

Meal times.

Air Force News
Oct, 2011

From November this year, meal choices will be standardized across the ADF as Defence Support Group aligns Garrison Support Services' contracts with the Defence Catering Manual (DCM) The DCM is an amazing document – see [HERE](#).

The DCM sets out the new planning requirements for ADF meals and includes, for example, that large messes with 50 or more diners offer four main courses. Messes with fewer than 50 diners must offer at least three main courses. In addition, the cold buffer/sandwich bar (the what???? – tb) will continue to be available.



John Harris and Roy Dash – at the Amberley Airman's Mess, back in 2000.

Dessert will no longer be provided at lunch times, but fruit will be available.

Meal choices will continue to meet the quality, portion size, religious and nutritional requirements set out in the DCM. Diners will still have a variety of food options provided through a more sustainable delivery model.

The Chief of Air Force and the other Service Chiefs support this reform which will eliminate waste by streamlining hospitality and catering services in a cost conscious manner and realign service delivery to meet capability demands.

A2-1022.

[Last issue](#) we had a story on the restoration of Iroquois A2-1022, which will end up on display at the Caloundra RSL. Bob McInnes sent us this photo which was taken by Chris Phillips from the Caloundra Camera Club. The aircraft in the photo is the airframe (VH-LIQ) which was donated “to the cause” by McDermott Aviation of Cooroy and which was restored to look like one of 9 Sqn’s Vietnam aircraft and then trucked to Nyngan. The photo was taken on the 14th April, 2011 at the Queensland Aviation Museum at Caloundra.



L-R: **Roy Robinson, Ian Newham (Civvy), Kerry Millard, Max Baxter, John Dunn, Ingo Meier, Bill Wiggett (ex-Army), Bob McInnes,** Kneeling in front: **Peter Moore (ex-Army).** Missing from the pic, and believed gone AWOL is **Quentin McCutcheon**, who we believe had *something* to do with the restoration.

The “E Service” of the real A2-1022 is going well and the troops hope to have it ready for dedication early in March 2012. Here are some photos of the rebuild.



Fitting the tail boom to the rest of the fuselage are:
L-R: **Bill Wigget**, **Ian Newham** and **Ingo Meier** kneeling – or is he praying??



Working on the rotor are L-R: Way out left in the pink hat is **Bob McInnes**, then **Ian Newham**, a civvy, fitting the rotor into the blade grip, **Bill Wiggett**, ex Army Nasho in the green hat, **Roy Robinson**, ex RAAF metal basher.



Ingo Meier ex
appy Framie,
then Engo,
checking out
the swash
plate
assembly
prior to fitting
the rotor.



Waiting for the rotor
are L-R:

Kerry Millard, ex
RAAF Framie, then
turned crewy and
Ingo Meier.



About to fit the rotor assembly are L-R: **Kerry Millard, Ingo Meier, Roy Robinson, Ian Newham** and **Darryl Turner**, ex Army 16 ALA

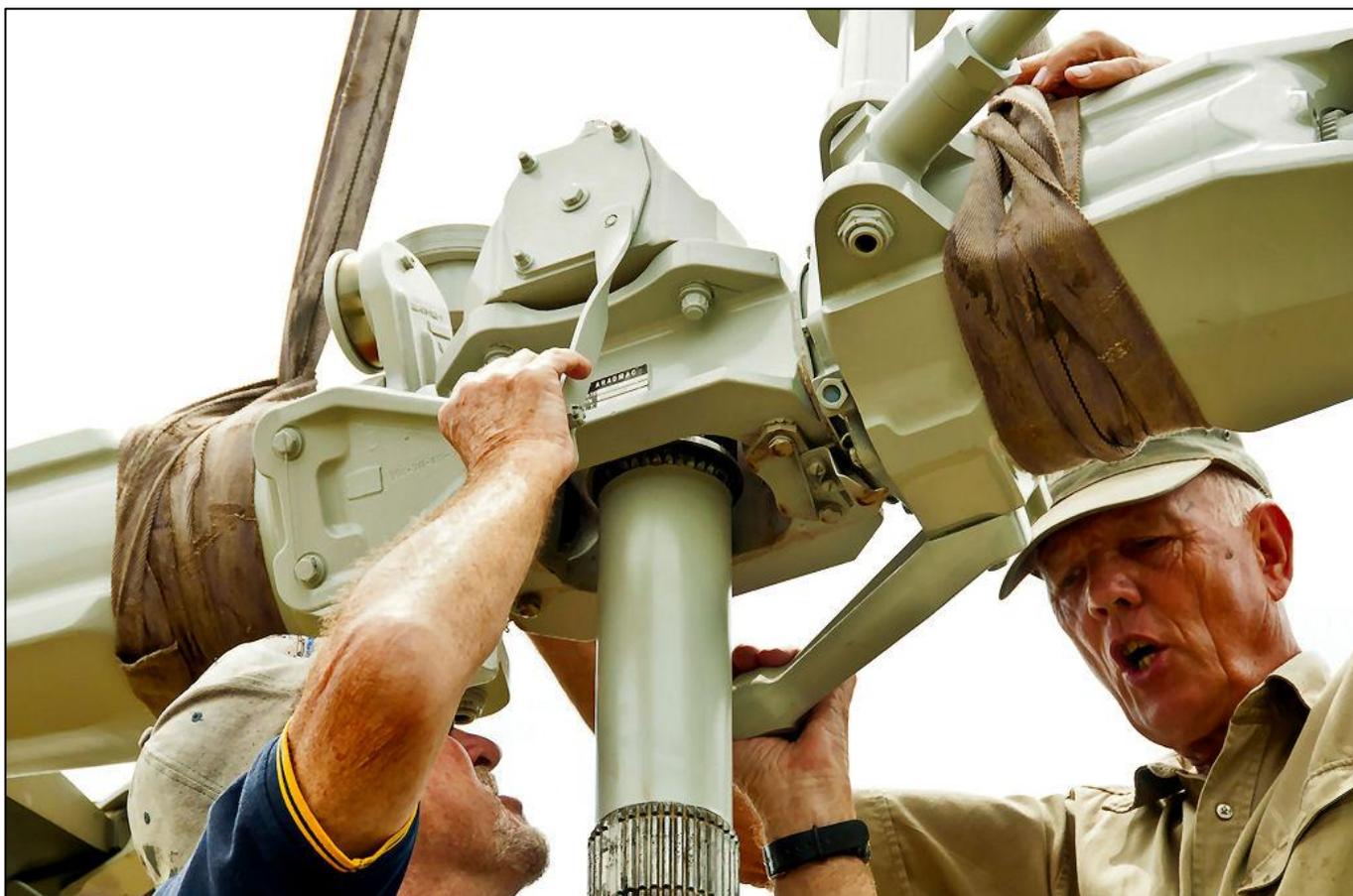


Kerry Millard and, Ingo Meier check the rotor mast prior to fitting the rotor.



Lining up the splines

Splines are lined up, now time to lower the rotor into position, fit the Jesus nut, and she's ready to go.



These blokes should be commended, they have given up hundreds of hours of their time to get this aircraft ready after which it will be put on display at the Caloundra RSL

At a wedding party recently someone yelled,
"All the married men please stand next to the one person who has made your life worth living."
The bartender was almost crushed to death.

Boeing Dreamliner.

Recently Boeing conducted a wing strength test on the new Boeing 787 **Dreamliner** which has a 'composite wing' versus an 'all metal wing'. This particular wing test was taken to 50% beyond the design limit of the 787 wing without a structural failure- which is quite an accomplishment. Still makes a pilot cringe to see a wing bent this much even if it is a controlled test (makes a passenger cringe a lot more – tb).

Should be an amazing aircraft for the airlines. Have a look at [THIS](#)

Sabre A94-962



This aircraft is on display at the Aviation Heritage Centre Museum at Amberley and can tell quite a story.

When operational, it was assigned to 3 Squadron and on the 18th July, 1971, while on a low level Nav Ex, over the Numinbah Valley, out near Beaudesert in Queensland, it flew into uncharted low level high tension power lines.

The pilot, Plt Off David Pietsch, was a very lucky man.

The aircraft slammed into the cables, one wire struck the air intake at the front of their aircraft, tearing about half a metre into either side of the fuselage before it snapped. The second cable struck the bottom of the



windshield and slid upwards until it hit the teardrop canopy. The canopy disintegrated and the cable shaved the top off the pilot's helmet before also snapping on the tail of the aircraft.

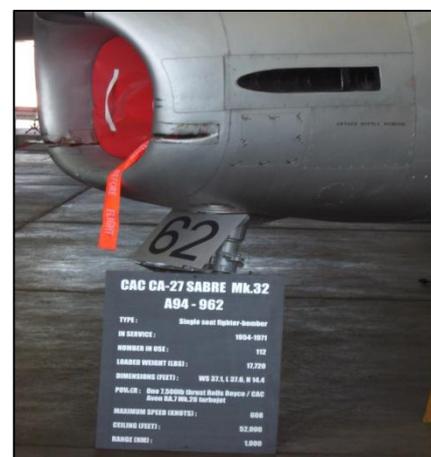
All this caused a major blackout in the area.

Initially the pilot did not realise what had happened and suddenly finding himself in an open cockpit, reduced his airspeed. There were two aircraft on the Nav Ex and the other aircraft, which was being flown by Jim Rothwell, missed the cables and was able to inspect the damaged

aircraft. and confirm there was damage to the air intake and the tail. There was concern whether debris had been ingested into the engine but as it seemed to be delivering power normally, it was decided to try and get the aircraft back to Amberley. The drop tanks were jettisoned to reduce landing weight and eventually it landed safely at the Base.

The operator of the Binna Burra Lodge was not happy, he was suddenly left in the dark.

After an inspection, it was decided to write the aircraft off, the Mirage was replacing the Sabres anyway, so it was wheeled into a hanger and forgotten for a number of years. It was used by 12 Squadron, which flew the Chinook, as a training aid and could occasionally be seen slung underneath. 12 Squadron was disbanded in 1989 and 962 was taken over by the Aviation Museum.



The windscreen, canopy and tail plane were repaired and the aircraft is now on display at the museum but the tears in the air intake were left to show just how lucky the pilot, David Pietsch, was.

Air Show Disaster.

There was a dreadful accident at a recent air show. The pilot was flying at low level and had lost control of his aircraft. It narrowly missed a crowd of people who were at the show and slammed into four buildings. One can only imagine the horror of the occupants inside those buildings.

Click [HERE](#) to see amazing photos of the dreadful accident.

Fifi flies again

In August, 2010, Fifi, a restored B-29 Superfortress took to the air after being restored by the [Commemorative Air Force](#) (CAF) in the US.

Early in 1971, a number of B29's were spotted in a desert in California. They had been used as gunnery targets for the US Navy and were in a poor condition. After completing the usual Public Service paper work, the CAF became the owner of one of the aircraft.

The CAF maintenance team descended on the aircraft and in only 9 weeks had it ready to fly. It was fuelled up and took off for a 6½ hour non-stop flight to the CAF headquarters in Texas. Then the work began.

It took more than 3 years to completely restore the aircraft and in 1974, it was christened Fifi.

The B29 was a four-engine propeller-driven heavy bomber, designed by Boeing, that was flown primarily by the United States Air Forces in late-World War II and through the Korean War. It was one of the largest aircraft to see service during World War II. A very advanced bomber for its time, it included features such as a pressurized cabin, an electronic fire-control system and remote-controlled machine-gun turrets. The name "Superfortress" was derived from that of its well-known predecessor, the B-17 Flying Fortress. Though the B-29 was designed as a high-altitude daytime bomber, in practice it actually flew more low-altitude nighttime incendiary bombing missions.



It was the primary aircraft in the American fire bombing campaign against Japan in the final months of World War II and carried out the atomic bombings that destroyed Hiroshima and Nagasaki. Unlike many other World War II-era bombers, the B-29 remained in service long after the war ended.

You can see Fifi's first flight [HERE](#).

20 Questions.

This is pretty amazing. Think of a famous person, then click [HERE](#) and answer the questions on the screen – before long the 'pruder will name your person.

CHRISTMAS 2011, BIRTH OF A NEW TRADITION

As the holidays approach, the giant Asian factories are kicking into high gear to provide Australians with monstrous piles of cheaply produced goods -- merchandise that has been produced at the expense of Australian labour.

This year will be different. This year Australians will give the gift of genuine concern for other Australians. There is no longer an excuse that, at gift giving time, nothing can be found that is produced by Australian hands. Yes there is!

It's time to think outside the box. Who says a gift needs to fit in a shirt box, wrapped in Chinese produced wrapping paper? Everyone -- yes EVERYONE gets their hair cut. How about gift certificates from your local hair salon or barber?

Gym membership? It's appropriate for all ages who are thinking about some health improvement.

Who wouldn't appreciate getting their car detailed? Small, Aussi owned detail shops and car washes would love to sell you a gift certificate or a book of gift certificates.



Are you one of those extravagant givers who think nothing of plunking down your hard earned on a Chinese made flat-screen? Perhaps that grateful gift receiver would like his driveway sealed, or lawn mowed for the summer, or perhaps membership of a football club.

There are a bazillion owner-run restaurants -- all offering gift certificates. And, if your intended isn't the fancy eatery sort, what about a half dozen breakfasts at the local breakfast joint. Remember, folks this isn't about big National chains -- this is about supporting your home town Aussis with their financial lives on the line to keep their doors open.

How many people couldn't use an oil change for their car, truck or motorcycle, done at a shop run by the Australian working guy?

Thinking about a heartfelt gift for mom? Mom would LOVE the services of a local cleaning lady for a day.

My computer could use a tune-up, and I KNOW I can find some young guy who is struggling to get his repair business up and running.

OK, you were looking for something more personal. Local crafts people spin their own wool and knit them into scarves. They make jewellery, and pottery and beautiful wooden boxes.

Plan your holiday outings at local, owner operated restaurants and leave your server a nice tip. And, how about going out to see a play or ballet at your hometown theatre.

Musicians need love too, so find a venue showcasing local bands.

Honestly, people, do you REALLY need to buy another ten thousand Chinese lights for the house? When you buy a five dollar string of light, about fifty cents stays in the community. If you have those kinds of bucks to burn, leave the mailman, trash guy or babysitter a nice BIG tip.

You see, Christmas is no longer about draining Australian pockets so that China can build another glittering city. Christmas is now about caring about US, encouraging Australian small businesses to keep plugging away to follow their dreams. And, when we care about other Australian, we care about our communities, and the benefits come back to us in ways we couldn't imagine.

THIS is the new Australian Christmas tradition. I hope!!

Four old retired blokes were walking down a street in Launceston, Tasmania. They turn a corner and see a sign that says, "Old Timers Bar - ALL drinks 10 cents." They look at each other and then go in, thinking, this is too good to be true. The old bartender says in a voice that carries across the room, "come on in and let me pour one for you! What'll it be, gentlemen?" There's a fully stocked bar, so each of the men orders a Bundy and Coke. In no time the bartender serves up four drinks and says, "that'll be 10 cents each, please." The four guys stare at the bartender for a moment, then at each other. They can't believe their good luck. They pay the 40 cents, finish their drinks and order another round. Again, four excellent Bundies are produced, with the bartender again saying, "that's 40 cents, please." They pay the 40 cents, but their curiosity gets the better of them. They've each had two Bundies and haven't even spent a dollar yet. Finally one of them says, "how can you afford to serve drinks for 10 cents each?" "I'm a retired butcher from Deddington," the bartender says, "and I always wanted to own a bar. Last year I won Lotto and got \$30 million and decided to open this place. Every drink costs 10 cents. Wine, liquor, beer-it's all the same." "Wow! That's some story" one of the men says. As the four of them sip at their drinks, they can't help noticing seven other people at the end of the bar who don't have any drinks in front of them and haven't ordered anything the whole time they've been there. Nodding at the seven at the end of the bar, one of the men asks the bartender, "what's with them?" The bartender says, "they're retired people from Ulverstone. They're waiting for Happy Hour when drinks are half-price."