no barrier for these thieves.

The good news is that my bank will credit me with the stolen money.

Please take care!!!!

Stuff.

Some things are just done, well, because they can be.....see [HERE](#)

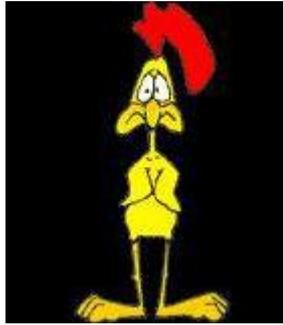
ETF developed a new and innovative Mining truck range which combines the features of Large Haul Trucks and Articulated Dump Trucks. Because of the All-Wheel-Drive/all-Wheel-Steering capability, ETF trucks can operate in both Off-Highway and Off-Road conditions. Production delays due to slippery road conditions during heavy rain or snow are events consigned to the past.

Trev's chair – click [HERE](#)

Finally

A book with instructions which will enable all MEN to understand WOMEN...click [HERE](#)

Let it be known that Edward G McEvoy is not in any way related to Edward G Robinson.



***Blessed are those who are cracked,
for they are the ones who let in the light!***

OK, OK, I'll be going to my room now!!

This page left blank



My Story

Ken Marks.



I joined the RAAF in July 1964 and served for 9 years. During that time I experienced mateship, training and travel. At Radschool I trained first as a radio mechanic and then as a radio technician and worked on aircraft systems. As a radio mechanic I was stationed at Townsville with 10 Squadron and enjoyed working with 618T-3s and the associated Antenna coupler fitted to the SP-2H Neptune. As a tech I was posted to Maintenance Squadron East

Sale and experienced the joys of Vampire, Dakota, Winjeel, Macchi and HS748 aircraft maintenance. In late '68 it was on to 1 BOCU at Amberley and the “queen of the skies” the Canberra.



Ken, hard at work on a foreigner, Phan Rang 1970 (Click the pic for a better view)

You guessed it! I was posted Phan Rang, South Vietnam with 2 Squadron working on Canberras. Turbulent times and Jock Penn and I were awarded Mentioned-In-Dispatches (MID). Noel Mills, Graham Jenkins and I designed and built an AM broadcast station operating on 833 kilohertz. This provided some alternative relief for airman at Phan Rang. Many became announcers, technicians etc; to help them while away those off duty hours.

Boosting the morale of the troops was an important objective of the units' leadership. In September 1970, I broached the idea of building a studio and transmitter to rebroadcast Radio Australia Programs (Such as the all important Cricket Test Series) and to allow members of the unit to program and play the role of announcers. The idea was received enthusiastically and Noel Mills and Graham Jenkins and I worked out the design for the transmitter, modulator, antenna, landline connection, and studio electronics with its associated equipment.



Ken, at the controls of radio Phan Rang (Click the pic for a better view)

Because we were Airman and thus having no brains, the Commanding Officer assigned Flight Lieutenant Copley as Station Manager, Flying Officer Smith as Program Director and me as Technical Director. The two officers were pilots and thus knew everything about radio. All normal duties and tasks for all were still carried out without compromising the squadron's efforts. A call was made for volunteers to be announcers and Technical support and maintenance staff. The list of volunteers topped 30 or more.

I took my R&C down at Vung Tau and also over in Butterworth and used the time to examine the radio facilities of Radio Vung Tau and RAAF Radio Butterworth. The basic hardware for the station was purchased, such as turntables, microphones and a good quality amplifier for the studio. In addition a record collection was purchased. RAAF Butterworth supplied us with a number of records they had as seconds.

Upon returning to Phan Rang it was time to design and build the equipment needed. The American Army Supply people provided a lot of the parts needed for the transmitter as well as wood and tiles to “quieten” the studio. The rest came through our own stores system. The ground radio section (sometimes called telecommunications section) gave us a very good but old radio receiver and we rigged an antenna and were able to receive Radio Australia very clearly.

Padre Wheeler had an air-conditioning system in his chapel, and since our studio was being built next to the chapel, we decided the Padre wouldn't mind if we took a little of his air. We cut a small circular hole in the wall between the two areas and installed a small fan to suck some of “the cool, chapel air” into the studio. Thank you Padre Wheeler.

I still have fond memories of that time.

During our time at Phan rang we lost two aircraft and A84-231 was only found in 2009 and the aircrews bodies repatriated to Australia. The other crew ejected, they were recovered from the jungle the next day.

Phan Rang Radio Section 1970. (Click on the pic for a better view)



Rear L-R Laurie Griffiths, Garry Olsen, Graham Nielson, Geoffrey Neill, Noel Mackrill, George Clark, Thomas Ball, Robert Carpenter.
Front L-R Phil Williams, Noel Mills, Richard Grieff, Graham Jenkins, John “Jock” Penn (F/Sgt) Phillip Mole, Francis Lepinath, Gregory Turpin.

Phan Rang Radio Section 1971. (Click on the pic for a better view)



Rear L-R:Bruce Purcell, Dave Weeks, Peter Nicholls, Noel Mills, Graham Kingston, Dave Miller, Peter Maher, Ken Marks
Front L-R:....Ian Cox, Bob Rose, Robert (Roy) Dash, Tom Bevan, Cyril McPhee, Roy Egginton, Dave Weeks

After Vietnam I was posted to RAAF Richmond. I served with 486 Maintenance Squadron for 6 months and then onto 37 Squadron and the C-130E Hercules. At 37 Squadron had a trip to the Lockheed plant at Marietta to recycle some of our C-130Es.



9 years had passed and it was out into the “world”. First completed a one year day matriculation course and matriculated to Sydney Uni for a degree in Applied Science and then onto Macquarie Uni for a BA. I was employed by Philips Industries as a commercial engineer and wrote the colour television service manuals and trained technicians around Australia on servicing these sets.

In 1978 I was employed by Plessey Australia as a commercial engineer rising to Marketing Manager and travelling overseas to solve engineering problems that various divisions had with components such as CMOS for military applications and scattered infra-red imagery devices for heaving industry mining applications.



Graham Jenkins, George Clark and Bob Carpenter, Bomb Dump, Phan Rang.
 (Click the pic for a better view)

In 1980 I became a company director of [All Systems Electronics](#) and J H Jark Electronics. We manufactured electronic devices and supplied services to engineering companies such as Mine Safety Appliances (MSA). I was appointed Divisional Manager of MSA's Instrument Division during this time and oversaw the introduction of the first underground computer gas monitoring system at Bellambi Coal mine on the south coast of NSW. We also designed and assembled the equipment for gas monitoring of the Navy Hyperbaric chambers.

In 1983 I worked at Electrical Equipment Ltd and finally started to do some part-time teaching in NSW Public Schools. In 1984 I was also to work at AWA as a technical writer for Defence and Commercial manuals for engineers down to operators.

1986 saw me working in the NSW Disadvantaged Schools Program (DSP) and the Aboriginals after school program. I taught for between 2 and 4 hours at four high schools and five primary schools per week. In 1989 I undertook a full time post grad in Adult Education at UTS Sydney and graduated in 1991. During that time I taught 18 hours per week on the Advanced Certificate of Industrial Electronics. This involved teaching Plant Robotics, Process Control and Integrated Circuit Applications at the Sydney Institute of TAFE.

In 1991 I was employed to teach Science and Electronic Media at St Columba's High School Springwood NSW. During the previous 4 years I was also the Bandmaster of Parramatta City Band.

I was affected by the Vietnam War but would not admit it, and in 1992 during the break at the end of the second term suffered a mental breakdown and was later granted a Totally and Permanently Incapacitated (TPI) pension. I of course retired from teaching. The following years were difficult and I spent time in St John of God mental hospital at North Richmond and met many other men with similar problems.

In 2005 I enrolled in a Graduate Diploma of Music Education (Instrumental) and graduated in 2007 at UWS Western Sydney. It was in 2007 that I decided to write a unit history of 2 Squadron's involvement in the Vietnam War. This involved accessing the unit history from Canberra and collecting memories of a range of airmen who served between 1967 and 1971.



Jock Penn George Clark Noel Mills
and Roy Dash, Phan Rang, Christmas
Day, 1970

(Click the pic for a better view)



Playing last post at Gooloogong
NSW, 2009

I had a collection of 22 sets of recollections of the time from a commanding officer (John Downing) through to a padre (Bill Wheeler) including Pilots, Navigators, Motor Transport Drivers, Ground Crew, General Hand, Wife and Son of a Vietnam Veteran to name a few. Many veterans sent photos and other material. I digitised the aircrew records and analysed the unit history.

Eventually the stories, the facts and the photos were put together and the book "Remembrances – A History of 2 Squadron RAAF 1967 to 1971" finally was ready for publication.

In 2011 the book was published.

My contact with members of the RAAF with whom I served and

the experiences we shared has been of importance to me and my family.

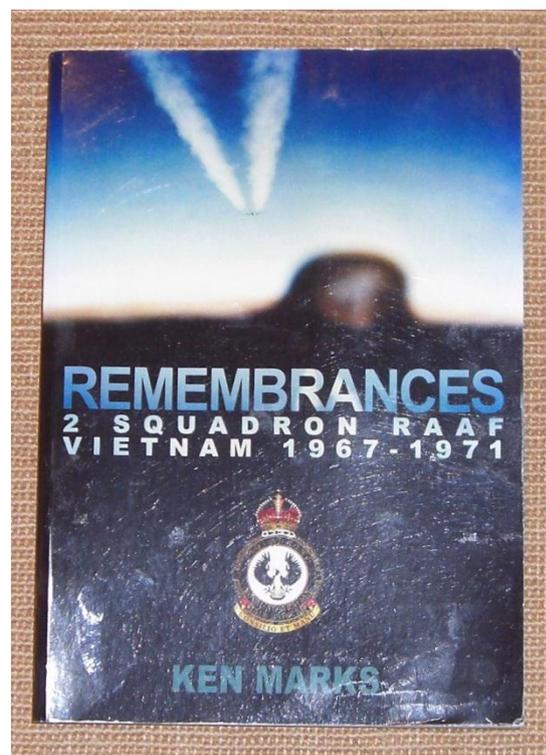
.....

Ken's book, *REMEMBRANCES*, is still available, we've got a copy and it is an excellent read. If you were at 2 Sqn at any time, you should have a copy.

The book is framed around the memories of seventeen 2 Squadron blokes. Their remembrances are in chronological order. A Chronology of significant events is included as well as nearly 200 photographs and illustrations.

Each year contains annexes that include members who served during that year, tables of bombing BDA statistics, Aircrew Sorties flown and more. The final annexes contain Primary Source resources for academics and students alike.

If you want a copy, you can order one from [HERE](#)



.....

Tom, Dick and Harry were in their local pub on the East side of Hobart, enjoying a few quiet drinks one Friday night, when they decided to get in on the weekly footy raffle. They bought five \$1 tickets each, seeing it was for the team trip... The following week, when the raffle was drawn, they each won a prize. Tom won the first prize - a whole year's supply of Heinz gourmet spaghetti and sauce. Dick was the winner of the second prize - six month's supply of Woolworths gourmet coffee. Harry won the sixth prize - a toilet brush and holder. When they met in the pub a week later, Harry asked the others how they were enjoying their prizes. "Great," said Tom. "I love spaghetti." "And I'm really loving the coffee," said Dick. "So how's the toilet brush, Harry?" "Not so bloody good, I'm really sore" Harry said, "I reckon I'll go back to toilet paper..."

The Mighty Mustang.

Recently, two mates of mine drove up from the central highlands area of NSW to the small airfield at Caboolture, about 50 kms north of Brisbane, to take a flight in one of the few fully-restored war-time Mustang P-51D aircraft still flying – and of course, we went along to have a look. The aircraft is operated by [Mustang Flights](#), a syndicate of 11 people who all have shares in the aircraft and who all love flying the old girl. (Click the images for a better view). And of course, as is usual in Queensland, the weather was perfect.



In late 1939, with the likelihood of full scale war in Europe a major concern, the RAF was looking seriously at methods of quickly increasing its fighter strength. They approached North American Aviation and asked them to build the P-40 for them, but, as the P-40's design dated from 1933, "Dutch" Kendelberger, the president of North American offered to build them an entirely new fighter using the same Allison V-1710-39 engine used in the P-40. Dutch had visited the UK and Germany in 1938 and saw aircraft being built in those countries and even though his company's only experience in building fighter aircraft was the NA-50A (left), what he saw on his tour had given him ideas.



He put together some ideas and the British agreed on the new type on the stipulation that a prototype be on hand within 120 days. North American designers set to it and a prototype was finished in 117 days – but it didn't have an engine. Wheels also had to be borrowed from an AT-6 trainer. Six weeks later, and after several modifications, the aircraft took to the air in October 1940 and production models reached the RAF in November 41. These aircraft became known as Mustang Mk I (P-51) and Mk II (P-51A).

The original 1,150 hp Allison engine lacked performance at high altitude so the RAF employed the early Mustangs on low-level armed tactical reconnaissance sorties. Development continued and the biggest improvement was the replacement of the Allison engine with the Packard V-1650-7 which was a license-built version of the Rolls-Royce Merlin 60 series with a two-stage two-speed supercharger. This became the P-51D.



Early in 1943, the US were losing far too many B-17 bombers in their day-light raids into Germany and they soon realized that sending un-escorted bombers into enemy territory in broad day-light was not the smartest thing to do, so they looked around for an appropriate escort fighter. They had their twin engined Lockheed P-38 Lightnings which had the range, but these were only available in very limited numbers in the European theater due to its Allison engines proving difficult to maintain. The P-51D proved to be ideal, In general terms, it was a simple aircraft, it used a single, well-understood, reliable engine and had internal space for a huge fuel load. With external fuel tanks, it could accompany the bombers all the way to Germany and back.

The aircraft at Caboolture is an ex RAAF P-51D (Australian nomenclature CAC 18 Mk21) which was built at the Commonwealth Aircraft Corporation (which built 200 Mustang aircraft) in Melbourne in 1947 – too late for service in WWII. It came out of the factory as A68-110, was delivered to 1AD/ARLU at Laverton then after acceptance, was sent to 78 Wing at Willytown then down to East Sale where it worked from 1950 to 1956. It was eventually Board of Surveyed and ended up in the USA in private hands. While in the US it was involved in a taxiing accident and although the airframe had done only about 500 hours, it was 'retired'.

Some years later, it was found by the syndicate, purchased and brought back to Australia where it was fully restored over a 7-year period by Sandora Aviation at Caboolture and had its first post-restoration flight in January 2002. It was decided to restore the aircraft as A68-769, which were the markings of the 82 Sqn CO's personal aircraft. It has been modified into a 2 seat configuration so a passenger can be carried behind the pilot and is now based at the Caboolture Warplane Museum at Caboolture Airport and regularly takes up passengers for the flight of their lives.



Bit squeezey in here!!

The two pilots, both syndicate members, who flew the aircraft the day we were there were Mike McConnel, who flies the Boeing 747 with Cathay Pacific and Mark Hall who flies the Airbus. Both these blokes are based in Hong Kong and fly back to Oz just to fly the 'Stang.

For us, it was worth the drive to Caboolture just to hear the magical sound of the big V12 engine at full chat on take off, and my mate's only comment after his 20 minute flight, was "Wish I'd have taken a 40 minute flight!!!"

If you're interested in taking a flight in the 'Stang, or if you just want to go and have a look at it and hear that magical sound, you can get further details [HERE](#).

The last RAAF squadron to finish with the Mustang was 24 Sqn, the Adelaide Week-end Warriors, who flew it until June 1960.

The Specs are:

Description:	Single seat, long range fighter. All metal stressed-skin construction
Powerplant:	1,490 hp Packard Merlin V 1650 7.
Maximum speed:	437 mph at 25,000 ft.
Rate of climb:	13 minutes to reach 30,000 ft
Service ceiling:	41,900 ft.
Range:	950 miles normal/1,700 miles max
Armament:	Six 0.50 calibre machine guns, two 1,000 lb. bombs or up to 10 rockets.

Click [HERE](#) to see more photos of the P-51D at Caboolture.

A man was telling his neighbor, 'I just bought a new hearing aid. It cost me four thousand dollars, but it's state of the art.. It's perfect.' 'Really,' ansered the neighbor . 'What kind is it?' 'Twelve thirty..'

This page left blank

Laverton today.

In March this year, while we were down in Melbourne for the [Avalon Air Show](#), we contacted Wing Commander Barbara Courtney who is the boss of RAAF Williams, two bases that many years ago we used to know as Point Cook and Laverton. In 1999, the two bases were renamed RAAF Williams, in honour of [Air Marshal Sir Richard Williams](#),



who many say was the 'father' of the RAAF. We asked if we could have a look over Laverton as we wished to take some photos for our magazine and she was only too happy to oblige. Many thanks to her for arranging it and also a big thank you to Flt Sgt Leigh Pridmore who is in charge of Security and Law Enforcement at Laverton and who put up with me asking silly questions and who patiently drove me all around the base to get these photos.



Laverton was the RAAF's third base, (Richmond was second) formed not long after Point Cook which was established in 1921. The increased rate of flying and the need for additional maintenance areas at Pt Cook necessitated its establishment and apart from flying units it was also the home of the Support and Training Command Headquarters, No 6 RAAF Hospital, as well as having many training and administrative functions.



Laverton's front gate, as it is today. Long gone is the old Meteor which used to sit, on guard, in the middle of the grassed round-about. The brick building, centre left in the pic, is one of the old WRAAF blocks. We don't know what they are used for today.

We got to Laverton about a month after a mini-tornado had gone through and caused an awful lot of damage. Many buildings were scarred, trees up-rooted or stripped, tiles were ripped off rooves, fences blown down but thankfully, no one was hurt. Unfortunately, because of the storm and the damage it caused, the old base looked a little worse for wear and there were a lot of places which were off limits because of safety precautions.

Definitions - meanings for the female and the male.

COMMUNICATION (ko-myoo-ni-kay-shon) n.

Female... The open sharing of thoughts and feelings with one's partner.

Male... Leaving a note before taking off on a fishing trip with the boys.

This is what it is like today, looking from the railway line, outside the entrance to the base, back towards Geelong Rd. Where once was vacant land, has grown into a small shopping centre. The road that leads down to Point Cook, which is reached by a major overpass, is now built up on both sides. Melbourne had moved west with a vengeance.



This is what Geelong Road, just outside the entrance to the base, used to be like in 1967.



B

The road below, inside the base, runs parallel with the railway line and goes from the front gate up past the old 1AD headquarters from where this photo was taken.

The damage caused to some of the trees by the storm can be clearly seen. Leigh Pridmore told us the “tornado” was very selective in its path, it smashed some areas and left others completely alone.



The old No 1 Aircraft Depot (1AD) headquarters building below. 1AD was operational at Laverton from 1926 until 1994 when all the Depots were wound up. The road above runs to the left of the HQ building and on to 1AD’s hangers.



We asked John Butler and Frank Alley, both of whom used to work at Laverton, if they could remember which hanger used to be for what as our memory of those days has crashed.

Frank says “the 1AD hangars were behind the HQ building, near the Princes Highway. There was an old 11 Sqn Neptune parked outside that hangar”. (See Frank’s earlier story [HERE](#)) “The USAF U2’s used part of that hangar which was also used for static displays during air display weekends. The U2 pilot was checked over by a doctor in the 1AD hangar and then bussed to the tarmac outside the ARDU hangar where the aircraft was parked waiting, engine running. The guy who showed me all this was Major Pat O’Halloran who was one of the U2 pilots who flew over Cuba during the Cuban missile crisis in the early 60’s.”



The hangars above were the old ARDU hangars. ARDU was formed at Laverton, originally as No 1 Air Performance Unit, in 1943 and was responsible for carrying out flight trials on new aircraft as well as doing aircraft modifications.

During the War, flying trials included Spitfire, Beaufighter and Boomerang performance tests, as well as evaluations on various aircraft modifications including gun, radar and bombsight installations. In addition, the Unit carried out performance tests on captured Japanese 'Oscar' and 'Tony' fighters.

Following the War, the Unit was involved in tests on the CA-15 prototype, a Meteor Mk3, Lincoln bomber and De-Havilland Sea Hornet.

The unit was renamed Aircraft Research and Development Unit in 1947, with detachments operating in South Australia and New South Wales. By February 1977, it had relocated to Edinburgh, South Australia, from where it continues its vital role of testing and evaluating both aircraft and weaponry in the RAAF inventory.

ARDU has flown trials and development sorties on every aircraft in the ADF inventory, including F-111, Mirage, Macchi, Kiowa, Blackhawk and F/A-18.



The ever patient Leigh took us to the other end of the base and out onto what used to be the busy tarmac area to check out the hangers ‘up close and personal’. Click the pic to get a better look.

John Butler, who used to work at ARDU after finishing his Radtech conversion, says:-

The furthest hanger in the photo above was where, in 1966, we did our “metal bashing” course with ‘Squizzy Taylor’ at the helm (over the years, there must have been a million Squizzy Taylors in the RAAF). This was where, during our Mechs course, we built an aluminium chassis onto which, when we came back to do our Tech conversions, we soldered in radio bits and when it was all finished, the whole thing was able to receive 3UZ and other hot stations of the day. It was the home of the ARDU machinists, welders and metal bashers and, I think, they had a wood butchers section in there too. Many of the aircraft that we worked on had some wooden bits – like the Vampire two seater, which had the whole cabin assembly constructed of wood covered with fabric – very old school but light. One of the hangars was for the aircraft painters, I think.

ARDU took up about four of the hangars and I think that 21 Sqn had a hangar, but it was up the end closer to the camera then. ARDU had the luxury of putting all of the smaller aircraft (Sabres, Winjeels, Cessna 180s (Army), Vampires, etc) in the hangars. The Daks and Canberras lived outside except when we had to do major stuff and then we sometimes used the 1AD hangars (they were bigger), but they got filled up with “junk (like old English Electric Canberras, old bits of Lincolns, Daks etc, all of which would be priceless now.

I was engaged in the dismantling of one of the English Electric Canberras that was a prototype for our Aussie-made ones. It was given to the Lord Mayors’ Children’s camp at Portsea. We cut it into transportable bits. My job was to remove all of the radio gear (WHEW!), including the racks and antennas. The framies put it back together at Portsea. Very interesting.

It all seems like ancient history, now.



This grassed area is where the old wooden Airmans' Mess used to sit, just inside the front gate, to the left of the roadway. The wooden building at the rear is the old Cinema.

THINGY (thing-ee) n.

Female..... Any part under a car's hood.

Male..... The strap fastener on a woman's bra.



The New Airmans' Mess, over the road from where the old mess used to be – from memory, this was the site of the base service station.



The old ASCO canteen, now called the RAAF Williams Bistro???

We didn't get inside so we don't know how Bistroyey it is, nor did we get through the double doors to the "Boozer" to see if that has changed over the years, one can only hope that it has.....

COMMITMENT (ko-mit-ment) n.

Female..... A desire to get married and raise a family.

Male..... Trying not to hit on other women while out with this one.



The Airmans' "Blocks," over the road from the Bistro. Unfortunately, the blocks were all fenced off following the storm and we couldn't get inside to see if there were any changes since our last 'visit' – which was in 1967, though from the outside, they look a lot like they used to look.

We hope to be back in Melbourne for the next Avalon Air Show in 2013 – perhaps then.....



The old theatre, that is behind the 'long gone' Airmans' Mess and next to the old "WRAAFery", is included in the Wyndham Council's 1997 Volume of Heritage Places. It still operational and many people from around the area have formed a CLUB and enjoy movies in the building regularly. See [HERE](#).

Years ago, many a romantic evening was had in those walls.

6 RAAF Hospital.



6 RAAF Hospital, which started life in the Melbourne suburb of Heidelberg, and which moved to Laverton, is now just called the “Health Centre Williams”.

Our recollection of the place was one of officialdom. We were relieved of our appendix here, early in 1967, when the hospital was in full swing and our memory of the nursing sisters, who used to strut around in their blue capes and white veils was one of officers first and carers of the sick and injured a distinct and far away second. When you are laid up and very sick and sore, the last thing you want is someone barking orders at you. Thank goodness the RAAF also had medical orderlies who were very caring and compassionate, though we can just imagine the conditions under which they had to work.



Radschool.



Some years ago, the igloos and the little metal huts, that served as class rooms, were removed and the modern building above was built in which to carry on the business of turning raw young recruits into fixers of the RAAF's electronic bits.

Opened in 1974 and closed as Radschool in 1992, it is today used by Joint Logistics Command, which used to be called Support Command.

Appyland.

All that remains of Appyland today are these two boarded up huts which sit behind the old Radschool building.



Officers Mess.



“OC’s duck pond”.

When we saw it in March, the OC’s duck pond was a mess of tangled trees and broken branches, left over from the storm that raged through in February.

Early in 1967, a friend of ours, no names no pack-drill, but his initials are John Butler, was returning to base after having spent an evening consuming copious quantities of one of CUB’s finest. Being caught unawares, he drove his red Datsun Bluebird SSS smack bang into the middle of the pond, which it seems is strategically placed to catch the unwary. Having a car placed amongst his precious ducks did not amuse the pond’s owner all that much but it was a source of massive amusement to those on 41 RTC.

We were told by Leigh Pridmore that although JB might have been the first to accomplish such a feat, he was by no means the last do so do. It seems JB set a trend which was to be copied by several others over the years.



REMOTE CONTROL (ri-moht kon-trohl) n.

Female..... A device for changing from one TV channel to another.

Male..... A device for scanning through all 375 channels every 5 minutes.

The North Gate.

This gate, which used to be a 'short cut' for the troops heading into the big smoke is no longer used. The 'cheap-fuel' tanker bloke used to park his vehicle at the end of the road, where it joined Geelong Rd and many a cash strapped trainee used the facility to keep their cars mobile.



This area, (below) just through the north gate, used to be a heavily wooded area and late in the evening, after sharing one or six social drinks in the Airman's Boozer, it was not unknown for RAAF blokes and blokettes to venture forth from the base, park amongst the foliage and discuss things of great importance.



Aerial.

This aerial photo, one of Google Earth's, shows the location of the Base's facilities. The School of Languages has moved from down near the pier at Point Cook and is now housed in a new building opposite the base theatre.



FLATULENCE (flach-u-lens) n.

Female..... An embarrassing by product of indigestion.

Male..... A source of entertainment, self-expression, male bonding, a form of contest in which the perpetrator of the loudest and most pungent example is declared the winner.



This photo was taken many years ago.



Another place that hasn't changed a lot over the years, although, it isn't out in the middle of nowhere like it used to be is the Guiding Star Hotel – a 'stop over' on the way to town many years ago. These days the West Gate freeway by-passes it and you have to go looking for it.

MAKING LOVE (may-king luv) n.

Female..... The greatest expression of intimacy a couple can achieve.

Male..... Call it whatever you want, just as long as you do it.

Guns??

If you have ever wondered why America has never been invaded?,,,,,it will be easy to understand why after watching this video. Click [HERE](#)

The Helicopter.

There's an email doing the rounds which shows a giant helicopter that has supposedly been turned into an airborne hotel. As well as emails, several websites, including some that should know better, are reporting that a bloke named Alvin Farley has spent five years converting the world's largest helicopter into the world's first flying hotel. The modified [Soviet Mil V-12](#) helicopter is 137 feet long and features



16 cabins and two suites decked out with queen-size beds, heated toilets and spas – or so the emails say.

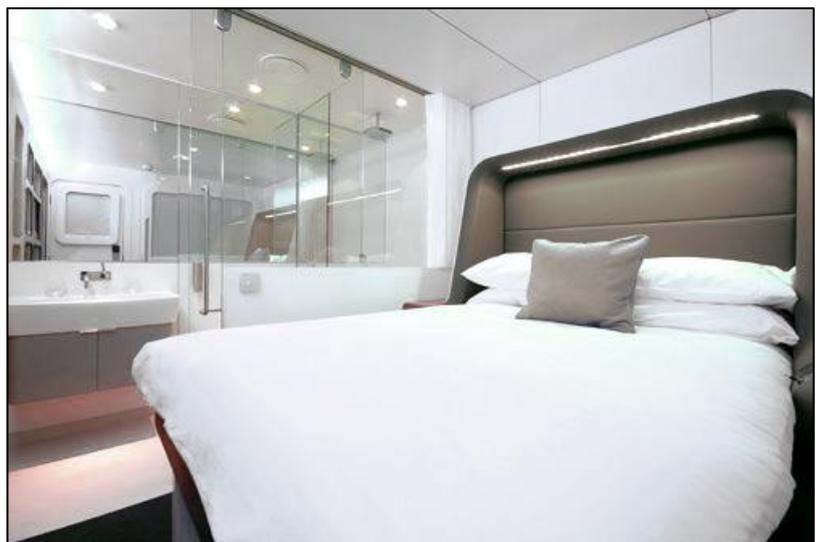
Thing is, the story has a few holes in it big enough to fly the Helicopter right through.

The Mil V-12 is a real helicopter, but there's no way Farley or anyone else bought one. The Soviets only ever built two. One remains at the facility where it was built

and the other sits in a museum in Moscow.

It's a good story, but unfortunately, it's not true. Here's the real story!!

In late March 2009, as a marketing stunt intended to promote the launch of their revamped and renamed hotel search engine web site, [HOTELICOPTER.COM](#) (previously known as VibeAgent) put up an April Fools page on the web announcing "the worlds first flying hotel", with pictures and video advertising a Helicopter featuring "18 luxuriously-appointed rooms. Each soundproofed room is equipped with a queen-sized bed, fine linens, a mini-bar, coffee machine, wireless internet access, and all the luxurious appointments you'd expect from a flying five star hotel. Room service is available one hour after lift off and prior to landing."



The interior shots of the Helicopter were lifted straight from Yotel, a chain of hotels that offers tiny room accommodation at European airports.

This April Fools prank was so good it continued to circulate and ensnare the unsuspecting long after April 1 had come and gone. To date it has received over 1.5 million page hits and still counting.

They even made a video of the Helicopter on its maiden flight and you can see that [HERE](#).

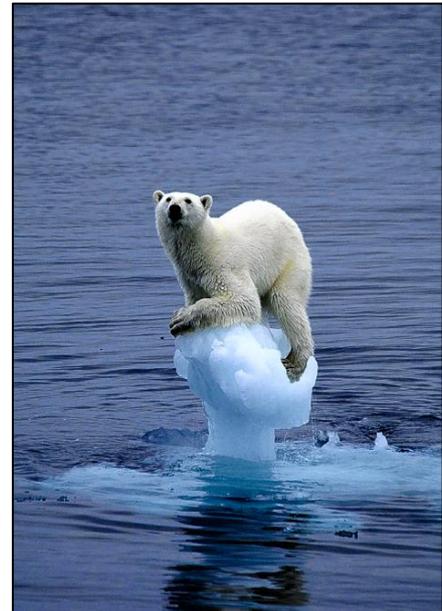
Well done we say!!!

Global Warming.

The Arctic ocean is warming up, icebergs are growing scarcer and in some places the seals are finding the water too hot, according to a report to the US Commerce Department yesterday from Consulafft, at Bergen, Norway. Reports from fishermen, seal hunters, and explorers all point to a radical change in climate conditions and hitherto unheard-of temperatures in the Arctic zone. Exploration expeditions report that scarcely any ice has been met as far north as 81 degrees 29 minutes. Soundings to a depth of 3,100 meters showed the gulf stream still very warm. Great masses of ice have been replaced by moraines of earth and stones, the report continued, while at many points well known glaciers have entirely disappeared.

Very few seals and no white fish are found in the eastern Arctic, while vast shoals of herring and smelts which have never before ventured so far north, are being encountered in the old seal fishing grounds. Within a few years it is predicted that due to the ice melt the sea will rise and make most coastal cities uninhabitable.

(The above appeared in the Washington Post, November, 1922.)



I like telling self-deprecation jokes - but I'm not very good at it.

Un-Manned Air Vehicles.

The Boeing A160 Hummingbird is an unmanned aerial vehicle (UAV) helicopter. Its design incorporates many new technologies never before used in helicopters, allowing for greater endurance and altitude than any helicopter currently in operation.

It looks like a normal helicopter but unlike any other helicopter on the market today, it can reach higher altitudes, hover for longer periods of time, go greater distances and operate much more quietly. And it features a unique optimum speed rotor technology that enables it to adjust the RPM of the rotor blades at different altitudes and cruise speeds.

The development of Hummingbird was begun by Frontier Systems Inc Aircraft back in 1998. Early A160s were powered by modified Subaru 4 cylinder boxer engines, but newer versions use Pratt & Whitney PW207D turboshaft engines. In May 2004, the company was acquired by Boeing and integrated into Boeing Phantom Works and then into the Advanced Systems group of Boeing Integrated Defense Systems. The aircraft's unique characteristics address current and emerging requirements of the U.S. armed forces, the U.S. Department of Homeland Security, and international military and security organizations.



A Boeing Phantom Works team, called Advanced Unmanned Systems-Concept Exploration, is developing the A160 under a contract with the Defense Advanced Research Projects Agency. The Hummingbird is designed to fly 2,500 nautical miles with endurance in excess of 24 hours and a payload of more than 300 pounds. Flights are largely autonomous, with the aircraft making its own decisions about how to fly itself so as to meet certain objectives, rather than relying on real-time human control. It is 35 feet long from nose to tail with a 36-foot rotor diameter. It will fly at an estimated top speed of 140 knots at ceilings up to 30,000 feet, which is about 10,000 feet higher than conventional helicopters can fly today. Future missions for the A160 include reconnaissance, surveillance, target acquisition, communications relay and precision re-supply.



The A160 flew for the first time in January 2002 at a former U.S. Air Force base at Victorville, Calif., where flight-testing of the Hummingbird continues. The A160's ability to stay aloft a long time at high altitudes is drawing considerable interest from the U.S. Army, the U.S. Navy and U.S. Special Operations Forces.

Potential customers are also paying a lot of attention to the Hummingbird's unique optimal speed rotor system. During flight, an operator can vary the RPM of the A160's rotors (speed them up or slow them down) at different altitudes to improve overall efficiency and save fuel. This is quite a departure from conventional rotor systems, which tend to have a fixed rotor RPM regardless of altitude.



The Jeep.

About 6 soldiers pull up on a main street in Halifax , Nova Scotia. They're in a standard issue WWII type Willys Jeep. In about 5 minutes, they completely disassemble the vehicle and reassemble it, then

drive off in it fully operable! The idea is to show the genius that went into the making of the jeep and its basic simplicity. Fantastic. Click [HERE](#) (Being a water cooled engine.....)

I was walking down the street when I was accosted by a particularly dirty and shabby-looking homeless woman who asked me for a couple of dollars to buy some food. I took out my purse, got out ten dollars and asked, 'If I give you this money, will you buy wine with it instead of food?' "No", she said, "I had to stop drinking years ago", the homeless woman told me. I said, 'Will you use it to go shopping instead of buying food?' She said, 'No, I don't waste time shopping, I need to spend all my time trying to stay alive. "Will you spend this on a beauty salon instead of food?' I asked. 'Are you NUTS!' replied the homeless woman. I haven't had my hair done in 20 years!' 'Well, I said, 'I'm not going to give you the money. Instead, I'm going to take you out for dinner with my husband and me tonight. 'The homeless Woman was shocked . 'Won't your husband be furious with you for doing that? I know I'm dirty, and I probably smell pretty disgusting...'I said, 'That's okay. It's important for him to see what a woman looks like after she has given up shopping, hair appointments, and wine!!
It's a girl thing Rupe!!

Carp.

Asian carp were imported to North America in the 1970s to try and control algae growth in aquaculture and municipal wastewater treatment facilities however, as is usually the case, they escaped from captivity soon after their importation. As is the case in Australia, in the US they are considered a highly invasive species and efforts are being made to try and get rid of them. Carp together often reach extremely high population densities and have undesirable effects on the environment and on native species.

By 2003 carp had spread into the Mississippi, Illinois, Ohio, and Missouri rivers and many of their tributaries in the US. They are now (August 2009) abundant in the Mississippi River watershed from

Louisiana to South Dakota and Illinois, and are close to invading the Great Lakes via the Chicago Sanitary and Ship Canal. Navigation dams on the Mississippi River seem to have slowed their advance up the Mississippi River and until late November 2008 carp had not been captured north of central Iowa on the Mississippi. Dams that do not have navigation locks are complete barriers to upstream natural movement of the carp, and it is important that fishermen do not assist this movement by the unintentional use of carp as bait.

The carp is also called the flying carp for its tendency to leap from the water when startled. They can grow to over 40 lb (18kg), and can leap 10 ft (3 m) in the air. Many boaters traveling in uncovered high-speed watercraft have been injured by running into the fish while at speed. In 2003 a woman jet-skiing broke her nose and a vertebra colliding with a carp and nearly drowned. In another example, a teenager's jaw was broken by a carp while being pulled on an inner tube. Water skiing in areas where carp are present is extremely dangerous.

Have a look at [THIS](#).



An older man, not in the best physical condition, asked the Trainer in the gym, "I want to impress that beautiful girl over there. Which machine should I use?"
The trainer replied, "Try the ATM outside the gym!"

The P76.

Mention really bad Australian cars and the name that usually springs to mind is the Leyland P76 though usually this sort of comment comes from people who have never owned one. I've had 3 – so I'm qualified to comment.

The P76 was not so much a bad car as a badly built car. This was Leyland Australia in its dying days with a dysfunctional management giving orders to get cars out the door whether they were finished or not. The missing bits could be added later. Introduced in 1973, it won a car-of-the-year award but was gone from the showrooms within two years.



The design of the P76 had much to commend it. The distinctive wedge-shaped body set it apart from its competitors, and with the benefit of hindsight we can see that this revolutionary new shape would become popular with other manufacturers in following years. Instead of offering a vast range of body styles in line with its competitors, Leyland decided that it would make only three, the Executive, Super and Deluxe - all sedans! The wedge-shaped body was penned by Giovanni Michelotti and the V8 version had the first all-alloy engine in an Australian-made car but it was doomed because of trouble in the executive suite and on the shop floor.



Strikes disrupted the supply of parts and incomplete cars rolled off the production line to be cobbled together later in the yard. Not only was the finish quality poor but a series of mechanical problems, such as an oil-guzzling V8, gave the car a reputation for unreliability. Even Gough Whitlam called the P76 a dud, though that's a bit like the pot calling the kettle.....

The P76 was probably the only car Leyland produced in either Australia or the UK which was directly badged "Leyland", in contrast to "Leyland Mini" or "Leyland Marina". Of course we all know it was the only one in which the parent company did not have any design/production involvement.

Launched in 1973, it was an attempt by BMC-Leyland to break into the lucrative Australian "Family Car" segment being held firmly by the 'Big Three', GM Holden with the Kingswood, Ford with the Falcon and Chrysler with the Valiant. Previously, BMC-Leyland had tried to compete in this market segment with the 1958 Morris Marshal (a rebadged Austin A95); the 1962 Austin Freeway and Wolseley 24/80. The Freeway was an Austin A60 with Riley 4/72 tail lights, a unique full width grille and a 2.4 litre 6-cylinder version of the 1622 cc B-series engine while the Wolseley was a 6-cylinder version

of the Wolseley 16/60. They also had the 1971 Austin "X6" Tasman and Kimberley which were facelifted Austin 1800s with the 6-cylinder 2.2 litre E-series engine.

But in the changing times of the early '70's, most Australians wanted a large family sized car in their garage, and this was being reflected in declining sales of BMC's traditional products. Leyland set about developing a car specifically designed for the tough and harsh Aussie climate - and just as unforgiving roads!

For market acceptance, the P76 would have to follow the tradition of rear-wheel-drive with a 'big six' or V8 up front. But the Leyland engineers went much further than that, thinking outside the square and vastly improving on the family sedan formula. The shape was penned by Giovanni Michelotti and the entry-level P76 featured an enlarged 2623 cc version of the 6-cylinder engine from the smaller Austin Kimberley/Tasman. The top-of-the-line aluminium alloy 4416 cc V8 unit was unique to the P76, and was a derivative of the ex-Buick V8 that was powering the Rover 3500. The use of alloy in the V8's construction meant the difference in weight between the 6 and 8 was negligible.

The car was a full-size car in Australian terms, for which class leading boot capacity was claimed.

Leyland P76 with 44 gallon drum in the boot.

Safety equipment preceded the forthcoming Australian Design Rules and featured front discs as standard on all Models, recessed door handles and full-length side intrusion reinforcements on all doors. Transmissions for the car were



bought from Borg-Warner Australia who were already supplying transmissions to Ford and Chrysler. Notwithstanding the advertising slogan ("Anything but average") the P76's engineering followed conventional lines.

It did offer a combination of features which were advanced in this category in Australia at the time: rack and pinion steering, power-assisted disc brakes, McPherson strut front suspension, front hinged bonnet, Glued in Windscreen and concealed windscreen wipers; as well as the familiar Australian made Borg Warner gearboxes (including a 3 speed column shift) and a live rear axle. Particular attention was paid to structural rigidity, a British Leyland engineering strength. This goal was aided by a conscious effort to reduce the number of panels needed to build the car's body — a remarkably low 215, reportedly only 5 more than for a Mini.

The P76 was potentially a superior car to its competitors and, had Leyland Australia been given time to develop the full P76 range, the model may well have succeeded in the Australian market. At the time P76 production ceased, Leyland was developing a V6 engine to replace the E6 variant. The V6 was derived from the 4.4-litre P76 V8, with the two rear cylinders chopped off.

The motoring press of the day were indeed very impressed with the advances made in the P76, and it should have come as no surprise that it would take out the coveted 1973 "Wheels Car of the Year" award. But the P76 was to have a dogged life - many pinning the eventual failure squarely at the marketing guys who, while correctly pointing out that its boot was big enough to hold a 44 gallon drum, left most Aussies scratching their heads and asking – ***why??***

Even though the V8 model won *Wheels* magazine's Car of the Year for 1973, sales of the P76 were adversely affected by a variety of issues apart from the marketing issues, important component manufacturers' strikes limited parts availability, production problems at Leyland Australia's plant in Zetland restricted supply of the car and the release of the P76 coincided with the first Oil Crisis when fuel prices increased dramatically. As a result, demand for all larger cars subsided and sales did not reach expectations. British Leyland had intended to sell the P76 in the UK but production ceased before these plans could come to fruition.



When the car achieved success in the 1974 World Cup Rally - winning the Targa Florio trophy, Leyland Australia celebrated released a limited edition Targa Florio model: the V8 Super with sports wheels and steering wheel, as well as special paintwork, including side stripes.

The P76 Force 7

The Force 7 coupé was announced in 1974 but never offered for sale. There was to have been a base six-cylinder Force 7, a more powerful Force 7V with the V8 unit and a range-topping Tour de Force. It was unusual in that it had a large rear hatchback, the first of its kind produced in Australia and shared only a few body panels with the sedan. At the time of launch, the company announced the intention of introducing a station wagon and at least two, maybe three, station wagons prototypes, which shared much of the sedan's structure and body panels but with more upright rear door frames, were built, one was crash tested by Ford Australia for Leyland Australia, another was used as a factory hack and one is in a private collection and currently undergoing restoration. This 'third' one may, in fact, be the factory hack. This one was sold at the same auction as the Force 7s and was sold as a part of a pair of cars which included the last car made. These were thus obviously never offered for commercial sale.



The Force 7 was one of the first hatchbacks to be released in Australia. There were to be three models of increasing price and luxury, from the base model equipped with a six cylinder engine and 3-speed column shift gearbox, followed by the awesome Force 7V fitted with a powerful 4.4 litre V8 'four-on-the-floor'. At the top of the tree was the "Tour de Force", featuring leather interior.

Despite promising reviews, the Force 7 range was ultimately doomed - it was simply too costly to manufacture! Other carmakers were borrowing heavily from their existing parts bin to create their hero cars; however the Force 7 range had only a handful of production elements in common with the P76 sedan - and so only around 60 Force 7's were manufactured with the majority being scrapped.

Only ten survived: one was sent to Leyland in the UK for testing and was subsequently bought by a British private collector; another is in the Birdwood Mill Museum in South Australia. The remaining eight were auctioned to the public when the line was discontinued in 1975 and they remain in private hands.



Ultimately, the P76 was a good car that suffered from a poor image. Perhaps the marketing team should have given the car a more significant name, so that it could effectively compete with the Kingswood, Falcon and Valiant. But more important in the public's perception of the car was the poor assembly quality, and problems with reliability and parts supply.

The Leyland showrooms became deserted - and BMC made the decision to cease production. But before they did, Leyland built

approximately 300 limited-edition "Targa Florio", which featured auto transmissions, power steering and limited slip diffs - most were painted an eye-catching metallic navy blue with silver stripe detailing. Today the P76 has shaken its poor reputation to become very desirable and collectable - for they are at the very least a good talking point and represent a significant part of Australia's motoring history.

They were a great car, great to drive and I wish I still had mine!!!!

2011

This year we experienced and are going to experience four unusual dates: 1/1/11, 11/1/11, 1/11/11 and 11/11/11.

This is also the year of Money!!! This year October will have 5 Saturdays, 5 Sundays and 5 Mondays. This happens only every 823 years. These particular years are known as 'Moneybags.'

The Railroad.

Roads of rails called Wagonways were being used in Germany as early as 1550. These primitive railed roads consisted of wooden rails over which horse-drawn wagons or carts moved with greater ease than over dirt roads. Wagonways were the beginnings of modern railroads. By 1776, iron had replaced the wood in the rails and wheels on the carts. Wagonways evolved into Tramways and spread though out Europe. Horses still provided all the pulling power. In 1789, Englishman, William Jessup designed the first wagons with flanged wheels. The flange was a groove that allowed the wheels to better grip the rail, this was an important design that carried over to later locomotives.

The invention of the steam engine was critical to the invention of the modern railroad and trains. In 1803, a man named Samuel Homfray decided to fund the development of a steam-powered vehicle to replace the horse-drawn carts on the tramways and Richard Trevithick built the vehicle, the first steam engine tramway locomotive. On February 22, 1804, the locomotive hauled a load of 10 tons of iron, 70 men and five extra wagons the 9 miles between the ironworks at Pen-y-Darron in the town of Merthyr Tydfil, Wales to the bottom of the valley called Abercynnon. It took about two hours.

In 1821, Englishman, Julius Griffiths was the first person to patent a passenger road locomotive and in September, 1825, the Stockton & Darlington Railroad Company began as the first railroad to carry both

goods and passengers on regular schedules using locomotives designed by English inventor, George Stephenson. Stephenson's locomotive pulled six loaded coal cars and 21 passenger cars with 450 passengers over 9 miles in about one hour.

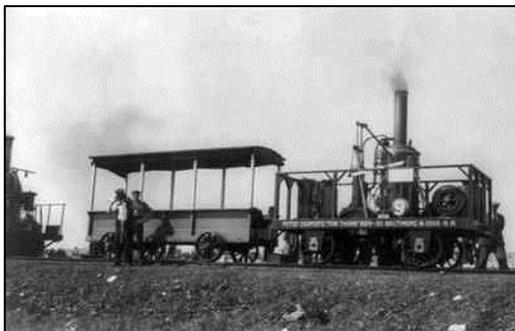
George Stephenson is considered to be the inventor of the first steam locomotive engine for railways while Richard Trevithick's invention is considered the first tramway locomotive, however, his invention was really a road locomotive, designed for a road and not for a railroad.

Stephenson was extremely poor growing up and received little formal education. He worked in local collieries and was self-taught in reading and writing. In 1812, he became a colliery engine builder, and in 1814 he built his first locomotive for the Stockton and Darlington Railway Line. Stephenson was hired as the company engineer and soon convinced the owners to use steam motive power and built the line's first locomotive, the Locomotion. In 1825, Stephenson moved to the Liverpool and Manchester Railway, where together with his son Robert built the Rocket. (right)



John Stevens is considered to be the father of American railroads. In 1826 he demonstrated the feasibility of steam locomotion on a circular experimental track constructed on his estate in Hoboken, New Jersey, three years before George Stephenson perfected a practical steam locomotive in England.

The first railroad charter in North America was granted to John Stevens in 1815. Grants to others followed, and work soon began on the first operational railroads. Designed and built by Peter Cooper in 1830, the Tom Thumb was the first American-built steam locomotive to be operated on a common-carrier railroad. The Baltimore & Ohio Railroad became the first U.S. railway chartered for commercial transport of passengers and freight. There were sceptics who doubted that a steam engine could work along steep, winding grades, but the Tom Thumb put an end to their doubts. Investors hoped a railroad would allow Baltimore, the second largest U.S. city at the time, to successfully compete with New York for western trade.



The first railroad track in the United States was only 13 miles long, but it caused a lot of excitement when it opened in 1830. Charles Carroll, the last surviving signer of the Declaration of Independence, laid the first stone when construction on the track began at Baltimore harbour on July 4, 1828.

Back then, the laying of track was a backbreaking job, all done by hand. Have a look at how it's done today, what an amazing piece of machinery – click [HERE](#)

Bikini Wax

Makes your eyes water just thinking about it, check [THIS](#).



If you can't afford a doctor, go to an airport - you'll get a free x-ray and a breast exam, and; if you mention Al Qaeda, you'll get a free colonoscopy.

The VW.

Volkswagon, the company that made those funny little “go-anywhere” beetle cars all those years ago has built an innovative production facility in Germany where they build their luxury car – the Phaeton.

The Phaeton is a bit like a Passat on steroids and the idea behind it was to have a car that could compete with Mercedes and BMW. VW felt that since Benz had released the little A class car to compete against VW's Golf that they would reciprocate.



It was also intended to support the Volkswagen brand image, since the most expensive versions of lesser models, such as the Golf GTI, were starting to cost almost as much as equivalently-sized prestige brands. Although the Volkswagen group already has a direct competitor in the full-sized luxury segment, the Audi A8, the Phaeton is intended to be more of a limousine like the Mercedes-Benz S-Class, while the A8 and BMW 7 Series are more sport-oriented.

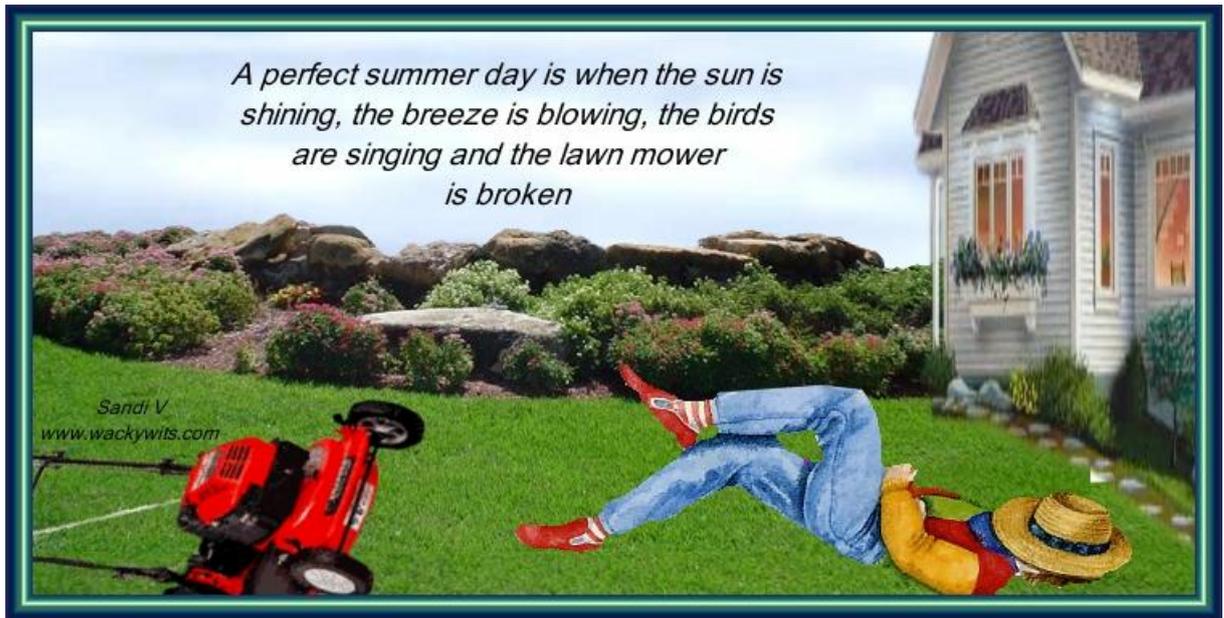
while the A8 and BMW 7 Series are more sport-oriented.

The factory where these cars are made, is situated in the city center of Dresden in Germany and is certainly different. Opened in 2002, it is called the **Gläserne Manufaktur** (*factory made of glass*) as the factory's walls are made almost completely of glass and its floors are covered entirely in Canadian maple. Its visitor-friendly layout was designed to accommodate up to 250 tourists per day. There are no smokestacks, no loud noises, and no toxic byproducts. Volkswagen have planted 350 trees in the grounds. The transparent factory handles final assembly only. Operations such as stamping and welding and the painting of the steel bodies take place in Zwickau. Painted bodies arrive at the factory by truck.



The other 1200 parts and 34 preassembled components are shipped to a remote logistics center and are transferred from there to the factory via CarGoTrams that run on Dresden's public transport tracks.

You can see it [HERE](#) .



This page left blank

The F-35

In 2002, in a surprise decision, the then Defence Minister, Robert Hill, announced that Australia's future fighter aircraft was to be the 5th generation F-35 Lightning Joint Strike Fighter, currently being developed by Lockheed-Martin.



The Joint Strike Fighter is not designed to perform air superiority roles, unlike the larger F-22A Raptor and is not well adapted to performing the long range strike role that was filled by the F-111. It is, however, one of the most technologically ambitious aircraft development programs ever seen, in many respects more ambitious than the TFX program which spawned the F-111. This ambition offers the promise of a battlefield interdiction and close air support fighter intended to have the survivability and lethality well beyond that of the F-16C, F/A-18A-D, or either the US or UK Harriers it is being



designed and developed to replace. The flipside of this payoff is that a considerable number of risk factors come into play, potentially affecting costs, timelines and the eventual capabilities that go into the production of the JSF.

For Australia these risk factors combine with the deeper and more fundamental issues arising from the intended use of a survivable battlefield interdiction and close air support fighter in the more

challenging roles of 'air dominance fighter' and 'deep strike fighter', roles which impose their own unique needs on combat aircraft.

As the Soviet built [Sukhoi](#) aircraft starts to roll out and be taken up by nations across Asia, Australia will face the technologically most competitive region on the planet, with the newest fleet of third and emerging fourth generation fighters in service worldwide in ever increasing numbers.

There can be no doubt the strategy of early commitment to 5th Generation aircraft had its merits as an ambit claim to lock down future defence funds, otherwise likely to be gobbled up by the Army and Navy with their own modernisation needs and agendas. Buying into F35 provided some sectors of Australia's industry, especially in component manufacture, access to a potential market. Australia also gets to sit in on development team meetings, gaining an opportunity to learn much about the issues in the 5th Gen technology base used in the F-22A and F-35.

The early commitment strategy however has its drawbacks as well. The first is that the RAAF must politically defend a massive burst of single service expenditure in the 2012 to 2020 timeframe - with early outlays already underway. In the face of intense inter-service budgetary competition, other parts of the RAAF are likely to suffer badly as a result, sacrificed to protect the JSF. A second problem is the degree of access Australia actually gets by System Development and Demonstration (SDD) buy-in, especially in terms of key technology like stealth, engine hot end technology, [Active Electronically Scanned Array](#) (AESA) radar and software.



Briefing slides presented to staff officers with generalist backgrounds are a far cry from immersion in the nitty gritty science and engineering involved. Unless personnel with suitable engineering/science backgrounds and considerable experience are engaged to exploit the gathered data in depth, it may contribute little useful value.

The industry benefit may also prove illusory, in that the highest value added systems integration and software sector of the industry gets a much smaller bite than the hardware manufacturing sector, who in turn must compete against overseas peers to retain their workshare. The worst case outcome - a risk in its own right - is that the manufacturers end up with very little, the Commonwealth with little technology transfer, and the RAAF gets stripped to the bone over the next decade fending off Army and Navy demands for budget.



F-35 on display at the recent Avalon Air Show

The RAAF has not competed effectively in the internal budgetary game in recent times - the 2003 Development Control Plan (DCP) update saw the RAAF lose the F-111 for no gain in AEW&C, tankers or other 'tier one' assets. The Army gained tier one Main Battle Tanks, the Navy tier one Anti-air warfare (AAW) destroyers, and the RAAF lost its only 'tier one' combat asset, the F-111.

At the most fundamental level the RAAF faces two key challenges in replacing the F-111 and F/A-18A. The first is in choosing technology which is relevant 40 years hence, effectively ruling out evolved 3rd Gen fighters like the Eurocanards and F-15E, F/A-18E/F. The recently announced intention to purchase 24 x F/A-18F aircraft will not only reverse this position but puts into dispute declarations by Defence as recently as November last year (less than one month before the announcement) that an interim capability was not warranted as there would be no capability gap under the then current plans, despite clear advice to the contrary by a number of expert analysts dating back as far as 2001.

In an increasingly competitive region, aiming for a lower capability target in replacing the existing fleet will guarantee an inferior strategic position within a decade, if not sooner.

Click [HERE](#) to see video of the F35

Paddy calls Virgin to book a flight. The operator asks
 "How many people are flying with you?"
 Paddy replies "How the hell would I know? It's your plane!"

Point Cook.

While in Melbourne recently we had a look over the Point Cook museum. Normally you can't just drive onto Point Cook unless you're invited or escorted by someone, but if you pull up at the gate and say you would like to look through the Museum you just sign the book, click on the tag they give you and away you go – strange?? Seems to work though!!



Entrance to Point Cook – a new sign, but apart from that, not changed a lot over the years.

However, it is definitely worth the trip as the Museum is magnificent. It is open Tuesdays to Fridays from 10.00am to 3.00pm and on Weekends and Public Holidays from 10.00am to 5.00pm and of course, entry is free, though if you feel like making a donation, you most certainly can.

You can either walk around at your own leisure or you can take a guided tour. These are conducted by Museum staff or trained volunteer host officers. If you wish to take the tour, and it is definitely the best way to see over the museum, these are available during the week only and you must pre-book. Last tour departs at 1.30pm. To book, you can either ring the Museum on 03 8348 6300 or you can do it on line [HERE](#)

There is plenty of private car parking across the road from the Museum or if your group wishes to travel out by bus, also no problem as there is bus parking next to the museum.

To really see over the Museum you need to allow yourself at least a couple of hours, there is just so much to see, but they have thought of that and toilets are available. Also, the museum has been designed so that wheelchair access is available to all parts, excluding the upper deck of the Restoration Hangar. Limited access to the lower deck of this area can be arranged for people with special needs. The staff are very obliging and if your group has any special needs, just ring them before hand and they will do what they can.



There is a shop where you can buy a wide range of Museum and/or Air Force souvenirs, including plaques, unit and aircraft cloth patches and specialist aviation history books and videos. See [HERE](#).

The Museum is always interested in hearing from people who may be able to offer their time as a Volunteer. If you're ex-RAAF (though that's not mandatory), and live over that side of Melbourne and have a few hours free each week or even only once a month, why not give them a call, go out and have a look over the place, it could be a good interest for you and it will help the Museum.

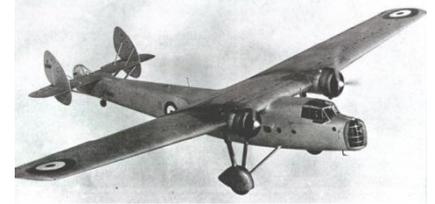
Volunteers are vital to the smooth running of the Museum and take part in a range of activities including acting as tour guides, assisting visitors, helping in research or with technical projects, such as restoration and aircraft cleaning.

If you would like to become a Volunteer, or simply want to talk over the options available, phone the Volunteer Coordinator on (03) 8348 6341 and arrange a meeting.



The Bristol Type 170 Freighter, part of the outdoor static display at the Museum.

The first Bristol Type 170 aircraft, built by the interesting firm [Bristol Aircraft](#), evolved in 1943 as a development of the Bristol Bombay (right), which had been used by No 1 Australian Air Ambulance Unit in the Middle East campaigns of World War II. Two versions of the Type 170 were initially produced, the Wayfarer, with fixed nose, and the Freighter, with nose doors and strengthened floor. The prototype first flew on 2 December 1945, and altogether 214 were built.



In 1948 the Mk 21E, with the more powerful Hercules 672 engines, was produced as a convertible passenger/freighter version. Improvements included cabin heating, sound installation, removable passenger seats and a movable bulkhead. The RAAF ordered three Bristol Freighter Mk 21Es and A81-1 (above) arrived in April 1949, whilst A81-2 and 3 flew into RAAF Base Mallala (75 klms north of Adelaide) in May 1949. A81-1 was used to transport troops to the coalfields during the [strike](#) in 1949 and it was also loaned to Airflite for survey flying between July 1952 and February 1953. In September 1951, a fourth Mk 21E, A81-4 joined the other aircraft in 34 Squadron.

On 25 November 1953, A81-2 was written off in an instrument flying accident. In 1955, A81-1, 3 and 4, were transferred from No 34 Squadron to Air Trials Unit, Detachment A, and in 1958 they were allotted to No 2 Air Trials Unit at Edinburgh where they remained until disposal action was initiated in July 1967.

Paddy, the Irish boyfriend of the woman whose decapitated head was found on a local beach was asked to identify her.
A detective held up the head to which Paddy said "No!, I don't think that's her, she wasn't that tall!"
Sorry Rupel!!



The F4 Phantom, part of the indoor static display

The F4 Phantom, which is a tandem two-seat, twin-engined, all-weather, long-range supersonic jet interceptor fighter/fighter-bomber, was one of the most widely used aircraft types since World War 2. 5,195 were built serving with more than 30 nations.

Originally developed for the United States Navy by McDonnell Aircraft, it first entered service in 1960 and proved to be a highly adaptable aircraft. It was then adopted by the U.S. Marine Corps and the U.S. Air Force, and by the mid-1960s had become a major part of their respective air wings.

The Phantom is a large fighter with a top speed of over Mach 2. It can carry over 18,000 pounds (8,400 kg) of weapons on nine external hardpoints, including air-to-air and air-to-ground missiles and various bombs. The F-4, like other interceptors of its time, was designed without an internal cannon, but later models incorporated a M61 Vulcan rotary cannon. Beginning in 1959, it set 15 world records, including an absolute speed record, and an absolute altitude record.

In Australia, problems with the General Dynamics F-111C aircraft ordered by the RAAF in 1963 delayed their delivery, and ageing of the Canberras in service necessitated a stop-gap measure to fill the void. As a result, the United States Government offered to lease the RAAF 24 brand-new F-4E Phantom



aircraft from the US Air Force at heavily-discounted rates, pending the delivery of the F-111C. The Australian Government reluctantly accepted the offer and the project was named 'Peace Reef'. The official contract was signed on 22 June 1970, with the aircraft being delivered to Australia in September and October of that year.

Phantoms were based at Amberley with Nos 1 and 6 Squadrons and were popular with aircrew and groundcrew for the aircraft's flying characteristics and ease of servicing respectively. Australia even considered cancelling its order for the F-111Cs and purchasing Phantoms, but this proved to be too expensive, as a fleet of KC-135 tankers would have needed to be purchased to support the aircraft.

During their Australian service only one Phantom was lost in an accident and the remaining 23 were returned to the US in 1973.

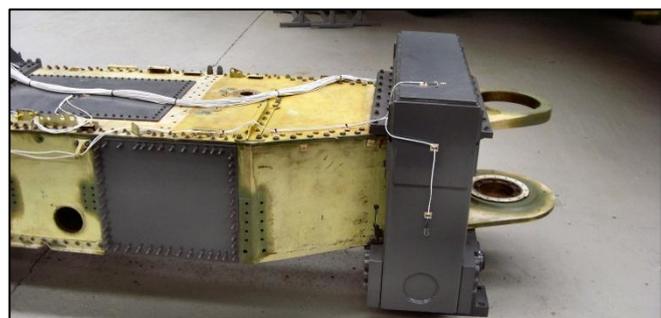
Phantom production ran from 1958 to 1981.

Interesting sign on the intake bung in the pic above – now, who would have thought to do that ???

If you want one, you can buy one from [HERE](#)

Right, the wing hinge from the F111.

Other aircraft on display include the following:





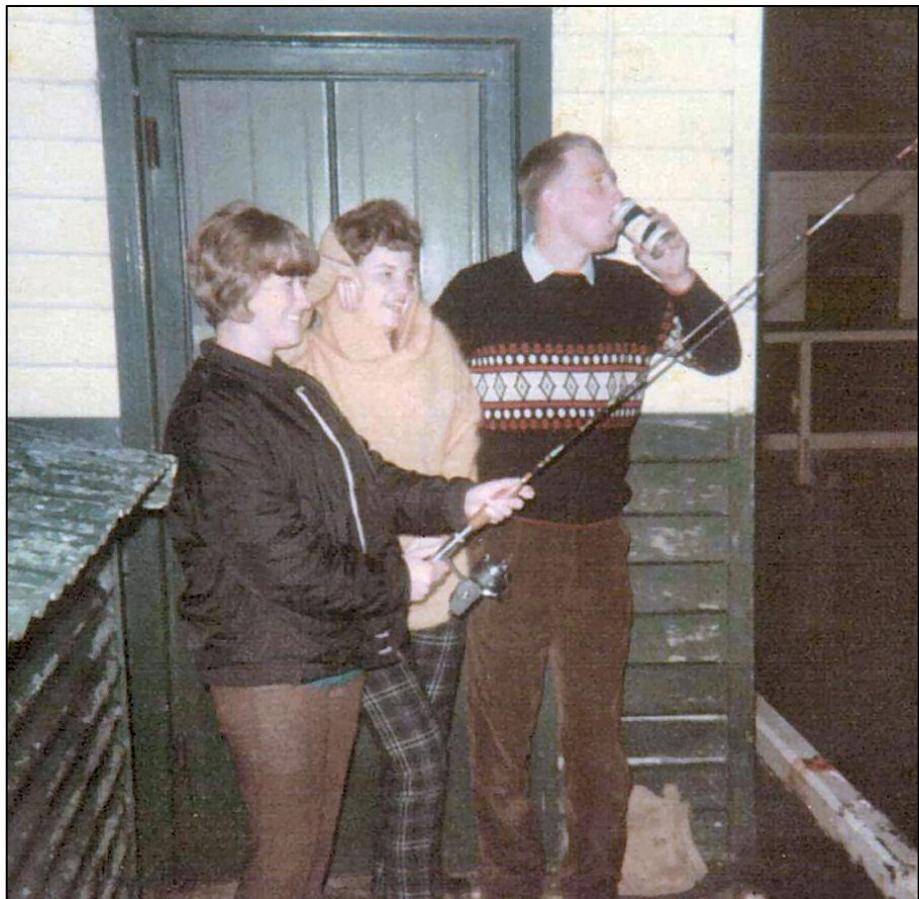


We would have liked to have a look over the base, but didn't want to chance our luck and we were running out of time anyway, perhaps next time.

One place we would liked to have seen was the old pier which was a 'favourite' fishing spot all those years ago. We never caught any fish and on thinking back, I don't think we ever had any bait, but it was fun.

"Fishing" at the pier back in 1967 are L-R:

Dianne Hubner, Jenny Wren, Peter Kensett.



Phil Marsh sent us these photos taken at the recent Ballarat reunion. He said the Reunion was a great success, and unfortunately, it was the last. Most accepted it was better to finish with a bang.

Does anyone know these blokes????



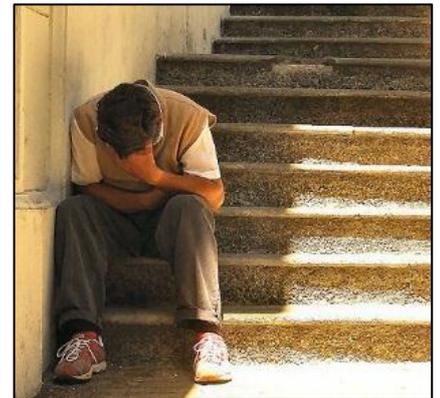
This page left blank

Letting men grieve as men.

Dr John Ashfield

However you choose to frame it, grief is not the kind of experience you would go looking for, a confusion of painful emotions, physical upheaval, having your vulnerability on public display. But grieve we must and will, because grief follows most significant losses in our lives-especially the loss of someone to whom we've been strongly attached. There's simply no avoiding it unless we block out our whole capacity to feel - our capacity to enjoy living and loving. Trying to keep grief at bay is just to postpone the inevitable, and invites a more overwhelming and difficult experience later on, something that can have serious consequences for our mental and physical health, and relationships. Every person will grieve in his or her own individual way, but it's important to recognise as well, that men generally grieve and mourn their losses differently to women.

Women are usually quite adept at seeking out support for themselves and supporting each other. They tend to relieve their emotional pain through open expression of it, and by verbalising it in the company of others. Men may have to choose more consciously to allow grief emotions to surface, and will usually need a private or "safe" ritual space (like a cemetery) in which to experience them, and the healing that brings. Taking time out alone in the natural environment, to be open, vulnerable, and reflective, can also be very healing for men.



An effective and characteristically male way of responding to the emotions of grief is by "pushing them out" into actions and activities-often ritualised activities. Men commonly choose to create or build something, or employ a simple ritual, to mark and value in some way (or to commemorate) the death of a person and the passing of things associated with them. Yet however men choose to engage, express and find healing in their grief, there must always be room to "take a break" from its intensity.

Neither ignoring grief, nor remaining in it continually, best achieves healing. Taking time out to focus on the practicalities of attending to life changes, new tasks and roles, and adjustments in relationships, is also essential to healing and recovery.

Contrary to the popular view that men don't cope as well as women with bereavement and grief, research suggests that only when men are deprived of social support do they fare more poorly than women. Though men may be more naturally inclined than women to want to be alone and reflective in dealing with their grief, they still need and benefit immensely from the support and company of others. However, it is honest and attentive "presence" that is often most beneficial, rather than conversation. They may approach the task differently to women but, if men are allowed to grieve as men, by far the majority of them will manage well.

F-111 Maintenance.

DVA encourages all those involved in F-111 fuel tank maintenance (and associated tasks) between 1973 and 2000, to come forward and seek compensation and health care for any medical conditions they believe are related to their maintenance work.

In the 2010 Budget, the Government allocated \$55 million over four years to respond to the 2009 Parliamentary Inquiry into the needs of F-111 fuel tank maintenance workers and their families. As part

of the response, access to compensation through a streamlined process was made available to a broader group of personnel involved in 'pick and patch' work and other associated maintenance tasks involving F-111 fuel tank entry.

The 20 September 2005 cut-off date for the SHOAMP Health Care Scheme has been removed, allowing interim health care to be provided to new or previously excluded applicants while their claims for compensation are being determined. The Veterans and Veterans Families Counselling Service (VVCS) is currently available to Group 1 and Group 2 eligible F-111 maintenance workers and to the families of Group 1 personnel. F-111 specific VVCS group counselling programs will commence from late March this year.



If you were involved in F-iii fuel tank maintenance, there's still time to come forward. Contact 1800 555 323 to check if you are eligible for compensation and health care or visit <http://f111.dva.gov.au> for more information.

The right mix.

Are you drinking too much?? – and what is too much ??

These two questions are usually asked by two different people, the first is asked to you, the second is always asked by you.

Fortunately, DVA have heard all this before and they have put an alcohol consumption calculator on their web site which will work out whether your weekly alcohol consumption is at low risk levels, or medium or high risk levels. You feed in how much you drink each day and it will calculate the result. To do it, click [HERE](#), fill in the details for day 1, then click select '**Next Day**'. Repeat the process for each day of the week. When you have completed the week, click '**Calculate**' to be see your result.



Many of us believe that alcohol consumption is not a potential health problem, we are from an era when alcohol was a commonplace part of our lives. The bar was always an important part of our Messes and while, as young blokes and blokettes, we could handle a ton of booze and front up next day for work, as we age, it gets harder and harder to do and it's more harmful to our health.

From about middle-age, our bodies don't handle alcohol like they used to. We've got less water in our body to absorb the alcohol, so more stays in our bloodstream, affecting us faster than it used to. Whereas once we could knock off half a dozen schooners with ease, these days we start speaking braille after 4. There are a number of other factors which make alcohol consumption riskier for us oldies,

These include:

- a much higher use of medications which may interact with alcohol leading to drowsiness, confusion, greatly impaired co-ordination, poor balance, and slowed reaction times
- a higher risk of falls in older age which may be further increased by alcohol

- driving ability may be influenced by the effects of ageing and the risk may be further increased by alcohol

Alcohol is a significant contributor to premature death and hospitalization among older Australians.

Click [HERE](#) for more info

Are you at risk of falls in your home??

HomeFront is a falls and accident prevention program that assists veterans and war widows/widowers to identify fall hazards in and around their home to help maintain independent living.

The HomeFront assessment focuses on:

- loose, torn or unsafe floor coverings (carpets, mats, rugs);
- slippery or uneven floors, walkways, stairs and steps;
- poorly lit areas; and
- inappropriate storage of everyday items.

DVA Gold and White Card holders are eligible for a free home assessment every 12 months to identify fall hazards in and around the home. Following this assessment, DVA will make a \$207.00 financial contribution (increased from \$203.00 in 2010) towards the cost of recommended items to assist in reducing the risk of falls and accidents. Items and modifications that may be provided under HomeFront include the repair of floor coverings, lowering clotheslines, installation of hand rails, application of non-slip treatment, installation of sensor lights, installation of hose reel retractors and much more.



Gold and White Card holders can call 1800 801 945 for a free HomeFront assessment.

The Veterans' Home Maintenance Line (1800 801 945) is a toll free service that provides free advice to the veteran community on general property maintenance matters and referral to reliable and efficient local tradespeople.

The cost of any work undertaken is not funded by DVA.

This service also provides property maintenance and home inspection advice between 9am and 5pm Monday to Friday. Should emergency property advice be required, it is available seven days a week, 14 hours, a day.

The Rehabilitation Appliances Program (RAP) is a comprehensive program designed to help address entitled veterans' clinical or



medical needs. DVA Gold Card holders are eligible for assessment for all conditions and White Card holders are eligible for assessment for accepted disabilities only. Where clinically required, an extensive range of aids and appliances is available to assist with functional independence.

DVA meets the full cost of RAP provision.

Access to RAP is usually obtained by discussing individual medical needs with a Local Medical Officer (LMO). LMOs can then refer their patients to allied health professionals in the community. For more information on RAP, contact DVA on 133 254 or 1800 555 254 (if you live in the bush).

Health Services for Veterans with Cancer.

If you are suffering Cancer as a consequence of your service, DVA can help, however, first you must have your local doctor complete the form TL219.2, which is then submitted to DVA. You can get the form [HERE](#).

This step is very important and needs to be completed and forwarded to DVA first. Getting this form in is the first step. If you send in any records, make a copy of them first and maintain the copies as the originals can be misplaced in the mail.

DVA has released a Fact Sheet dealing with Cancer Support and you can get a copy of it [HERE](#).

Gold Card Benefits

If you are a holder of a DVA Gold Card, there is a wide variety of health and medical benefits available to you. DVA has provided a list in a Fact Sheet and you can get a copy of it [HERE](#).

Diets.

Air Force News.

Digesting everything that's been written on diets may be biting off more than you can chew. Millions of words have been written about diets and nutrition, fads come and go, but unfortunately the girth often just gets larger.

Although some diets contain basic truths, there are often down-sides as magazines look for the next big thing to attract a reader's attention. Even recognised diets such as the high-protein, low-carb Atkinson diet can lead to adverse effects because carbohydrates are an essential ingredient in effective daily energy generation.

By the same token, it is possible to have an occasional treat even a hamburger or a can of soft drink without slacking on weight. There are some general rules that will help you chew through the fat and into a balanced diet/exercise lifestyle.

Work your muscles

A basic fact about diet and nutrition is the more you exercise your muscles, the more efficient they become in using stored energy. The basal metabolic rate (BMR) is the daily rate of energy expenditure

of a person involved in a given form of activity or comparative inactivity. It is a pivotal part of the human weight management function. When you start exercising or increase an existing regime. Your body responds to the new stimulus. Weight training is a perfect example. By putting a muscle under pressure the body says. "If you keep this up I'm going to start using your energy reserves". The body then starts directing more energy into an increasing number of motor units "parcels" that consume energy. Those extra parcels all use energy at the same rate, so extra energy is expended even watching television.



If you consume the same amount of calories, then your girth will respond.

Avoid bad habits.

Healthy diet is not just about what you eat, but how you take in calories. A lot of people incorporate things that do not go well with the BMR. Irregular meals or trying to lose weight through starving only triggers the body's primitive defences against starvation and drops the body into a state of energy economy. By missing meals you induce lethargy. Eating the wrong meals can trigger high amounts of energy levels in the blood system but these levels decrease just as quickly and can leave you with a lethargic, empty feeling, which forces you to eat again, increasing your daily calorie intake.

From nutritional aspects, you need to make sure you do not affect the BMR heavily in the way of ups and downs. You want to keep it licking away through regular meals of protein, carbohydrates. Fruit and vegetables that keep the body slowly digesting. The problem people have with the BMR is that they tend to think they need to starve or reduce certain components that are looked upon unfavourably.

Carbohydrates have copped a bad rap over recent years. If you want to lose weight. you need to include carbohydrates to maintain a training format.

For more dietary information, click [HERE](#).

An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen. The two gentlemen were talking, and one said, 'Last night we went out to a new restaurant and it was really great.. I would recommend it very highly. 'The other man said, 'What is the name of the restaurant?' 'The first man thought and thought and finally said, 'What is the name of that flower you give to someone you love? You know.... The one that's red and has thorns. "Do you mean a rose? "Yes, that's the one,' replied the man. He then turned towards the kitchen and yelled, 'Rose, what's the name of that restaurant we went to last night?'

This page left blank.

The VC.

Chris Jobson

With the recent awarding of a VC to an Australian soldier the Australian media and the Australian War Memorial comment that there are now "98 Australian VCs"; this figure is wrong - there are now 93 Australian servicemen that have been awarded the Cross.

There exists amongst the Australian Defence Force and a number of Australian defence-related organizations (such as the Australian War Memorial and the Department for Veterans' Affairs) a misunderstanding with regard to the number of Australian Victoria Cross (VC) recipients. The current stated figure of 98 recipients is, to put it bluntly, wrong and the problem is that Australians, particularly school children learning about our Defence history and visitors to the War Memorial, are being taught and informed about a distortion of facts. The correct number of Australian VC recipients, as at 2011, is in fact 93.

An Australian VC recipient is a person who was in the Australian defence force, as an Australian serviceman, at the time of the action for which he was awarded the Cross, regardless of his country of origin or citizenship. It is interesting to note that of the Australian servicemen awarded the VC eight were English, four were New Zealanders, two were Irish, two were South African and one was Danish (an "English" Australian Serviceman was awarded the Cross during the South African War and during The Great War the Australian recipients included the other seven Englishmen, the four New Zealanders, the Irishman and the Dane).



The incorrect number of 98 includes four Australians and an Englishman who were NOT Australian servicemen at the time of their relevant actions. These men were as follows:

Sergeant James Rogers. Rogers initially served in the South African War in Australia's 1st Victorian Mounted Infantry Company; however, when the Unit returned to Australia in 1900 Rogers stayed behind, discharged from the Australian colonial unit and joined the South African Constabulary. It was for his actions in this South African unit, as a South African serviceman, that Rogers was awarded the Victoria Cross.

Lieutenant Wilbur Dartnell. Dartnell was in South Africa in 1914 and, with the outbreak of The Great war, he sailed to England and joined the 25th Battalion, the Royal Fusiliers. It was for his actions, as a British officer in this British Army Regiment, that Dartnell was posthumously awarded the Victoria Cross (as a point of interest, Dartnell never, at any time, served in an Australian armed service).

Sergeant Samuel Pearse. Pearse was born in the United Kingdom (he was not an Australian); however, he served in the AIF's 1st Machine Gun Battalion on the Western Front. In 1919 he took discharge from the Australian Battalion as it prepared to return to Australia and enlisted into the British Army's 45th Battalion, the Royal Fusiliers. It was for his actions as a British soldier in this British Army Regiment, serving in the British North Russia Relief Force, that Pearse was posthumously awarded the Victoria Cross. (Pearse was not Australian born and he was serving as a British soldier in the British Army at the time of his relevant action)

Corporal Arthur Sullivan. Sullivan served in the Royal Australian Artillery and was posted to the United Kingdom, as a reinforcement, in July 1918. However, the War ended before he could be allotted to a unit on the Western Front. Sullivan discharged from the AIF in June 1919 and enlisted into the British Army's 45th Battalion, the Royal Fusiliers. It was for his actions as a

British soldier in this British Army Battalion, serving in the British North Russia Relief Force, that Sullivan was awarded the Victoria Cross.

Wing Commander Hughie Edwards. [Edwards](#) transferred (was not detached) from the Royal Australian Air Force to the Royal Air Force in 1936. It was for his actions, as a (British) Royal Air Force officer, serving in the RAF's 105th Squadron, that Edwards was awarded the Victoria Cross (Sir John Smyth, in his book *Victoria Cross 1856 – 1964*, also accredits Edwards as being a British (RAF) VC recipient).



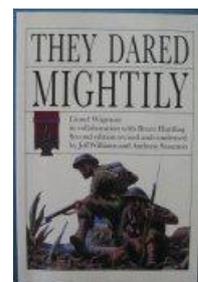
The only persons entitled to be on the Australian Honour Roll of Victoria Cross recipients are those whose actions were undertaken whilst serving as an Australian serviceman. Those who discharge or transfer from the Australian armed forces and join the armed forces of another country, and then carry-out an action that results in the awarding of a Victoria Cross, are not Australian servicemen; therefore they are not Australian VC recipients (Flight Sergeant (acting Pilot Officer) Rawdon Middleton, on the other-hand, was an Australian serviceman on attachment to the RAF and was therefore technically an RAAF serviceman when he carried-out the actions for which he was posthumously awarded the Victoria Cross).

One has to be very careful with the use of the term “Australian”. As already mentioned, not all the Australian VC recipients were technically Australians (ie. native-born or naturalized Australians), particularly during the South African War and The Great War, but they were, never-the-less, Australian servicemen and are rightly referred to as Australian VC recipients.

The five Victoria Cross recipients listed above were NOT Australian VC recipients. Rogers' name appears on the South African Constabulary's list of VC recipients; Dartnell, Pearse and Sullivan all appear on the Royal Fusiliers' VC Honour Roll, and Edwards appears on that of the Royal Air Force. They cannot be listed on both the Rolls of these countries (and their relevant services/regiments) and on that of Australia. As already stated, Rogers, Dartnell, Pearse, Sullivan and Edwards are NOT Australian Victoria Cross recipients.

To argue that the figure of 98 is correct because the five recipients in question were Australian, regardless of which country they were serving at the time, doesn't stand-up either; Pearse was not an Australian (he was English and was awarded the Cross for actions as a British soldier in a British Army regiment). If original nationality is the criterion then one must remove up to 17 names from the Australian VC figure (93), because these 17 Australian servicemen were a mixture of nationalities (eight Englishmen, four New Zealanders, two Irishmen, two South Africans and a Dane); leaving a figure of 76 “Australian recipients”. If previous service within the Australian defence forces is the argument for inclusion then Dartnell's name must be removed, as he never served in the Australian Army. There is only one criterion for classification as an Australian VC recipient and that is to have been serving as an Australian serviceman at the time of the relevant action. Therefore the correct figure of Australian VC recipients is 93.

The incorrect number of Australian VC recipients also appears in Lionel Wigmore's book *They Dared Mightily* (written prior to the Vietnam War it details 92 recipients instead of the then correct figure of 87); however, as stated in the book's credit information, this publication was “...edited for the Board of Management of the Australian War Memorial” (one of the organizations that persists in distorting the facts in regard to this subject).



A British publication, entitled *Ribbons & Medals Naval, Military Air Force and Civil*, written by H. Taprell Dorling, correctly lists, by countries, the total number of Victoria Crosses awarded as of its date of publication (1963), and accurately records a total of 87 Australian VC recipients; add to this figure the

four Crosses awarded during the Vietnam War and the two Crosses awarded in Afghanistan, and you have a total of 93. Rogers' VC is included in the South African awards, and those of Dartnell, Pearse, Sullivan and Edwards are included in both the British Army and RAF statistics.

Claiming that there are 98 Australian Victoria Cross recipients is wrong and by doing so both the Australian War Memorial and the Department of Veterans' Affairs are providing people (particularly school children) with inaccurate (wrong) historical information; there are only 93 Australian Victoria Cross recipients.

The Australian War Memorial, in a letter of reply after I addressed this matter some years ago, agreed with my facts but refused to publicly acknowledge them (ie. it wouldn't change the figure and explanation on display at the Memorial's Hall of Valour) and both *The Sydney Morning Herald* and *The Canberra Times* refused to publish my recent letters to the editor on the matter (surprise - surprise).

Note:

Persons are AWARDED the Cross; they don't WIN the Cross - and people who are awarded the Cross are RECIPIENTS not WINNERS.

You can read the full list [HERE](#).

Chris Jobson was an RSM with 4 Fd Regt at Lavarack Barracks and the School of Artillery and is a Military History buff.

A wife asks her husband, a computer engineer; "Could you please go shopping for me and buy one carton of milk, and if they have eggs, get 6!" A short time later the husband comes back with 6 cartons of milk. The wife asks him, "Why the hell did you buy 6 cartons of milk?" He replied, "They had eggs."

That's a joke Rupe!!

Vietnam History.

Canberra Times

A major row is brewing between Vietnam War veterans and the Australian War Memorial over the official written history of the conflict.

The veterans want a key section of the official history of the war rewritten, alleging that major factual errors about Agent Orange contained in one of the history's volumes are now being accepted as fact by a new wave of historians.

But senior figures at the memorial, including military history section head, Ashley Ekins, are resisting any move to have the history rewritten or withdrawn.

Ashley Ekins says he would support a review but not a rewrite of the official Vietnam War history.

The 17-year-old controversy over the toxic herbicide, Agent Orange, used as a defoliant during the war, has been reignited by the publication of two new books on the conflict ***Zombie Myths of Australian Military History*** and ***War Wounds***.

Graham Walker, a Vietnam veteran who also saw active service in Indonesia in 1966, is the author of an essay making the case for the official history to be rewritten in *War Wounds* which was edited by Mr Ekins and his then AWM colleague Elizabeth Stewart. Mr Walker told *The Canberra Times* the official history, written by Professor F.B. Smith and published in 1994, stated falsely that no veterans' diseases could be linked to the controversial herbicide and that the focus on the Agent Orange debate had undermined support for Vietnam veterans on other fronts and those seeking compensation had been motivated by opportunism and greed.

Mr Walker and other members of the veterans community have long argued these claims were offensive and inaccurate.

Professor Smith's *Medicine at War*, the third volume in the official Vietnam War history produced under the imprimatur of the Australian War Memorial, sparked fierce debate on its release, with veterans claiming it was one sided, out-of-date and inaccurate.

Mr Ekins said revising or withdrawing an official history would end a tradition of independence that dated back to the work of Charles Bean after World War One. The senior historian said he would support a fresh review of the Agent Orange issue by a suitably qualified historian in the light of more recent developments but not as part of the official history.



Mr Walker said he and other Vietnam veterans had long feared that if left uncorrected, Smith's "fatally flawed" account would lead to the perpetuation of serious errors including attacks on the character of dead men for decades to come.

"This has now come to pass," he said.

Late last year the Vietnam Veterans' Federation clashed with a Canberra academic, Professor Jeffrey Grey (right), of the Australian Defence Academy, after he ran with the line originally published by Professor Smith in his 1994 book.



In a letter to Professor Grey dated September 19, 2010, federation president Tim McCombe wrote, "In your chapter (in *Zombie Myths*) you say of the Agent Orange Royal Commission 'the final report concluded that herbicides were not guilty of causing the diseases and deformities alleged'.

This is a misleading statement and follows the line of Smith's account." Mr McCombe, who lost a leg to a mine in Vietnam, was one of the men who took offence at being described by Professor Smith as motivated by greed. Mr Walker said these assertions should not be allowed to stand.

"The royal commissioner did find a link between exposure to Agent Orange and some cancers," he said. "He found that a repatriation determining authority might well attribute a Vietnam veteran's soft tissue sarcoma or non-Hodgkin's lymphoma to his exposure to Agent Orange."

THE FINAL INSPECTION

The soldier stood and faced God,
Which must always come to pass.
He hoped his shoes were shining,
Just as brightly as his brass.

'Step forward now, you soldier,
How shall I deal with you ?
Have you always turned the other cheek ?
To My Church have you been true?'

The soldier squared his shoulders and said,
'No, Lord, I guess I ain't
Because those of us who carry guns,
Can't always be a saint.

I've had to work most Sundays,
And at times my talk was tough.
And sometimes I've been violent,
Because the world is awfully rough.

But, I never took a penny,
That wasn't mine to keep...
Though I worked a lot of overtime,
When the bills got just too steep.

And I never passed a cry for help,
Though at times I shook with fear.
And sometimes, God, forgive me,
I've wept unmanly tears.

I know I don't deserve a place,
Among the people here.
They never wanted me around,
Except to calm their fears.

If you've a place for me here, Lord,
It needn't be so grand.
I never expected or had too much,
But if you don't, I'll understand.

There was a silence all around the throne,
Where the saints had often trod.
As the soldier waited quietly,
For the judgment of his God.

'Step forward now, you soldier,
You've borne your burdens well.
Walk peacefully on Heaven's streets,
You've done your time in Hell.'

John Stewart sent us that

If someone with multiple personalities threatens to kill himself, is it considered a hostage situation?

This page left blank

A beat up.

Laurie Lindsay

Back in the 60's, in South Africa, when the cadets were at the Military Academy (the Sth African equivalent to the ADFA), the Airforce pilots (they were all Candidate Officers with wings and only got commissioned upon graduation) went flying on Saturdays. The Pongos (army) and the Navy academy troops, however, went on route marches along the coast – as it should be.



When doing low flying exercises the minimum altitude was 200ft AGL. Somebody took this picture of the Airforce boys trying to get some "esprit de core" into the pongos with a "beat up" during their route march....Somebody had to do some explaining when it surfaced...

Wife says to husband "You only ever want sex when you're drunk"
 husband says "that's not true..... sometimes I want a kebab"

E10 petrol.

Ethanol contains less heat energy per litre than petrol, therefore E10, which is usually 3 cents/litre cheaper than unleaded petrol (ULP), will theoretically not take your car as far as it would if you used the equivalent amount of straight ULP. However, ethanol has a higher octane rating (129RON) than ULP (91RON) so the addition of 10% ethanol to regular ULP raises the Research Octane Number (RON) from 91 to about 94. This improved anti-knock characteristic can allow an engine to operate with greater efficiency and Ethanol has another side benefit, it also cleans fuel systems and burns more completely, reducing the build-up of carbon deposits and providing long-term benefits.

The ability of an engine to use the extra octane efficiently depends on the design and calibration of its engine management system. A trial undertaken in 1998 for the Federal Government, in a range of Australian vehicles, showed that the use of E10 in vehicles designed for ULP increases fuel consumption by an average of only 2.8%, however there was variation between individual vehicle models.

If a litre of standard ULP will take you 10 Kms, then a litre of E10 should take you 9.7 kms. With ULP at \$1.40 per litre, 1 Klm costs 14 cents. E10 costs \$1.37/litre and costs 14.1 cents per klm. If you travel 20,000 kms per year, ULP will cost you \$4,900 while E10 will cost \$4,943 – there's nothing in it.

Click [HERE](#) to see what the difference in costs are for you. You can change the figures in the green boxes.

If your vehicle is in good condition, you should not experience much more than the theoretical 3% increase in fuel consumption. If you try E10 and experience an unusually high impact on fuel consumption, there are a few possible causes and things you can do about them:

- Was there water in your fuel tank from earlier contaminated petrol? If so, the E10 will take the water into solution and your car may run rough until the first tank of E10 is used up.
- Is your fuel filter clogged? Ethanol is a powerful cleaning agent and may loosen residues in your fuel system. Try changing the fuel filter after the first couple of tanks of E10.
- Is your ignition system in good condition? A slightly misfiring spark plug may be exacerbated by E10 leading to a severe misfire and increase in fuel consumption. Have your vehicle serviced if it has not been done recently.
- Is your engine management system and fuel injection system in good condition? Most modern vehicles are designed to adjust for variations in fuel composition and should have no trouble adjusting to E10, however a malfunctioning oxygen sensor or other component may mean that your vehicle is not adjusting to the optimum settings for the fuel in your tank. Have your vehicle serviced if it has not been done recently.



I bought the wife a Memory Stick, it's great!
She hasn't forgotten a damn thing since the first beating.

It seems that before long, standard ULP will no longer be available and all ULP fuel sold will contain a blend of ULP and ethanol.

The Australian Government has limited the level of ethanol in petrol in Australia to a maximum of 10%, or E10. NSW is leading the push towards replacing regular unleaded with E10. Already the law in that state requires oil companies to blend six per cent ethanol in the regular unleaded fuel they produce. That will rise to 10 per cent on July 1, 2011, when regular unleaded will be banned. Owners currently using regular unleaded will then have the choice to use either E10 or the more expensive Premium unleaded or the even higher priced 98-octane unleaded fuels. As a rule of thumb, most cars built in the last 10 years or so can use E10 without any problem, although some carmakers whose cars run on

PULP specify the use of high-octane fuel, which calls into question the use of E10 because of its 94-octane rating.

Many car owners are living in fear that their older cars will grind to a halt when E10 petrol replaces regular unleaded next year. They fear the use of E10 will have a devastating affect on gaskets, seals, hoses and other rubber components in the fuel system, but the future is not as bad as some predict. These fears are being fed by past reports of cars having had issues with corrosion and damage to seals and gaskets when run on ethanol but the corrosion concern has been addressed by the requirement to add a corrosion inhibitor to the ethanol, but it still leaves open the question of the effect on seals in the fuel system.

BP has come out and said that cars manufactured after 1986 and using regular unleaded can switch to its E10 fuel without a problem. The oil company says that it has sold more than 100 million litres of E10 in Australia since 2000 and has not had a single complaint. So confident is it that BP backs its claim that E10 will not cause any problems with a guarantee. Other oil companies are expected to make similar claims about their own fuels, and are expected to have their own guarantees to ease the fears of motorists.

Cars built before 1986, and that covers the vast fleet of classics on the road, should not be run on ethanol. They are the ones most likely to suffer problems with rubber seals and gaskets. The best option for owners of those cars in the medium term is to run Premium unleaded of the higher 98-octane unleaded and use an additive for valve protection.



To find out if your car can run on E10, take a look [HERE](#).

New South Wales is leading the charge to cleaner, greener ethanol blend fuel it is expected other states will follow suit. Queensland has indicated it plans to move to an E10 blend next January, but is yet to finalize the required legislation for the move. The Victorian government, meanwhile, has said it is planning a similar switch, but has not yet indicated when it might do so. At this point in time, NSW is only State replacing regular unleaded petrol with E10, a blend of 10 per cent ethanol with 90 per cent unleaded petrol.

If the timing of the switch is still uncertain in some states, one thing that is clear is that motorists are facing an ethanol-powered future and although the primary reason given to use ethanol in petrol is to cut our (supposed) greenhouse gas emissions, it also has the important effect of reducing our dependence on fossil fuels, which are obviously running out. It will also help Australia's balance of trade, given that more than half of the oil and gas we use is imported and adds some \$17 billion to our trade deficit with predictions that it could go as high as \$30 billion by 2020.

Unlike oil, ethanol is a renewable fuel, currently made locally from waste products such as sugar cane, waste from starch production, red sorghum, with other feed-stocks being developed for future use.

TOP 15 FUEL MISERS.

If you want a car that provides the best economy, check the list below.

CAR MODEL	FUEL TYPE	ECONOMY	ANNUAL
-----------	-----------	---------	--------

			COST*
Ford Fiesta Econetic	Diesel	3.7l/100km	\$749
Volvo C30 DRIVE	Diesel	3.8l/100km	\$769
Toyota Prius Hybrid	Electric/petrol	3.9l/100km	\$789
Mini CooperD	Diesel	3.9l/100km	\$789
Fiat 500 1.3 JTD	Diesel	4.2l/100km	\$850
Smart Fortwo	Petrol	4.4l/100km	\$891
Citroen C3 1.6	Diesel	4.4l/100km	\$891
BMW 118d	Diesel	4.5l/100km	\$911
Audi A3 1.9	Diesel	4.5l/100km	\$911
Citroen C4 1.6	Diesel	4.5l/100km	\$911
Honda Civic Hybrid	Electric/petrol	4.6l/100km	\$931
VW Polo 66TDI	Diesel	4.6l/100km	\$931
Suzuki Alto	Petrol	4.7l/100km	\$951
VW Golf 77	Diesel	4.7l/100km	\$951
BMW 320d	Diesel	4.7l/100km	\$951

* Annual cost for fuel at 15,000km a year and \$1.35 a litre. **Source:** Green Vehicle Guide

Important Warning.

We have it on good authority that John Broughton has finally sold the petrol loving Toyota. It seems the recent trip around Queensland (see [HERE](#)) which necessitated Caltex running an extra shift just to keep fuel up to the brute, was the last straw. The Tojo had to go.



We now believe that JB has dumped petrol fuelled vehicles completely in favour of diesel which, although costing a little bit more per litre, takes the car a bunch of klms further down the road.



The Tojo was traded for a spanking new diesel Isuzu duel cab ute and we hear that the van has been cleaned out, hooked up, stocked with cartons of beer and Sao biscuits and is headed now for Broken Hill. We've rung Broken Hill and warned them!!!

Two vultures board an airplane, each carrying 2 dead raccoons.
The stewardess looks at them and says, "I'm sorry, gentlemen, only one carrion allowed per passenger."

Are frequent flier credit cards worth it?

Choice

The premise is golden: spend on your credit card and earn frequent flier miles as you go! But are these reward cards really worth the effort? The answer, it seems, depends on how much you spend on your card, and how you manage your accounts.

Travel rewards credit cards allow you to earn points towards flights and holidays as you spend, but if you choose the wrong one, you may find the experience far from rewarding. According to Choice, you need to spend at least \$2,000 in purchases per month on a rewards credit card to generate any positive return, once you take into account the annual fee. But this doesn't factor in the interest payable on your purchases if you don't pay off your entire credit card balance in full each month and there's a very good chance that your frequent flier card won't be doing you any favours at all.



Choice looked at 63 cards in total, with each offering either their own dedicate travel rewards program, or a link to an airline's frequent traveller program. Their research found that those who spend a decent

amount every much – that is, at least several thousand dollars –clearly stand to gain the most. Spending around \$1,000 a month on your card will cost more in fees than you earn in rewards.

However, there are additional factors to keep in mind. For instance, you often have to use an Amex card to earn the most points. With some Qantas-linked Frequent Flier cards, you only earn 1 point per \$2 spent on the Visa, or but you earn 1 point per \$1.50 spent on your Amex. The extra points generated on the Amex are a bonus, but some retailers charge up to 2% to use an Amex. So, you'll need to figure out whether the costs of using the card outweigh the benefits you receive in frequent flier points. It's almost too complicated to calculate!

There are some good-value products available but you must choose carefully and pay the balance in full each month. If you can't pay your balance in full each month, it's probably good advice is to forget about rewards cards altogether and opt for a no-frills, low-interest credit card instead.

Good Idea??

Is this a good idea or what?? No more tying plastic bags into a knot, no more twist ties or rubber bands, no more zip top bags, no more string – here's the new way to seal a plastic bag.

Cut the top off a plastic bottle, keep the neck part and the cap and discard the bottom half.



Remove the lid then poke the top of the plastic bag through the bottom of the bottle and out through the neck.



Fold it back over the edges then screw the cap back on.

Your bag is now airtight. Howzatt???

The Woolgoolga Chopper.

There is a little beach-side town about 25 klms north of Coffs Harbour, on the Pacific Hwy, called Woolgoolga. Anyone who travels that part of the country will know it as the town with the Sikh Temple, and the two fibreglass elephants.

It also has a medium to large RSL club and outside the RSL, on a pole, sits an Iroquois helicopter. This helicopter is a bit confusing as it has RAAF markings on one side and US Army markings on the other.

It seems there is quite a story about this particular aircraft and the aircraft it represents. The one on the pole was never an Australian aircraft, but is instead a UH-1 on permanent loan from the United States Government and marked as A2-767. It was built in 1974 and saw



service in the Gulf War. There is another aircraft at the Dandenong (Vic) RSL which is also marked as A2-767 on one side. That particular aircraft is also an ex US Army aircraft and is marked as 73-21763 on its other side.

So – what of A2-767??

A2-767 was a H model and was delivered to 9 Sqn in July 1968 and operated out of Vung Tau.

In April of 1971, Lance Corporal John Francis Gillespie, 24, of the Australian Army, was serving as a helicopter medic with 8 Field Ambulance. On 17 April 1971, he was on board A2-767 carrying out a Dust-off mission in the Phuoc Tuy Province. At about 4:20 p.m. the crew were in the process of winching a wounded ARVN soldier, who had lost both legs in a mine incident, up into the hovering helicopter when the pilot was shot dead by enemy ground fire and the aircraft crashed and caught fire. The helicopter crashed onto and killed the injured person being winched and also an American adviser who was on the ground assisting the dust-off as well as an Australian adviser who was killed by one of the spinning rotors. John Gillespie was also killed. His body could not be recovered from the burning wreckage. The crash site was located in February 2004 and in December 2007 human remains discovered at the site were positively identified as those of Gillespie and were repatriated to Australia for burial.



This Woolgoolga memorial is in recognition of the invaluable assistance given by the Iroquois to the men of the Australian Defence Forces during the Vietnam conflict. Especially in remembrance to those RAN crewmen killed in action: Lt Cdr Patrick Vickers, Lt Anthony Casadio, Sub Lt Anthony Huelin, POACM Cedric O'Brien, LACM Noel Shipp and the following members of RAAF 9 Flt Lt Everitt Lance, P/O Ronald Betts, Cpl David Dubber, LAC Alan Bloxom.

The characteristic “whap-whap” sound of the Huey is fondly remembered by those who depended upon it for their survival. In all over 78 Distinguished Flying Crosses were awarded to 9 Sqn plus many MIDs.



Although helicopters were in use towards the end of WWII it was the Vietnam conflict that saw the newer, faster helicopters being used fully as multi-role aircraft.



The RAAF flew various models in Vietnam, the UH1B, 1D and the 1H which was the best of the lot. The H had a range of 500km, a top speed of 200kph, a 1400 shp engine but most importantly could carry six litters plus medical crew.

Although the Huey remained in production until 1980 the RAAF replaced it's Hueys in 1976.

Two boll weevils grew up in South Carolina. One went to Hollywood and became a famous actor.
The other stayed behind in the cotton field and never amounted to much.
Naturally, the second became known as the lesser of 2 weevils.

Anzac Day 2011.

These lovely and still spritely ladies, all past members of the Women's Auxiliary Australian Air Force (WAAAF) and who were such an important part of the RAAF during the war, proudly marched under their own banner. They are:



L-R: Pett Rayner, who served from 1944 to 45 as a Teleg, **Alma Edwards** from 1942 to 45, also as a Teleg, **Jean Curry** as a Stewardess at Oakey from 1944 to 45, **Bubby Price** who ran the Sergeants Mess at Kingaroy from 1941 to 45 and **Thelma Hughes**, who had the swan job as Clerk G at Sandgate from 1943 - 45.

The WAAAF was formed in March 1941, after considerable lobbying by women keen to serve and by the Chief of the Air Staff who wanted to release male personnel serving in Australia for service overseas. The WAAAF was the first and largest of the World War II Australian Women's Services and by the end of 1941 some 1500 girls were serving. This number grew to a peak strength of 18,667 by October 1944. They served in all states of Australia, from Cairns in Northern Queensland to Geraldton in Western Australia.

The girls were accepted into 73 different musterings including highly skilled technical employment on aircraft. In addition to telegraphists, women became armament workers, electricians, fitters, flight mechanics, fabric-workers, instrument makers and meteorological assistants, besides using skills in many clerical, medical, transport, catering, equipment, signals and radar fields of employment. Over 700 women held commissioned rank and like airwomen, worked in a great variety of administrative, technical and professional tasks. A number commanded units in operations rooms, at General Douglas MacArthur's Headquarters in Brisbane dealing with intelligence matters, at Operational Units, in RAAF

Hospitals, Aircraft Depots, Radar Stations, RAAF Bases – wherever they were needed, they served. But, they were paid two-thirds of RAAF male pay for equivalent positions. The WAAAF was disbanded in December 1947.

Some former day WRAAF's

The WRAAF's were well represented by these lovely girls, all of whom proudly wore the 'Uniform' of the WRAAF Association. We seem to be one name short here, we have 13 beautiful girls and only 12 names, apologies to whom we missed (*please let us know so we can fix it*). They are:



L-R: Margaret Humphreys, who was a Clerk A from 1959 to 1963, **Margaret Stevenson**, 1958 – 60, also in the clerical game, **Linde Cavanagh**, from 1970 – 73 as an Equipo, **Malvene Dicker**, Teleprinter and crypto in the early 60's, **Mary Watkins**, who was a Teleg from 1957 – 63, **Maureen Souter**, who was a Clerk A from 1965-71, **Dierdre Nolan**, Clerk Equip from 1957-61, **Margaret Huntley**, transport driver from 1963-65, **Kirsten Nicolle**, who joined in 2005, studied Avionics at Wagga and who now works on the Hercs at Richmond, **Faye Wilson (Hindle)** AMO from 1973-78, **Maureen Groves (Stone)** Clerk Admin from 1956-60 and **Margaret Bruce (Kamerling)** who was an Ed Assistant from 1959-61

Malvene was one of our beautiful Page 3 girls back in [April 2010](#) and Kirsten was up from Richmond, holidaying in Brisbane and marched with the 'old' girls.

Most of these girls were forced to leave the RAAF only because they committed the RAAF's cardinal sin of the time – and got married. How brilliant was that, the RAAF spent tons of time and money training these girls to do a responsible job, then the minute they got married, kicked them out. Blokes, on the other hand, could get married, divorced, married again, do what they liked and Mr RAAF didn't care one bit. Thank goodness that stupid law was dumped.

3 Sqn.



John Monkhouse, and Kev Millard, both ex 3 Sqn armourers.

33 Squadron.

33 Squadron was first formed in 1942, during World War II and equipped with four Short Empire flying boats. Less than two weeks later the Squadron suffered its first loss when one of the Empires was destroyed in a landing accident at Townsville; the six crew members were killed. A second Empire was destroyed at its mooring during a Japanese air attack on Broome in March 1942 shortly after, another Empire was impressed from Qantas to replace the two lost aircraft. One of the Squadron's tasks was Search-and-Rescue; it lost another Empire in August 1942 after it sank in heavy seas off the coast of New Guinea while trying to rescue survivors of a torpedoed ship.



The Squadron transferred to Port Moresby in 1943, from where it provided air transport to Australian forces involved in the New Guinea campaign. In October that year it was re-equipped with DC3's which it operated for the rest of the war after which it was tasked with repatriating service personnel and former prisoners of war. It was disbanded in Townsville in 1946.

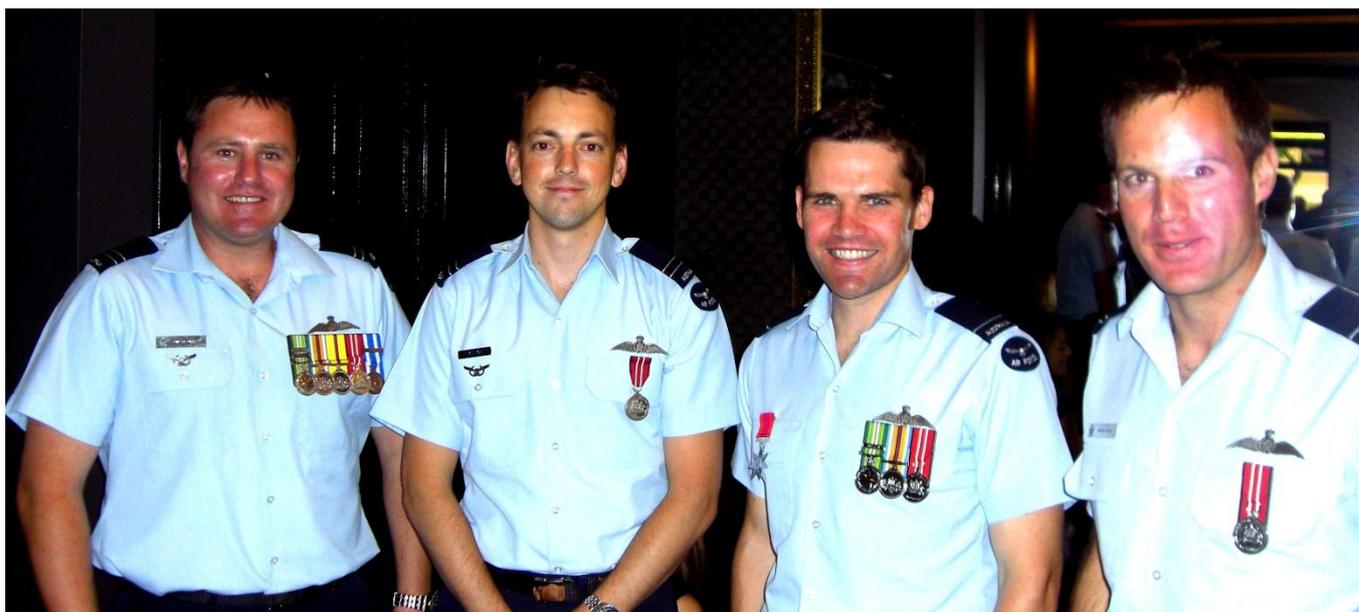
The Squadron was re-formed in February 1981 and equipped with two modified Boeing 707s. It was also responsible for providing long-range transport to Australian and visiting VIPs. In 1983, it acquired two further 707s, and a further 2 were purchased in the late 1980's and four of these aircraft were

converted to Tankers to refuel the F/A 18's. In October 1991, one of the Squadron's transport-configured Boeing 707s was lost when it crashed in the sea off the coast from East Sale, during a training flight; all five crew members were killed

The VIP role was relinquished in 2002 when 34 Sqn received its Boeing 737 Business Jets. In 1998, 33 Sqn was asked to provide air-to-air refuelling support to Coalition forces in the Middle East and again in 2002 in Afghanistan. The last Boeing 707 was retired in mid-2008, bringing to an end the 29-year operational history of the type in the RAAF. (See [HERE](#))



In mid 2008 the Squadron relocated to Amberley and became the perfect Squadron – it had no aircraft. The Squadron awaits delivery of the new KC-30A tanker-transport aircraft from Airbus, which were originally due to be delivered in 2008.



L-R: James Barden, Paul Taylor, Stephen Gibbins, Nathan Wilks.

The 4 blokes, above, have the enviable task of flying the RAAF's new Airbus A320 inflight refuelling tankers.

An enormously wealthy 65-year-old man falls in love with a beautiful young woman in her twenties and is contemplating a proposal.
"Do you think she'd marry me if I tell her I'm 45?" he asked a friend.
"Your chances are much better," said the friend, "if you tell her you're 90."

Vungers' Boys.

The four blokes below were all in Vung Tau in the late 1960's, early 1970's, though only 1 was with a squadron that flew real aeroplanes, the other 3 were with a squadron that had those noisy helicopter things. They are:



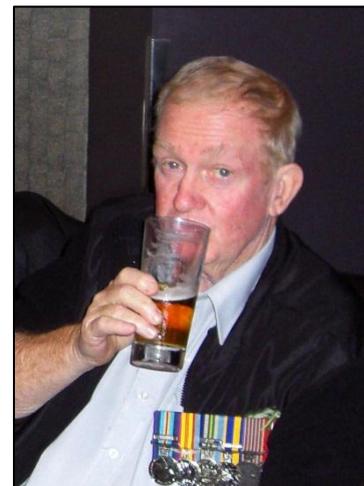
L-R: "Al" Pickering, 35 Sqn radio, from June 1970 to Jan 1971; **Ian "Tex" Hayne**, 9 Sqn Sumpie from March 1970 to March 1971; **Wayne 'Whiskey' Carter**, 9 Sqn Eleco from May 1968 to May 1969; **Alan Crawford**, 9 Sqn Framie, from June 1968 to May 1969.



John Donohue, fatigue meter reader, 38/35 Sqn



Catherine Munro, Admino Amberley



Wally Jolley, Sparky 38/35 Sqn

33 Squadron Crew Assistants.

These two lovely girls are in one of the RAAF's "newest" jobs – airborne Crew Assistant. Their role is to provide safety, comfort and in-flight service to passengers and crew on RAAF aircraft operated by 33 SQN and 34 SQN. They are:



Erin Wallace, Daniella Olofsson

Their primary duty is to ensure the safety and survival of all passengers in an emergency situation. Other duties include the provision of in-flight food and beverage service; loading and unloading of passengers; compilation of aircraft documentation; calculation of aircraft weight and balance (34 SQN only); observation of aircraft / cabin condition; liaison with aircraft Captain; and general cleaning duties on the aircraft.

If we had the option of choosing whether to have one of these beautiful girls or John Mac tell us where to sit – we know who we'd choose.....sorry John.

9 Sqn.

Three blokes from that Squadron that flew those noisy, rattly, shakey old aircraft, were joined by a bloke who used to get a one way ticket into the bush all those years ago and who used to look forward to them coming back to get him after he had busted up a few things. They are:



L-R: Ron Mitchel, 9Sqn; Lachy Milne, 9Sqn; Graham Brammer, SAS, OAM; Terry Pinkerton, 9Sqn.

A couple of radio blokes, slumming it with an old sumpie?



L-R: Malcolm McPhail, 33 Sqn, AVTECH; Phil Turner, 33 Sqn, AVTECH, Bill DeBoer (MID), most things (see [HERE](#)).

Malcolm and Phil are based at Amberley, awaiting their new aircraft, the Airbus Tankers. Bill started his RAAF career as an engine fitter, transferred to being a Load Master on Caribous, did a stint in Vietnam from Dec 1969 to Dec 1970, then on return to Aust, was posted to Hercs and then Boeing 707's, and trained as a flight engineer He then got this civvy tickets and eventually held engineer ratings on Boeing 747's and 707's.

Agent Orange.

It seems there are more battles looming between the AWM and its official Historians and the VVAA. Graham Walker is a senior and long serving member of the VVFA and he has been fighting this for a long time. See [HERE](#)

Back in the 1800's, the Tate's Watch Company of Massachusetts wanted to produce other products, and since they already made the cases for watches, they used them to produce compasses. The new compasses were so bad that people often ended up in Canada or Mexico rather than California. This of course, is the origin of the expression: "He who has a Tate's is lost!"

Sorry Rupel!!

The enormous cost of War!!

Ted the Mac

Wars are an enormous and unnecessary waste of human life. During World War 2, on average, 6,600 American Service men died each month – that’s an average of 220 per day. Wars are also an enormous waste of effort and equipment. Most Americans who were not adults during WWII have no understanding of the magnitude of the waste. This listing of some of the aircraft facts gives a bit of insight to it.

During the war, a total of 276,000 aircraft were manufactured in the US.

The US civilian population maintained a dedicated effort for four years, many working long hours seven days per week and often also volunteering for other work. WWII was the largest human effort in history.

Statistics from Flight Journal magazine.

THE PRICE OF VICTORY (cost of an aircraft in WWII dollars)

B-17	\$204,370.	P-40	\$44,892.
B-24	\$215,516.	P-47	\$85,578.
B-25	\$142,194.	P-51	\$51,572.
B-26	\$192,426.	C-47	\$88,574.
B-29	\$605,360.	PT-17	\$15,052.
P-38	\$97,147.	AT-6	\$22,952.

From 1942 onward, America averaged 170 planes lost every day. The numbers are mind boggling.

During the war, the US produced 12,731 B-17 bombers, stretched wingtip to wingtip they would extend for 400 klms, that’s a bit further than from Melbourne to Holbrook, amazing figures when you think of them.

Here are some more figures:

THE NUMBERS GAME

3.67184943 × 10 ¹⁰ litres of fuel was consumed,	1942-1945
107.8 million hours flown,	1943-1945
459.7 billion rounds of aircraft ammo fired overseas,	1942-1945
7.9 million bombs dropped overseas,	1943-1945
2.3 million combat sorties, (one sortie = one takeoff).	1941-1945
299,230 aircraft accepted,	1940-1945
808,471 aircraft engines accepted,	1940-1945
799,972 propellers accepted,	1940-1945

The Irish have solved their own fuel problems.
They imported 50 million tonnes of sand from the Arabs and they're going to drill for their own oil.

These are the number of different aircraft produced, by all countries, during the war.

Ilyushin IL-2 Sturmovik 36,183



Yakovlev Yak-1,-3,-7,-9 31,000+



Messerschmitt Bf-109 30,480



Focke-Wulf Fw-190 29,001



Supermarine Spitfire/Seafire 20,351



Convair B-24/PB4Y Liberator/Privateer 18,482



Republic P-47 Thunderbolt 15,686



North American P-51 Mustang 15,875



Junkers Ju-88 15,000



Hawker Hurricane 14,533



Curtiss P-40 Warhawk 13,738



Boeing B-17 Flying Fortress 12,731



Vought F4U Corsair 12,571



If a turtle doesn't have a shell, is he homeless or naked??

Grumman F6F Hellcat 12,275



Petlyakov Pe-2 11,400



Lockheed P-38 Lightning 10,037



Mitsubishi A6M Zero 10,449



Surely there is another word out there for synonym.

North American B-25 Mitchell 9,984



Lavochkin LaGG-5 9,920



The LaGG-5 was produced with both water-cooled (top) and air-cooled (bottom) engines.



Grumman TBM Avenger 9,837



Bell P-39 Airacobra 9,584



Nakajima Ki-43 Oscar 5,919



DeHavilland Mosquito 7,780



Avro Lancaster 7,377



Heinkel He-111 6,508



Handley-Page Halifax 6,176



Messerschmitt Bf-110 6,150



Lavochkin LaGG-7 5,753



How do they get koalas and roos to cross the road only at those yellow road signs.

Boeing B-29 Superfortress 3,970**Short Stirling 2,383**

And not all losses were as a direct result of conflict, in less than four years (December 1941- August 1945), the US Army Air Forces lost 14,903 pilots, aircrew and assorted personnel plus 13,873 aircraft, inside the continental United States. They were the result of 52,651 aircraft accidents (6,039 involving fatalities). That is 1,170 aircraft accidents per month, nearly 40 a day.

It gets worse.....Almost 1,000 US Army planes disappeared while being delivered from the US to foreign countries and 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) with a huge 20,633 attributed to non-combat causes. In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England .

In 1942-43, it was statistically impossible for bomber crews to complete a 25-mission tour in Europe. Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas .

By the end of the war, over 40,000 airmen had been killed in combat theatres and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were pegged at 121,867. US manpower made up the deficit. The Army Air Force's (AAF) peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure. The losses were huge---but so were production totals.

From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but also for allies as diverse as Britain, Australia, China and Russia. In fact, from 1943 onward, America produced more planes than Britain and Russia combined and more than Germany and Japan together manufactured during 1941-45.

It was not only the US which took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled haemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

The US sent many of her sons to war with an absolute minimum of training. Some fighter pilots entered combat in 1942 with less than 1 hour in their assigned aircraft. The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 to fly the P51, having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission. A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. Some had one hour. When new type aircraft arrived, many combat units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly `em."



When the famed [4th Fighter Group](#) converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly `51s on the way to the target .A future P-47 ace said, "I was sent to England to die." He was not alone. Some fighter pilots tucked their wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade. Of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 co-pilots were less than a year out of flight school.

In WWII flying safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 while transitioning to the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours, a horrific figure considering that from 1980 to 2000 the US Air Force's major mishap rate was less than 2. The B-29 was even worse at 40; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to stand down for mere safety reasons. The AAF set a reasonably high standard for B-29 pilots, but the desired figures were seldom attained. The original cadre of the 58th Bomb Wing was to have 400 hours of multi-engine time, but there were not enough experienced pilots to meet the criterion. Only ten percent had overseas experience. Conversely, when a \$2.1 billion B-2 crashed in 2008, the Air Force initiated a two-month "safety pause" rather than declare a "stand down", let alone grounding. The B-29 was no better for maintenance. Though the R3350 was known as a complicated, troublesome power-plant, no more than half the mechanics had previous experience with the Duplex Cyclone. But they made it work.



Perhaps the greatest unsung success story of AAF training was Navigators. The Army graduated some 50,000 during the War and many had never flown out of sight of land before leaving the US for a war

zone. Yet the huge majority found their way across oceans and continents without getting lost or running out of fuel--- a stirring tribute to the AAF's educational establishments.

It was possible for a flying cadet at the time of Pearl Harbor to finish the war with eagles on his shoulders. That was the record of John D. Landers, a 21-year-old Texan, who was commissioned a second lieutenant on the 12th December, 1941. He joined his combat squadron with 209 hours total flight time, including 2½ in P-40s. He finished the war as a full colonel, commanding an 8th Air Force Group --- at age 24. As the training pipeline filled up, however those low figures became exceptions. By early 1944, the average AAF fighter pilot entering combat had logged at least 450 hours, usually including 250 hours in training. At the same time, many captains and first lieutenants claimed over 600 hours.

At its height in mid-1944, the Army Air Forces had 2.6 million people and nearly 80,000 aircraft of all types. Today (2009) the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft. The 2009 figures represent about 12 percent of the manpower and 7 percent of the airplanes of the WWII peak.

Whether there will ever be another war like that experienced in 1940-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones over Afghanistan and Iraq .But within living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.

DFRDB.

Not surprisingly, the on-again, off-again, will it or won't it, enquiry into indexation of DFRDB pensions generates lots and lots of correspondence, it's a topic that affects many people. Peter Thornton has written a letter to Parliament commenting on the 2010 Department of Finance's Update of the 2008 Matthews' Review.



Dear Senators and Members of Parliament,

Please find attached my research paper and formal response to this year's Department of Finance "Update" to the flawed Matthews' Review of 2008.

Upon inspection, you will find that I have left no stone unturned and I believe that there is a strong case for the Parliament to seriously reconsider its position in regards to the fair and equitable indexation treatment of Commonwealth and Military Superannuation.

Last week, I watched live the Senate debate that ensued over the Fair Indexation Bill for DFRDB. What struck me straight away was Senator Wong's statement that the "fiscal cost" is estimated to \$1.7B over the next 4 years.



This figure appears to be a threefold increase on that same Actuary's 2008 figures (See it [HERE](#)) submitted to the Matthews' Review. There must be some mistake!

As you will find within my paper, the Parliament already has the means to ameliorate the indexation problem with a possible solution to actually save additional money as well. If the recommendations of utilising the Future Fund and the ARIA funds under management were adopted, it would circumvent the need for the Senate / Parliament to look elsewhere; alleviating the need to put the Government's Program agenda in jeopardy (i.e. Defence / DMO activities) or drawing upon the Rent Resource Tax. I am sure that if the Treasury and Finance were given a Parliamentary mandate to look at the balance sheet in a more holistic way (as opposed to just a "fire and brimstone" perspective) then I am sure we would find a win-win solution for all concerned.

Also, and to dismiss a common political notion that this is just a Canberra centric issue, I have also attached a schedule (see it [HERE](#)) detailing the total number of affected members within each of the pre-2010 election marginal seats (with a few extras thrown in). Please don't misconstrue this list as some form of cheap Political blackmail, it is in fact a genuine and sincere attempt to apprise the Parliament that this issue is truly ubiquitous throughout the community anywhere from the outback deserts of the electorate of Linigari to perhaps a digger sitting in RSL in down town North Sydney (a profile for all electorates will be built in time).

You can see his letter [HERE](#)

Update!!!

The Committee recommends the Senate not approve the Bill. The dissenting report recommends otherwise. You will note that the committee members for this inquiry consisted of 3 ALP (2 NSW and 1 Tas), 2 LP (Vic) and one Green (WA). Despite the Greens election rhetoric about supporting Fair Indexation it is instructive to note that the Greens senator voted **with** the ALP AGAINST the bill.

The report is now available [HERE](#).

The bill should now come up in the Senate mid June so get your pens out and write a note to **your** state senators expressing your disgust. If you keep quiet they will think you are in agreement with them!!

One nice thing about egotists, they don't talk about other people.

Lemon cars.

Choice

We've all had one – a car that was just a dud – a lemon!! Some cars will go on forever without ever having seen a spanner, while others (and it's only a small number) of the same model and make will be complete disasters, forever letting you down. Up until now, all you could do was keep taking it back to the company that sold it to you and have them try and fix it under warranty, which for some reason, never seemed to work, and then when the warranty ran out, you were on your own.



Well, at long last, State Governments have brought in Lemon Laws which will mean that if you get a dud you can take it back to the seller and claim a replacement or a refund. The way the law stood, if you got a dud you had Buckley's chance of getting a replacement or your money back, all the law required was for the seller to repair the car under warranty.

And there was no hope of being compensated for the inconvenience, aggravation, lost income and costs racked up while constantly taking the car back to the dealer either. Some new car buyers have tried but only a few very determined ones have succeeded, usually after long, expensive battles against squads of car company lawyers in various courts.

The new Australian Consumer Law (ACL), developed by the states and the Australian Competition and Consumer Commission, came into force on January 1 this year. It's not as tough as the US lemon laws, but it gives you much more protection than the maze of state and federal consumer regulations you previously had to navigate to make a case that your car resembled a particularly bitter variety of citrus fruit.



The Australian Consumer Law applies to most goods and services, including new and used cars, except those bought at auction or private sale, where you're still basically on your own.

When you buy a car from a dealer, you now have the protection of legally enforceable consumer guarantees, including that the car is of acceptable quality (which includes being safe, free from defects and durable) and reasonably fit for any purpose you specify when buying it, such as towing.

If you have what the ACL calls a major failure with your car, you are entitled to return it to the dealer to claim a refund, or a replacement -- your choice of an identical new car or one of similar value. The definition of "A major failure" is when a reasonable consumer would not have bought the car if they had known about the problem, or when the car is substantially unfit for its normal purpose.

In other words -- the car is a lemon.

If you have a minor problem with the car, the dealer is still allowed to fix it under warranty and if you bought the car in (say) Brisbane and while on holidays in Melbourne you have to get the car fixed, you're entitled to claim any costs from the dealer who sold you the car.

However, where the new law has teeth is:- if the dealer can't fix the problem within a reasonable time, you are now entitled to a refund or a replacement.

So, at last, the classic tactic of some dealers and manufacturers stringing you along by continually saying, "Just bring it back and we'll try to fix it under warranty" (until the warranty runs out), will no longer work. And when the warranty expires you are still protected by the ACL's consumer guarantees. While the law is pretty straight forward when dealing with new cars, when being applied to used cars the car's age and kilometres driven since you bought it will be taken into account when determining your entitlements.

The ACL also addresses one of the other great traps of the car business -- the extended warranty. Many new and used car buyers have paid thousands of dollars for one of these, on the (mis)understanding that, first, it's the only way to cover themselves against repair costs when the factory warranty runs out and, second, that when they make a claim under the warranty, it will be honoured. Those same car buyers have often found, to their great cost, that these extended warranties sometimes are not worth the paper they are written on.

They are, first and foremost, a way to increase a dealer's profit margin on the car. Most have very onerous conditions, including mandatory servicing schedules at the dealer who sold you the car. In the worst cases, consumers have called the helpline number on the warranty policy only to find there's nothing other than an answering machine on the other end of the line. The ACL states that manufacturers and dealers must not pressure you into buying an extended warranty, or tell you that you have to buy one.

In fact, you now have rights under the ACL's guarantees that are equal to or greater than any supposed benefits you're paying for under an extended warranty policy.



If you think you've bought a lemon, the first step is to tell the dealer.

You should go to the dealer who sold you the car and point out to them that they are legally obliged to provide you with a car that does what it is supposed to do under the ACL consumer guarantees. Dealers can no longer pass the buck by telling you to take your car's problems up with the manufacturer. The dealer is responsible, under the ACL, for providing you with a replacement or a refund. The dealer can then sort out reimbursement

from the manufacturer. That's his problem, not yours.

The ACL also imposes similar customer guarantee obligations on manufacturers and importers, including car companies. A manufacturer must now guarantee, to you, the consumer, that the new car you have bought is of acceptable quality and matches the description on which you based your decision to buy it. A manufacturer must also guarantee the availability of repairs and spare parts for a reasonable time after you have bought the car.

If the manufacturer fails to meet one of these consumer guarantees, you also have rights against them. You are entitled to ask for an amount covering the drop in value of the car as a consequence of the manufacturer's failure to meet any consumer guarantee. You are also entitled to claim compensation for costs such as lost time, income or productivity caused by the problems with your car.

If a dealer wants to argue about whether your car is a lemon, tells you to keep bringing it back for warranty repairs or simply refuses to acknowledge your rights under the Australian Consumer Law, you should notify the ACCC, the federal regulator responsible for ensuring that dealers and manufacturers

comply with the law, and contact the consumer tribunal in your state or territory, which will advise you on how to get some long overdue lemon-aid.

A group of chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories. After about an hour, the manager came out of the office and asked them to disperse. "But why?" they asked, as they moved off. "Because," he said, "I can't stand chess nuts boasting in an open foyer."

Compressed air car.

The huge Indian Tata Motors is ready (we think) to introduce an Air Car that uses compressed air, as opposed to the petrol/diesel-and-oxygen explosions of internal-combustion engines to drive its engine's pistons. This will be the world's first air-powered car with zero emissions. Now that will really make Mr Caltex, Shell and others sit up and take notice. The concept was developed by ex-Formula One engineer Guy Nègre for the Luxembourg-based company [MDI](#) and taken up by Tata.

Compressed air cars are powered by motors fueled with air which is stored in a tank at high pressure (4500 psi). Rather than driving engine pistons with an ignited fuel-air mixture, compressed air cars use the expansion of compressed air, in a similar manner to the expansion of steam in a steam engine.

The Storage tanks will probably be made of carbon-fibre for weight reduction while maintaining strength as if and when penetrated, carbon fibre will crack but not produce shrapnel. This is not a new concept as there have been prototype 'air' cars since the 1920s and compressed air has been used in torpedo propulsion as well but with the new injectors and electronics that are available today, it looks like they could soon become the norm.

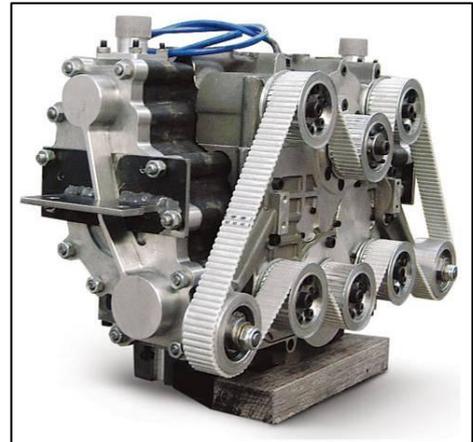


It works like this:

Outside air is drawn into the compression chamber of the engine and compressed to about 300 psi. At the highest point of pressure (at 'top dead centre'), this air reaches 400°C (centigrade), and, at that point, a small amount of air from the storage tank is injected into the combustion chamber.

Since the injected air is much colder than the outside air compressed in the cylinder ([Charles's law](#)), the injected air is heated instantaneously, causing a sudden expansion/explosion, which pushes the piston down. The air tanks fitted to the underside of the vehicle hold about 300 litres of compressed air and this will power the Air Car for up to 300km.

The cars are fitted with their own compressors which can be plugged into a normal household power point. It will take about 4 hours for the vehicle to refill its own compressed air tanks but if and when the cars become plentiful, "re-airing" centres, like the current service stations will be established and they can 'refill' the car in about 3 minutes (like they do with gas today) – at a cost of about \$2.00.



The temperature of the clean air expelled by the exhaust pipe is between 0-15 degrees below zero, which makes it suitable for use by the internal air conditioning system with no need for gases or loss of power.

Bring it on!!!!

A woman has twins and gives them up for adoption. One of them goes to a family in Egypt and is named "Ahmal." The other goes to a family in Spain; they name him "Juan." Years later, Juan sends a picture of himself to his birth mother. Upon receiving the picture, she tells her husband that she wishes she also had a picture of Ahmal. Her husband responds, "They're twins! If you've seen Juan, you've seen Ahmal."

New Engine - 100 MPG

The Germans have developed a new engine. It's a two cylinder with four pistons and it delivers 300+ Horse Power. It is extremely small and very efficient and is presently in use in test applications. It is called OPOC (Opposed Piston Opposed Cylinder) and it's a turbocharged two-stroke, two-cylinder, with four pistons, two in each cylinder, that will run on petrol, diesel or ethanol. The two pistons, inside a single cylinder, pump toward and away from each other, thus allowing a cycle to be completed twice as quickly as a conventional engine while balancing it's own loads.



The concept was developed by Prof. Peter Hofbauer. During his 20

years at VW, Hofbauer headed up, among other things, development of VW's first diesel engine and the VR6. The OPOC has been in development for several years and the company claims it's 30 percent lighter, one quarter the size and achieves 50 percent better fuel economy than a conventional turbo diesel engine.

They're predicting 100 MPG in a conventional car!

You can see a video of the engine working [HERE](#).

Switchblade - Miniature Loitering Weapon

During the mid 2000's the US based Defence Advanced Research Projects Agency (DARPA), later followed by the U.S. Air Force research Lab, promoted research and development of technologies related to the use of miniaturized, loitering aerial weapon systems. One of the programs evolving from these studies was Project Anubis. The objective of the project was the development of a prototype for a Non Line of Sight (NLOS) weapon system to engage time-sensitive, fleeting, high value targets. The Anubis weapon was an armed, tactical miniature aerial system (MAV), equipped with an imaging sensor capable of target identification, tracking and terminal guidance. The MAV is also equipped with a small warhead for lethal attack.

The system employs innovative seeker/tracking sensor algorithms that enable engagement of stationary or manoeuvring targets ensuring high kill probability. The small warhead utilized with the system results in 'very low collateral damage'. In fact, Anubis will be able to perform what special operations snipers are doing today - but offer operators more opportunities to strike, perform more complex missions at longer range and ensure maximum safety for the shooter.



In January 2010 small UAV specialist AeroVironment was awarded the final increment of \$1.18 million for the third phase of development. According to the Air Force, Anubis will be able to track-down high-value manoeuvring targets flying in 'non-line-of-sight' conditions (hinting at urban warfare). AeroVironment is not relating officially to the Anubis program, but has unveiled a similar weapon system called Switchblade. If Anubis is in fact the Switchblade AeroVironment is already offering, it will also have a potential to become an aerial munition offering new capabilities for small UAVs so far unable to carry out such missions. In December 2010 the company was selected as one of three finalists for the Air Force's LMAMS program, aiming to field miniature-lethal drone capability with Special Operations units by 2012.

AeroVironment describes the Switchblade as the war-fighter's "magic bullet". It can rapidly provide a powerful, but expendable miniature flying Intelligence, Surveillance and Reconnaissance (ISR) package

on a Beyond Line-of-Sight (BLOS) target within minutes. This miniature, remotely-piloted or autonomous platform can either glide or propel itself via quiet electric propulsion, providing real-time GPS coordinates and video for information gathering, targeting, or feature/object recognition. The vehicle's small size and quiet motor make it difficult to detect, recognize, and track even at very close range. The Switchblade is fully scalable and can be launched from a variety of air and ground platforms. It is controlled via a common ground launcher, also used for controlling the RQ-11B Raven, Wasp or Puma.

The Switchblade's payload and launcher, weighing less than six pounds total, can be carried in a backpack by a single soldier. The mini UAV, which sends streaming video and GPS coordinates back to its operator, can be transformed from an intelligence, surveillance and reconnaissance UAV into a mini bomb striking a target beyond the line of sight.

The battery-powered vehicle has a very low visual, acoustic and thermal signature. AeroVironment says the weapon can also be deployed from submarines, ground vehicles and a manned, as well as unmanned, aircraft. It is designed to operate at low level - below 500 ft above ground, and at a maximum altitude 15,000 ft. Officially, Switchblade has an endurance of 'greater than five minutes', but the system is scalable to meet changing user requirements.

The company already produces the Wasp III micro-UAV for the U.S. Special forces and Marine Corps and in 2008 has been awarded a development project for the "Stealthy, Persistent, Perch and Stare (SP2S) UAS", based on a modified WASP design.

You can see a video of it in action [HERE](#)

Murphy, a furniture dealer from Dublin, decided to expand the line of furniture in his store, so he decided to go to Paris to see what he could find. After arriving in Paris, he visited with some manufacturers and selected a line that he thought would sell well back home. To celebrate the new acquisition, he decided to visit a small bistro and have a glass of wine. As he sat enjoying his wine, he noticed that the small place was quite crowded, and that the other chair at his table was the only vacant seat in the house. Before long, a very beautiful young Parisian girl came to his table; asked him something in French (which Murphy couldn't understand); so he motioned to the vacant chair and invited her to sit down. He tried to speak to her in English, but she did not speak his language. After a couple of minutes of trying to communicate with her, he took a napkin and drew a picture of a wine glass and showed it to her. She nodded, so he ordered a glass of wine for her. After sitting together at the table for a while, he took another napkin, and drew a picture of a plate with food on it and she nodded. They left the bistro and found a quiet cafe that featured a small group playing romantic music. They ordered dinner..... after which he took another napkin and drew a picture of a couple dancing. She nodded, and they got up to dance. They danced until the cafe closed and the band was packing up. Back at their table, the young lady took a napkin and drew a picture of a four-poster bed.

To this day, Murphy has no idea how she figured out he was in the furniture business.

Kilroy was here!

Ken Morris contacted us a while back about his friend Al Needham who is married to Kathy who before she was married was Kathy Kilroy. Kathy



is the daughter of Jim Kilroy, the bloke who made the “Kilroy was here” notes in ships under construction in Boston during WWII and Ken told us the story.

At the time we were interested in telling the story in the RAM but Ken’s friend Al thought he would be in trouble with his wife if we did – so we didn’t. Well, Ken has been in touch again and says that Kathy’s brother Jim has given an interview to [Radio Boston](#) and told them the story and he suggests that now as the story is out there it wouldn’t hurt if we ran it – so here is the story as told to us some time ago by Ken.

“You’ve probably seen it scrawled somewhere. The three words “Kilroy was here,” complete with an odd, little man peeking over a wall. In his book, “The History of American Graffiti,” Cambridge artist and author **Caleb Neelon** says “This little icon was something that grew in the latter days of the second World War and became kind of like the U.S. Armed Forces’ tag, almost. It certainly wasn’t thought of that way, but it was something that was easy enough for everybody to remember. And for all these young men who were headed off to the war, it was sort of a reassuring sight, in a way, I think because it meant you weren’t on unknown ground. The Americans had been here before — Kilroy had been here before and Kilroy was on your team.”



At the time, it wasn’t really important who Kilroy was and Neelon says the icon managed to become popular myth. “Kilroy was at the top of Mt. Everest, Kilroy was on the Moon, Kilroy was everywhere,” Neelon said. “You can go look at the Bugs Bunny ‘Hare Devil Hare’ cartoon where he meets Marvin the Martian who’s going to blow up the Earth. You know, Bugs goes to the Moon, what does he see? He sees ‘Kilroy was here.’”

In 1948, the Transit Company of America held a contest to find the real Kilroy. As it turns out, he lived in Halifax, on the South Shore.

“James J. Kilroy was a man who had worked as a rate setter at the Bethlehem Steel Shipyard in the Fore River shipyard in Quincy. That was a location where a lot of the big ships that helped the U.S. and the allies win World War II, they came out of that shipyard. There were tens of thousands of men who worked there at the time. Kilroy was an inspector and to mark his work he would write that now-famous phrase

on ship parts. He didn’t do the little man peeking over the wall, that was an after-market addition that someone along the way coupled with it.

James J. Kilroy died in 1963. While researching the graffiti book, Neelon tracked down Kilroy’s eldest son and namesake who said. “When I was a kid it was almost bewildering and it was embarrassing,” Kilroy recalled in his Marshfield kitchen. “It was like making fun of our name. I never had a positive feeling toward it and I’m not sure anyone in my family did. It was just was of those weird things that happened.”

Kilroy the younger is 78 years old now and remembers the transit company contest that recognized his dad and said he’ll never forget what the Kilroy family was given for winning: a trolley car. The transit company plunked it



down in the family's backyard. The whole thing is surreal for this James Kilroy, and he's long wondered how "Kilroy was here" went viral — especially in a pre-Internet era. One of his theories involves the hundreds of other inspectors his dad worked with at the shipyard.

"There must have been 'Smith was here' and 'Jones was here.' But he had been a sign painter and he had this great, really strong penmanship," Kilroy said of his father. "And my guess is that if this is, in fact, where it came from was (that) his graffiti, for lack of a better word, stood out."

"And that's pretty much the story," he added with a laugh.

Or part of it, at least. But James Kilroy wanted to add one more ironic piece to the tale.

"My father was not in the service," Kilroy said. "In fact, I don't think he ever left the state of Massachusetts except for, occasionally, trips to Rhode Island and Rockingham, N.H., which were race tracks." His dad was not exactly a world traveller. "That, I think, was the funniest part about the whole thing — this guy never left the state," Kilroy mused.

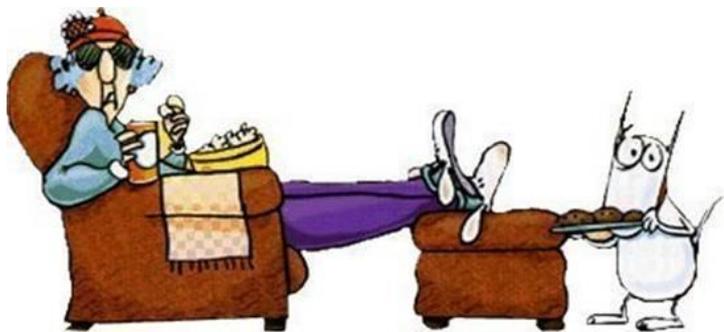
But, of course, his father's accidental graffiti "tag" sure did.

My Living Will.

Last night, my kids and I were sitting in the living room and I said to them, 'I never want to live in a vegetative state, dependent on some machine and fluids from a bottle. If that ever happens, just pull the plug.'

They got up, unplugged the computer and threw out my wine.

They are SO on my shit list...



Fatal C-17 Crash.

John McDougall

The results of an investigation into a fatal C-17 Globemaster III aircraft crash at Joint Base Elmendorf-Richardson, Alaska were recently released. Gen. Gary North, Pacific Air Forces commander, directed an investigation into the incident which resulted in the deaths of the four crewmembers aboard, the destruction of the \$184 million aircraft and damage to part of the Alaska Railroad. The accident investigation board found clear and convincing evidence the cause of the mishap was pilot error. The investigation revealed the pilot placed the aircraft outside established flight parameters and capabilities.

During the mishap sortie, the pilot aggressively flew the aircraft in a manner inconsistent with established flight procedures, resulting in a stall. The pilot failed to take required stall recovery actions. Furthermore, the board concluded the co-pilot and safety observer failed to recognize or address the

developing dangerous situation. As a result, the C-17 stalled at an attitude and at a level from which recovery to controlled flight was impossible.

The mishap occurred as the C-17 practised for the Arctic Thunder Air Show scheduled for the weekend of July 31 at Joint Base Elmendorf- Richardson. You can get a copy of the report [HERE](#) and you can see video of the accident [HERE](#).

The footage has been edited to cut off just prior to the aircraft's impact out of consideration and respect for the families of the deceased.

They're not as good as they used to be....

How often do you hear that – a lot of people reckon the cars that used to be made back in the 60's were a heap stronger than the ones made today. “Back then they were made of metal, whereas today it's all plastic”.



Well – how true is that??

Recently they got a 1959 Chevy (above) and a Chevy Malibu which was made in 2009 and decided to bang them together head to head – just to see what would happen. There is no sound but the video is amazing - it will surprise you.

You can watch it [HERE](#).

This page left blank.

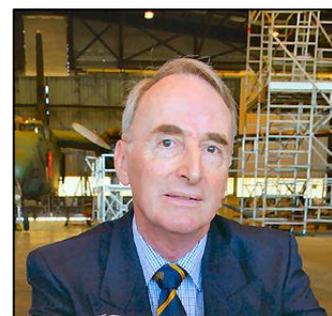
Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out.



Don Porter advises us that **Tony Hill** is no longer able to take visitors other than family. It is thought that he will not be leaving hospital. His wife Janine has moved in with him and there is not all that long to go. Notwithstanding Janine said that he may still be able to take the odd telephone call.

John “Sambo” Sambrooks advises that **Jeff Pedrina** (right) recently had a fall and severely injured himself. He had fluid on the brain and they had to insert a shunt.



Ernie Gimm advises us that **Norrie Cross** is in hospital after a tussle with his vehicle, resulting in him needing a skin graft to his leg. The graft is looking good, and he has been up and walking under supervision. He has been transferred to the Sir Charles Gairdner rehab unit in South Perth, and his daughter, Cherilyn, is sure he will enjoy responding to the emails when he eventually gets back home. Cherilyn would also like to thank the many members of the Djinnang Association who have been in touch with her dad.

Peter Robinson advises us that “**Ray Hay** is in hospital in Bridgetown. He is in more for observation than anything else after suffering some sort of seizure at home. He is mobile and in fine spirits”.

Wally Jolley (right) has not had a good year. Recently he was diagnosed with Bowel cancer which required surgery and fortunately for Wally, all the bad bits were found and removed and he didn't have to go through that terrible chemo therapy. He had been sitting at home in Melbourne, feeling sorry for himself, so his daughter bundled him off to Brisbane for the Anzac Day march, primarily to get him out of the house and secondly so he could meet up with a bunch of his mates, have a few beers, tell a few lies, eat a bunch of sausage rolls and forget about the bit of rotten luck that he has encountered. We all wish you well mate, a speedy recovery and look forward to seeing you again in April 2012.



Rick Holmes advises that **Snow Coughlan** had prostate surgery in the Mercy Private Hospital East Melbourne on the 5th April. Rick spoke to Snow shortly after the surgery and he has been given the "all clear" with no residual cells found. Rick says he sounded quite upbeat although he will miss the monthly lunch on the 13th and is unlikely to make an appearance on ANZAC Day.

Mick Lawson says he received an email from Robert Hill, an ex RadTech (9 years), who subsequently worked with Qld Rail and then for the private sector for a couple of years. He has continued studies and is now a junior Doctor in Alice Springs. Robert told him that **Chris Kirkhouse** ex-Radtech ground, who now lives in Perth, has cancer and unfortunately, has not much longer to live

Where are they now?



Col Price is trying to find **Peter Shoutens** (not sure of his family name spelling), He believes he lives around Logan (Qld) somewhere but can't find him in the phone book. Haven't heard from or spoken with him for ages and would love to catch up.

Can anyone help, if you can, get in touch with us and we'll pass it on to Col. (Benny??)

Henry Ratnik is hoping to catch up with **Peter O'Brien** – Peter, if you're out there please get in touch.

We heard from Geoff Schmidt, he wrote, "Thanks for the report on the [Avalon Airshow](#).....I also attended and enjoyed it immensely. Talking to the RAAF Sqn Ldr (Harper) on exchange with the USAF in Alaska flying the F-22 Raptor was special for me. He is a lucky lad and I believe we are the only country to have such a privilege. As you know, the F-22 is heavily guarded for its performance characteristics.

I would like to get in touch with some missing Rad Tech A's from 75 Sqn Fast Caravan days as we plan to hold a reunion on the 14th May". If there are any out there, get in touch with us and we'll pass on your details to Geoff. You'll miss this reunion, but at least you get to hear if there is another.

Eslynn Hopper says "I noted the WRAFFS had a reunion in [Brisbane in 2011](#). I am trying to contact **Doreen Vance** who was in Darwin during the 50s. Does anyone know where she is these days or how I can contact her.

Can anyone help, if you can, get in touch with us and we'll pass it on to Eslynn.

Dale Peters asks, "Perhaps you could help me (and perhaps help others that might be looking for the same thing). I was a RAD Tech from 42RAC. 15 years ago, for some stupid reason, I threw out my course material and I severely regret doing that. My interest in Electronics and Antique Electronics has been rekindled. Perhaps someone out there would have the material that I could copy and return to them?? I really would like to find the authentic School of Radio material again. It would mean a lot to me. And on a different note, I see not much interest from my time (1988) onward. Why is this? Did the culture change around this time? What do you think?

You are doing a great job! You are saving a great piece of history that should not be allowed to evaporate away with time. Thank you so much!!"

Dale – I think that when the RAAF did away with ‘The Blocks’ and everyone started to live off base and went their own way was when things started to change – perhaps I’m wrong, but that’s what I reckon....anyway, we’re glad to have you!!

Mal Peters got in touch, he says: “I am trying to locate information about my father’s (**Arthur John Peters**) activities during WW2. He was a member of 35 squadron, trained in Melbourne, moved to Tocumwal then based in Rathmines and finally in Townsville. He worked extensively on Catalina aircraft. I would appreciate any information you may have. Thank you.

Service Record	
Name	PETERS, ARTHUR JOHN
Service	Royal Australian Air Force
Service Number	137492
Date of Birth	29 Sep 1925
Place of Birth	ARMIDALE, NSW
Date of Enlistment	1 Oct 1943
Locality on Enlistment	ARMIDALE
Place of Enlistment	WOOLLOOMOOLOO, N S W
Next of Kin	PETERS, ARTHUR
Date of Discharge	29 Mar 1946
Rank	Leading Aircraftman
Posting at Discharge	35 (TPS) SQDN
WW2 Honours and Gallantry	None for display
Prisoner of War	No

Can anyone help???

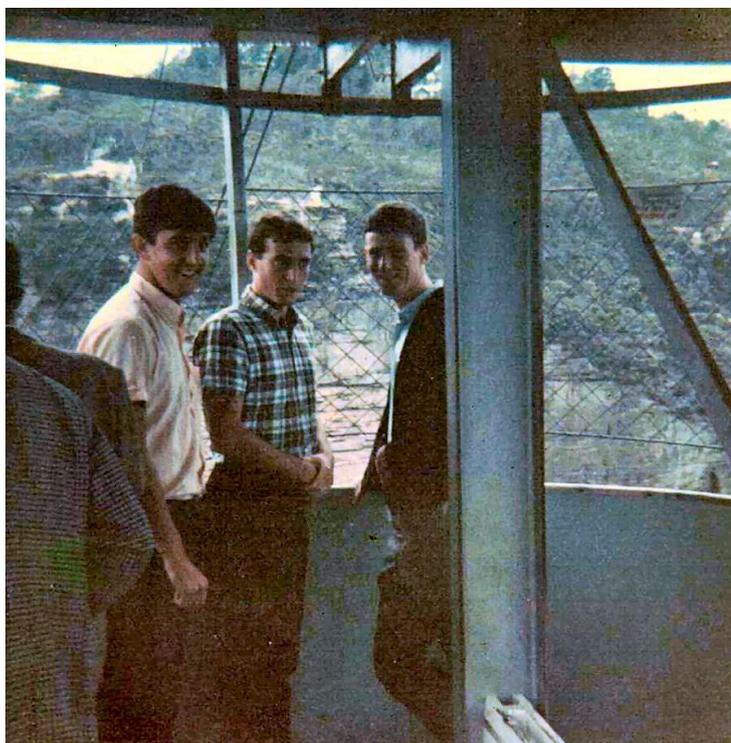
Phillip Harker wrote, he says “I was reading your story on the [Caribou in Vietnam](#) and wondered what happened to Flt Sgt Sumpie Thomas George LENTON, (Nov 1965 to Nov 1966) who was awarded an MID. Is he the same bloke who ended up at RAAF Tottenham and Liverpool, NSW? Any help or suggestions you can provide to an Englishman would be gratefully received.

Thank you

We’re looking for **Peter Griffiths** who was on 41 RTC. Peter is shown here with John Boyne (left) and the late Phil Penny (right) on the Skyway at Katoomba back in 1966.

Last we heard, “Griffo” was working in the Ipswich area but we lost touch some years ago.

Does anyone know where he is today??



Peter Atkins wrote, he says “I have a look at the mag from time to time. I have always wanted to get back in contact with an old mate of mine from 1967 and wonder if he might be a member. **Jim Dickson** was a Rad Tech G and based around the place - last place being RAAF Fairbairn. If he is a member I wonder if you could forward my email address please.

We don't know of him Peter, but someone might, if you can help, get in touch with us and we'll pass on the info – tb.

Geoff Heath is looking to contact any old Tels Techs who live in the Brisbane area. Geoff says he hasn't spoken with any ex techs, with the exception of Paul Buckman, since the demise of the branch in 19 ??

If you're an old tech and want to get intouch with Geoff, let us know and we'll pass on your details

This page left blank

Your say!



Graham Crawford says, "I'm just following up the email I sent via the RAM, to answer a request by Alec Robertson's sister. Attached is a photo of the "Avanties" making music. It must have been during one of Melbourne's summer days, when we could get out and practice in the sun. The blokes are:



L-R: Graeme Sinclair, Ian Kerr, John Veitch (sitting), Alec Robertson, Peter Duncan (sitting) Graham Dennes and ??.

Lovely skin tones, aren't they! I've also included some photos of the WRAAF girls who enjoyed coming to our dances (in 1963/64) I don't know or remember the girls' names, perhaps someone can help.

(Remember those fan heaters??)





Keith Dudman wrote, he says: First of all, many thanks for the beefy issue of Vol 34. I was pleased to read that others knew Cpl John Jarman at Ballarat and they knew of the "PISSAPHONE" in his Austin A30. Secondly, I would have dearly loved to attend the reunion in Ballarat but I have a disabled wife, for which I am her full time carer. It would have been a thrill to catch up with some guys I knew over 50 years ago. My apologies for not attending and I hope everything turns out well.

Some time ago I mentioned I had some snaps of RAAF Ballarat. Thinking about the past I realised what happened to them. When I was discharged from the RAAF in March 1960, I packed all my air force uniforms, discharge certificate, slides, negatives and other RAAF mementos into a RAAF issue green coloured aluminium trunk. This I stored under my father's house on the Gold Coast before I went overseas. Sometime in the late sixties a cyclone came through and flooded the area. After the water had receded, he had no alternative but to throw out everything stored under the house. I didn't find this out until I returned to Australia, what a bloody loss.

Ken Hunt wrote, Thanks for a very informative revue. Your efforts keep me (and others) interested in what now seems to be just AIR FORCE. What happened to RAAF?

(You're right Ken, I've noticed that too, these days it's all "Air Force" – the 'Royal' bit seem to be on the way out – tb)

Peter Gilvarry says, “I was 18 APPY, became a RADTECHA, had 12 months at 3AD, then it was off to California to be trained on the P3 when it first entered service in early 68, then down to Edinburgh with 11SQN until 1974 when I became the first RADTECHA to become a Flight Engineer. I left the RAAF in January 80 to go to Cathay Pacific in Hong Kong for 13 years and onto Japan Air Lines for 15 years before retiring in Buffalo, New York, a stone’s throw from Niagara Falls. Now the wheel has turned a full circle, I am repairing computers 4 days/week to keep my brain functioning. Thanks for the magazine.

Graham Brammer, a SAS patrol commander, would like to make contact with any 9 Sqn aircrew who were engaged in the hot winch extraction of two SAS patrols on the afternoon of the 27th May 1971. If you can help, get in touch with us and we’ll pass on the info.

Kevin Kirk says, “Congratulations to all who put the magazine together. The picture of the Vampires and the Deperdussin (Volume 34 Page 8) is not at Richmond. It was taken at ARDU at Laverton in about 1964. The Deperdussin was sent over from Point Cook for us to replace all of the fabric. It was an interesting exercise in fabric and dope and gave me a chance to build on what I had learnt at Wagga as an apprentice (1957-59). I was an Airframe Fitter at ARDU at the time. The Deperdussin is currently on display at the RAAF Museum at Point Cook.



Thanks Kevin – tb

Gary Broughton wrote, “It’s sad to hear of the demise of the blokes who were influences in our lives. I read with some sadness of the passing of Tony Pitt, while at the same time being absolutely bloody delighted that Ron Oddy is still alive and well. While at Laverton I recall that Tony had a problem with a car purchase he made from a local dealer. At the time I was a trainee at Radschool. I knew Tony for a lot of years and really got to know him later. Tony had ordered a particular car but, when delivered, he maintained that it was completely different to the order. If I recall correctly, he maintained that the vehicle was the wrong body type (panel van instead of whatever he really wanted), wrong colour and wrong capacity. For some time after that Tony ran a campaign to warn everybody on base against making a purchase with this particular car yard.

He even supplied copies of the contract and it was highly informative. The contract appeared to have small panels cut out of the carbon so that what was written on the front sheet didn’t make it through to the underlying copies. So what Tony thought he was getting was not what was on the copy he received. So the yard delivered whatever they wanted him to have. I never did find out how that campaign ended. Years later, when I was at 1AD and he was a WOFF at Radschool, he was entirely disgruntled with the choices we had available to us at the polls.

The Australian Democrats just started kicking off at the time and Tony was a passionate supporter. He was instrumental in setting up the Laverton Branch and invited his friends along. I went to one meeting but was completely put off by a very large, ignorant (socially and educationally) young woman who proudly pronounced from the lard filling the chair that she had never voted. Unfortunately, you can’t filter out the rubbish from political involvement. I figured that the Australian Democrats were attracting the fringe dwellers, of which I am not one, so I never went back. I also firmly believe that including any allusion to democracy in the name of a political party invariably proves to be an oxymoron.

Last I heard, Tony retired to QLD and was last seen at the following elections on an ABC news report handing out how to vote cards at some polling booth or other.

(We believe Tony died early in 2006 – tb)

We asked **Laurie Lindsay** if he knew Tony – he said, “I remember Tony’s brush with that particular caryard. He wrote to every Member of Parliament, every newspaper editor and every bureaucrat that could have remotely been involved. He even paraded outside the car-yard with a sign and we all remembered, with great amusement, when we heard that the caryard owner came out with a bunch of flowers for him. The moral of the story - never pick on Tony Pitt. I saw him on television a couple of elections ago, campaigning for One Nation.”

Peter “Dit” Eaton (right) says he was directed to the following site http://www.sparclaser.com.au/dhc4_info.html by a cove who is in the process of planning to build a Caribou flying model. I have not had any contact with them as yet, but it seems to be a decent model. As I have always wanted to do this, now may be the time to start.



Duncan Slaven saw the photo below in Volume: 34. He says he knows a couple of he names we didn't have. The names are now:

Back row: Mark Fraser, Gary Meyers, Mark? Grey, Unknown, Cliff Rogers
Front row: Len? Anderson, Unknown, Dave Marchant, Keith Starks, Rory O'Connor.



Ernie Gimm found an interesting article in a British Defence Forces' newspaper that should be compulsory reading for our Politicians. Have a look at [THIS](#)

Daryl Gibbs was recently down at Wagga and was pleasantly surprised to find that, at last, someone has authorised the spending of some money to spruce up the old Mirage that sits pride of place at the front gate.

The first photo shows Graeme Oxley along the side the aircraft while down at Wagga for the 40th reunion back in 2005. The other two are what the aircraft looks like today.





This page left blank

News and Reunions!



Air Force Cadets.

Dave Dunlop, who is the Chairman of the Australian Air Force Cadets National Council INC, has let us know the following:-

This year marks the 70th Anniversary of the Air Force Cadets in Australia and there will be a number of special events to celebrate the occasion later in the year. If you were a cadet or staff member of the ATC/AIRTC/AAFC or had some other connection with the organisation, this news may cause you to reflect on the experience, and if so, hopefully you will recall enjoyable and rewarding memories.

With direction and support from the Air Force Cadet National Council, a Working Group of former air cadets is developing a proposal to form an Australian Air Cadets Alumni which could be launched as part of the 70th Anniversary celebrations. To this end, the first step is to gauge the level of interest in forming the Alumni from former air cadets, staff and others around Australia.



The attached flyer has more details about the proposed Alumni and I ask that you consider the information, and if interested, visit the website address shown on the flyer which is <https://sites.google.com/site/alumniofaircadets70/> . The website provides more information about the proposed Alumni and you can register your interest in being a part of it. By providing your contact details, you will be advised on important developments.

The website will also keep you updated on AAFC 70th Anniversary events.

It is important that we reach as many former air cadets, staff members and others with a legitimate connection to the organisation as possible in this early stage. If you are in contact with anyone who has been a member, or who has contributed in some way to the ATC/AIRTC/AAFC, please forward this notice to them, even if it isn't relevant to you or you are not interested in learning more about the Alumni at this time.

You can see the flyer [HERE](#)

Geoff Anderson, who is an ex RAAF Air Traffic Controller, would like it known that Military Air Traffic Controllers are holding their first ever reunion on the Sunshine Coast QLD on the Queen's Birthday weekend 11-13 June 2011. If you wish to know more, you can email Geoff [HERE](#).

REOA Members.

Noel Hadfield advises that the RAAF Engineers Officers Association will hold its mid-year luncheon on Wednesday 15 June 2011, in the Collins Room at Batman's Hill on Collins Hotel, 623 Collins Street, Melbourne. Assembly will be at 12.00 noon, for lunch at 12.30 PM. Beer, wine and soft drinks will be served on our arrival, with wine served at the table. Vegetarian meals will be available should anyone require them and can be pre-ordered on the return slip. Dress will be jacket and tie. Two guests per member (family/friends), will be welcome. REOA financial resources will be used to reduce outlay on the function and so cost per head will be \$40.00.

Our guest speaker will be Ian Speirs, ex 10 Squadron WW2 Flight Engineer, who will provide an historic talk based on his experiences from that period.

The venue is located at the corner of Collins and Spencer Streets and is readily accessible by tram along Collins Street or Spencer Street; and by train to Southern Cross Station. Car parking is available nearby in Flinders Lane and alongside Southern Cross Station in Spencer Street at the end of Lonsdale Street .



To ensure your seat(s) at the function, please reply in the format below. Payment direct to the bank is required not later than 10 June 2011. Please note that we are committed to pay in advance on confirmed numbers and so refunds will NOT be possible once the deadline passes.

We look forward to seeing you at the luncheon.

34 Squadron Reunion.



Ken Stone advises that 34 SQN is planning to hold a reunion next February to coincide with the 70th anniversary of the formation of the squadron.

We will let you know when further details are at hand.

Bruce “Blue” Neal is the editor of the 36 Sqn News Bulletin (unfortunately, we don't have their web site). Blue says he learnt of our site via Phil Carr when he asked if there are any past RADTECH's that served with No 36 Squadron. He says he is after suitable stories that may be included in the Bulletin from a maintenance perspective. The Bulletin has been in print since the early 60's and is published bi-annually.

Bomber Command Memorial Day.

A memorial day is planned for all Veterans, friends, families and those who wish to acknowledge the service of those who served in Bomber Command during WWII. Bomber Command Memorial Day is planned for Sunday June 5 at 11:00am and in NSW Ceremonies will be held at Sydney's Hyde Park. In the ATC, ceremonies will be held at the Western Sculpture Garden, Australian War Memorial. For more details about these ceremonies, please go to <http://www.commemoratedayfoundation.com>

There will also be a 'Meet and Greet' held in Canberra at the Australian War Memorial on Saturday 4th June 6:00 pm and a luncheon on Sunday 5th June at 1:00 pm at Rydges Lakeside. These are wonderful opportunities for veterans, families and friends to meet.



The Bomber Command Annual Commemorative Day Foundation is anxious to make contact with all Bomber Command personnel and their families. Many, as yet are not on our database and therefore do not receive news of ceremonies such as above. If you know anyone who served in Bomber Command or their families, please contact Don Southwell on 02 9449 6515.

Singapore Military Brat.

The Australian and New Zealand Military Brats of Singapore is an association which was formed some years ago by children whose parents served in either the Australian or New Zealand military forces in Singapore and each year they have a reunion. If you or your family fall into this category, have a look at their web site. <http://www.anzmilitarybratsofsingapore.com/>

I had a mate who was suicidal. He was really depressed, so I pushed him in front of a train.
He was thrilled to bits.

26 Appies

Peter “Pygmy” McAndrew has added a link to the Radschool magazine website from the one I'm trying to build. It's for 26 Appies. We are planing a reunion over the 11/12 February 2012. Could you please add a link in the Radschool site back to ours? At this moment we have only agreed on a date and to hold the reunion somewhere in Melbourne.

Pygmy - It are done - tb

REOA Members.

The REOA Committee is arranging a family day conducted tour of the Melbourne Shrine of Remembrance on Sunday 18 September 2011 for the 11 AM tour followed by a catered lunch using the regular Shrine catering services "Mighty Good Catering" in the area inside the Shrine visitors Centre at about 1215-1230 (depending on tour length).

The Shrine conducts regular tours and has many items of interest suitable for all including school children. We seek your interest in attending along with family and friends including children, grandchildren and grandparents. The tour is free but the shrine does accept donations.

The Shrine, including the area proposed for lunch, is fully under cover and is located close to public transport and adequate parking.

We have to pay for our lunch which will be mixed sandwiches and hot finger food, cake with tea, coffee. We anticipate a fee of approximately \$20 per adult will be charged for the day and a lesser amount for children but this is yet to be ratified. Use this as an indicative figure only at this stage.

Could you please indicate your interest and how many you expect would be attending with you including children and their ages so we can finalise catering costs. We also will require monies up front prior to the visit. Please note that a firm invitation with details on payment will be issued in due course. Further info can be obtained at <http://www.reoa.org.au>

9 Sqn A2-771

Graeme Chalmers advises that the proposed Get-together Activity and Welcome Home for Huey A2-771 at RAAF Base Amberley, to be held in November 2011 has been deferred until June 2012, actual date TBA. There were a number of factors considered in deciding this, not just aspects of the eventual configuration of A2-771. As soon as practicable, full details will be advised. Any inconvenience is regretted.

A new middle east crisis erupted last night as Dubai Television was refused permission to broadcast 'The Flintstones'. A spokesman for the channel said....
'A claim was made that people in Dubai would not understand the humour, but we know for a fact that people in Abu Dhabi Do.'

Sorry Rupe!

Stolen Medals.

Ted McEvoy has asked that we run the following:

A young bloke from Wingham, which is near Taree in NSW, had the following stolen:

1975 ASM with East Timor Clasp
Interfet Campaign Medal
ADM
UNTAET Medal

All are inscribed on the edge D. Robinson.

If you have any info please email delnfred@optusnet.com.au

Steve Hartigan advises that a National Service (all services) reunion will be held in Townsville from Thursday 08 September to Sunday 11 September.

The program promises some great entertainment and get together. You can get further info from [HERE](#)



This page left blank