

RAAF Radschool Association Magazine

Vol 37

Nov 2011

www.radschool.org.au



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 issue is Bernadette Van de Tillaart who currently works for the Directorate of Regional ICT Services in Canberra..

See Page 3



Sam tells us how to disable start-up programs in Windows machines and has a great tip on how to remove the background from photos.

See Page 4

We've got photos of Appy courses from a long time ago and we have a look at an excellent book on the F111

See Page 5





Ted's got the latest pension rates and there are now new eligibility criteria in getting a Gold Card.

See Page 6

Wng Cdr Ted Ilton, ex Admino, tells us his colourful story.

See Page 7



40 years ago, a young 9 Sqn chopper pilot was shot and killed while supplying 3RAR in Vietnam. This is Ron Betts' story.

See Page 8

See Page 9



What are Qantas really up to? And do you want to drill a square hole??

See Page 10

It's official, it's better and safer to be born a woman!!

See Page 11



Tim Flannery has predicted all sort of calamities on us – we have a look at some.

See Page 12

11 November was Remembrance Day, we went to a ceremony at the Kedron Wavell Services Club

See Page 13








We've received a stack of mail on the dreadful DFRB/DFRDB situation. What a sell out!!

See Page 14

A Vet was fined for helping fellow vets, the world has gone mad! and we have a look at Brisbane's old trams.

See page 15



	<p>Good grief, no more deserts for lunch in Airmans' Messes and the blokes in Caloundra have nearly finished restoring A2-1022</p> <p>See Page 16.</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 news, all the news, the whole news and nothing but the news.</p> <p>Page 20</p>	<p>Index.</p> <p>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.</p>	

Well, it's December with Christmas just around the corner, where did the year go? A lot of us will hop in the car in the next few weeks and head off for parts unknown to share the holidays with family and friends, to swap presents, to share a few drinkies, to generally just have a good time – and why not??

But, unfortunately, this year, like years previous, too many people will die on the roads. With lots of people on the road there will be lots off accidents, some caused by excessive speed, some caused by the excessive tiredness of the driver and some caused by the driver having had too many drinks.

This year a very intense TV commercial has been produced which brings home the terrible consequences of drinking and driving. You can see it [HERE](#).

Look at it and show it to as many people as you can, let's hope the number of accidents this year is less than last year.

We at the Radschool Association would like to wish you a happy and healthy Christmas period, and a wonderful New Year. We hope to see you all in 2012.

Facebook

We've had a lot of requests/suggestions to open a Radschool Facebook account. That has now been done and it's there if you wish to join. A lot already have and it's a great vehicle with which people can keep in touch. Search for RAAF Radschool-Association, ask to be a friend and you're in.



Membership.

Please check the [list of names](#) and if you've joined but 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 again and send it to us. If you're not a member and would like to be, do likewise.

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.

IN MEMORANDUM

Mike Carson

Neil hunter advised the passing of Mike Carson in England on Thursday 1 September 2011. Mike was cremated at the Harwood Cemetry, Stevenage UK on Tuesday 13 September.

Wayne “Strop” Schofield

Steve Hartigan advises: “I have received the following sad news: One of those that was killed in the Chopper Crash at Shoalwater Bay on the 8th September 2011 was Wayne “Strop” Schofield – who was a Framie ex 5 SQN. Wayne's funeral was held on Monday the 19th September at the Royal Military College Chapel at Duntroon. A private cremation followed the service after which a wake was held at the Duntroon Golf Club.



This is how the ABC reported the incident

The survivor of Thursday's fatal helicopter crash in central Queensland remains in a serious but stable condition in hospital.



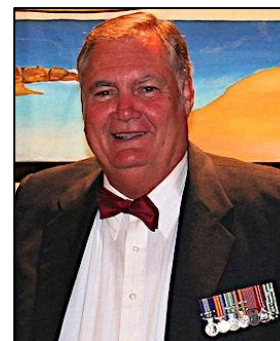
Cairns-based pilot Haydn Redfern and Canberra man Wayne Schofield died when their helicopter came down in dense bushland at Shoalwater Bay, north of Rockhampton, around midday (AEST) on Thursday (8Sept). Investigators resumed an examination of the wreckage this morning.

An unidentified 50-year-old Canberra man suffered serious injuries in the crash and remains in Rockhampton Hospital. The men worked for the Canberra-based Defence contractor PS Management Consultants and were carrying out routine maintenance of communications towers at the time of the crash. The helicopter company, Heli Charters Australia, issued a statement expressing its condolences and support to the victims' family and friends.

On Friday, three officials from the Australian Transport Safety Bureau and two defence officers begun investigations at the crash scene. They have so far examined the lead up to the crash and have obtained a fuel sample from the bulk supply where the helicopter last refuelled. But investigators say it could take up to a week to gather evidence from the site of the fatal crash.

Tony Boys

Gary Olsen from the 2 Squadron Association advises the sad news of the passing on Friday 9th September, 2011 of Tony Boys (right). Tony had been a long time committee member of the Association and served with No 2 Squadron at Phan Rang as an LAC Clerk Equipment Accounts from 12 March 1968 to 12 March 1969. Tony had been living in Tweed Heads South.



Tony's funeral was held in Kingscliffe (NSW) on Wednesday the 14th September and he was buried at the Tweed Lawn Cemetery. A wake was held at the Coolangatta & Tweed Heads Golf Club.

Gary "Two Dogs" Jones

Geoff Brand advises that Gary Jones passed away early in the morning of the 17th February 2011. His funeral was held at the Castlebrook Crematorium, NSW, on Monday the 21st Feb at 12 noon. Gary was with 9Sqn in Vietnam during 1970. He originally was a Gun Plumber until becoming a Chopper Crewman and then later a Loadmaster. A wonderful bloke. Condolences to his wife Lynn his children and his Family.

Peter Outtrim

Bob Hambling advises the sad passing of Peter Outtrim, in Sydney on 27 September after a short battle with cancer. Peter trained as a RadtechG on 17 Radio Apprentice Course. He was at 30 SQN until the Mk 1 Bloodhounds were disbanded and he joined the Mk2 Bloodhound project in England, Cyprus and Singapore. While in Singapore, Pete and his then wife, Liz, spent most of their spare time building a large wooden power boat in their front yard and launched it shortly before they were posted back to Australia. He was an instructor in computing at Radschool, in the late 70's and subsequently worked as a civilian in the computer industry in the Sydney area.

**Michael Birrell**

Dit Eaton has advised that Brian Michael "Mick" Birrell passed away on the 1st Aug 2011. Mick was a framie and was with 35 Sqn from June 1968 to June 1969. No further details are available.

John Crossman

Wayne Hedges advises that John Crossman passed away on the 4th November, 2011. He had been very ill for the last 18 months and passed away in a nursing home in Redcliffe Qld. No further details are available

Victor John Kitney

Roger Kitney advises that his “father Victor John Kitney, Ex 3TU Circa 1952, passed away on Saturday night 26th November. 2011 at the RSL aged care, in Menora, Perth after a long battle with cancer. He was 82. Dad was classified as a WOM during his serving days (1948 - 1954) and was very proficient at morse code. He also spent time at the Monte Bello islands prior to the "Big Bang". He lived and breathed radio for as long as I could remember”..

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Page 3 Girl.



Our lovely Page 3 girl this issue is Bernadette (Bernie) Van de Tillaart, spotted at the Djinnang AGM/"Get Together" back in May 2011.

Bernie currently works with the Directorate of Regional ICT Services, (Information and Communication Technology Services) which is part of the Australian Public Service and which lives at [Anzac Park West](#), in Canberra. She is the Assistant Business Support Officer. Prior to this, she had 30 great years (and 2 months) with the RAAF and as she says, she does not regret one minute of her RAAF time.

She joined the RAAF from sunny Brisbane as a WRAAF in September 1977, but she didn't stay a WRAAF long as it was about then that the WRAAF were being disbanded and absorbed into the RAAF – she didn't mind one bit as the amalgamation came with a 25% pay rise and a new hat badge. She says her first choice was to join the Army but “thankfully my father talked me into applying for the Air Force which, in hindsight, I believe was the better choice of the three services and the best career path I could have chosen”.

She did her Rookies at WRAAF Recruit Training Unit (WRTU) which was at Laverton and after completing that course, took off her Rookie hat and put on a Trainee hat, along with a huge promotion from ACWR to ACW and started a COMSOP course at Radchool.

4 COMSOP.



Back Row L-R: Richardson, Blume, Bernadette Van de Tillaart, Sternes, Jenkins
Front L-R: Tonisson, Pietri, Wilson, Donnely, Sturdy, McKinney, Milgate

RAAF Recruit Training has had a chequered history, 1RTU was formed in August 1954 at Richmond, then in April 1958 was relocated to Rathmines then to Wagga in November 1960. It moved down to Edinburgh in March 1964 and finally back to Wagga. The WRAAF Recruit Training Flight was incorporated into 1RTU as the Women's Training Unit (WTU) in July 1965, at Edinburgh, then moved to Tottenham in 1976, and then to Laverton from January 1977 until January 1981 when it was disbanded, incorporated into 1RTU and moved back to Edinburgh. In 2008, 1RTU packed up and moved from Edinburgh back to Wagga where it is today.

Bernie thought the move from ACWR to ACW, while still at the same base, was a huge change as 'the shackles' were removed and everyone at Laverton without the "R" tag was allowed

loads more freedom – and there were heaps of men on the base too.



The pic at left was taken from block 100 which was where the girls were housed – it just happened to overlook the airmans' blocks too.

In June 1978, after completing 4 COMSOP course and as a fresh ACW, she was posted to RAAF Support Unit in Canberra (Russell Offices) and in June 1979, she got her prop.

Then the postings started.



During her stay at Canberra (1979), the RAAF were actively recruiting and she was selected to appear in one of their advertisements (left), and it's easy to see why.

In April 1980 it was off to Base Squadron Amberley then in Jan 1983 it was time to go West with a posting to Base Squadron Pearce where, in 1985, she got her hooks. Then the east beckoned once again, and in August 1986 it was back to the RAAF Telecommunications Unit at the old Lapstone Hotel in Glenbrook, where, in June 1989, she was deployed on ANZAC Exchange.

This was an exchange between Australia and New Zealand musters with the idea of staff gaining a knowledge of each other's working and living environments. This great little 'swan' lasted for 3 months and included visiting several of their bases.

While at Glenbrook, (August 1989) she got her third hook which, as was usually the case, also came with a posting, down to Edinburgh and Ops Support Squadron. Then just as she was getting used to the heat and the flies in SA, it was time to move, so in July 1993 it was back to the Telecommunications Unit at Glenbrook but this time as the Sgt, which made things a little easier.



In December, 1995, and while at Glenbrook, she was promoted to F/Sgt and a few years later, in January 1999, she was posted to RAAF Support Unit in Canberra where in January, 2001 she was promoted to WOFF.

Once promoted with the big crown on her arm (2001), it was time for another posting, so it was pack the bags and head south to the RAAF School of Technical Training/Defence Force School of Signals at Watsonia, north west of Melbourne, where she was the WOFF in charge of CISCON.



This position was the training equivalent to WOFF in charge of COMMSOP Training at Laverton. COMMSOPs were amalgamated with the EDPOPS (Electronic Data Process Operator) and became the CISCON (Communications Information Systems Controller) Mustering (This occurred sometime in 1987-1988). Training took place at Laverton, then Wagga and then became part of tri service – Defence Force School of Signals (2001).

The pic above was taken at an open day organised by the Greensborough (suburb of Melbourne) RSL. The 3 Services were asked to send along a representative and to demonstrate the communications systems in the Landy and to answer any questions from the public.



And, don't they say - *all work and no play??* Well, Watsonia was right up on that and although a small base, they certainly knew how to play.

The RAAF team won the "horses ass" in the Tri Service sports comp in 2002.

L-R: Visitor from the Army, Nora Fitzmaurice, Bernie Van De Tillaart, Col Hillier, Roland Kettle, John Spierings.

In 2005, it was time for another move, so it was back to Canberra to DNOC (Defence Network Operations Centre) at HMAS Harman then to Air Operations Centre at Russell. In November 2007, Bernie decided it was time to call it quits and opted for a discharge.

She says the Defence Force had changed considerably during her 30 years' service and she now felt it was time to settle in the one place - which she has found she enjoys much more than she anticipated.

The photo below was taken at one of the School of Signals Dinning in nights at the Army Sgt's Mess at Watsonia in Nov 2001.

L-R: Tara Loyd, Coll Hillier, Kevin O'Sullivan, Cathy Tierney, Bernie Van De Tillaart and Andy Hyde.



She says “I never regretted my time in the Air Force and have memories of good and hard times and made so many good friends and acquaintances during that time”.

Why is it necessary to screw down the lid of a coffin?

Ballarat

Eddie Young sent us the following two photos.

The first is the graduating class of No 2 Radio serviceman taken when the course was nearing completion in Ballarat, December 1947. Eddie says “it must have been late December as we are in summer dress”. The bods in the 1947 photo, who had been studying airborne radar, were members of the Interim air force and only those who signed on in the Permanent Air Force in July 1948 would have remained in the service.

Eddie says “I can only recall meeting again with Ernie Sowerbutts at a Canberra reunion and Toby Paine who organized a couple of subsequent reunions. Ernie passed away a couple of years ago. As the photo was taken over 60 years ago, I can’t remember all the names but here goes”:



Back row L-R: Eddie Young, Keith Flynn, Ernie Sowerbutts, Matt Campbell, Jim McCann, Shorty Ellis, ?, ? Blue Geddes

Front Row L-R: China Quay, Norm Wolf, Chilla Sutton, Toby Paine, Max Cranston, ?, Jack McKinnon.

The photo below was taken on a Sunday morning at Richmond in 1950 and features some of the radio section of 38 Sqn relaxing:

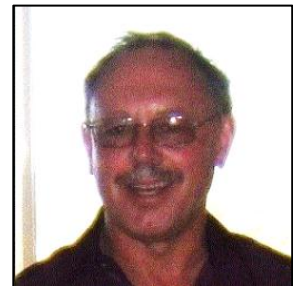
Bob Murrell, Eddie Young, Blue Henry, Fred Oliver.



Time may be a great healer,
but it's a lousy beautician.

No 35 Mechanical Transport Fitter's Course, Wagga, 1969. (below)

Paul Lewenhoff (right) sent in these two photos. He completed an MT Fitter's course at Wagga in 1969, then remustered to radio and was on 10RMT in 1967





Back Row L-R: Graham Edwards, John 'Gypsy' Wainwright, Larry 'Yuk' Ryan, John 'Twiggy' Glover, Steve Neilson.

Centre Row L-R: John Duggan, Rod 'Hoppy' Harris, Neil Rae, Craig 'Buz' Henry, Paul Lewenhoff, Harry Ham.

Front Row L-R: Steve Lawson, Greg Shephard, Ivan Beeston, Chris 'Pedro' Peterson, Peter Nuske, John 'Groper' Hotchin, Terry Simpson

10 RadMech/Tec. 1967



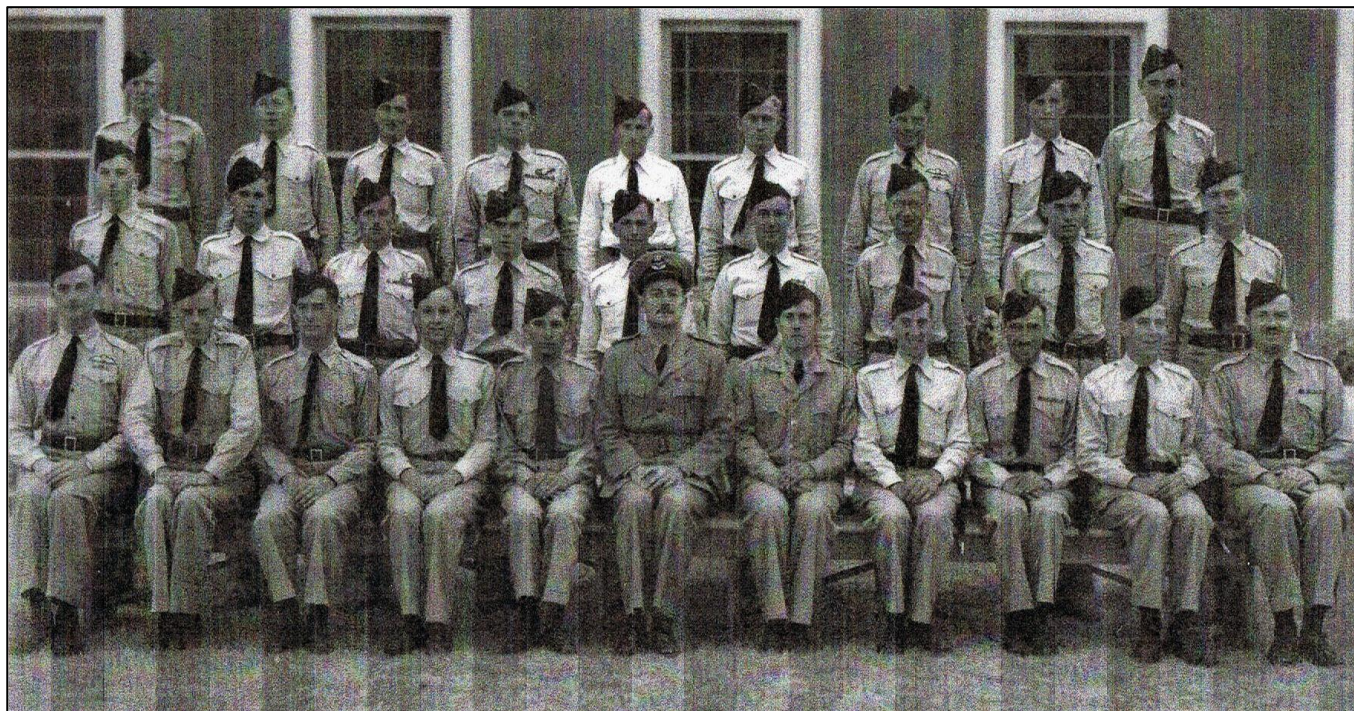
Bramble, Fabo, Greene, Garson, Owens, Bale, McIntosh, Laws, Dunbar, Paul Lewenhoff, Ballentine, Bailey, Rose, Black, Sutherland., Horwood, Blake, Davis, Scrimgeour, O'Rourke, Morgan, Buckstra, Hughes, Alexander,

Paul can't remember all the first names, can anyone help??

Doing a job RIGHT the first time gets the job done.
Doing the job WRONG fourteen times gives you job security.

7 RTC (Permanent Airforce)

Arthur "Gus" Comer sent us these photos (below). The first is number 7 Recruit Training Course which was held at Laverton back in 1947. It was the second rookies course held at Laverton.



Back Row L-R: 'Snowy' Robinson, Ted Ilton, Max Conradi, Ian Wright, George Parnell, 'Possum' Richzardson, Arthur Mead, Johnny Morris, Dave Youren.

Centre Row L-R: Arthur 'Gus' Comer, Stuart Lowe, Cec Selwood, Alan Pinches, Ron Wilkinson, Ted Scholz, Ron Frost, Keith Bond, Con Morley.

Front Row L-R: John Ashcroft, Gil McAinsh, Dave Lovell, Harry Bilske, Les Jenkins, Sqn Ldr Eckert, F/Sgt Noel Winnett, Own Thiele, Fred Knott, Ivan Vater, George Reynolds.

No 2, Radio Technician (Air), Radar Conversion Course,

Ballarat, 30 May 1955 – 9 Dec 1955



Back Row L-R: Sgt B. Blackhall, Cpl A. Oxenham, Cpl L. Kevan, F/Sgt A. Comer, Cpl F. Chapman, Cpl L. Fahey, LAC J. Shanahan
Front Row L-R: Cpl J. Hansen, Cpl R. Owen, Cpl E. Brissendon, F/Sgt P. Warwickj, Sgt J. Shirkey, LAC R. Marschke.

Arthur says, "One of the blokes, Les (Marconi) Jenkins, served 12 years, then on discharge had a brilliant career with CSIRO and established many records for VHF/UHF communications. He died around eight years ago, I think. Pinches, Thiele and Vater were alive twelve months ago, however, I don't know where they are".

After the end of WW2, the Australian Government, while trying to work out peace time requirements, set up an Interim Air Force and it wasn't until 1947 that the first Permanent Air Force Recruit Training Course was set up, at Laverton.

I turned on my GPS and it said 'Bear Left' and there was the zoo. How good is that?

Susan Milgate (Bowden)

Susan Milgate, (right) who as a single was Susan Bowden and who was on 140 RTC in 1980, saw our stories on Monica Hemingway and Vicki Sewell. ([Vol31, Page19](#))



Susan says she knew both Monica and Vicki and has sent us some addition photos. In the photo at right (below), Monica Hemingway on the left, Susan in the middle holding a certificate commemorating the hand over of that DC3 behind them, which had been given to Radschool for training purposes, then the pilot (unknown) and Vicki Sewell.

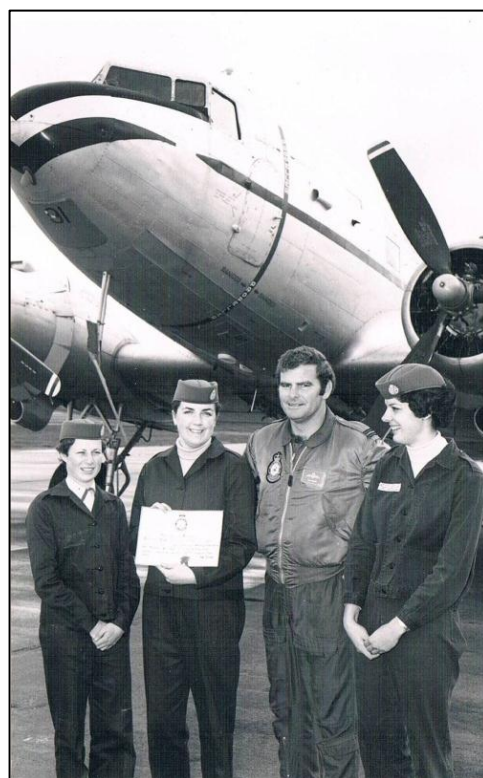


L-R: Vicki Sewell, Monica Hemingway and Susan Bowden

Sadly, Monica was [killed in a motor bike accident](#) just before finishing her Radtech course at Laverton. Those that knew Monica say she was full of life and looking forward to finishing Radschool.

The photo at left is the 3 girls on the flight deck of the DC3.

Susan says these two photos were taken and used by the RAAF as a PR opportunity to show off its newest female recruits entering the male-dominated world of the school of radio.



Dave Claydon, who was at Radschool back then, says it was hard going, he says "Mr RAAF had placed 3 guys in a room built for 2 and expected us to study and pass with the constant fear of being sent to Wagga if we failed, suppose it was character building".

Susan says “It was tough for us girls, too, because we had to sneak into the boys' rooms to study (yes, study!) (yeah!!! – tb). There was hardly room for them, let alone us too. The guys on our course treated her like their little brother, and she was a real tomboy, so in the end it worked out OK. She was tiny but tough, and we were all so proud of her when she finished the course. I was devastated when she died, as were we all”.

140 RTC



Back row L-R: Unknown, Unknown, Unknown, Unknown, Unknown, Mark Doherty, Unknown, Unknown, Unknown.

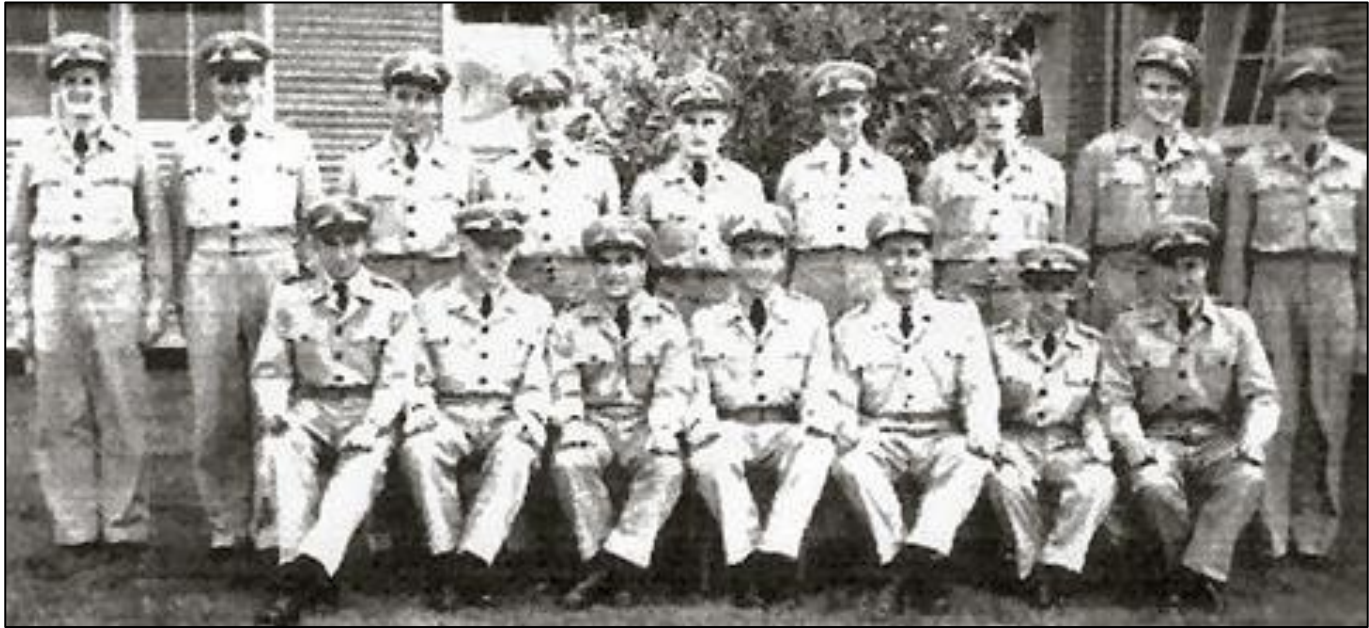
Middle Row L-R: Unknown, Peter Graves, Mark ??, Unknown, Unknown, Unknown, Unknown, Unknown.

Front Row L-R: Monica Hemingway, Unknown, Unknown, ‘Smokey’ Miller, Unknown, Unknown, Unknown, Sue Bowden.

We don’t have all the names, Dave Claydon can remember a few, if you can help with more, please do.

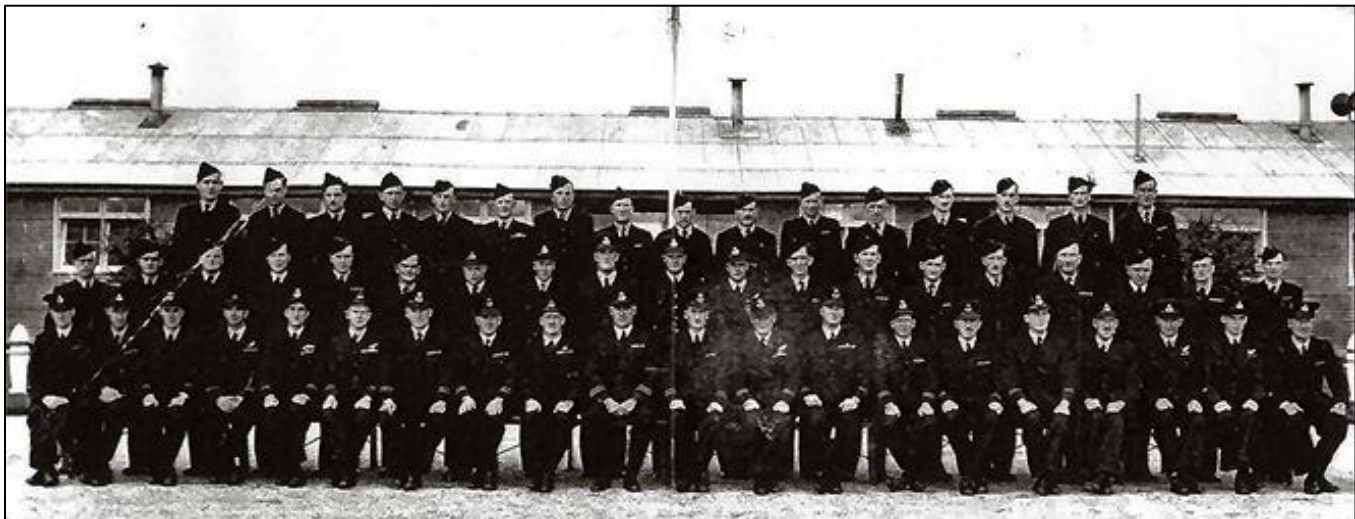
Susan didn’t finish 140 RTC, instead, transferred to 16 Sig course after a few weeks.

1 Appy



No 1 Radio Apprentice Course graduated from Air and Ground Radio School Ballarat in 1951. These young lads, who had undergone three years full-time training at the Royal Melbourne Technical College and a final year at School of Radio, were an indelible part of RAAF history.

Ballarat staff - 1948



Governments cannot give to anybody anything that they do not first take from somebody else.

No. 7 Officer Training Course, Rathmines, 1953.



No 1 Signaller Refresher Course- School of Radio **Mid-1950's**







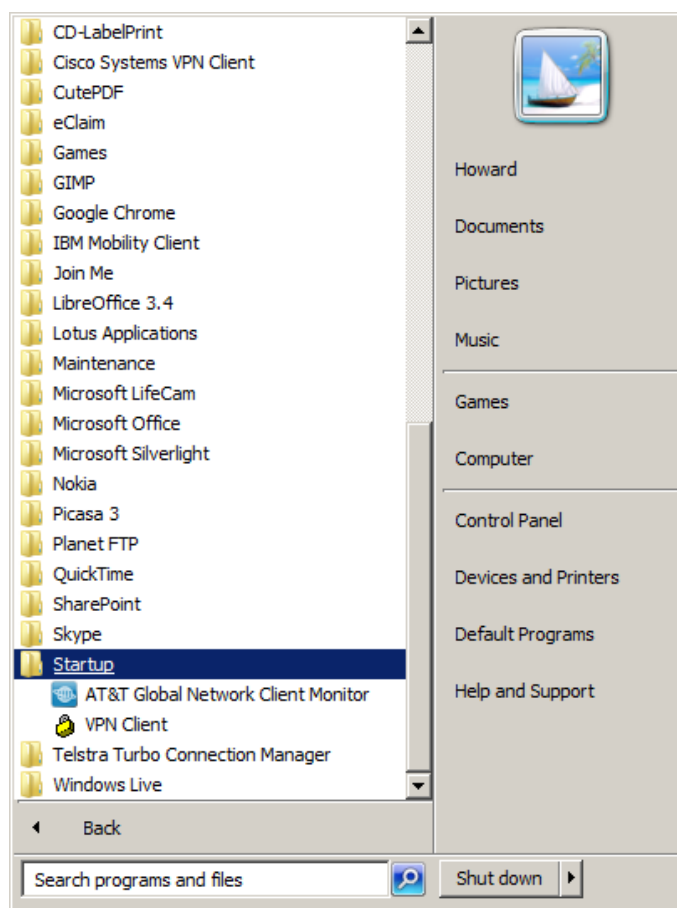
Computers and Stuff.

Sam Houliston.

How to Disable Start-up Programs in Windows

Over time we add more and more software to our computers and most of this stuff has a built in tag which adds it to the list of programs that start automatically each time you start Windows. Normally this doesn't hurt, these programs just sit there in the background, not doing anybody or anything any harm – but when this list grows it can slow down your computer.

Some programs should be started when you start Windows, programs such as anti-virus and firewall programs are a perfect example. However, for a lot of others, starting them at boot-up just wastes resources and extends startup time.



There is a startup folder in the start button programs menu, items in this folder get run automatically at startup time (you can delete these items or move them to a backup folder if you don't want them to run). In the past this was used extensively for starting or initiating applications automatically, but these days more use is made of MSConfig.

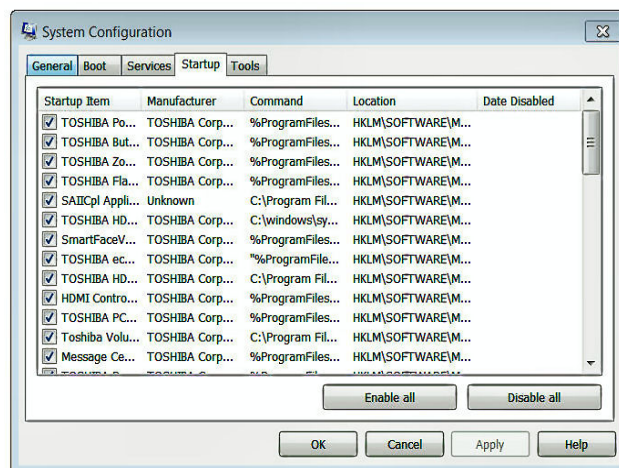
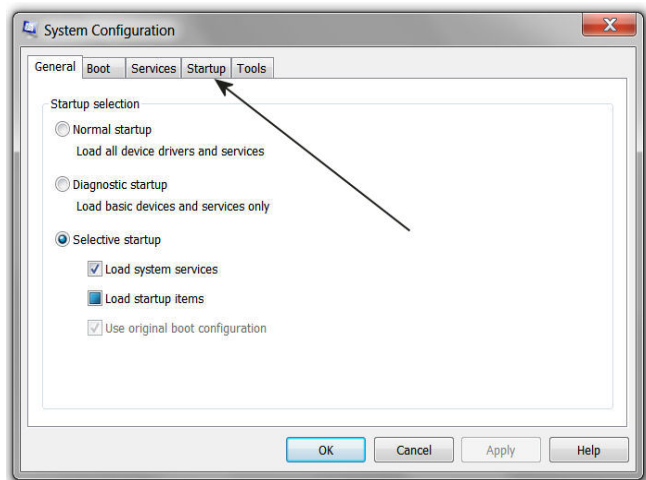
MSConfig is a tool that comes with Windows that allows you to quickly and easily see what's running at startup and allows you to disable those programs that are not regularly needed. These are programs such as Skype, iTunes etc, programs that you can start when you want them. This tool is available for Windows XP, Vista and Windows 7 – which covers most users as there wouldn't be too many Windows users still on Windows 2000 or earlier.

MSConfig can be used to configure several things other than just startup programs, so be careful what you do with it. If you're not sure about using it, just follow the steps below and you should be fine.

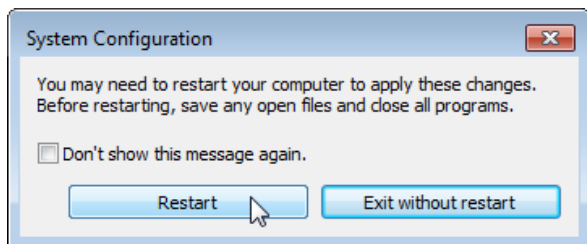
To run MSConfig, in XP, click on Start, select RUN, type in **msconfig.exe** then click OK. In Vista or Windows 7 (or also XP), you can hold down the Windows Key (right) and click the “R” key, this opens the RUN window, enter **msconfig.exe** as above and click OK.



This will open the window below left, click the **Start up** tag which will open the window below right.



You will see a list of all the startup programs displayed with a tick next to each one. To prevent a program from starting up with Windows, click the check box next to the desired program so there is NO tick in the box. Click OK once you have made your choices.



Once you have done that, another window (left) will appear telling you to restart your computer for the changes to take affect. Click Restart to restart or if you are not ready to restart just yet, click Exit without restart.

I don't suffer from insanity; I enjoy every damn minute of it.

Photo Mud.

Some of you would have heard of Bob Webster, a bloke from the US with a healthy sense of humour, (see Bob's privacy policy [HERE](#)). Bob writes a regular web based column called "[More Junkmail from Bob.](#)" If you haven't read it yet, it's worth a look and if you like it you can subscribe – all free. Bob is an avid private pilot and a few years ago bought the kit and built an



experimental aircraft – an [AirCam](#). He kept a photographic record of the build and you can see that [HERE](#).

Bob has written a photo handling program which he calls Photo Mud and which you can get, also for free, from <http://xpda.com/photomud/>.

This “oddly” named program offers a nice set of tools for enhancing photos. Launching Photo Mud brings up a Window featuring a treelike Explorer pane for selecting photos, a large preview window and a smaller thumbnail view of selected photos. The program has an extensive set of editing features, but until you select a photo you won’t find them. You have a zoom tool, various drawing utensils and settings for tweaking brightness, contrast, colour, saturation, and sharpness. You are also able to preview and adjust the program’s special effects for embossing, posturizing, and solarizing and it allows you to create thumbnail pages for the Web, as well as photo mosaics. You can read more about it from [HERE](#).



All told, we think this program makes a fine image editor, although it’s only available for Windows users.

If you’re into Apple, Linux (and Windows) you should have a look at **Gimp**. Gimp stands for **Graphics Image Manipulation Program** and is comparable to Photoshop. Features include channels, layers and masks, filters and effects, tabbed palettes, editable text tools, perspective clone, improved printing, and color operations such as levels. New improvements include GEGL integration for 32-bit color support, dynamic brushes, and more options for the free select tool. It even has regex-based pattern matching for power users.

It too is a free download and you can get it from <http://gimp.en.softonic.com/>

DigiNotar.

DigiNotar was a Dutch company owned by [VASCO Data Security International](#). Back in July 2011, someone hacked into DigiNotar’s computers and did some nasty stuff. It seems that it wasn’t all that difficult to do as DigiNotar’s servers ran out-of-date software and any problems that did arise could not be contained. Their passwords were relatively easy to guess (if you knew how) and they didn’t have any server-side anti-virus protection.



So what you ask!!!

Well – it seems it was a very serious hack indeed and it has caused a heap of problems. DigiNotar’s main activity was to issue “Digital Certificates”. Inside all computers, both Windows and Mac, is a collection of digital certificates that everyone on the Net has agreed to trust. If we go into Digital Certificates, Certificate Authorities, Root Certificates or Public Key Certificates it can all get horribly complicated and everyone will just stop reading – so we won’t, but we can tell you what has happened since the hack.

If you use the net to check your bank balance or transfer funds or buy something using your credit card, or sign up for something or book a flight with Qantas, you are actually relying on these “Certificates”. Your bank, or Harvey Norman or Qantas, etc, have all obtained a Certificate of Trust which ensures when you log onto their site to do business you are actually logging onto their site.

What the Hacker(s) did was issue a bunch of dud certificates which could mean that when you try to book a seat from Brisbane to Melbourne (we can't think of a valid reason why you would want to do such a thing) your computer gets tricked and redirects you to a fake site. The fake site then collects all your personal information including your bank details and passwords. Not good!

Fortunately, in this case, the hackers appear to have targeted internet users in Iran (makes you wonder who would do such a thing) as so far it is the only country where the rogue certificates have been found – but, working on the “It's better to be safe than sorry” principle, things happened.

In September, 2011, the Dutch Government took over DigiNotar and it was bankrupted. Google, Firefox, Yahoo, Chrome and others issued updates that completely removed all DigiNotar's certificates. Microsoft issued an update for Windows 2003, XP, Vista and Windows 7 that not only removed the certificates but also put them in the untrusted basket. If you run Windows and haven't got your computer set up to automatically check for and install updates, we recommend you go [HERE](#) and install the appropriate update for your system.



Apple, which also included DigiNotar in its trusted root certificate program, will most likely release a patch for its platform soon, until then they have issued a “do it yourself” fix which you can find [HERE](#).

This has raised quite a few eyebrows around the world as the potential vulnerability of the whole Certificate thing has finally been realised. For starters, Country A, that is not on friendly terms with Country B can and does issue Certificates that are accepted and used in Country B. How easy would it be for Country A to jam in a bunch of dud certificates into Country B's systems thus causing complete havoc.

It will be interesting to see what becomes of all this.

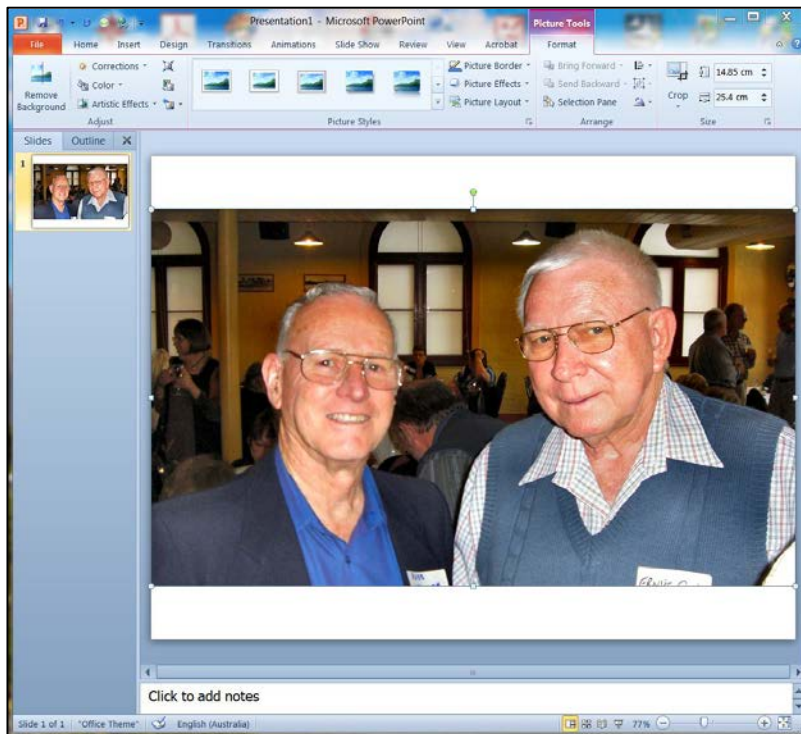
I'm not a complete idiot -- Some parts are just missing.

How to remove/replace Image Backgrounds

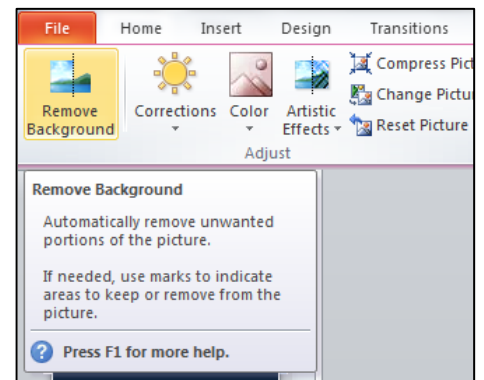
There are lots of tools out there which you can use to remove the background from a picture, some are free and don't do all that good a job, others are expensive and do a good job. But, if

you have Office 2010 you already have an excellent tool called Powerpoint right at your fingertips and it's very easy to use and does a very good job.

Here's how to do it.



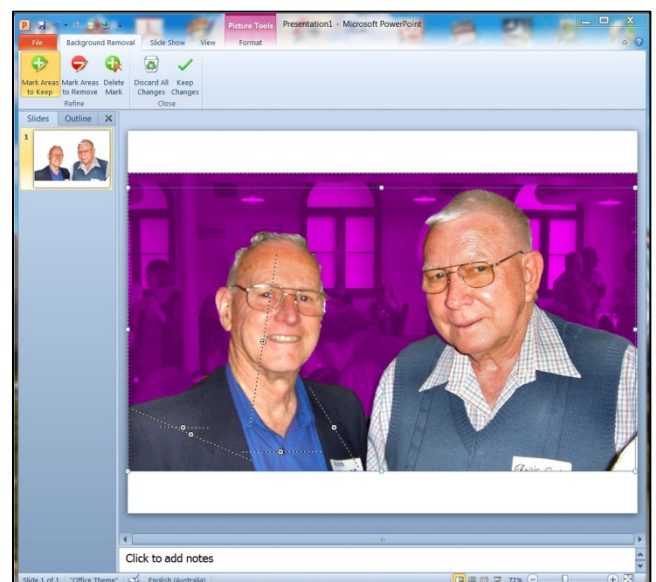
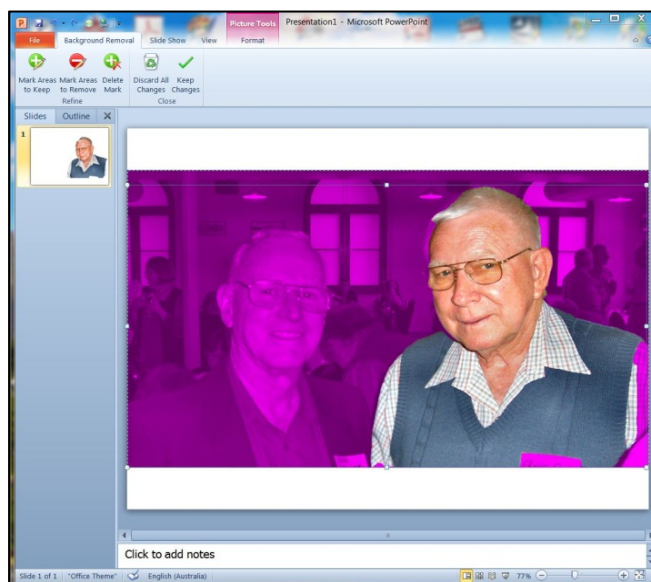
Start Powerpoint and then using the INSERT tag, open the picture from which you wish to remove the background. After inserting the picture, click the "Format Picture" tab and click on Remove Background.



PowerPoint checks out the picture and selects what it thinks is the background and turns it purple. This is not always right but you have the tools to make some adjustments.

Click on the "Mark areas to Keep" tag, then click on the extra bits you want to keep and if you overdo the KEEP bit, use the "Mark areas to Remove" tool to get rid of the bits you don't want.

When you click the "Mark areas to Keep" and/or the "Mark areas to Remove" tags, Powerpoint turns the mouse cursor into a pencil, you "Mark" by clicking at one end of the area then click at



the other end – Powerpoint draws a line from one area to the other then removes or adds that bit. There is a little window top left which shows you how things are going.

Then when you're happy, click "Keep changes" and the background will be entirely removed.

Now you can select another background and compose a completely different picture. Here's how.

First select your new background and insert it and once it's inserted, click "Sent backward" then with a little bit of resizing and moving around of each picture you have your finished pic – and now Russell and Ernie have some explaining to do!!



God must love stupid people, He made so many.

Computers

A teacher was explaining to her class that in Spanish and French, unlike English, nouns are designated as either masculine or feminine. In Spanish, 'House' for instance, is feminine: 'la casa'. 'Pencil,' however, is masculine: 'el lapiz'.

A student asked, 'What gender is 'computer'?' Instead of giving the answer, the teacher split the class into two groups, male and female, and asked them to decide for themselves whether computer should be a masculine or a feminine noun. Each group was asked to give four reasons for its recommendation.

The men's group decided that 'computer' should definitely be of the feminine gender ('la computadora'), because:

1. No one but their creator understands their internal logic;
2. The native language they use to communicate with other computers is incomprehensible to everyone else;
3. Even the smallest mistakes are stored in long term memory for possible later retrieval; and,
4. As soon as you make a commitment to one, you find yourself spending half your paycheck on accessories for it.



The women's group, however, concluded that computers should be Masculine ('el computador'), because:

1. In order to do anything with them, you have to turn them on;
2. They have a lot of data but still can't think for themselves;
3. They are supposed to help you solve problems, but half the time they ARE the problem; and,
4. As soon as you commit to one, you realize that if you had waited a little longer, you could have got a better one.

The women won.

Finally a computer message I understand! See [HERE](#)

Cloud Computing.

A term you will hear more of in the months/years to come is "Cloud Computing" – but what is it??

The term cloud computing (and/or cloud hosting) is a computing standard in which you use programs and/or save files onto a dedicated network. One common mistake people make when thinking about cloud computing is to think of it as the internet. This is not the case. Cloud computing is accessed via the internet, but the computing power itself, which can equal super-computer status, is situated on dedicated servers and connections. With the Cloud, someone with an iPhone or Blackberry or small laptop can carry out computing functions normally only done by people who have access to huge mainframes.

Cloud computing is not new. If you use a web based email, such as Gmail or Yahoo, instead of using Outlook or Thunderbird or Incredimail, you are already using a form of Cloud computing. [Dropbox](#), which we discussed last issue, is another example of Cloud Computing.

What has changed is the availability of other programs and facilities now available. Traditionally, you bought a computer then depending on what use you had intended for it, you also bought individual software packages, whether it be data base programs, or CAD or accounting or general office programs. That way, you ran your own software on your own computer in your own office/home.



Prior to widespread use of the Internet, each person, organization or company had its own private network of computers. In an office environment, a computer in one room could connect with a computer in another room but couldn't connect with the computer(s) owned and operated by another company.

With increased use of the Internet connectivity improved and it became increasingly easy to both communicate with other computers and connect directly to them, with different operating systems no longer necessarily being a problem.

The obvious next step was to do away with the need for individual computer owners to buy their own programs. If Computers A, B, C, D, E etc can connect with Computer X, regardless of where Computer X is, doesn't it make sense to install one copy of (say) Office on Computer X and have Computers A, B, C, D, E etc use it?

This has obvious advantages. For starters, instead of having to buy huge and expensive computers to do your number crunching, you can log onto a program in the Cloud using your little old iPhone, from anywhere, at any time and crunch anything you want.

And if you're in a meeting and want to do a bit of CAD work for a display, no problem, just log onto the relevant application in the Cloud and away you go.

Consciousness, that annoying time between nana-naps.

Companies like Microsoft, Adobe and other software manufacturers know this is going to put a huge dent in the sale of their software products, so they have entered the realm of Cloud Computing. With this there is no need for individuals to buy upgrades for their applications as the programs on the Cloud will always be kept up to date by their owners.

Organizations like Google, Microsoft, HP even Telstra offer Cloud facilities – so how do you get into this??

Well, for starters, it's not free, but then again, neither is MS-Office or Adobe Acrobat or MYOB or Smartdraw's CAD or any other application on your computer. So, instead of paying a crazy amount of money to buy a piece of software that requires you to update every year or so, with Cloud Computing, you often only pay a small subscription fee. You select the provider who you wish to use, (Google, Microsoft, HP, Telstra etc), log on, sign up and start using – it only takes a few minutes. And, as all the applications are run on the "Cloud" computer, you don't need huge expensive mainframe machines – you can now do just about anything on a laptop.

You only pay for what you use in the Cloud (and sometimes that means you pay nothing) so instead of investing in a software program that does everything in the hope that one day you will need all its features, you can start off with the lowest plan and then upgrade when the need arises. A bit like Foxtel.



And!!! Since all the maintenance and updates, etc, are handled by the Cloud, all you have to do is get online and be able to use a browser like Internet Explorer, Firefox, Safari, Chrome etc. That means you or your company does not need to make such extensive use of IT people – and that could be bad for some.

As well as hosting a range of applications, the Cloud also offers you the facility to save your data files. This means you can open up MS-Office on your iPhone on the way home in the train, open up an Excel spreadsheet you've been working on, spend half an hour or so on it, close it, save it to the Cloud, hop off the train and go home. You can then pick up that file later, on another computer and finish your work. No more hard drive problems – if your computer's hard drive does fail, who cares, all your data is stored in the cloud and the cloud will also have backups of it – so it's always there.

But – how secure is all this???

There is an argument that you shouldn't use the Cloud as it 'could go down!'. This is true, it could, but not often!!! How often do you contact a company or Gov't department only to be told "sorry, our computers are down at the moment." Cloud computing facilities are much more secure (against breakdown) than both your home network and even your ISP's network. Cloud data is backed up and there are typically redundancy checks and failure mechanisms in place. If one server goes down, another usually takes over. However, earlier this year there was an outage of the Amazon EC2 Public Cloud for around 30 hours. And some (but not all) high profile customers were effectively crippled for that time. But those that had properly engineered

redundancy across multiple locations for their key production systems simply switched all load to alternative sites.

Banks, Airlines, Governments departments, phone/electricity providers, etc all use overseas facilities (in a lot of cases Indian) to do their computing, phoning, data processing etc, and have done so for some time. They wouldn't if they didn't think it was secure. Provided you select and use a reputable Cloud Hosting Company, you're unlikely to have a problem – at worst you might have to wait a while if there is a problem, but probably this won't happen. Setting up alternate site redundancy is overkill for personal use, and most likely you will only experience a robust and secure service.

Ever stop to think, and forget to start again?

Familiar picture.

Shareables
PART OF THE NEXT WEB FAMILY

One of the most famous computer wallpaper images is undoubtedly the default Windows XP image showing a blissfully relaxing vista of green rolling hills and a bluer than blue sky. The wallpaper, probably one of the most viewed images of all time, is aptly named 'Bliss.' Do a Google image search for just the word 'bliss,' and the first result is the Windows wallpaper.

For Dutch Windows users however, the name of the image is Ireland, which has mistakenly led many to believe that that's where the image was taken.

Have you ever stopped to wonder where the image was taken, or who took it? In fact, the image is so crisp you might have assumed it wasn't real at all.



The man behind the camera was American photographer Charles O'Rear. Don't let his name fool you into thinking that the photo was in fact taken in Ireland. Bliss, as it turns out, is in California. In Sonoma County to be exact. The photo was taken in 1996, years before Windows XP launched, and before the area was converted into a vineyard. In fact, a photo taken 10 years later from exactly the same spot where Bliss was shot, shows a disappointingly, dreary view:



The image has since found its way from computer screens into all sorts of places, O'Rear himself has seen the image in the window of a restaurant in a Thai village and in the background of a TV interview with the Venezuelan president.

So how much did O'Rear get for taking what is considered one of the most famous photos of all time? A non-disclosure agreement prevents him from revealing the actual figure, but according to the Napa Valley Register, O'Rear stated that it was "extraordinary" and second

only to that paid to another living, working photographer for the photo of then-President Bill Clinton hugging Monica Lewinsky.

Taken with a medium format camera, the most surprising fact about the image is that O'Rear claims that it wasn't digitally manipulated.

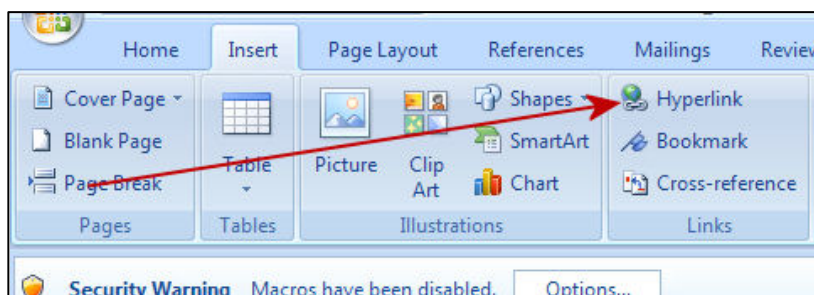
Either way, the present day reality is a far cry from the idyllic image that Windows abandoned with the advent of Windows Vista.

The Exact location of the image is 38.248966North, 122.410269 West

Turn off Hyper links.

For Windows users.

When you copy information from the web, especially if you copy information from Wikipedia, it will contain some or a lot of Hyperlinks. You might like to keep these links but mostly you will want to get rid of them. You can do that two ways, the slow way is to click each link, highlight all or part of it, then click the Hyper link icon then when the window opens, click "Remove Link." If there are 20 links in the data you've downloaded, you have to do this 20 times



There is another way.

Highlight the data that contains all the links, then hold down the CTRL key and press 6. Bingo, they are all gone.

You must use the 6 that is on the top line of your key board, if you have a number pad, that 6 won't work.

19th Appy Intake. (Elecos)

The Snails – Passed out from Wagga in June 1967.



Back Row L-R: Geoff Stolberg, Pod Watson, Colin Riley, Trevor Sheehan, Aub Winton.

Middle Row L-R: Darryl Trapp, Graeme Oxley, Ron Spink, Peter Schultz, Allan Townsend

Front Row L-R: Jim Thomson, Mick Newman, Barry Prewett, Allan Shaw, Bob McGouglin, Max Patchett

17 Appy.

In Vols [33](#) and [34](#) we had the course photo of 17 Appy – along with the list of names.

Keith Green saw the photos and sent us some more of the troops having a bit of fun. Two of these were taken at the back of the old igloo apprentice quarters in Laverton in 1963 after their initial issue of kit from L Group. The other was taken when 17 (The Ants) were on bivouac.



Keith says after all these years he can't remember the names, perhaps someone can help.

He can confirm that the 'well-dressed' brat at right is Anthony (Tony) Reading who, at the time, had the surname Blythe.





The troops in the photo above are, of course, peeling spuds - while on bivouac, but once again, unfortunately, after nearly 50 years he can't remember any names. Can anyone help??

The light turned yellow, just in front of him. He did the right thing, stopping at the crosswalk, even though he could have beaten the red light by accelerating through the intersection. The tailgating woman was furious and honked her horn, screaming in frustration as she missed her chance to get through the intersection, dropping her cell phone and makeup. As she was still in mid-rant, she heard a tap on her window and looked up into the face of a very serious police officer. The officer ordered her to exit her car with her hands up. He took her to the police station where she was searched, fingerprinted, photographed, and placed in a holding cell. After a couple of hours, a policeman approached the cell and opened the door. She was escorted back to the booking desk where the arresting officer was waiting with her personal effects. He said, "I'm very sorry for this mistake. You see, I pulled up behind your car while you were blowing your horn, flipping off the guy in front of you and cussing a blue streak at him. I noticed the 'What Would Jesus Do' bumper sticker, the 'Choose Life' license plate holder, the 'Follow Me to Sunday-School' bumper sticker, AND the Chrome-plated Christian fish emblem on the trunk, sonaturally....I assumed you had stolen the car."

Products and Services available to Veterans and Current Members of the ADF.

The ADF is recognised as one of the largest employers in Australia. In recognition of Defence's contribution to the Nation, numerous suppliers of products and services provide tailored products to Defence personnel as a goodwill gesture. A brochure has been prepared which contains products and services that are available to Defence members including, ADF members, Defence civilians and Defence contractors. Some products are available to Retired ADF members and Department of Veterans' Affairs (DVA) Gold and White Card recipients. Spouses of eligible persons may also take advantage of some products and services.

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

1 Sqn.



1 Sqn, which operated the F111 out of Amberley, was formed at Point Cook in January 1916 and was the first unit formed under the Australian Flying Corps (AFC) banner. Shortly after formation, it was shipped off to Egypt to fight in WW1 and unfortunately was equipped with old and obsolete aircraft (the BE2 below) and allocated a reconnaissance and bombing role.



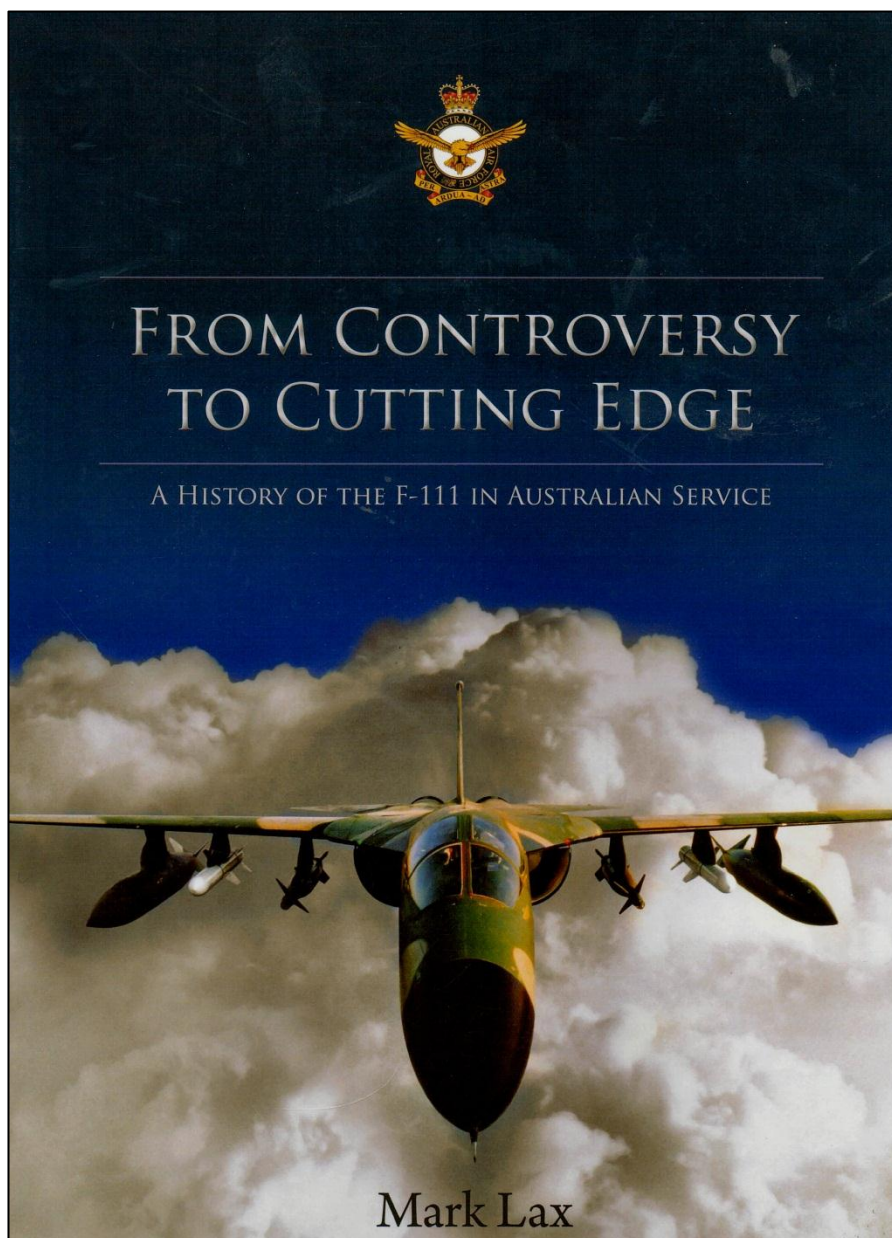
The photo above was taken in 1984, the CO at the time was Brendan Roberts.

1 Sqn was the home of many of the pioneers of Australian aviation. These included Lieutenant Lawrence Wackett - a founding member of the Australian aircraft industry; Captain Ross Smith - a brilliant aviator who, in 1919, with his brother Keith, would become the first pilot to fly from England to Australia; Lieutenant Hudson Fysh - one of the founders of QANTAS; and Captain Richard Williams, regarded as the father of the Royal Australian Air Force.

At the start of WW2, it was equipped with Beaufort bombers and in January 1945, just prior to the end of the war, it was re-equipped with Mosquito aircraft. It disbanded in August 1946 but reformed in 1948 and this time was equipped with Lincolns. It moved to Singapore in 1950 and for the next eight years pounded enemy hideouts in the Malayan jungles. At the end of the Malayan Emergency, it returned to Australia (Amberley) and converted to Canberras, then in 1970 converted again to F-4E Phantoms.

After much selection controversy, in June 1973 it received its first F-111 and 35 years later, in October 2008, it flew its last F111 sortie and became the first Squadron outside of the USA to be a designated F/A-18F Super Hornet operator.

Now that the F111 has been



retired, a wonderful book, titled ***“From Controversy to Cutting Edge”*** has been written about the aircraft by Mark Lax. If you worked on the aircraft, this book will definitely interest you. The F-111 was unique among the aircraft that the Royal Australian Air Force operated throughout its history. Never before has one type had such a profound impact not only on the RAAF, but upon Australia’s strategic policy outlook.

From the moment it was ordered, the F-111 was shrouded in controversy. Cost blow-outs, delivery delays, technical problems and an undeserved poor reputation meant that the aircraft’s place in the frontline of Australia’s defence was continually challenged. Despite the barbs, the aircraft survived to fly in Australia for nearly 40 years—a clear testimony to the skill and dedication of the men and women who flew, maintained and supplied it.

Contenders for the strike/bomber asset and replacement of the Canberra for the RAAF were:






1. [The French Mirage IV](#)
2. [The US F-4C Phantom](#)
3. [The North American A-5 Vigilante](#)
4. [The UK’s TSR2](#)

Now, as this amazing aircraft has finally departed from service, its story has finally been told with full access to the range of official records regarding its acquisition and operation. The politics spanning fifty years of air force history, the controversies, and that media drama, have all been faithfully and unflinchingly described.

Loved by the public, decried by armchair strategists, the F-111 has at last found its place in Australia’s rich military history.

You can get it from the RAAF’s Air Power Development Centre [HERE](#) and there is some interesting info on the F111 [HERE](#).

THE OPTIONS

The French option – the Mirage IV, a two-seat nuclear bomber version of Australia’s Mirage fighter.

F-4C Phantom.

The North American A-5 Vigilante, the USN’s nuclear bomber selected by Hancock as the RAAF’s Canberra replacement.

TSR2 prototype XR219 under the controls of test pilot Roland Beamont. Beamont like many was disgusted with the cancellation of the project.

GD concept drawing of the RAAF’s F-111A.

An antique is something your grandmother bought, your mother threw out,
and you are now buying back.

113 RTC, 1979

Rod Jenkinson, right, sent us these photos of 113 RTC.



Back Row L-R: Llewellyn Jenkins; Lee Thornton; Bob Freschi; Peter Hurley; Dave Radovanovic; Grant Jeffrey.

Middle Row L-R: Chris Hayes; John Buchanan; Nick Lucas; Eron Clarey; Bryan Cook; Alan Baker.

Front Row L-R: Wayne Petzke; Phillip (Lyle) Spann; Rod Jenkinson; Nic Delfos; Richard Hooper; Neil Hancock; Kerry Robinson

The Photo below was taken when 113 RTC groundies went on a Bivouac with a Comms Op course, practising communications in a bush camp setting. Rod can't remember any of the names in the front row, it was, he says, over 30 years ago.

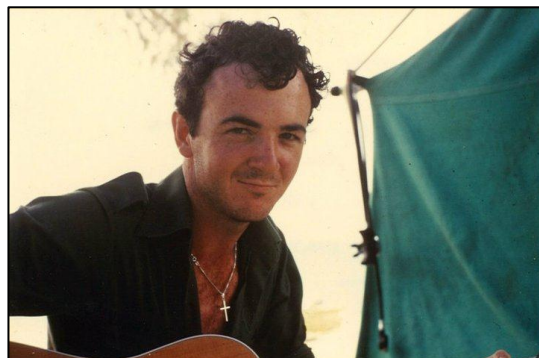
If you can help, let us know.



Base Sqn Amberley (Comms) 1984.

Marcel Van der Linden (right) gave us the pic below, he says it was taken in 84/85 and is a shot of all base Squadron Amberley radio section. Marcel is in the front row, 6th from the left, and behind him is the Base Radio Squadron Leader.

Back then Base Radio included the ground comms/tells/sigs guys and gals up in the "Comms Center" and all the Radio tech 'G' lads and Admin staff in the control tower but not the Air Traffic Control staff. Marcel says he can't remember the occasion, but we were told to be in uniform not our ovary-bags



Karaoke is Japanese for "tone deaf".



Back Row L-R: John Buchanan, Alan Baker, Eron Clarey, Bob Freschi, Lyle Spann, Rod Jenkinson, Dave Radovanovic, Wayne Petzke, Lee Thronton, Neil Hancock, Llewellyn Jenkins

RAAF Laverton 1934 - Morning Inspection

Bristol Bulldog Fighters of No 1 Fighter Squadron with Officer and Ground Crew



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the shed with Ted.

voy

Pension rates.

More than 340,000 veterans and war widows recently received a pension increase. From the 20th September, 2011, pensions were increased by about 2.7%

The new rates are:

Pension	Old Fortnightly rate	New Fortnightly rate	Increase
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,113.70	\$1,143.80	\$30.10
Extreme Disablement Adjustment	\$614.80	\$631.50	\$16.70
100 per cent General Rate of Disability Pension	\$395.70	\$406.40	\$10.70
50 per cent General Rate of Disability Pension	\$197.85	\$203.20	\$5.35
Intermediate Rate Disability Pension	\$755.80	\$776.30	\$20.50
Service Pension - Single	\$729.30	\$748.80	\$19.50
Service Pension - Couples	\$1,099.40	\$1,129.00	\$29.60
War Widows/ers Pension	\$738.70	\$758.70	\$20.00
Income support Supplement	\$222.80	\$226.80	\$4.00

Carer's allowance remains unchanged at \$110 per fortnight.

Television enables you to be entertained in your home
by people you wouldn't have in your home.

The Proposed ADF Pay Offer.

The initial Workplace Remuneration Arrangement (WRA) pay offer for members of the ADF is a 3% increase per annum for each of the years 2012, 2013, 2014 and will soon be considered by the Defence Force Remuneration Tribunal (DFRT).

The Defence Force Welfare Association (DFWA)'s evaluation of the offer suggests that it would deliver an effective reduction in pay because it:

- would not maintain the current purchasing power of pay as it falls short of forecast cost of living increases;
- includes no recognition of increases in MQ rent, rations and quarters charges, utilities (gas, water, electricity) and new taxes; and
- does not recognize or recompense for the productivity improvements required from ADF members through the Strategic Reform Program.

The Association acts on behalf of ADF members as an intervener to the Defence Force Remuneration Tribunal (DFRT). In order to ensure the views of ADF members are fully understood, the DFWA wishes to hear what ADF members have to say about the WRA offer.

Your comments can be sent by email to Les Bienkiewicz, Executive Director, Defence Force Welfare Association - wra@dfwa.org.au

Further information is on the DFWA website www.dfwa.org.au

A recent scientific study found that women find different male faces attractive depending on where they are in their menstrual cycle. For example, when a woman is ovulating she will prefer a man with rugged, masculine features, however when she is menstruating, she prefers a man doused in petrol and set on fire, with scissors stuck in his eye and a cricket stump shoved up his backside.

Airbus A350

In the second half of 2013, Airbus will release its newest aircraft, the twin engine [A-350 XWB](#) (Extra wide body) which will go head to head against Boeing's Dream Liner. More than 70 per cent of the A350's weight-efficient



airframe is made from advanced materials that combine composites (53 per cent), titanium and advanced aluminium alloys. The innovative carbon fibre reinforced plastic fuselage results in a lower fuel burn as well as easier maintenance. With this new fuselage, along with the latest systems and engines and an advanced wing optimised for Mach 0.85 cruise speed, the A350-900 is supposedly a generation ahead of its competitor, benefitting from a 25 per cent lower fuel burn, 25 per cent lower operating costs, and 25 percent lower CO2 emissions. The A350-900 also offers more range and additional seats for greater revenue potential.

The A350 Family provides true long-range capability with seating capacities from 250 to 400-plus passengers. This enables airlines to best match their A350 XWB fleets to route capacity demands, guaranteeing optimum revenue potential and excellent operating efficiency. The aircraft family concept, proven by Airbus with its other jetliners, also ensures optimal efficiency through the A350 XWB's commonality in engines, systems and spare parts, while also enabling pilots to fly all three versions with a single type rating.



Airbus' A350 XWB family will consist of three versions (the 800, 900 and 1000), each with flight ranges that give them a global reach. In a typical three-class configuration, the A350-800 will accommodate 270 passengers, while the A350-900 and the A350-1000 will seat 314 and 350 passengers. All A350 XWB family members can be configured for higher density layouts of up to 440 seats.

Responding to the market's call for additional payload and range, the A350-1000 will be equipped with more powerful [Trent XWB engines](#), which will be fully optimised for this largest member of the A350 XWB Family. The enhanced Trent XWB will deliver up to 97,000 lb. of thrust on takeoff, making it the most powerful engine ever developed for an Airbus aircraft. This extra thrust, together with an increased aircraft take-off weight capability of 308 tonnes, will enable operators to fly the A350-1000 some 400 nm. further with a full load of 350 passengers, or to carry approximately 4.5 extra tonnes of payload at a given range.

Recently, the first flyable A350 XWB wing upper cover (above) manufactured at Airbus' Stade site was loaded on to Airbus' Beluga transport aircraft and was transported to Airbus' Wing Assembly site in Broughton (UK) followed by the lower wing cover which was made in Illescas (Spain).



The A350 XWB wing covers measure 32 meters long by six meters wide, making them the biggest single civil aviation parts ever made from carbon fibre.

My Luck has changed.

Just the other day I received the following amazing email from Mr Mervyn King in the UK. When I get the promised funds, the shout's on me.....

"Good day,

Although you may be concerned about my e-mail because we have not met before, My name is Mervyn King, as i am the Governor Bank of England, is the sum of €20,600,000.00 in my bank, there were no beneficiaries stated concerning these funds are not an agent would ever come forward to claim it. Note that this transaction is legal and 100% no risk involved.

So I ask, are we to transfer funds from my bank to work on your bank account or another account of your choice, I would like to see if you can help me and also a good and trustworthy person. Once the funds have to keep your bank account we shall then jointly adopted at a ratio of 60% for me, 40% for you, do me as soon as possible by e-mail for more info here is my e-mail address: mr.mervynk-uk@hotmail.de

My friendly greetings

Mr. Mervyn King

Email- mr.mervynk-uk@hotmail.de

Phone: +44-702-403-9565"

The Villa

Recently I was in Vung Tau and took the following pics from the 7th Floor of the nearby Rex Hotel. It shows the site at which the old Villa stood. The whole block is being gradually demolished in preparation for a you-beaut, humungous, last-a-long-time shopping centre, hotel, bars, etc. The Villa Anna still stands but for how long is anybody's guess. The rapid development in Vung Tau, and other parts of Vietnam, goes on unabated.

Along the Back Beach area, hotels and resorts are springing up like alcoholics at a free booze-up. Those who have not seen VT for many years would have problems recognizing some parts.





The photo at right is how it used to be.



Once upon a time, a Prince asked a beautiful Princess, "Will you marry me?" The Princess said, "NO!"

And the Prince lived happily ever after and rode motorcycles and slept with skinny big boobed broads and hunted and fished and raced cars and went to naked bars and dated women half his age and drank whiskey, beer and Captain Morgan and never heard bitching and never paid

child support or alimony and slept with young sexy cheerleaders and kept his house and guns and never got cheated on while he was at work and all his friends and family thought he was a cool as hell and he had tons of money in the bank and left the toilet seat up.

The end.

Sound Barrier

When you fly an airplane really fast, you can go faster than the speed of sound, but, how fast is sound? Well, it depends. Normally you would think it depends on the air pressure or density, but it depends mostly on air temperature and a little on humidity.

Here is the formula, using degrees Fahrenheit and will give the speed of sound in air in mph: (These formulas don't take into account the effect of humidity)



$$\frac{741.097\sqrt{1+(Temperature-32)}}{491.67}$$

This formula, using degrees centigrade, will give the speed in air in metres per second

$$\frac{331.3\sqrt{1+(Temperature)}}{273.15}$$

At 70F (21C) degrees, the speed of sound in air is about 768 mph (1,236 kph). At -40F (-40C), it's about 685 mph. In fresh water sound travels about 3,210 mph (5,166 kph).

Air is a gas and can be compressed. Water is a liquid and does not compress much under pressure. When an airplane or a mosquito gets close to the speed of sound in air, the air around it doesn't compress very well. That's because the airplane is pushing on the air so fast, the air doesn't have time to move aside. It's a little like running across a swimming pool filled with jelly, if you run fast, the jelly can't move aside very well, so you don't sink.

The air doesn't move aside very well when a plane is at the speed of sound because



the air doesn't compress any faster than the speed of sound. But the energy has to go somewhere. It ends up making an area of high pressure around the airplane, a shock wave.

This makes a big noise when the plane flies by which is the sonic boom.

Sometimes the shock wave causes the water vapour in the air to condense which makes a really cool looking cloud around the airplane. This does not happen as the plane goes through the sound barrier, as implied by a lot of photo captions. It sometimes happens when a plane flies at or near the speed of sound. It happens at both slightly slower and slightly faster than the speed of sound.

This cloud happens when the air gets cooler. How, a reasonable person might ask, can the air get *cool* when a jet blasts by at several hundred miles per hour? The answer is in the wave. The air is under high pressure, then low pressure, then back to normal. (There might be more than one of these waves.)

At high pressure, the air heats up (remember Boyle's Law, or was it Charles' Law). At low pressure the air cools and loses some moisture. That's the cloud you see. When it gets back to normal pressure, the moisture "dissolves" back into the air and the cloud disappears.

All this happens really fast and it makes it look like the cloud is moving along with the plane. These clouds don't occur every time a plane flies near the speed of sound. They need the proper humidity and air temperature.

Wear short sleeves! Support your right to bare arms!

National Vietnam Veterans Museum, (NVVM), Phillip Island.

The multi-award winning National Vietnam Veterans Museum at Phillip Is (Vic) continues to expand, develop and amaze. Since it's relocation and official opening in March 2007 it has doubled in size and continues to impress all who visit.



National Vietnam Veterans Museum

25 Veterans Drive, Newhaven 3925 - PO Box 318, San Remo Victoria 3925
Phone: (03) 5956 6400 Fax: (03) 5956 6406 ABN: 76 192 319 929

The Museum works hard to be an educational resource for future generations and is pleased with the increasing number of schools that are visiting. It is established as the Spiritual Home of Vietnam Veterans and after a visit you will understand why. Perhaps more importantly, the NVVM is the legacy of ALL Vietnam veterans. It is your Museum, it is your history. When we all 'fall off the perch', the Museum will remain as a tribute to your faithful service.

Most Corps and Services are represented; some better than others. Recently as a result of a visit by one person, the members from the 1 Australian Field Hospital Association Committee visited and now there is a drive for better representation of the important work that they did for us. Unfortunately the Medical Corps, the Nurses and the Red Cross don't have the coverage that they deserve. That is now being rectified. If you can assist – please do.

Please have a look at your memorabilia and if you can spare it, please give it to us! We want copies of your photographs or slides and if you can give us an indication of where and when they were taken, along with names, so much the better. If you have any letter to or from home, roll books, text books, pamphlets, cards, aide memoires, uniforms, instruments, old newspapers – we can use it all.

We will acknowledge all donations to the Museum or deliberately forget who gave things to us, if that is what you want. As a rule, things are gifted to the Museum and then become the property of the Museum. That way we don't get caught up in disputes at a later date. Please don't be too fussy: let us sort out what is junk.



The Museum is pleased to have a marching banner from the Nurses. But that is all we have. Many soldiers at one time or another were in love with a nurse (or would liked to have been!) We do not even have a nurse's uniform. This is an area that we are criticised on – so we really need your help.

The National Vietnam Veterans Museum is open every day except Christmas Day and Boxing Day between 10.00 and 5.00pm, so if ever you are in that part of the world, make sure you call in, you should definitely add it to your Bucket List.

Their web site is www.vietnamvetsmuseum.org – have a look.

Code Breaker

Captain Eric Nave (1899–1993) was a Navy Paymaster Commander and an Australian cryptographer, before and during World War II. He served in the Navy from 1917 to 1949. As a midshipman in the 1920s, he was required to learn a foreign language and chose Japanese. Back then if you learnt French or German you got sixpence a day extra, but for Japanese you got five bob (ten times as much). He spent two years in Japan, and transferred to the Royal Navy Signal intelligence section in 1925, then to the Government Code and Cipher School in London in 1927. In 1930 he was sent to the Far East Combined Bureau, in Hong Kong and later to Singapore. He was invalided sick to Melbourne in 1940 where he set up a small RAN

cryptographic unit in Victoria Barracks. The unit had a core of naval personnel, with an appreciable number of university academics and graduates specialising in classics, linguistics and mathematics.

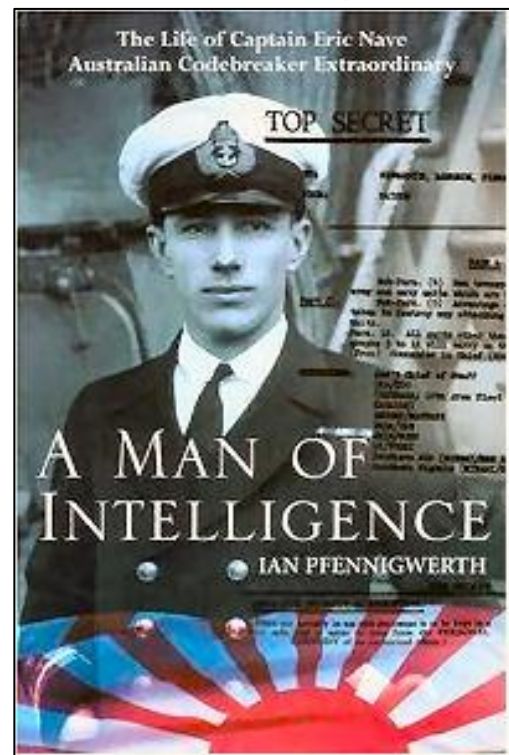
With the war on, the unit soon outgrew Victoria Barracks and in February 1942, was moved to the Monterey building in Queens Rd, South Yarra. The Monterey also housed the USN Fleet Radio Unit, Melbourne ([FRUMEL](#)) and Nave was eventually forced out of Monterey by the USN as he was regarded as a "security risk" – because he wanted to cooperate with the Army's [Central Bureau](#). He eventually joined the Central Bureau at Brisbane where he eventually broke the Japanese war code. The US Army code breakers were very happy to have him. He quickly became an indispensable person in reading air-to-ground messages containing the weather which gave away the intended Japanese target(s) for the day. He and his department were in large part responsible for MacArthur being able to predict the Japanese military moves such as Milne Bay.

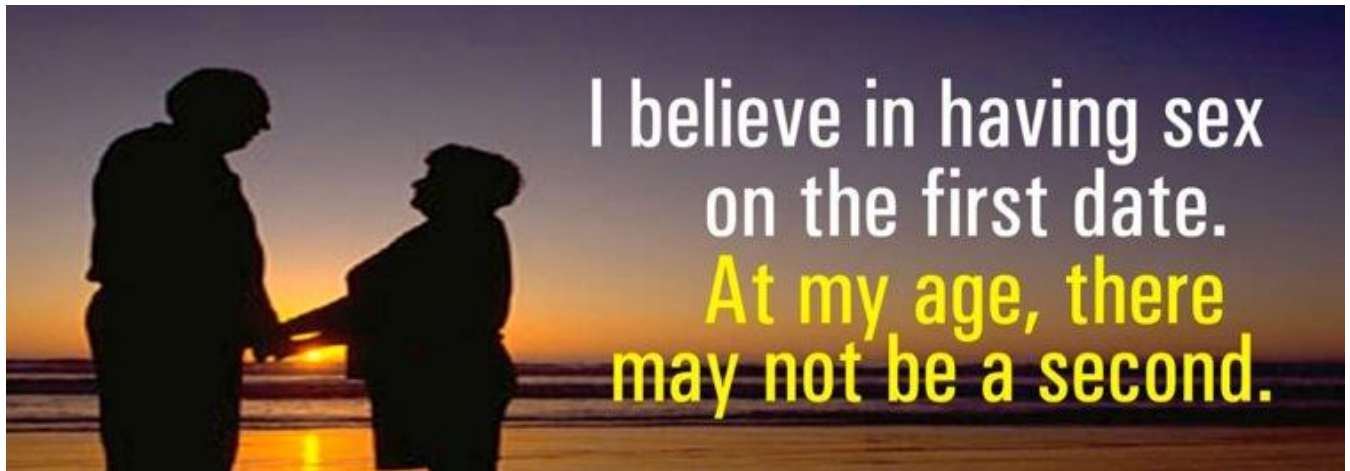


The Australian code breakers were responsible for warning the US Navy that by the end of 1941 the USA would be at war with Japan. The USN response was that there were no hostile acts west of the date line. Months later they were again warned that following Doolittle's bombing raid the emphasis was changed from New Guinea to Midway Islands where the Japanese thought the bombing raid had come from. Later these code breakers warned MacArthur that Milne Bay was to be invaded in one month's time (in late August 1942). This enabled a hurried reinforcement of Milne Bay. The Battle of Milne Bay was decisively won, mainly by Australian soldiers and US engineers; it was the first time the Japanese had been defeated on land by the allies.

It has been reported that Churchill concealed warnings about Pearl Harbour from Roosevelt in order to get America in the war. In a 1991 interview on Japanese television Nave, who was probably in as good a position as any to have an informed opinion, was asked this and he repudiated the idea, calling it speculation and blamed the whole incident on incompetence and/or ignorance.

[Ian Pfeningwerth](#) has written a book on the life of Captain Eric Nave, called "A Man of Intelligence: The Life of Captain Eric Nave, Australian Code breaker Extraordinary."





The book is nominally the biography of Captain Eric Nave and reveals the life of this largely forgotten Australian. Nave eventually retired from the RAN as a Supply Captain and in 1949, in retirement, was a founding member of the post-War Australian Security Intelligence Organisation (ASIO) where he played a part in Cold War events such as the Petrov Affair. He was also the inaugural President of the Naval Association of Australia (NAA) and died in 1993 aged ninety-four.

Ian Pfennigwerth (right) is uniquely qualified to have written this book. He was a Communications specialist officer, with long experience in the RAN, and was at one time the Director of Naval Intelligence. He served as the Defence Attaché in China and had privileged access to the Nave family records. His work manifests a long and meticulous search for defence and political data that must surely not have been seen for some 65 or more years. The narrative is loaded with technical detail but in a manner that can be understood by a lay person.



Not an easy plot to follow and it requires some attention to detail but it is as intriguing as a Frederick Forsyth yarn while demonstrating that truth is indeed often stranger than fiction. The illustration block is a mini-story in its own right.

Another Dream Shattered!

Finally, someone has managed to photograph the pot at the end of the rainbow! Wouldn't you know it!

See [HERE](#)

Paparazzi??



Man can't go anywhere these days without the paparazzi lurking around the corner, just waiting to snap a snap of your correspondent's enticing bod.

Damn, oh well, I guess the secret's out now.....

Girls, if you must, my phone number is 08 2140 8821

Culture.

And who was it who said that Perth was a bit of a back water and not on the cultural circuit. You can forget the Cultural Centre in Melbourne or the QPAC in Brisbane – click [HERE](#) to see what Perth has to offer.

More Veterans eligible for Gold Card.

Thousands of Australian veterans became eligible for comprehensive free health care following the passage of the Federal Government's Gold Card legislation back in 2002.

From 1 July, 2002, all Australian Defence Force veterans with qualifying service and over the age of 70 will receive the Gold Repatriation Health Card. The Card is available to eligible

veterans with qualifying service from conflicts including the Korean War, the Malayan Emergency, the Indonesian Confrontation and the Vietnam War.

Veterans of conflicts such as the Gulf War, East Timor and Australia's current deployment in the coalition against terror, will also be eligible for the Gold Card upon reaching the age of 70. Eligible veterans who receive benefits through the Department of Veterans' Affairs, will automatically qualify for the Gold Card and receive a letter advising them of their entitlement.



Veterans who have not received the Gold Card and who believe they have qualifying service and who have turned 70 are encouraged to contact DVA on 133 254 to receive an application form.

You are eligible if you are one of the following, a:

- Veteran receiving a disability pension at 100% or more of the general rate.
- Intermediate rate pensioner.
- Extreme Disablement Adjustment (EDA) pensioners.
- Special Rate pensioner: i.e. TPI and 'Blinded' veterans.
- Veteran receiving a disability pension at or above 50% of the general rate and receiving any amount of service pension.
- Veteran receiving a disability pension including an additional amount for specific service-related amputations or blindness in one eye.
- Veteran receiving a service pension and whose income and assets are below certain prescribed limits.
- World War 2 returned servicewomen of Australia's defence force who have 'qualifying service' as defined under the VEA.
- War Widow/Widower and eligible dependant/s of a deceased veteran, whose death has been accepted as war caused.
- All veterans of Australia's defence force, including Australian mariners, who are aged 70 years and over and who have qualifying service as a result of their service during World War 2.
- As of 1 July 2002, all Australian veterans who are 70 years of age and over and who have qualifying service (from post World War 2 conflicts).
- Former members of the ADF who are eligible for a Special Rate Disability Pension under the MRCA.
- Former members of the ADF with an impairment rating of 60 or more impairment points under the MRCA.
- Former members of the ADF with an impairment rating of 30 or more impairments points under the MRCA and receiving any amount of service pension under the VEA and whose income and assets are below certain prescribed limits.

- All MRCA members who are 70 years of age (and over) who have rendered warlike service on or after 1 July 2004; and
- A wholly dependent partner and “Eligible Young Person” (EYP) of a former ADF member who is entitled to compensation for the member’s death under the MRCA. To qualify as an “Eligible Young Person” under the MRCA, the child of the deceased member must be less than 16 years of age or aged between 16 and 25 and undertaking full-time study and not in full-time employment.

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Our \$330 Seniors Pack includes:

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- Valuable and user-friendly software
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- Plenty of support
 - Helpful set-up guide and free phone technical support
 - 6 month warranty
 - Home delivery to anywhere in Australia
- Special offer
 - Take The Teacher Home - an easy to follow computer and internet training pack, free when you mention News For Seniors (save \$40!)
 - This offer is available until 31/08/11.

Call us to ask about laptop availability.

“It can get frustrating not getting things done because I cannot get around without help. It is so easy being able to do banking, shopping and my Centrelink business online. I can also follow all the sports results.”

– Richard from NSW, who has limited mobility.

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on 1800 112 205**



workventures

You can also go to workventures.com.au/connectit, or pick up a brochure at your local Centrelink office.

Bolero

On the 2nd May, 2011, the Copenhagen Philharmonic amazed commuters at the Copenhagen Central Train Station, as they created a kind of orchestral "flash mob" performing Ravel's famed Bolero with the musicians gradually assembling in place as the work progresses.

The video, which shows not only the assembling orchestra, but also the delighted faces of the commuters has generated overwhelming interest and indeed has exceeded the orchestra's expectations.

I hope you enjoy it as much as I did. It's a big file and will take a minute or two to download, but definitely worth the wait.

Click [HERE](#)

**For the man who
has everything...**



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My Story

Ted Ilton

Ted, born in Laverton in 1927, grew up within sight of the newly established RAAF Base. His dad was the Railway Station Master and Ted was 'expected' to follow his dad into the secure working environment of the Victorian Railways, but Ted's eyes were more for the skies than for the rails. He spent a lot of his young years dreaming of being in charge of one of the Wapitis, Hawker Demons, Bristol Bulldogs or other vintage aircraft which constantly flew over his railway house and school. His father was an honorary member of the Laverton Sergeants' Mess and most of his parents' friends had some connection with the RAAF.



As a young bloke, Ted fondly remembers Christmas time at Laverton as his family was invited to take part in the RAAF Christmas Tree party and watch Santa (Cpl Billy Williams) arrive in either a Wapiti or Hawker Demon - throwing out bags of lollies, attached to small parachutes. All the kids would jump up and down on the tarmac in front of the Hangars - (later to become Com Unit and ARDU hangars). Santa's plane would then land close to the tarmac where he would be swamped by hundreds of excited kids who then sat down quietly, patiently awaiting names to be called, a kiss from Santa and then the unwrapping of presents – a wonderful time.



A Hawker Demon, over Laverton 1934

Laverton in those early days saw many of the "intrepid" aviation pioneers - predominantly male but a few were female. In the early 30's Charles Kingsford-Smith - ("Smithy" - as he was known throughout the world for his record breaking feats of aviation) seemed to be a regular visitor. The Government of the day and the powers that be of the Royal Australian Air Force - granted him the Honorary rank of Squadron Leader. The bar was later raised even higher with "Smithy" becoming Air Commodore Sir Charles Kingsford-Smith KB AFC MC.

In 1934, the year of the Melbourne Centenary celebrations, my Dad was transferred from Laverton to Moorabbin, as the Station Master at Moorabbin Railway Station.

Ted remembers that time with sadness, he says, "The sadness was not from our leaving the (rather basic) Railway house, but more the fact that no longer would I be able to watch the familiar red white and blue RAAF roundels on the gleaming silver aeroplanes as they flew

overhead, seemingly all day long. It was then that I resolved that one day, I would become an Air Force pilot"! Unfortunately for Ted, this was not to be.

His time at Moorabbin was still very much within the "Depression Years". Ted was lucky in that his Dad had a Government job and could be sure of his (small) pay each week. All sorts of economies and thrift had to be exercised in the average family home, including, children needing to be clothed and fed.

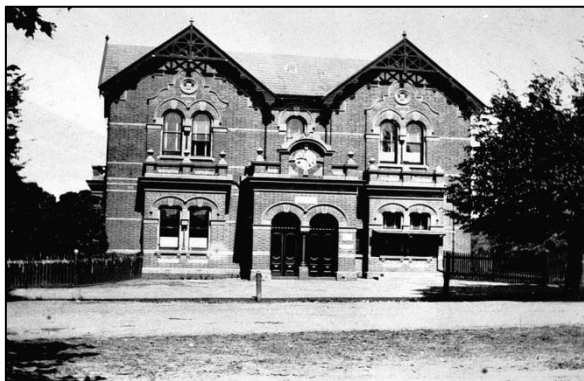
In 1936, when Ted was at the ripe old age of 9, his Dad got another posting, this time to the small Goulburn Valley town of Tallygaroopna, about 120 miles north east of Melbourne and not far from Shepparton. Tallygaroopna railway station was the busy rail head for the district's annual wheat harvest distribution.

The Railways back then had a policy whereby promotion meant posting, if you didn't want to move you forfeited your posting. Ted's Dad was ambitious and took every posting and promotion offered to him which eventually paid off as he ended up with the top job as Station Master at Spencer Street railway station in Melbourne.



Ted says "probably one of the most exciting things that happened to me in the first year that we were in Tallygaroopna, was the return of one of the town's leading business-men, Simon Lang. Simon had been down to Melbourne on a business trip and returned in an aeroplane which landed in the paddock opposite the railway station. I of course, could not get close enough to the plane when it came to a stop, and fondled it as if it was a beautiful animal. The pilot did a number of "joy" flights as they were called in those days - I seem to remember it was twenty shillings for twenty minutes. I could only watch and wish."

In 1938, Ted's life became a little more exciting. The country bread-carter was looking for a Saturday and school holiday gate-opener. In those days, in country Victoria, bread and groceries were delivered to farms two or three times per week. It was the bane of the life of the bread carter to have to stop at every farm gate, probably 80 or 100 in a day's round, open the gate, get back in, drive through, get out of the van again, close the gate etc etc. It was also very time consuming. Ted applied for and got the Saturday job and became quite skilled at jumping out of the van before it stopped, opening the gate quickly, closing it again just as quickly and jumping back in as the van started to move off. This job also came with fringe benefits, a few free pies each trip!! It also paid 5 shillings a week, a huge sum for an eleven year old.



About now Ted's parents decided to split up and in 1941, he and his sister Joan went with their Dad who had been posted to Warragul. Ted got a part-time job at the Post Office as a Telegram Boy, working after school and at weekends.

In 1943, he passed the PMG entrance examination which meant the end of school and the start of permanent employment on the princely sum of £77 (\$154) per year. After passing the Morse Code test, that sum was raised to £82 (\$164) per year. Being the war years, Ted had the occasional need to deliver a 'Next-of-Kin' message as they were then known. These were telegrams from Canberra advising "Wounded in Action". "Missing-in-action" or the worst one "Killed-in-Action". Usually the Post Master would arrange for a Clergyman or Policeman to personally deliver these messages, however, there were occasions when this was not possible and it was left to a 15 year old telegram boy!! Ted said it was remarkable how quickly he "grew-up" after delivering a few of those telegrams and the sad part about it was, back then, Warragul was still a fairly small town, with everyone knowing everyone else and as a result the whole town grieved when one arrived.



1943 was a momentous year for Ted. The Post Master at Warragul called him in one morning and asked him if he would like to work at the RAAF's Post Office at West Sale, this was like asking a 16 year old young fellow if he'd like a bucket of chocolate ice cream!! Ted couldn't believe his ears, wow, here was an opportunity to get close to aeroplanes again with the occasional opportunity of a flight – would he ever???

West Sale 'camp', which was like so many other Air Force airfields established throughout Australia during World War 2, was no more than a tin city. There were 2 others in the local area, East Sale and Bairnsdale and unlike pre-war RAAF establishments which were called Stations, these were referred to as Camps. West Sale, which was established in 1941, was about 7 miles from the town of Sale and its express purpose was to teach bombing and gunnery to air-crew members. No 3 Bombing and Gunnery School (3 BAGS) was formed at the Camp and training commenced in December 1942. It was set up on a large grazing property on which there had been a make-shift landing-field used by itinerant civil aircraft from time to time. The homestead on the property was a rather grand mansion called "Raeshaw" (above) which served as the Officers Mess. West Sale was disbanded at the end of 1945.



So Ted went to West Sale and found he was working with 3 other PMG blokes, the Post Master, a Postal Clerk and a Postal Assistant who was also 16 years old – as he was. They lived at the back of the Post Office building, in a single room with four beds, a few chairs and the odd table and wash-basin. Fortunately there was an ablution block right outside their back door where they were able to shower and attend to toilet needs. Meals and relaxation were organised as they had the privileges of the Sgts Mess.



One of the aircraft stationed at West Sale was the Fairey Battle (left), an aircraft long since dispensed with by the Royal Air Force and relegated to the role in Australia of towing targets for eager air-gunners at which to shoot!!

The pilots who flew these aircraft, most of whom had joined the RAAF with ideas of flying fighter aircraft in a “shooting war,” considered them ugly, heavy, and old and were not ‘amused’ in having to fly them up and down a 90 mile beach, at 5,000 ft, towing a drogue.

In addition to the large number of Fairey Battles, the aircraft inventory at West Sale also comprised quite a number of Avro Anson's (right) which were used for gunnery and bombing training, as well as the twin-engined Air Speed Oxfords which were used similarly.

Ted's job at the RAAF Post Office, which was open 5½ days per week, being closed on Saturday afternoons and Sundays, was to provide mail, stamp sales, telephone and telegraph services and included manning a small switchboard which was busy each evening with ‘trunk-line’ calls from lonely airmen, to wives, girlfriends, families etc.



His time in the Sgts Mess was put to good use as he soon managed to ‘con’ a flight in an Avro Anson which was to be flown by the two young sergeant pilots, neither of whom would have been much older than 19. This was pretty much the measure of things at West Sale and no doubt throughout the RAAF at the time, as most of the pilots were NCO's and under the age of 20! There were very few officer pilots at Sale except for the executive staff.



The flight was ostensibly a dual cross country check of one of the pilots and set the seed, Ted was hooked on flying. He also got to know the Link Trainer Sergeant instructor and spent as much time as he could ‘flying’ the “Link”. The Link was designed to allow pilots to practice their instrument flying techniques, pilots would climb into the “cockpit”, the wooden canopy lid would be lowered and the whole “flight” would be undertaken without any external visual reference from the cockpit. Although a basic machine, flight attitudes and movements within the simulator were quite realistic.

Very soon the number of RAAF/WAAAF personnel in the Sale district grew to about 4,000. Bairnsdale was closed and the personnel moved to No. 1 OTU at East Sale and No 4 RAAF Hospital, which was situated in the Sale township, was upgraded to a major surgical and convalescent centre, resulting in more staff. These huge numbers forced some restrictions on local weekend leave arrangements. East Sale would be allowed to go into Sale each second Saturday afternoon and West Sale personnel on Sunday of the same week. Then the reverse would apply for the following weekend.

Weekend leave to Melbourne from either place was undertaken in what was referred to as “road-trains”. Virtually a large semi-trailer with a canvas/tarpaulin type canopy with limited seating. Crude, unsafe – but effective!!!

In 1944 Ted’s time at Sale came to an end and he was transferred to the PMG’s Postal Training School in Flinders Lane, Melbourne where he and about 30 other trainees became inaugural students undergoing a telegraphist in training course. Here they were taught to send and receive Morse code at 25 wpm and to touch type at 66 wpm (no errors) and to operate a telephone switch-board. After finishing the course, Ted was sent to work at the Chief Telegraph Office (CTO) in Melbourne which was the first Telegraph Office in Australia to be equipped with the revolutionary American teletype machines which had a speed of 60 wpm, compared to about 25 to 30 wpm for the older style teleprinters.

In 1945, the Sydney CTO was being equipped with the new machines and Ted and a few others were sent to Sydney to train the local telegraphists on the new equipment. As he had never been any further north than the Murray River, this was a huge adventure for an 18 year old.

Ted (on the right) with his mate Charlie Jones outside the CTO in Sydney.



The plan was for them to be attached to the Sydney office on temporary duty for three months and it was here that he was introduced to that wonderful of beverages – beer!!

At the same time as his time in Sydney was approaching a close, the RAAF were seeking four PMG telegraphists to work in their Meteorological Section at the Cairns airport. Ted and his mate Charlie Jones got to hear about this and applied for the positions and just prior to Christmas 1945, he was on his way to another new adventure. The job involved receiving various meteorological reports by Morse code, sending them in plain language to the RAAF Meteorologists who would produce forecasts for RAAF use.



On arrival, Ted discovered the RAAF had not made up their minds where to house PMG operators. Out at the airfield where they were to work, there were no longer any RAAF quarters. The war-time huts had already been sold by the Defence Disposals Dept and in the City, the Catalina squadron people had taken over “Kuranda Barracks” which was on the Esplanade. After a bit of “umming” and “arring”, the RAAF decided that they should be accommodated at Kuranda Barracks, a decision that met with immense approval from them all. Ted and his mates ‘put up’ with living on the Cairns Esplanade for a few months after which they were moved to RAAF accommodation in the RAAF’s Transmitting Station, on the boundary of the aerodrome where vacancies had become available



Once settled into work, he noticed that there was a small flying school

operating at the airfield, flying Tiger Moths. His enthusiasm for flying had grown over the years and it wasn't long before he arranged a twenty minute 'famil' flight in one of the Tigers, for the princely sum of 10/- (\$1). The famil flight was followed by regular lessons and just before Christmas 1945, with a total of 6½ hours in his log book, and following lots of "circuits and bumps" the instructor hopped out of the aircraft, with the "joy stick" in his hand and said - "I think you are ready to give this caper a try on your own"!

He had completed his first solo.

Unfortunately, the cost of flying was too expensive for Ted to continue his lessons, an hour in the air would cost him a week and a half's wages, so lessons were put on the back burner.

In 1947 Ted's time in the north came to an end and he was recalled to the Melbourne CTO where he soon settled into the routine with lots of shift work, but he couldn't get the aeroplane bug out of his head. He longed to join the RAAF and fly their aeroplanes but in 1947 the RAAF were still demobbing people at the rate of 5,500 per week. During the war, the number of people in the RAAF exceeded 180,000 and in 1947 that number had been reduced to 13,000 and even though the chances of being recruited into the RAAF were slim, Ted continued to pester the Recruiting Officer at Kellow Fawcner House, in St Kilda Road. He was told there was a chance that the planned commencement date for aircrew training could be early in 1948 and his best chance was to join the permanent Air Force and later when Air Crew recruitment started, he could just remuster.

Not long after this, Ted received a phone call from the recruiting office and was asked to come in for a chat. He was offered the position of Telegraphist provided he could pass all the trade tests and pass the medical. He sailed through both, signed on and in October 1947, was sent to Laverton for a rookies course, then posted to Ballarat as an instructor with the rank of acting Corporal.

When Australia entered the war on the 3rd September 1939, the personnel strength of the RAAF was 310 officers and 3,179 airmen. As the personnel numbers rapidly increased, 49 additional airfields as well as their individual infrastructures, were constructed. RAAF Ballarat was one of these and its role was to provide wireless training for the Wireless Air Gunner mustering and on the 29th April 1940, the first intake for No 1 Wireless Air Gunners (WAGS) course commenced training. This consisted of 4 weeks initial (rookies) training followed by 24 weeks wireless training - radio theory - D/F loops - radio practical and a minimum standard of 22 wpm receiving and sending of Morse code. Following this, the trainees spent another four weeks of gunnery training at a various Bombing and Air Gunnery Schools, then graduated as Sergeants on 11/6d (\$1.15) per day and posted to the Middle East.

When the training programme ceased in mid 1944, a total of over 10,000 WAGS had been trained No 1 WAGS at Ballarat, No 2 at Parkes NSW and No 3 at Maryborough Qld. No 1 WAGS was disbanded and Air and Ground Radio School was formed in its place in November 1945, however, it remained virtually "moribund" for most of the next two years, because of Government vacillation about the size and extent of a post-war Royal Australian Air Force. There was also some uncertainty about what was needed and where to go with Radio training for the re-structured force.

In the end, the first training courses commenced in February 1947 for Telegraphists, Teleprinter Operators and Signals Clerks. Other training courses to follow were, Radio Servicemen, Radio/Radar Technicians both “Air” and “Ground” (which were to replace the earlier musterings of Wireless Maintenance/Radar Mechanics and Wireless Operator Mechanics). Basic electronics courses for other and allied RAAF engineering trades were also conducted from time to time. The previous aircrew category of Wireless Air Gunner was re-categorised as “Signaller” (with the gunnery aspects having been made redundant). The name of the school was also changed from Air and Ground Radio School to School of Radio. It could be argued, a “cosmetic” name change only rather than a change in function or direction. The first CO (1945 – 47) was Wg Cdr Bill Guthrie

Later in April 1961 as part of the implementation of a Defence rationalisation plan, School of Radio was relocated to Laverton and thus ended a twenty-one year close association of RAAF with Ballarat and its citizens.

After War’s end, the Engineering Branch Radio specialists of the RAAF could foresee, quite dramatic and “explosive” changes taking place in the electronic communications expansion in the second half of the 20th century. This would require a considerable lifting of the skills of the radio engineering trades to a level then not within the training capabilities of an embryo permanent Air Force. Another vital aspect was for the RAAF Recruiting system to be able to compete with the many civil training institutions as far as the preparation for tomorrow’s engineers were concerned.



Pre-war civilian industry apprenticeships, which had been put on hold in the five year long war-time situation, were starting to re-emerge. The RAAF planners decided to adopt a similar scheme being run in the RAF whereby 15 year olds were able to join as “boy entrants” (Apprentices), and after 4-5 years accredited secondary/tertiary trade training, be granted a Trade classification of Fitter, Turner, Machinist or whatever”. An in-depth study was undertaken, the success of which required considerable co-ordination with State/Commonwealth technical colleges in order to provide the required trade accreditation by way of an Associate Diploma. In 1948, an RAAF Radio Apprenticeship and an Engineering Apprenticeship scheme was proclaimed.

My wife and I walked past a swanky new restaurant last night.
"Did you smell that food?" she asked. "Incredible!"
Being the nice guy I am, I thought, "Bugger it, I'll treat her"
So we walked past it again.

Ted’s strongest memory of Ballarat was the cold. They slept and worked in the non-insulated galvanised iron (or tin?) huts fondly known at Tin City. There was a practice during those times, where everyone was issued with an extra great-coat. These were a pre-War model which were had not been issued because they were too short, and which were called “bum-freezers.”

The blokes at Ballarat wore them to work and in the winter, wore them to bed too. All buildings had a “pot-bellied” stove, but they did not radiate sufficient heat and it is a wonder the whole place did not burn down as the “cold little sprogs” would always over-stoke the stoves before retiring for the night.

Routine at the School routine was as follows:

- Reveille (it was still called that in 1948) usually at 0600.
- Hut tidiness, ablutions (shower, shave and shampoo!!).
- Breakfast
- Morning parade at 0800
- Inspection of the troops by the CO
- Raising the RAAF ensign, then march off to class.

Trainees were restricted to the base and only allowed off-base leave on Wednesdays and weekends.

Despite RAAF Ballarat still having a serviceable airfield with two quite extensive runways and a number of permanent hangars, the role of the place did not require any on-base aircraft. The latter having disappeared when the Wireless Air Gunnery School disbanded in 1945. There was no constant buzzing of aircraft to either break the tedium, or provide a reminder that they were really in the RAAF. However, there were certain aspects of the Training Syllabi which provided a need for some “in-the-air” time. This need was serviced on an “as required” basis from time to time by visiting aircraft from other RAAF bases. 1948 was still very much an era which suffered from WWII shortages and the ownership of a motor-car was still pretty much a dream. Most staff members had motor bikes.

The main recreational pursuits after a day in the class-room, involved either the Unit cinema, two or three times per week, the gymnasium which was well-equipped or the recreation hut's table tennis - library and snack bar (occasionally staffed by the Salvos or other volunteers either from Ballarat or members of the Unit family).



Badminton was also played on the base and it was through this pursuit that Ted met the girl of his dreams and future wife Mattee, who luck would have it, was the owner of a 1948 Hillman Minx.

The photos below were taken on Mattee's 26th birthday, the day they announced their engagement, 4th October 1949.



In mid 1949 the CO decided that there was an imbalance in the NCO Instructor ranks. Most instructors were either Sgt's or above so Ted and his three acting Cpl mates were promoted to acting Sgt, this was considered necessary to maintain discipline with the trainees. This gave him a terrific morale lift, not only the extra 5/8d per day (about 55 cents - at that time about a 25% increase in pay!) but also that he would be living in the Sergeants Mess, with a room of his own, complete with a proper bed, sheets and pillow-cases and, even more importantly, privacy.

During 1950, Ted and Mattee decided they needed a larger car. The Hillman and the bike were sold and through a bit of scrounging and knowing the right people in the right places, a brand new Standard Vanguard was purchased for the ripe old sum of £900 (\$1,800).



Ted and Mattee were married on the 26th May 1951, in Ballarat's Christ Church Cathedral.

Just as Ted and Mattee were settling into married life in Ballarat, the news came that Ted was to be posted to the Occupation Forces in Japan and on the 11th November, 1951 Armistice Day, he set off to No 391 Base Squadron, Iwakuni in Japan. The expected duration of the posting was 15 months and as he was to replace a Sgt working in the Cypher Office, he kept his acting rank.

77 Sqn was also in Japan at that time and in 1950 when the Korean War broke out, it was sent to Korea and fought alongside the USAF. Initially equipped with Mustangs it was re-equipped with Meteors. The eventual, and rather remarkable, record held by No 77 Squadron, in the totality of 'things' Korean War, was not attained without considerable cost to RAAF pilots and aircraft. No 77 Squadron flew around 19,000 individual sorties in all extremes of weather and, as history has shown, in aircraft lacking the performance of the enemy's. It was for this latter

reason, that their initial air-to-air role was converted to one of ground attack. Fighter pilot casualties at the end of the conflict were:-

- 30 killed in action,
- 8 killed in flying accidents, and
- 2 died as a result of accidents on the ground.

Aircraft losses were extremely high, the Squadron losing 54 of their 90 Meteors during the period of the war.

Iwakuni had been a Japanese Naval Air Station during the war and there was still some evidence of this with one of the quite large hangars still showing signs of bomb-damage and disused for this reason. The hangars and other buildings on the Base were unpainted concrete or some of wooden structure.



Because the Base was also the civil airport for Iwakuni, and quite often civilian passengers stayed overnight, the RAAF Movement Control Office worked out of a large building which they called The Transit Hotel, where incoming/outgoing, passengers both RAAF and civil were processed by either the RAAF Movements staff, or by Qantas ground staff as appropriate.

The Airman's Mess, Iwakuni.



Unfortunately for Ted, he ran into a Flt Lt E.C.Grose who was the Wing Administrative Officer. Grose knew that Ted had been acting Sgt at Ballarat and upon hearing that he was still acting, insisted that the 3rd hook be removed and that Ted leave the Sgt's Mess and go live in the Airman's Mess as a Cpl. (Well done Grose – hope you're proud of that – tb)

Then, after Ted had completed 9 months in Japan, he received notice that he was to return to Australia with a posting to Rathmines for Officer pre-selection training. This was a very welcome surprise as it shortened his Japan stay by 6 months and he was going home to his wife.

Back in 1952, the RAAF was in disarray. The 1945-1947 effects of the almost “maniacal” speed with which the officer demobilisation policy had been handled, coupled with its seeming indiscriminate discarding of so many eminently suitable war-service officers, who were discarded even though many had indicated a wish to serve on in the Permanent Air Force, set the scene for some urgent re-thinking of the officer manning needs. This urgency gathered further, and unexpected, momentum with the onset of the Korean war. The resultant increased RAAF manning needs, particularly for officers in each of the Branches of the Officer establishment tables, not only set in motion the appointing of suitably qualified people from “civvy street” but also the commissioning process of selecting, en masse, suitably qualified and motivated serving Airmen, NCO’s and Warrant Officers. What then transpired, and in order to ensure adequate and undoubtedly additional scrutiny for “officer potential”, was a pre-selection process for further “screening” of the large number of “Airmen Entrants” seeking elevation to the commissioned ranks of the RAAF.



An Officers’ Training School had recently been established at Rathmines on the shores of Lake Macquarie, which was only a few miles south of Newcastle. The “Pre-Selection Course” process commenced in 1951 and each student would live in and have all the privileges of the Officers Mess. For some reason though, they continued to wear their Airman/NCO/WOff badges of rank. The only distinguishing feature identifying these potential officers from other airmen on the base was the wearing of a white arm-band. The Syllabus embraced three broad aspects:-

- **Psychological Testing** (individual and collective) - under the guidance and supervision of the then RAAF Chief Psychologist Mr Dick Want. (pieces of rope became “life-lines” for imaginary roaring torrents - 44 gallon drums became imaginary water-borne craft, sheets of newspaper became ground sheets etc etc. Initiative and innovation were the important and much-looked-for criteria!?)
- **Drill and Ceremonial** - the final test being each Course member acting as Parade commander and processing a particular Ceremonial movement from “a drawing-out of the hat” selection (see story on page 274!) and,
- **Administration - Customs of the Service - RAAF History.** Each of the above represented about 33% of the hectic - and temperamentally-testing time for of each “officer candidate”.

A businessman had a tiring day on the road. He checked into a hotel and, because he was concerned that the dining room might close soon, left his luggage at the front desk and went immediately to eat. After a leisurely dinner, he reclaimed his luggage and realized that he had forgotten his room number. He went back to the desk and said to the receptionist, "My name is Henry Davis, could you please tell me what room I am in?" "Certainly," said the girl. "You're in the lobby."

Number 3 Officer Selection Course, Rathmines.

August, 1952.



After Ted finished his course, he was hoping for a return to Ballarat, but the RAAF had other ideas and he was sent back to Japan. Then, just to prove they really didn't have a clue what they were doing, in December 1952 he was posted back to Base Sqn at Laverton.

Back in Australia Ted was sweating on hearing from the selection board and on the 7th January 1953 a telegram finally arrived telling him to report to Rathmines for Officer training in the Special Duties/Administrative Branch.

When the RAAF was formed in 1921, the Officer rank in the RAAF was copied from that adopted by the RAF towards the end of the 1914-18 war.



The novice pilot, having just received his wings, was a Pilot Officer. One with twelve months' experience became a Flying Officer who after three years became a Flight Lieutenant commanding a flight of up to four aeroplanes. The Squadron Leader commanded a squadron of two or more flights and the Wing Commander two or more Squadrons. Two or more Wings became a group and thus the rank of Group Captain. Ranks above Group Captain became known as "Air" rank officers who occupied the top echelon positions within the Air Force. Then with a rapidly increasing need for a mix of

aviation specialists at an officer management level, Branches and Categories were formed. Aircrew became the General Duties Branch, the non-flying were titled Technical, Equipment, and Administration/Special Duties branches.

RAAF Iwakuni Australian Rules Football team.

1952.



A man wrote a letter to the ATO: "I have been unable to sleep knowing that I have cheated on my income tax. I understated my taxable income and have enclosed a cheque for \$200.00.

If I still can't sleep, I will send the rest."



Flt Lt Ned Grose, F/O Ted Leach, Cpl Ted Ilton - On the tarmac Pusan, Korea. Sep 1952

No 7 Officers Training Course - RAAF Base Rathmines.

12th January - 30th March 1953



Back Row L-R: F O's Paternoster, Potter, Henze, Cpl Ilton, Sgt Warnock, W/O Puxty, W/O Mahoney, LAC Wheal, F/O Dawson, W/O Callinan,
Second Row L-R: Sgt Riggs, LAC Goodley, Sgt O'Donoghue, W/O's Townsend, Wishart, Sgt Mann, Cpl Bernasconi, Sgt's Malone, Ryan.
Third Row L-R: F/O Cumes, W/O's Murray, Cameron, Robertson. F/O Ford, Flt Lt Thrum, Sgt Rhodes, W/O Brighton, LAC Hazel
Front Row: P/O Henderson, W/O Brown, Fig Off Podger, P/O Crough, FI Off's Hansen, Black, W/O's Chaplin, Geddes, P/O Cahill.
(Absent FI Off's Davies, Foley, Stewart and W/O Furlonger)

The Course total was 40 comprising 15 already commissioned officers and 25 "airmen entrants". The commissioned men were commissioned straight from 'civvy street' and were required to undergo officer training.

Just prior to the trainees finishing their course, the Federal Government announced all sorts of budget cuts, including some affecting the Defence Forces. Ted was called into the CO's office and advised that "commissioning into the Special Duties Administrative Branch had been put-on-hold until further notice and "Cpl Ilton" is therefore to be given the option of transferring to Technical (Radio) Branch or resuming normal duties as a Corporal Telegraphy instructor at Ballarat". This was a hell of a let-down for him, but also a no brainer – he, of course, chose the Technical Branch.

So, on April Fool's day, 1953, 15 newly commissioned officers set off for the RAAF's School of Technical Training at Wagga to be part of No 1 Specialist Officers Engineering Course. The remaining 26 graduates proceeded to a variety of RAAF Bases through-out Australia.

No 1 Initial Specialist Officers (Basic) Engineering Course

RAAF School of Technical Training Wagga.

(April to November 1953)



Back Row L-R: P/O Hazel, Flg Off's Brighton, Donoghue, P/O Bernasconi, W/O Ewing (staff) F/O Mahoney, P/O's Warnock, Henderson

Middle Row :- Sgt's Younger, Heazlewood (staff), Flg Off Wishart, WgCdr Taylor (Chief Instructor) P/O's Malone, Ryan, Flg Off Robertson.

Front Row :- P/O's Stewart, Wheal, Ilton, Rhodes

After Rathmines, Ted was to spend the next 18 months on a succession of courses. He was at Wagga for about 9 months then back to Ballarat for a Radio Officers Course for most of 1954.

Back at Ballarat, Ted did a deal with the local theatre operator and swapped the Vanguard for a magnificent Mark IV Jaguar, a car he had been eyeing off for some time. It became his pride and joy.

Just after Easter in 1954, and after completing No 1 Specialist Officers Radio Course, Ted was posted to 1AD at Laverton as their Radio Officer. He and Mattee sold their home in Ballarat, bought another in East Ormond and settle into life at Laverton.



In November 1954, Ted realised that Radio Tech stuff really wasn't his thing so he applied for a transfer to Admin duties. The CO and a few others at 1AD heartily agreed and Ted's transfer was approved quick time and within a few weeks he was posted to Radio Appy school at [Frognall](#) where he served as the Adjutant from November 1954 to August 1957.

Signs your life is about to change

- a. While watching the news, you spot your spouse marching in a Gay Pride parade.
- b. The bank notifies you that your paycheque has bounced.



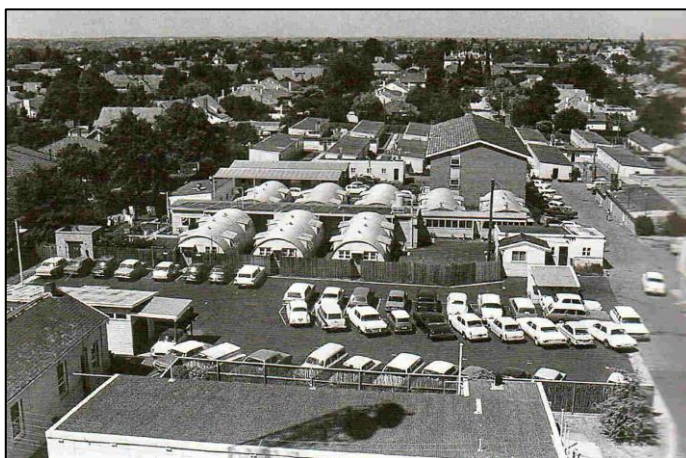
Appy Squadron shared Frognall with No 1 Telecommunications Unit (MTU) and was a most un “Air Forcey” place to work. The only sign of anything Air Force, other than the RAAF uniformed personnel, was the RAAF Ensign fluttering from the yard-arm on the basket-ball court size parade ground. The HQ was in the grand old mansion with the Mess facilities, the Sick Quarters and the Pay Office housed in separate buildings.

And what do they say about “every dog has his day....” Flt Lt Grose, the ‘lovely’ man who, when Ted was in Japan insisted he remove my third stripe, had been the Adjutant at Appy Squadron but was moved out due to personality conflicts. Ted was his replacement, who, on taking up the office was promoted to acting Flt Lt. Apart from the ‘howzatt” aspect of the promotion, it also came with a substantial pay increase. This time he held the acting rank until make substantial 2 years later.

In the late 50’s, Frognall was the home of the Radio Apprentices for the first three years of their apprenticeship. 3 courses were run at any one time, Junior, Intermediate and Senior with about 30 bratts on each Course. Their academic programme was carried out at RMIT and they would spend each day at the Institute in Swanston Street Melbourne. They would leave Frognall each morning in a convoy of buses, spend the day at RMIT - breaking for lunch at the then Trans Australia Airlines (TAA) cafeteria immediately opposite and return to Frognall at about 5.pm. Subjects of General Service Knowledge, Drill, Customs of the Service etc would be fitted-in at Frognall with associated lecture programme breaks at RMIT. They also had to attend supervised study programmes at Frognall after the evening meal.

There were some quite significant RAAF staff supervisory aspects involved with relation to the maturing characteristics of boys aged between 15 and 17. It was often said that staff members had to be surrogate Mum, Dad, and religious pastoralist. With the majority of the lads emanating from rural areas, and quite a number from broken homes, or from sheltered home environments, the individual fostering needs for each apprentice were seldom the same. A common thread however, related to the individual immaturity (and growing) personality of each Apprentice. There were three Flight Commanders, of Flying Officer rank, each being the “Course Mother” for the three apprentice group levels. Ted was responsible for the overall administration of the School, however, this did not completely divorce him from some of the surrogate parental aspects, particularly if one of the Flight Commanders was absent.

Apart from being taught the technical side, these young blokes had to learn the “Customs of the Service” and not having a home environment from which to learn, needed to be taught general etiquette, i.e table manners, general politeness and courtesies extended to ladies. There was a requirement for the junior and intermediate courses to write home at least once a week and this was policed by having them log each letter in the weekly mail despatch book. On some occasions, sadly, the staff found the only thing enclosed in the envelope was a sheet of blank page!!



You hear that your dentist has been arrested for using radioactive material as tooth-filling.

All RAAF bases were accustomed to having a chapel of some sort and although it is fair to say that none of them had been purpose built, in the majority of the cases they were converted war-time tin huts. That is, converted on the inside only, and then only basically. The exteriors looked no different to any other of the war-time structures. Frognall was no exception. Services were conducted each Sunday by the then Principal Air Chaplain, R.C. Russell, (affectionately referred to as “THE BISH”) who lived only a block or two from Frognall. These men wore the rank of Air Commodore - usually with a normal uniform collar and tie rather than the clerical collar - the only clerical badge being a small cross on the shoulders of their tunic. The Chaplain that was attached to the chapel at Frognall had a very important task doling out pastoral care as well as providing a very broad shoulder for many of the young men who, for the first time in their young lives, were alone and a long way from home. These men, who held the position of Base Chaplain, provided an indispensable and unforgettable service.

While at Frognall, Ted was aware that the Appy squadron did not have an annual magazine. He reasoned that as most other educational institutions, High Schools, Colleges etc, had a

magazine which documented the studies and triumphs of the students and which would become a treasured memento of the student's time at the institution. He put the proposition to the C.O (Sqn Ldr Moore) who put it to HQ Training Command which gave it their blessing. An annual magazine was launched and remained a popular annual event which was continued when Apprentice School was absorbed into the School of Radio at Laverton.

At that time, Appy Squadron did not have a graduation parade, there was nothing to indicate to the young men that their 3 years' study was at an end and they were about to join the 'real' Air Force. Ted saw this as a huge oversight. He thought there should be 'something' to proudly commemorate the young men's successful graduation. Something to which the student's parents could attend and which would demonstratively mark the finalization of 3 years of hard work and dedication. He would do something about it.

He approached the CO who once again gave him the green light. He approached GTV 9 and asked them if they would be interested in covering such an event, they jumped at it, and so it was arranged. The parades became a tradition and each Appy course thereafter had a formal passing out parade.

Your fourteen year old daughter suddenly develops a craving for pickles and ice cream.

After three years at Radio Apprentice School at Frognall, Ted was posted to Maintenance Command HQ in Albert Park as the Junior Staff Officer. He was there only 3 days when he was sent down to St Kilda Rd to Victoria Barracks as a Personnel Staff Officer.

Ted spent twelve months in the RAAF's Personnel Branch at Vic Barracks which back then was known as the "Department of Air." The more descriptive name, RAAF HQ, was not used until late in the 1960's or even early 1970's by which time it had been relocated to Canberra.



Back then the RAAF had 3 Command Structures which were based very much on the Royal Air Force. The three Commands, each with an Air Officer Commanding with the rank of Air-Vice Marshal, were the Home, Training and Maintenance Commands. The latter two names are self-descriptive, but the former, although called the Home Command, was in fact the Operational Command of the RAAF. Maintenance and Training Command HQ's were situated at Albert

Park Barracks while the Home Command was located at Glenbrook in NSW. The overall Command structure was overseen by the Department of Air at Victoria Barracks in Melbourne with an accompanying Political Master - the Minister for Air.

Victoria Barracks, which was built in 1825, is an amazing building. The RAAF had been established there since its formation in 1921 though uniformed personnel from the Army and Navy had been there since its establishment. It also housed numerous public servants from various Defence Departments. The RAAF had people there from all its branches, i.e. General Duties (Air Staff), Equipment (Supply), Engineering and Personnel. The overall RAAF boss at Vic Barracks was titled the Chief of the Air Staff and in the late 90's this title was changed to Chief of Air Force (CAF). Each Branch was headed by an Air Vice-Marshal and these appointments, together with a senior Public Servant (Secretary of Department of Air), formed what was then called the Air Board under the umbrella of the Minister of Air who in turn was responsible to the Minister for Defence and the Cabinet.

As the RAAF was a "Johnny come lately" at Vic Barracks, there were no facilities for an RAAF Officers Mess. The Army had their Mess planned when the building was built back in the 1800's and originally the Navy and later the RAAF shared these facilities. The rapid expansion of the RAAF during WWII demanded the establishment of a separate RAAF Officers Mess in the close vicinity of the Barracks. About that time, a 19th Century magnificent old mansion, "Illoura" (right) situated at 426 St Kilda Road, was on the market and the RAAF Officers at Vic Barracks formed a trust and purchased the building. It only required minor alterations to provide Messing facilities and limited live-in facilities for single and/or unaccompanied Melbourne based RAAF Staff Officers.

Unfortunately, in the early 1970's, the RAAF Trustees decided to sell the building and build a new Officers Mess in Coventry Street, immediately opposite Victoria Barracks. The buyer/developer pulled the beautiful old building down and in its place built the office block below.





In mid 1959, the entire Department of Air at Victoria Barracks, both uniformed and civil personnel, was transferred to Canberra to the recently constructed Russell Offices. The move had been planned back in 1927, to coincide with the Australian Parliament moving from (what is now) the Victorian Parliament building (right) in Spring St to its 'temporary' building in Canberra however, the Depression very much put the brakes on this plan. Then the Nation had barely risen out of the Depression when the Second World War began so the move was postponed for a second time.



The move was not so much a new experience for the uniformed members at the Barracks as most Servicemen were used to being moved around but it was a big deal for the civilian workers, most of whom had never left Melbourne. It involved many thousands of people, all of whom had to be housed.

As a result many new Canberra suburbs were developed radiating out North, South, East and West from the Capital's Civic Centre, suburbs such as Dixon, Campbell and O'Connor were built to house these people.



Then, in 1960, just as Ted and family had settled into life in Canberra, the RAAF decided it was time for him to leave and he was posted to Base Squadron Butterworth as the Adjutant. Back then the accepted method of travel to Butterworth was via a 12 to 14 day cruise travelling First Class, Sydney to Penang. The normal means of travel on all overseas postings was by sea, if one was lucky enough to get a posting to the U.K it meant a much longer cruise of five to six weeks.

What a way to go on a posting!!

Ted with wife Mattee and children Gary aged 5 and Robyn aged 2.

Butterworth also came with a fully furnished Married Quarter as well as a cook, ahmah and a gardener. Penang was also a haven for the purchase of either a new car at an almost tax-free price or if a new car was-out-of-reach then American second-hand cars, generally only 12 months old, were extremely cheap. Ted bought a 4 year old Dodge for £400 (\$800) which he took back to Australia with him and which he kept for a further 8 years.



Shortly after Ted had arrived at Butterworth, the OC Air Cdre Ford summoned him to his office at Air Base HQ. where he was advised of a forthcoming visit of the King and Queen of Thailand to Malaysia which was to include a tour of RAAF Base Butterworth. The OC appointed Ted as the RAAF Base Protocol officer for the visit. Ted has said there was an intense twelve months of planning in which he was intimately involved. It not only included monthly Penang State level Meetings but also a quarterly variety at K.L in the Parliamentary buildings. He said that it all went off without a hitch at Butterworth and provided some proud and unforgettable moments for him.

An amusing incident occurred while he was there. The OC at the time was Air Cdr Geoff Hartnell and he arranged for a permanent memento to be presented to the Commander of the departing RAF V Force Bomber Squadrons. He had an exquisite pennant made, highlighting the three RAF squadrons and arranged to present it to the RAF Wing Cdr at a formal dining-in night. Unbeknown to everyone, a young RAAF fighter pilot had got the embroider to emblazoned on the back the words "All Pommies are Bastards". With a great flourish, the OC presented the pennant to the huge amusement to everyone, including the RAF Wing Cdr. Unfortunately for the young pilot, the OC didn't see the joke and the young bloke was on the next Herc back to Oz with his docs duly noted.

In 1963, Ted was posted once again, this time back to Point Cook to the RAAF Academy as the AdminO and two years later, in 1965, he moved across to the Officers Training School to instruct in Air Force Law. In 1967, it was time for another move, this time north to what was then called No 1 Central Reserve at Kingswood NSW – near Penrith. Its primary function was to provide storage and supply of munitions and had been re-activated in the early 1950's with the outbreak of the Korean War. It later became the No 1 Central Ammunition Depot.

In 1968 it was time for another move, this time back to the Staff College at Fairbairn to undertake a Command and Staff Officer Course after which, in 1969, he was sent back to Russell Offices as the Personnel Staff Officer.

In 1971 he was promoted to Wing Cdr and once again, posted – this time to East Sale, back to where it all began. This time, though, he was the Admin Staff Officer and the CO of Headquarters unit. He stayed there until 1972 when, after 12 years, it was time to go back to Butterworth as the Senior Administrative Office, Base Squadron. He stayed there for about out 6 months, until getting an 'upstairs' posting to be the Admin Staff Officer and CO of the RAAF HQ unit at Butterworth. This time he bought a near new Humber Super Snipe which he said earned him more salutes than he'd experienced before or since – the car was the same as the OC's.



He returned to Australia in 1974 with a posting back to Vic Barracks, this time as Staff Office Publications – a job he said wasn't really his chosing....

In 1976 he was on [No 21 Industrial Mobilisation Course](#). This was a “Think Tank” type of organisation and comprised 2 RAAF Wng Cdrs, 2 Navy Commanders, 2 Army Half Colonels and 24 civilians, each of whom was of C.E.O status in either of the Industry or Public Utility which they represented. Ted is quick to indicate that this was definitely one of the highlights of his 30 years’ service in the RAAF”



In mid-1976 , and after 3 decades of RAAF service, Ted felt it was time to “pass the baton !. In a sense his son Gary, who had joined the RAAF in 1974 has done some “baton carrying” - he has reached Wing Commander rank and is currently (November 2011) Deputy Commander of No 13 Squadron RAAF Darwin.

Not long after his retirement in Melbourne he was offered the (unpaid) newly created position of Regional Commandant of the RAAF’s Air Training Corps in Victoria, which he accepted. He also found time during his early retirement years to form the RAAF Staff College Association for its then Graduate List numbering 1400 accredited Members. He became the Association's Founding President.

He eventually retired, moved to Queensland and now lives a relaxed life on the Gold Coast, he’s active in the local chapter of [Probus](#), plays the odd bit of golf and looking back says he wouldn’t have changed one thing. He says having never achieved his childhood ambition to become a RAAF pilot was a shame, but it was not meant to be - and as they say, "That's Life!!

A young doctor had moved out to a small community to replace a doctor who was retiring. The older doctor suggested that the young one accompany him on his rounds so the community could become used to a new doctor. At the first house a woman complains, 'I've been a little sick to my stomach.'

The older doctor says, 'Well, you've probably been overdoing the fresh fruit. Why not cut back on the amount you've been eating and see if that does the trick?' As they left, the younger man said, 'You didn't even examine that woman? How'd you come to the diagnosis so quickly?'

'I didn't have to. You noticed I dropped my stethoscope on the floor in there? When I bent over to pick it up, I noticed a half dozen banana peels in the trash. That was what probably was making her sick.'

'Huh,' the younger doctor said. 'Pretty clever. I think I'll try that at the next house.' Arriving at the next house, they spent several minutes talking with a younger woman. She complained that she just didn't have the energy she once did and said, 'I'm feeling terribly run down lately.'

'You've probably been doing too much work for the Church,' the younger doctor told her. 'Perhaps you should cut back a bit and see if that helps.'

As they left, the elder doctor said, 'I know that woman well. Your diagnosis is almost certainly correct but how did you arrive at it?'

'I did what you did at the last house. I dropped my stethoscope and when I bent down to retrieve it, I noticed the preacher under the bed.'

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Pilot Officer Ronald William Betts (1947-71).

Ron Betts was born in Launceston, Tas, in 1947. Like a lot of young blokes of his time, the only thing he ever wanted to do was fly aeroplanes. In 1958, Ron's family moved to Hobart where his interest in flying continued to grow. He and some school friends built a small rocket which they flew and which caused a bit of havoc and got a mention in the local newspaper, [The Mercury](#), because it crashed into a large woolshed owned by a (at the time) prominent Tasmanian firm.



After finishing High School in 1965, he left Tassie for Cooranbong in NSW where he attended [Avondale College](#) and did his aviation theory subjects. Finishing and passing those in 1966, he hitch-hiked to Cairns then flew to PNG where he started work as a clerk with the Administration Government. His father, Mannie Betts, who had been a radio officer with the RAAF in PNG during WWII, knew a few people and helped him get the job. While there he spent all his spare funds on learning to fly and eventually obtained his PPL.

In 1968, with his PPL and a few hours in his log, he applied to the RAAF to become one of their pilots and was successful. He did his basic training at Point Cook on the Winjeel.

Then it was over the Pearce to complete his training on the Vampire where he graduated in June 1969.

After Pearce, in September, 1969, he was posted to a fighter squadron where he found the going a bit tough so he was sent to 5 Squadron at Fairbairn to train on the Iroquois. Aivars Vilcins, who was on the same pilot's course as Ron, and who had been posted to Canberra from Pearce, says he can remember Ron coming to 5 Sqn some time after they had left Pearce and they flew together a few times.

Peter Armstrong, who was on the Pilot's course after Ron says "due to the way the courses were organised, we ended up on the same helicopter course in Canberra and a few months later, in July 1970, we were sent to 9 Squadron in Vung Tau".



Graeme Chalmers, was also on the Iroquois conversion course and was posted to 9 Sqn at the same time as Ron. He said, "Ron and I became great mates while on course and while in Vung

Tau we went to Penang in Malaysia together for a memorable R and C (Rest and Convalescence) breather”.

Iroquois conversion course, Fairbairn 1969.



Back Row: Ron Betts, Mark Julienne, John Buchanan, Graeme Chalmers, Peter Drury, Peter Armstrong.

Front Row: John Millhouse, John Dahlitz, Peter Mahood, John Dunn, John Pollock.

Following is a description of the terrible incident as told by mates of Ron's who were also involved in the battle.

On the morning of the 20 March 1971, 9 Sqn was required to carry out a "Sniffer" flight which proved to be a routine task with few readings. The "Sniffer" was an electronic personnel detection device, developed by General Electric for the US Army Chemical Corps and was mounted in the helicopters. It detected effluents unique to humans such as those found in urine and sweat.



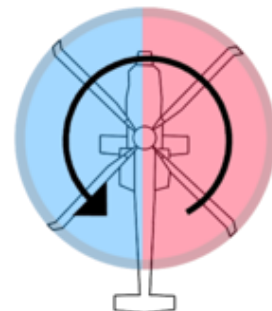
Back Row L-R: Dave Freedman, Chris Peters, Peter Armstrong, Stan Clarke, Phil Smith, Mick Castles.

Front L-R: Iviars Vilcins, Ron betts, Ron Bishop, Graeme Chalmers.

Early in the afternoon, after the completion of the Sniffer flight, two Bushranger aircraft, Bushranger 71 and Bushranger 72, (with B73 and B74 in reserve) were called to support 2 platoon C Coy, 3RAR, which had run into a bit of trouble to the north of Xuan Moc, Phuoc Tuy. On the first sortie, Flg Off David Freeman and Plt Off Ron Betts were the pilot/co-pilot of B71 and Flg Off Stuart Bryce went along for the ride.

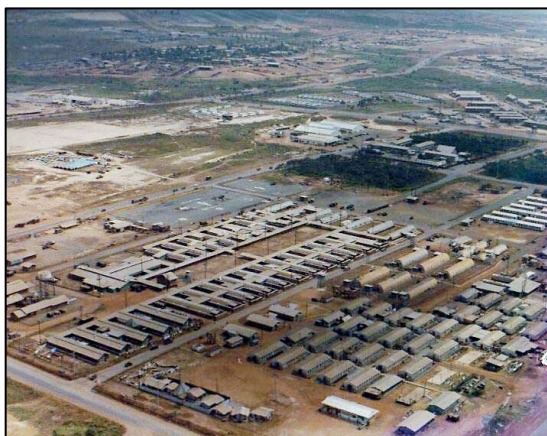
C Coy was pinned down by heavy fire from enemy-held bunkers. Their platoon commander and signaller

had been wounded and were separated from the main column. Also, the main group had run out of smoke grenades and on their first sortie, Bushranger 71 (B71) was endeavouring to resupply them. The enemy were entrenched close to an escarpment on the northern side and only about 30 meters from the Australian platoon's position which meant the aircraft had to fly low and close to the enemy's position. Such was the terrain that, after each pass, the Bushranger had to break right to escape. Whilst that happened, it was covered by the other Bushranger. On one pass with Ron flying, the aircraft broke right, the turn being so tight that it experienced retreating blade stall.



Retreating blade stall is a hazardous flight condition in helicopters where the rotor blade rotating away from the direction of flight stalls. Retreating blade stall is the primary limiting factor of a helicopter's airspeed and the reason that helicopters can only fly slightly faster than 200 knots.

B71 flipped, reversed its turn and lost altitude, heading straight for the escarpment. Dave Freedman recovered the aircraft which hobbled away but was forced to fly practically over the enemy. The aircraft returned safely to Nui Dat to rearm and refuel and it has been said that Ron was keen to get back to the battle site in order to get his hours up. B71 subsequently returned to the battle, this time without Stuart Bryce.



Back at the battle site, B71 was endeavouring to drop smoke grenades to the men on the ground when it came under fire from .50 calibre heavy machine guns.

Rounds from these guns hit the aircraft 47 times, some of which also struck Ron. B72 was not able to provide cover because of the unknown position of the friendlies. The damaged aircraft was forced to land at a nearby fire support base from which Ron was medivaced to the giant US 24th EVAC Hospital at Long Binh. Tragically, he died from his wounds and became the first RAAF pilot to be killed in action in Vietnam.

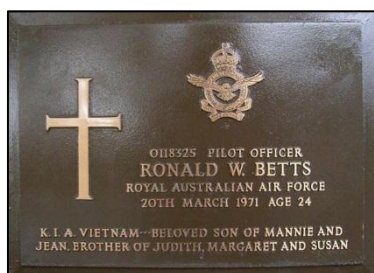
The pilot of the “Dustoff” aircraft that transported Ron to the hospital was his mate Peter Armstrong.

Peter Armstrong remembers Ron as a very popular and well liked bloke and in Vietnam, “his piano playing after a few beers was enjoyed by many. His death really shook 9 Sqn. I was the dustoff (medivac) pilot that day and saw the action in which he was killed. I picked him up and took him to the hospital which, unfortunately, was in vain. I will never forget that day.”

“When the powers that be finally decided to give the Vietnam vets the so called welcome home march, they had Australian flags with the names of all the ‘Killed in Action’ men engraved (one for each). I carried the one with Ron’s name on it and was proud to do so. I hope the flag eventually reached his family, as it was meant to.”

Ron’s body was repatriated to Australia and buried at the Carr Villa General Cemetery, in Launceston, Tasmania

In July or August 1971 shortly after he had returned to Australia, Graeme Chalmers flew down to Launceston to visit Ron’s grave. He says he’s sure he met one or two of Ron’s sisters but can’t be sure as it was 37 years ago. “My memories of “Bettsy” have always been with me” he said. “After many years of never marching on Anzac Days etc, I changed my mind because I believed it was right to march for Ron and the other Australians killed in the Vietnam War in order to honour them.”



“Many years after Ron’s death I flew on the RAAF/USAF Exchange Program and spent 2½ years flying big choppers in America in the Combat Search and Rescue role. The motto of my then Unit depicted an angel with wings about a globe and the wording was “THAT OTHERS MAY LIVE”.



Freddo Freedman, Ron and the crew in A2-383 on the day Ron was shot, were unknowingly following the tenet of that motto and displayed the greatest of Australian military tradition, to be prepared to give one’s life for others (in this case the Australian soldiers who were killed and those that were still alive and fighting the enemy for their very lives).

Ron therefore, made the ultimate sacrifice.”

In May 2009, more than 33 years since the end of the Vietnam War, the Lindisfarne (Hobart) RSL opened the Tasmanian Vietnam Veterans' Memorial at Anzac Park on the banks of the Derwent River, to pay tribute to the 16 Tasmanian men who were killed during the conflict. The memorial comprises a central stone and plaque, surrounded by 16 individual plaques, one for each of the men.

The Tasmanian Premier David Bartlett unveiled the memorial at a ceremony in front of 200 VIPs, Vietnam veterans and family members. The VIPs included six former Air Force Vietnam veterans.

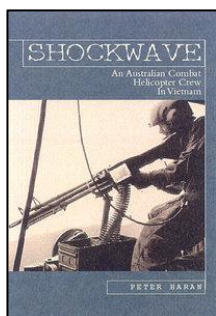
Ron's sister, Judith Stanton, said the memorial unveiling was a dream come true. The memorial gave her somewhere to go to remember his life. "It is beautiful, a real tribute to all the men who lost their lives in Vietnam," she said.

Her brother, when he was younger, always dreamed of flying for his country. "It was his father's dream as well but, because of bad health, he couldn't continue, so Ronald lived it for him," she said "It is something that he wanted to do. It was his dream and he enlisted to serve his country." I feel very proud of him. "This new memorial will now give the dignity that these 16 young Tasmanians who gave their lives in the course of duty deserve.

"We give thanks for a belated but fitting memorial.

The aircraft in which they were flying, Iroquois A2-383, started life as a D model and initially flew with the US Army but was modified to H model specs then sold to the RAAF and delivered to 9 Sqn on the 6th February 1968 and converted to a Bushranger. It flew its first sortie with the RAAF shortly after on the 14th February.

After Ron's tragic death it was sent back to Amberley (Nov 1971) where it was repaired then sent to PNG where it collided with A2-915. Once again, it was sent back to Amberley for repair and eventually written off in March 1974.



[Peter Haran](#) has written a book called *Shockwave* which is the graphic story of the pilots and crews of Australia's fleet of Iroquois helicopters during the Vietnam War, the Dust-offs and the Bushrangers, their triumphs and losses, and the legacy of that experience that some still carry today.

There is extensive coverage of the action in which Ron was killed in this book, (pages 54-70).

If you wish, you can order a copy of the book [HERE](#).

Tony Cox was a member of the platoon that was caught in the battle and he remembers it as a terrible day. On the 16th October, 2011, he organised a reunion, which was held in Canberra, to commemorate 40 years since the event. The primary event was a remembrance service held at the Vietnam Veterans National Memorial on the Sunday morning.

You can see photos of the other blokes who were in the engagement [HERE](#).



The Vietman Veterans' Memorial, Canberra.



During the second world war, Ron's father, Norman Lindsay "Manny" Betts served with the RAAF in PNG as a radio/morse code operator. He was born in 1915 in Oaks, a small settlement in northern Tasmania, not far from Launceston and enlisted in November 1941 and was discharged in December 1945 with the rank of Cpl.

After the war, Norm returned to Tasmania. He was a keen jazz muso and later played at The Launceston Hotel and Wrest Point in Hobart. He had his own gig for many years and while self taught, his sense of rhythm and beat was greatly admired.

It seems the RAAF is in the blood of the Betts family, Manny's grandson is currently into his second year of training at ADFA which makes 3 generations of the Betts family to have or are still serving with the RAAF.



A-2 BELL UH-1 IROQUOIS.



No 9 Squadron, under Sqn Ldr R A Scott, received the first aircraft on October 29 1962. These aircraft were serialised A2-384 to A2-391. The Iroquois began life as a troop support aircraft for the Army and this was to become a major role for No 9 Squadron.

In December 1962 a second batch of eight UH-1Bs were ordered and delivered twelve months later as A2-714 to A2-721. In May 1964, No 5 Squadron was formed at Fairbairn with four aircraft and deployed to Malaysia to provide support during the confrontation period with Indonesia. A third batch was delivered in late 1964, A2-1018 to A2-1025. These were fitted with the more powerful Lycoming T53-L-11 engine which produced 1,100shp engine replacing the previous T53-L-9 engine.

In April 1966, No 5 Squadron reformed at Fairbairn, and No 9 Squadron then deployed with the third batch of aircraft to Vietnam. Arriving at Vung Tau in June, 9 Squadron began immediate operations in support of Australian ground forces. Army roles included airlift and resupply, aeromedical "dustoff" evacuation and insertion and extraction of SAS troops. Two of an enlarged version of the Iroquois, the UH-1D, were delivered over 1966-67 to Vung Tau as replacements. The larger cabin of the UH-1D ("Delta") enabled carriage of an additional four passengers. A further six were delivered to 5 Squadron (A2-505 to A2-510) but the UH-1D was

soon superseded by the UH-1H, which had the same enlarged fuselage powered a more powerful 1,300shp T53-L-13 engine. RAAF Deltas were later retrofitted to this standard.

Sixteen UH-1Hs were ordered to replace the UH-1B's in 9 Squadron and were delivered direct from the US Army to Vung Tau. These were A2-376 to A2-383 and were received in February 1968, followed in July by A2-766 to A2-773. This enabled the withdrawal of the Bravos from Vietnam to Australia, where these aircraft were able to reinforce SAR flights at Darwin, Williamtown, Pearce and Butterworth, and the type was also flown by the Aircraft Research and Development Unit.

As 5 Squadron was the training unit for 9 Squadron, the SAR flights and the RAN, in addition to providing Army support throughout Australia, a further seven UH-1Hs were ordered for 1970 delivery: A2-484 to A2-490.

During 1969 gunship modifications were carried out on some aircraft by 9 Squadron. These aircraft could be converted from the "Slick" transport configuration to "Bushranger" gunships. Meanwhile 9 Squadron received two more Hotel models, A2-149 and A2-110. With the loss on operations in October 1969 of A2-381 and A2-769 (both wrecks were later completely destroyed by SAS demolition teams), two replacements were ordered from the US Army. A2-703 and A2-723 were delivered in July 1970. With the subsequent loss of A2-768, A2-767 and A2-723, two further replacements were received in mid 1971: A2-455 and A2-915.

No 9 Squadron returned from Vietnam to Amberley in December 1971. Five more UH-1Hs were delivered in 1973 and these were delivered and flown by 35 Squadron at Townsville. These aircraft were A2-278/279/295/296 and 310.

The RAN has also operated the Iroquois: three UH-1B and four UH-1C models, the first batch of which were delivered in 1964. A further four UH-1Cs, were delivered over 1965-66.

In Australia the RAN Iroquois served with HC723 Squadron at HMAS Albatross on utility, training and search/rescue tasks. After being withdrawn from service in 1987 the surviving aircraft re-entered service due to the withdrawal of the Wessex. The final three ageing UH-1s were then finally paid off from RAN service on May 31 1989.

A major though little known role for Iroquois detachments has been survey operations. Much work has been carried out over the past quarter century in mapping the remote areas of Papua New Guinea and Indonesia. A different peacetime task has been providing support to United Nations peace keeping forces in the Middle East.

All-white RAAF UH-1Hs with UN markings served with the United Nations Emergency Force (UNEF) in Egypt at Ismalia (from 1976 to 1979) and with the UN Multi-National Force and Observers (MFO) in Sinai (1982-1985).



In December 1984 the Bravos were replaced in service by the Squirrel in the training and SAR roles. The last UH-1B in service was A2-384, flown by No 5 Squadron until March 1985. However, the

last RAAF Bravo Flight was on May 21 1985 when A2-1019, earmarked for display at the

Australian War Memorial, staged a ceremonial flight over Canberra. Surviving aircraft were stored and offered for disposal in December 1985.

With the loss of the RAAF rotary wing capability, the remaining 25 Iroquois were transferred to the Army's 171 Squadron and Aviation School at Oakey and 5 Aviation Regiment at Townsville.

Rarely has an aircraft type seen such diverse operation with Australian forces and given such long and sterling service as BELL UH-1.



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Allan George's Gems

The F111

Good News - It was recently announced that up to seven retired F-111 aircraft will be made available to Australian aircraft museums and other historical organisations. The iconic F-111s



were the front line of the Australian Defence Force for almost four decades. Following their retirement in December last year, aircraft museums and historical organisations around the country expressed strong interest in displaying the F-111.

The aircraft will be loaned to museums so that Defence can continue to manage the risk of hazardous material in the aircraft like asbestos and will be subject to a number of conditions to ensure the safe preservation of the aircraft.

These include:

- Housing the aircraft in a completely enclosed facility;
- Ensuring members of the public are prevented from climbing into engine intakes and exhaust ducts;
- Limiting, controlling and supervising public access to the cockpit;
- Preventing the public from opening aircraft panels;
- Supervising public access to the wheel well and weapons bays;
- Completing specified preservation maintenance; and
- Meeting Commonwealth auditing and reporting requirements.

As the aircraft were produced in the United States, organisations selected to display the aircraft will be subject to the approval of the US Government under the *International Traffic in Arms Regulations*.

Interested organisations will be asked to respond to a Request for Offer which will be released by Defence later this year.

F-111 aircraft will also be preserved at the following RAAF Bases across Australia:



- RAAF Base Amberley, QLD (two aircraft);
- RAAF Museum at Point Cook, VIC (two aircraft);
- RAAF Base Edinburgh, SA (one aircraft); and
- RAAF Base Wagga, NSW (one aircraft).

The F-111s were affectionately known as 'Pigs' because of their ability to hunt at night and fly low in the weeds thanks to their terrain-following radar. They were perhaps best known for their fiery dump and burn exhibitions at air shows around Australia. They could fly at two-and-a-half times the speed of sound and when they retired were still one of the fastest strike aircraft in the world.

One day my housework-challenged husband decided to wash his T-shirts. Seconds after he stepped into the laundry, he shouted to me, 'What setting do I use on the washing machine?' It depends,' I replied, 'what does it say on your shirt?' He yelled back, ' GO QUEENSLAND !

The Commodore lives.

Back in 1982, the Commodore 64 home computer was released by Commodore International. It featured an 8-bit microprocessor, 16-colour video microchip, awesome sound chip, parallel and serial capabilities, and a whopping 64 kilobytes of memory, all of which helped make it a bestselling home computer. It surpassed anything IBM had out at the time. Its greatest competitors were the Apple II and Atari 8-bits, 400 and 800 and it had steady sales up until its demise in 1994, when Commodore International filed for bankruptcy, not because of technological advances, but because of a failing economy. During the C64's lifetime, sales totalled between 12.5 and 17 million units, making it the best-selling single personal computer model of all time

And now it's hoping to make a comeback.

Last September, Commodore USA bought back the Commodore trademark with the goal of reviving the breakthrough all-in-one computer into an advanced desktop computer for today's techies. And it's finally here—relabelled as the Commodore 64x.

The new C64x modern-day computer is packed inside the vintage 64 casing and is available for purchase from the Commodore website. You can purchase it in five different versions: Barebones, Basic, Standard, Deluxe and Ultimate, ranging from US\$250 for the bare necessities to US\$895 for the full package. They started supplying them back in early June. The machine's internal hardware will be based around a dual-core Intel Atom D525, a chip typically found in notebook computers.



Its 1.8Ghz chip is just a bit faster than the 8-bit 1MHz MOS 6510 processor used in the 80's original and to conform with the times, it offers up to 500GB of hard drive storage and 4GB of RAM. Also included are a DVD-RW drive, a touchpad, four USB ports, a Gigabit Ethernet port and a DVI (Digital Visual Interface) port to connect monitors. Gone is the integral cassette player.

It ships out with a Linux operating system installed—Ubuntu 10.04 LTS, but that doesn't mean you can't install a Windows operating system on it instead. You can also run the Commodore OS 1.0, along with emulation functionality and classic game package, which will be mailed to purchasers when they become available. And that means that you can play all of your favourite 8-bit era games, like Pacman, Commando, and Sentinel.

All the hardware for the machine fits inside the keyboard case and originally will sport the same taupe colour scheme as the original along with an "improved" keyboard.

But will it find buyers? It might find a few, but we don't think it will find a lot. Just as Sam suggested back in [Vol 35](#), we also think the days of the PC are numbered – a computer with individual parts (keyboard, processor, monitor, mouse) are no longer flavour of the month, they are being replaced by the all-in-ones, the notebook and more recently by the Tablet and with Cloud gaining ground, very soon you will be able to do everything on your mobile phone.

You can find additional info [HERE](#) and [HERE](#).

Good luck Mr Commodore.

A couple is lying in bed. The man says, 'I am going to make you the happiest woman in the world....' The woman replies, 'I'll miss you!!'

On your bike!!!

For better or worse and, as I have so much time on my hands now that I have retired, I was talked into doing a couple of bicycle rides in our major capital cities.

The 1st in Melbourne on the 16th October was Around The Bay - a mere 210km. That kept me busy for all of the day - and most of the night!!!!

The 2nd is from Sydney to Wollongong on the 6th of November, just a simple 90km down hill!!!!

These events were aimed at raising funds for The Smith Family (Around the Bay) and MS Australia (the Gong Ride) and I seek your support for the efforts of these charities.

While I have included a link for both events you may have a preference to support one of the charities above the other, or have a particular allegiance to one of the cities and hence you may have a desire to direct your sponsorship to one of the charities. If however, you have no particular preference, could you please divide any proposed sponsorship equally across both

charities. Thanking you in anticipation of your support and I know you will only have sympathetic support for me as I had to eat my meals from the mantle piece after each event.

You can donate after the event.



To donate to the Smith Family, click [HERE](#)

To donate to MS Australia, click [HERE](#)

And speaking of bike rides, I have seen insanity and it happens on the streets of Valparaiso, Chile. The Valparaiso Cerro Abajo Race is a legendary urban bike race and is more extreme than skydiving. The rider must brave jumps, stray dogs, and flights of stairs along the steep downhill path. The first person perspective provided by the excellent helmet cam lets us take in every glorious and frightening detail.

Click [HERE](#).

Table tennis.

Fancy yourself at the table tennis table?? Click [HERE](#)

Reno Air show.

On the 16th Sept 2011, at the Reno Air Show, a modified P-51 Mustang, owned and being flown by Jimmy Leeward, crashed while performing for the attentive crowd, killing 11 persons and injuring many more. Jimmy Leeward, who was 74 years old, was a very experienced pilot, having flown as a stunt pilot in many movies and with years of experiences in air racing.



So, what went wrong?? At this stage, no-one knows for certain, but there are a few theories and although none of these have been confirmed, one such assumption, which suggests that there was a catastrophic airframe failure, is gaining a lot of support.

Over the years, the aircraft had been extensively modified, it had been re-designed for speed not for stability and was set up as a racing aircraft. The wingspan had been reduced by 3



metres and the ailerons were cut from about 150 cms to 75 cms. The bottom air scoop had been removed and the cooling for the engine was being conducted by a water/methanol heat exchanger buried inside the fuselage. All this made the aircraft much faster and more manoeuvrable.

It is thought that an elevator trim tab separated from the aircraft while being flown inverted causing the aircraft to pitch down violently with some estimating the G forces experienced by the pilot and airframe to exceed 10G.

If this was the case, the pilot would have blacked out and lost control. This scenario did happen about 12 months previously to another racing P51, which was being flown at about 350 ft AGL and when the tab separated, the aircraft pitched **up** and very shortly afterwards was at 9,000 ft. The pilot of that aircraft lost consciousness but fortunately, regained consciousness at the top of the climb, just prior to the airframe stalling and was able to safely land the aircraft.



It appears that the aircraft at Reno also went into a high G manoeuvre, causing the pilot to black out and then enter a steep dive and before the pilot could regain control, subsequently crashed into the crowd.

In the photo of the aircraft in its fatal dive (right) the pilot is not visible which suggests he is slumped in the cockpit and unconscious due to the high G. Another clue is the appearance of the tail-wheel which is normally retracted in flight. It is thought that the high G manoeuvre has pulled the wheel out of its stowed position.

The sudden onset of high G during a rapid pitch up, and the subsequent loss of consciousness, is called "G-LOC", **G** induced **L**oss **O**f **C**onsciousness. This is the same thing that happened to a [Blue Angels](#) pilot that flew his aircraft into the ground at an air show in 2007.



Why can't they watch Television in Afghanistan? Because there's a tellyban...

Sorry Rupe!!

Spitfire.

Someone, who's grasp of such things exceeded the average, noted that "beauty is in the eye of the beholder." Another such anecdote goes that "one man's junk is another man's treasure." And so it is that one's appreciation of things of beauty in his or her world sometimes encompasses a personification as much as the object or sight itself. A tingling sensation that shows on the beholder's face often accompanies a sight like this airplane. More than just a vision, even its sound is haunting and melodic. Every once in a while, something becomes more than the "sum of its parts." Such was the Spitfire. A true object of beauty to those that admire such things. And yet, one cannot fully appreciate the machine without acknowledging its place in history and of the brave men (and women) who bonded with this machine and flew it into the teeth of war.

An admiration unto itself.

To those that will, enjoy watching this creature of the air. And know that R. J. Mitchell's gift to Great Britain exceeded its origins in noble dimension.

This is the only flying Spitfire Mk 11 – see it [HERE](#). It is a very big file and will take a while to download.

Help!!

I am writing to you because I need your help to get me bloody pilot's licence back. You keep telling me you got all the right contacts. Well now's your chance to make something happen for me because, mate, I'm bloody desperate. But first, I'd better tell you what happened during my last flight review with the CAA Examiner.

On the phone, Ron (that's the CAA d*#"head), seemed a reasonable sort of a bloke. He politely reminded me of the need to do a flight review every two years. He even offered to drive out, have a look over my property and let me operate from my own strip. Naturally I agreed to that.

Anyway, Ron turned up last Wednesday. First up, he said he was a bit surprised to see the plane on a small strip outside my homestead, because the "ALA" (Authorized Landing Area), is about a mile away. I explained that because this strip was so close to the homestead, it was more convenient than the "ALA," and despite the power lines crossing about midway down the strip, it's really not a problem to land and take-off, because at the halfway point down the strip you're usually still on the ground.



For some reason Ron, seemed nervous. So, although I had done the pre-flight inspection only four days earlier, I decided to do it all over again. Because the bugger was watching me carefully, I walked around the plane three times instead of my usual two.

My effort was rewarded because the colour finally returned to Ron's cheeks. In fact, they went a bright red. In view of Ron's obviously better mood, I told him I was going to combine the test flight with some farm work, as I had to deliver three "poddy calves" from the home paddock to the main herd. After a bit of a chase I finally caught the calves and threw them into the back of the ol' Cessna 172. We climbed aboard but Ron, started getting onto me about weight and balance calculations and all that crap. Of course I knew that sort of thing was a waste of time because calves, like to move around a bit particularly when they see themselves 500-feet off the ground! So, it's bloody pointless trying to secure them as you know. However, I did tell Ron that he shouldn't worry as I always keep the trim wheel set on neutral to ensure we remain pretty stable at all stages throughout the flight.

Anyway, I started the engine and cleverly minimized the warm-up time by tramping hard on the brakes and gunning her to 2,500 RPM. I then discovered that Ron has very acute hearing, even though he was wearing a bloody headset. Through all that noise he detected a metallic rattle and demanded I account for it. Actually it began about a month ago and was caused by a screwdriver that fell down a hole in the floor and lodged in the fuel selector mechanism. The selector can't be moved now, but it doesn't matter because it's jammed on "All tanks," so I suppose that's Okay.

However, as Ron was obviously a nit-picker, I blamed the noise on vibration from a stainless steel thermos flask which I keep in a beaut little possie between the windshield and the magnetic compass. My explanation seemed to relax Ron, because he slumped back in the seat and kept looking up at the cockpit roof. I released the brakes to taxi out, but unfortunately the plane gave a leap and spun to the right. "Hell" I thought, "not the starboard wheel chock again."

I needed a password eight characters long so I picked Snow White and the Seven Dwarves.

The bump jolted Ron back to full alertness. He looked around just in time to see a rock thrown by the prop-wash disappear completely through the windscreen of his brand new Commodore. "Now I'm really in trouble," I thought...

While Ron was busy ranting about his car, I ignored his requirement that we taxi to the "ALA," and instead took off under the power lines. Ron didn't say a word, at least not until the engine started coughing right at the lift off point, and then he bloody screamed his head off. "Oh God! Oh God! Oh God!"

"Now take it easy Ron," I told him firmly. "That often happens on take-off and there is a good reason for it." I explained patiently that I usually run the plane on standard MOGAS, but one day I accidentally put in a gallon or two of kerosene. To compensate for the low octane of the kerosene, I siphoned in a few gallons of super MOGAS and shook the wings up and down a

few times to mix it up. Since then, the engine has been coughing a bit but in general it works just fine, if you know how to coax it properly.

Anyway, at this stage Ron seemed to lose all interest in my test flight. He pulled out some rosary beads, closed his eyes and became lost in prayer. (I didn't think anyone was a Catholic these days) I selected some nice music on the ADF radio to help him relax. Meanwhile, I climbed to my normal cruising altitude of 10,500-feet. I don't normally put in a flight plan or get the weather because, as you know getting FAX access out here is a friggin' joke and the weather is always "8/8 blue" anyway. But since I had that near miss with a Saab 340, I might have to change me thinking on that.

Anyhow, on levelling out, I noticed some wild camels heading into my improved pasture. I hate bloody camels, and always carry a loaded 303, clipped inside the door of the Cessna just in case I see any of the bastards.



We were too high to hit them, but as a matter of principle, I decided to have a go through the open window. Mate, when I pulled the bloody rifle out, the effect on Ron, was friggin electric. As I fired the first shot his neck lengthened by about six inches and his eyes bulged like a rabbit with myxo. He really looked as if he had been jabbed with an electric cattle prod on full power. In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the port tyre. Ron was a bit upset about the shooting (probably one of those pinko animal lovers I guess) so I decided not to tell him about our little problem with the tyre.

Shortly afterwards I located the main herd and decided to do my fighter pilot trick. Ron had gone back to praying when, in one smooth sequence, I pulled on full flaps, cut the power and started a sideslip from 10,500-feet down to 500-feet at 130 knots indicated (the last time I looked anyway) and the little needle rushed up to the red area on me ASI. What a buzz, mate! About half way through the descent I looked back in the cabin to see the calves gracefully suspended in mid air and mooing like crazy. I was going to comment to Ron on this unusual sight, but he looked a bit green and had rolled himself into the foetal position and was screaming' his 'freakin' head off. Mate, talk about being in a bloody zoo. You should've been there, it was so bloody funny!

At about 500-feet I levelled out, but for some reason we kept sinking. When we reached 50-feet, I applied full power but nothing happened. No noise no nothin'. Then, luckily, I heard me instructor's voice in me head saying "carb heat, carb heat." So I pulled carb heat on and that helped quite a lot, with the engine finally regaining full power. Whew, that was really close, let me tell you!

Then mate, you'll never guess what happened next! As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went I.F. bloody R, mate. You would have been really proud of me as I didn't panic once, not once, but I did make a mental note to consider an instrument rating as soon as me gyro is repaired (something I've been meaning to do for a while now). Suddenly Ron's elongated neck and bulging eyes reappeared. His mouth opened very wide, but no sound emerged. "Take it easy," I told him, "we'll be out of this in a minute." Sure enough, about a minute later we emerged, still straight and level and still at 50-feet.

Admittedly I was surprised to notice that we were upside down, and I kept thinking to myself, "I hope Ron didn't notice that I had forgotten to set the QNH when we were taxiing." This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again.



By now the main herd had divided into two groups leaving a narrow strip between them. "Ah!" I thought, "there's an omen. We'll land right there." Knowing that the tyre problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I cut its circuit breaker to shut it up but by then I knew we were slow enough anyway. I turned steeply onto a 75-foot final and put her down with a real thud. Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again!

Halfway through our third loop, Ron at last recovered his sense of humour. Talk about laugh. I've never seen the likes of it. He couldn't stop. We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow.

I then began picking clumps of dry grass. Between gut wrenching fits of laughter, Ron asked what I was doing. I explained that we had to stuff the port tyre with grass so we could fly back to the homestead. It was then that Ron, really lost the plot and started running away from the aircraft. Can you believe it? I saw him running off into the distance, arms flailing in the air and still shrieking with laughter. I later heard that he had been confined to a psychiatric institution - poor bugger!

Anyhow mate, that's enough about Ron. The problem is I got this letter from CASA withdrawing, as they put it, my privileges to fly; until I have undergone a complete pilot training course again and undertaken another flight proficiency test.

Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was a so bloody bad that they have to withdraw me flamin' license.

Can you?

The Diamonds.

In 1953, Dave Somerville, while working as a sound engineer for the Canadian Broadcasting Corporation, met three other guys who liked to sing as much as he did. They decided to form a stand-up quartet and called themselves THE DIAMONDS. The group's first performance was in the basement of St. Thomas Aquinas Church



in Toronto singing in a Christmas show. The audience reaction to the Somerville-led group was so tremendous that they decided that night they would turn professional. After eighteen months of rehearsal, they drove to New York and tied for 1st Place on "[Arthur Godfrey's Talent Scouts](#)".

The prize of being guest artist for a week on Godfrey's show led to a recording contract with Coral Records. They won and professional musician Nat Goodman became their manager. Coral released four songs, the most notable being "Black Denim Trousers and Motorcycle Boots", written by Lieber and Stoller.

The next big step was an audition with Cleveland, Ohio, radio disc jockey Dr. Bill Randle, who was impressed with the group and introduced them to Mercury Records, who signed the group to a recording contract.

In the late 1950s, Reed, Kowalski and Levitt left THE DIAMONDS and were replaced by Mike Douglas, John Felten and Evan Fisher and soon after, in 1957, they had their biggest hit, Little Darlin'. In 2004 they got together in Atlantic City to sing it again. You can now see and hear both performances, turn your sound up then click [HERE](#).

A Man's shed!

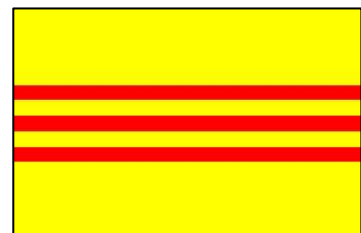
If you've ever spent hours putting up an aluminium shed, pouring the slab, sorting out which panel goes where etc, you would most certainly have wished you knew about these. These weatherproof sheds can be put up by one person, with a minimum of effort and fuss and can be ready for use in only 24 hours.

See [HERE](#)

Proposed passing the Olive Branch to the Nth Vietnamese.

It seems that the RSL's recent move to sign a memorandum of understanding (MOU) with North Vietnam has angered a number of Australia's Vietnam Vets. The MOU which was initiated by RSL national president Ken Doolan, would see Australian veterans reconcile with veterans of the North Vietnamese Army and Viet Cong. Ron Coxon, who is the National President of the Vietnam Veterans Association of Australia said they were never consulted about the possible signing. He also said the move would see Australian RSLs "cement ties" with the Hanoi-based Vietnamese Veterans Association.

Apart from any relationship problems that do or might exist, a potentially explosive political problem could occur next year. Noel McLaughlin, (RAAC retired) the Convener for the Concerned Veterans' Action Group (CVAG) says "Where a problem will exist is who marches next year in the proposed 2012 reconciliation march.



This march will be held to mark the 50th anniversary of Australia's involvement in the Vietnam War. Should the current Vietnamese Government request permission to allow a detachment of VC/NVA veterans into Australia to take place in the march, under the flag of the current nation of Vietnam, the Australian Government in the spirit of diplomacy will agree.

Should this occur it will have significant and devastating ramifications for the South Vietnamese living here – approx 200,000 to 300,000.

If the VC/NVA are permitted to march, the South Vietnamese will not, they will be kicked off because they are from a country that technically ceased to exist on and from 30/4/1975. Allowing both groups of Vietnamese to march at the same time would create a serious diplomatic incident. The Australia Government will not allow that to happen and will insist on the RSL ensuring our Sth Vietnamese Allies be excluded from the parade”.

What a propaganda coup for the Communist Government of Vietnam – to see our Allies kicked into touch and our former enemy placed on a parade in their stead”.

We'll watch this one with interest..

Q: What do you call an intelligent, good looking, sensitive man?

A: A rumour

Tank Tracks.

In [Vol 36](#), Ted had a story on the boss of the air base at Vung Tau putting tank tracks across the roadway to try and get people to slow down a bit. I recall this and can provide a bit of follow up. The main RAAF bloke involved was a CPL from Air Movements (10 Sewerage) and I'm pretty sure he provided/drove the fork lift to get the tank tracks on the aircraft for the bombing run. He was pulled up after that by the same US Army Base Commander for speeding or missing the bumps or something and was berated by said US Col. The Cpl said he was in a hurry because he was 'too short to take his time'!!!! The US Commander then fronted the RAAF Commander about this chap being rude, disrespectful etc and wanted something done about it. The Group Captain said he would if he knew who to 'mat'!! 'No worries' said the US Commander, "I got this name - it was CPL Next'!!!

The Dawg..

An older, tired-looking dog wandered into my yard. I could tell from his collar and well-fed belly that he had a home and was well taken care of. He calmly came over to me, I gave him a few pats on his head; he then followed me into my house, slowly walked down the hall, curled up in the corner and fell asleep. An hour later, he went to the door, and I let him out. The next day he was back, greeted me in my yard, walked inside and resumed his spot in the hall and again slept for about an hour. This continued off and on for several weeks. Curious I pinned a note

to his collar: 'I would like to find out who the owner of this wonderful sweet dog is and ask if you are aware that almost every afternoon your dog comes to my house for a nap. 'The next day he arrived for his nap, with a different note pinned to his collar: 'He lives in a home with 6 children, 2 under the age of 3 - he's trying to catch up on his sleep.



PS. Can I come with him tomorrow?'

Tacans

After graduating from 19 radio Apprentice course in Aug 1967 I was posted to 38 SQN along with Dave Lugg. Trevor Benneworth and Laurie Gray, recent graduates of a thick course from Radschool had arrived about a week or so before. In early 69 I was advised by FLGOFF Kev Carroll, OIC queer trades, that I was scheduled for posting to 35 SQN sometime in 1970. The Caribou was fitted with an [AN/ARN 21C TACAN](#) and while I was with 38 SQN I did some flight line maintenance of this system. The workshop maintenance was completed by 2AD Radio Workshops.



In early 69 I was sent to 486 Mntce Sqn for a 3-4 weeks course on TACAN maintenance. The only other student was LAC Jim (Foot) Legg (also of 19 Appies) and the instructor was CPL Leon Smith of 18 Appies. The course was not official and I never received any formal recognition for the training. At about that time 38 SQN was assigned 3 DC3 aircraft, A65-65, a freighter, which came from East Sale and A65-95, an Important Person aircraft and A65-108, a VIP aircraft both of which came from 34 VIP SQN. On return to 38 SQN from TACAN training I was then put on a 2 week DC3 Conversion Course, which was run by Charlie Kranenburg. After completing the DC3 course, in June

1969, I was posted to 35SQN Vung Tau with about 6 weeks' notice. I never knew if my TACAN training was part of a plan or just coincidental.

At 35 Sqn in Vung Tau, we only did 1st and 2nd line maintenance on the Caribous - we had no workshop GSE or test equipment to conduct 3rd line maintenance on the black boxes. The USAF that operated Caribous from Vung Tau and other bases, repaired our avionic equipment at Ton Son Nhut. But there was a problem with the TACAN as the USAF Caribous used a different (earlier?) model Tacan to the RAAF. So we had problems getting the Tacans serviced. Early in my tour I went to Phan Rang to repair some Tacans at 2SQN avionics workshop. Ray Moody also of 19 Appies was there at the time. There was a problem with this also as the Canberra had a different version of Tacan and there were no manuals or spares available for the ARN21C.

Right, Nick Carter (deceased) NCO IC 35Sqn radio, Vung Tau, in the 'workshop'.



Arrangements were then made with the USAF 483rd Tactical Airlift Group for 35SQN techs to use the avionics workshops at [Cam Ranh Bay](#) to repair our TACANs. I was sent there 2-3 times as I recall. The 1st in late 69 and I went up there with the 35SQN NCOIC Equip Section.

Cam Ranh was a huge base with some 50,000 personnel, it had a bus service and a museum. En route for my last visit to Cam Ranh Bay (Mar 70) we dropped off the SENGU FLTL Kev Griffin near That Son so he could inspect A4-193 which had been mortared at That Son the day before - the aircraft was a right-off, and the only RAAF Caribou lost through direct enemy action in Vietnam.



Left - the museum at Cam Ranh Bay

About this time 35SQN got a full set of Tacan test equipment and GSE and a Tacan workshop was setup in the SNCOs smoko room upstairs in the hanger next to the very small radio workshops.

CPL Dave Tottenham worked in the maintenance room as he was also TACAN Trained.

The huts (right) are where we slept while at Cam Ranh Bay.



This is an interesting memo sent by the USAF.

Doc. 43.

DEPARTMENT OF THE AIR FORCE
Headquarters 483d Tactical Airlift Wing (PACAF)
APO San Francisco 96326

REPLY TO
ATTN OF: DCM

5 Feb 1969

SUBJECT: Assistance to Royal Australian Air Force

TO: C

1. During the recent visit to this Hq by Sqdn Leader B. Seedsman, RAAF, he mentioned they were experiencing a problem in getting TACANS repaired at Tan Son Nhut AB.
2. The TR 220C unit used by the RAAF is essentially the same as the FT 220B used by our Wing, and we have the necessary test bench and can obtain spare parts to perform repair. I suggested that the RAAF technician utilize our facilities here at Cam Ranh, to relieve backlogged maintenance of TACANS. Sqdn Leader Seedsman was pleased at the offer and arrangements are being made to do so.
3. I will advise you when the first use is made of this lateral support arrangement.

Signed

ARTHUR D. LARUE, Colonel, USAF
Deputy Commander for Materiel

Cy to: DCMH
DCMPC
Comm Nav
Shop

A TRUE COPY



FRED J. PLIMPTON III, 1st Lt, USAF
483d Tactical Airlift Wing (PACAF)



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.'

Qantas.

With the current industrial problems being experienced by Qantas, it is appropriate that we include part of Senator Xenophon's speech of 23rd August to the Australian Parliament.

Senator XENOPHON: (South Australia) "I rise to speak tonight on an issue that is close to the hearts of many Australians and that is the future of our national carrier, Qantas. At 90, Qantas is the world's oldest continuously running airline (KLM is older but stopped operating during WW2 - tb). It is an iconic Australian company. Its story is woven into the story of Australia and Australians have long taken pride in the service and safety standards provided by our national carrier. Who didn't feel a little proud when Dustin Hoffman uttered the immortal line in Rain Man, 'Qantas never crashed'?"



While it is true that Qantas never crashes, the sad reality is that Qantas is being deliberately trashed by management in the pursuit of short-term profits and at the expense of its workers and passengers. For a long time, Qantas management has been pushing the line that Qantas international is losing money and that Jetstar is profitable. Tonight, it is imperative to expose those claims for the misinformation they are. The reality is that Qantas has long been used to subsidise Jetstar in order to make Jetstar look profitable and Qantas look like a burden. In a moment, I will provide detailed allegations of cost-shifting that I have sourced from within the Qantas Group, and when you know the facts you quickly see a pattern. When there is a cost to be paid, Qantas pays it, and when there is a profit to be made, Jetstar makes it.

But first we need to ask ourselves: why? Why would management want Qantas to look unprofitable? Why would they want to hide the cost of a competing brand within their group, namely Jetstar, in amongst the costs faced by Qantas?

To understand that, you need to go back to the days when Qantas was being privatised. When Qantas was privatised the Qantas Sale Act 1992 imposed a number of conditions, which in turn created a number of problems for any management group that wanted to flog off parts of the business. Basically, Qantas has to maintain its principal place of operations here in Australia, but that does not stop management selling any subsidiaries, which brings us to Jetstar.

Qantas has systematically built up the low-cost carrier at the expense of the parent company. I have been provided with a significant number of examples where costs which should have been billed back to Jetstar have in fact been paid for by Qantas. These are practices that I believe Qantas and Jetstar management need to explain. For example, when Jetstar took over the Cairns-Darwin-Singapore route, replacing Qantas flights, a deal was struck that required Qantas to provide



Jetstar with \$6 million a year in revenue. Why? Why would one part of the business give up a profitable route like that and then be asked to pay for the privilege? Then there are other subsidies when it comes to freight. On every sector Jetstar operates an A330, Qantas pays \$6,200 to \$6,400 for freight space regardless of actual uplift. When you do the calculations, this turns out to be a small fortune. Based on 82 departures a week, that is nearly half-a-million dollars a week or \$25½ million a year.

Then there are the arrangements within the airport gates. In Melbourne, for example, my information from inside the Qantas group is that Jetstar does not pay for any gates, but instead Qantas domestic is charged for the gates. My question for Qantas management is simple: are these arrangements replicated right around Australia and why is Qantas paying Jetstar's bills? Why does Qantas lease five check-in counters at Sydney Terminal 2, only to let Jetstar use one for free? It has been reported to me that there are other areas where Jetstar's costs magically become Qantas's costs. For example, Jetstar does not have a treasury department and has only one person in government affairs. I am told Qantas's legal department also does free work for Jetstar.



Then there is the area of disruption handling where flights are cancelled and people need to be rebooked. Here, insiders tell me, Qantas handles all re-bookings and the traffic is all one way. It is extremely rare for a Qantas passenger to be rebooked on a Jetstar flight, but Jetstar passengers are regularly rebooked onto Qantas flights. I am informed that Jetstar never pays Qantas for the cost of those rebooked passengers and yet Jetstar gets to keep the revenue from the original bookings. This, I am told, is worth millions of dollars every year. So Jetstar gets the profit while Qantas bears the costs of carriage. It has also been reported to me that when Qantas provides an aircraft to Jetstar to cover an unserviceable plane, Jetstar does not pay for the use of this plane.

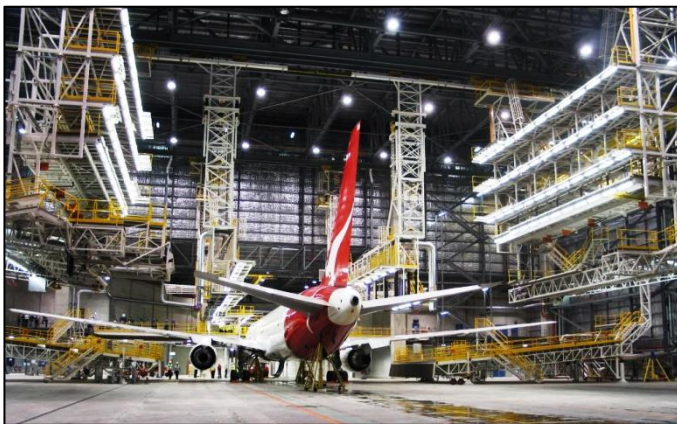
Yet another example relates to the Qantas Club. Jetstar passengers can and do use the Qantas Club but Jetstar does not pay for the cost of any of this. So is Qantas really losing money? Or is it profitable but simply losing money on paper because it is carrying so many costs incurred by Jetstar? We have been told by Qantas management that the changes that will effectively gut Qantas are necessary because Qantas international is losing money but, given the inside information I have just detailed, I would argue those claims need to be reassessed.

Indeed, given these extensive allegations of hidden costs, it would be foolish to take management's word that Qantas international is losing money. So why would Qantas want to make it look like Qantas international is losing money? Remember the failed 2007 private equity bid by the Allco Finance Group. It was rejected by shareholders, and thank goodness it was, for I am told that what we are seeing now is effectively a strategy of private equity sell-off by stealth.

Here is how it works. You have to keep Qantas flying to avoid breaching the Qantas Sale Act but that does not stop you from moving assets out of Qantas and putting them into an airline

that you own but that is not controlled by the Qantas Sale Act. Then you work the figures to make it appear as though the international arm of Qantas is losing money. You use this to justify the slashing of jobs, maintenance standards and employment of foreign crews and, ultimately, the creation of an entirely new airline to be based in Asia and which will not be called Qantas. The end result? Technically Qantas would still exist but it would end up a shell of its former self and the Qantas Group would end up with all these subsidiaries it can base overseas using poorly paid foreign crews with engineering and safety standards that do not match Australian standards. In time, if the Qantas Group wants to make a buck, they can flog these subsidiaries off for a tidy profit. Qantas management could pay the National Boys Choir and the Australian Girls' Choir to run to the desert and sing about still calling Australia home, but people would not buy it. It is not just about feeling good about our national carrier—in times of trouble our national carrier plays a key strategic role. In an international emergency, in a time of war, a national carrier is required to freight resources and people around the country and around the world. Qantas also operates Qantas Defence Services, which conducts work for the RAAF. If Qantas is allowed to wither, who will meet these strategic needs?

I pay tribute to the 35,000 employees of the Qantas Group. At the forefront of the fight against the strategy of Qantas management have been the Qantas pilots, to whom millions of Australians have literally entrusted their lives. The Australian and International Pilots Association sees Qantas management strategy as a race to the bottom when it comes to service and safety. On 8 November last year, QF32 experienced a serious malfunction with the explosion of an engine on an A380 aircraft. In the wrong hands, that plane could have crashed. But it did not, in large part because the Qantas flight crew had been trained to exemplary world-



class standards and knew how to cope with such a terrifying reality. I am deeply concerned that what is being pursued may well cause training levels to fall and that as a result safety standards in the Qantas Group may fall as well. AIPA pilots and the licensed aircraft engineers are not fighting for themselves; they are fighting for the Australian public. That is why I am deeply concerned about any action Qantas management may be considering taking against pilots who speak out in the public interest.

A lot of claims have been made about the financial state of Qantas international but given the information I have presented tonight, which has come from within the Qantas Group, I believe these claims by management are crying out for further serious forensic investigation. Qantas should not be allowed to face death by a thousand cuts—job cuts, route cuts, quality cuts, engineering cuts, wage cuts. None of this is acceptable and it must all be resisted for the sake of the pilots, the crews, the passengers and ultimately the future of our national carrier.

Make of that what you think – tb.

The wife has been missing for a week now. Police said to prepare for the worst.
So I went down to the Salvos to get all her clothes back.

Take care with your credit cards.

Identity fraud is one of the world's fastest growing illegal industries – and each year lots and lots of people lose lots and lots of money through someone assuming their ID and using their credit or debit card. In a majority of cases, the person who loses the money has no one else to blame but themselves. It is usually a case of being careless, careless with the card, careless with bank statements and careless with sales docketts.

With just a little bit of care, people can eliminate the chance of being ripped off. Here are a couple of examples:



EXAMPLE 1. A person went to the local gym and placed his belongings in the locker. After the workout and a shower, he came out, saw the locker open, and thought to himself, “Funny, I thought I locked the locker..”, He dressed and just flipped the wallet to make sure all was in order. Everything looked okay - all cards were in place... A few weeks later his credit card bill came - a whopping bill of \$14,000! He called the credit card company and started yelling at them, saying that he did not make the transactions. The credit card company verified that there was no mistake in the system and asked if his card had been stolen.. 'No,' he said, but then took out his wallet, pulled out the credit card, and found that a switch had been made. An expired similar credit card from the same bank was in the wallet. The thief broke into his locker at the gym and switched cards. Verdict: The credit card issuer said since he did not report the card missing earlier, he would have to pay the amount owed to them.

EXAMPLE 2. A man at a local restaurant paid for his meal with his credit card. The bill for the meal came, he signed it and the waitress folded the receipt and passed the credit card along. Usually, he would just take it and place it in his wallet or pocket. Funny enough, though, he actually took a look at the card and, lo and behold, it was the expired card of another person. He called the waitress and she looked perplexed. She took it back, apologized, and hurried back to the counter under the watchful eye of the man. All the waitress did while walking to the counter was wave the wrong expired card to the counter cashier, and the counter cashier immediately looked down and took out the real card. No exchange of words --- nothing! She took it and came back to the man with an apology.. Verdict: Make sure the credit cards in your wallet are yours. Check the name on the card every time you sign for something and/or the card is taken away for even a short period of time. Many people just take back the credit card without even looking at it, 'assuming' that it has to be theirs.

You can see further info on the Government's AFP website [HERE](#)

TV Commercials.

Some TV commercials annoy the hell out of you, others are works of art, you can watch them over and over again. [THIS](#) is one of the good ones.

I stopped in to a Maccas outside Sydney. When I walked in, the girl serving me was wearing a burqa. As I got closer I noticed it was quite dirty and tattered and a bit smelly. It actually put me off so I walked out and went across the road to Hungry Jacks. I lined up again and there was another girl wearing a burqa. I was happy to see that it was clean and it actually was nicely decorated with beads and sequins. That's when I realised - the burqas are Better at Hungry Jacks!

Sorry Rupe!

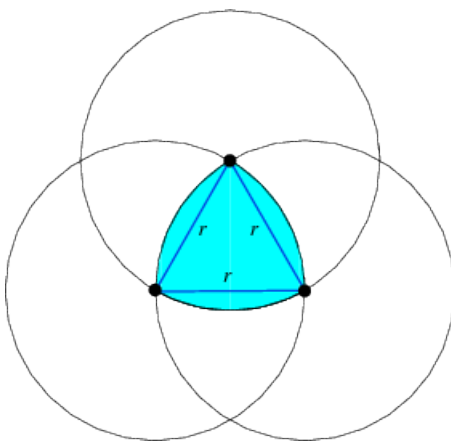
Square holes??

Ask any chippy if he can drill a square hole, and he'd say that of course ... with a hollow square mortise chisel and bit. But that's kind of cheating: it's basically drilling a round hole and chiselling the rest out to make the square hole.

Well, there's an easier way and that's to use a Harry Watt square drill bit. But what is a Harry Watt bit and how does it work?

The Harry Watt bit uses a principle based on the Reuleaux triangle. This triangle is one with 'rounded' sides and is formed by connecting up the points of an equilateral triangle with arcs, the arc between any two points on the triangle has its centre at the third point.

The pic below shows how the arcs are drawn.

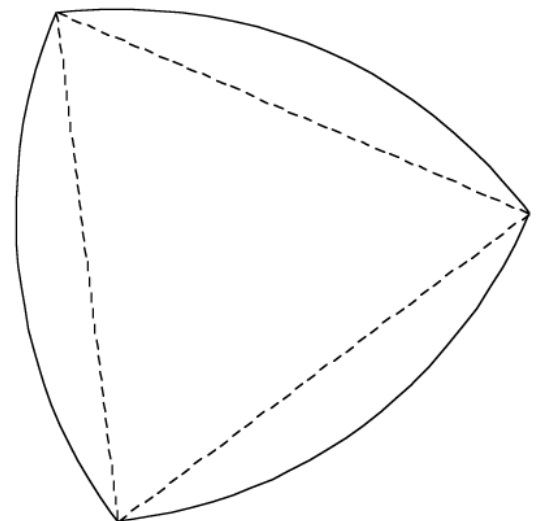


It's not a new idea, Harry Watts patented the square hole bit back in 1917. There's lots of math involved, but essentially the bit

rotates within a square of the same width, though its centre must follow a circular path in order to do so.

The "square" made by the bit is not perfect, it does have slightly rounded corners, but it's pretty close.

You can see it in action [HERE](#) and if you want to get into the techy bits on how and why it works, go [HERE](#).



A blonde lady motorist was close to Laingsburg in South Africa when she was flagged down by a man whose truck had broken down. The man walked up to the car and asked, "Are you going to Cape Town?" "Sure," answered the blonde, "do you need a lift?" "Not for me. I'll be spending the next three hours fixing my truck. My problem is I've got two chimpanzees in the back which

have to be taken to the Tygerberg Zoo in Cape Town. They're a bit stressed already so I don't want to keep them on the road all day. Could you possibly take them to the zoo for me? I'll give you R500 for your trouble." "I'd be happy to," said the blonde. So the two chimpanzees were ushered into the back seat of the blonde's car and carefully strapped into their seat belts. Off they went. Five hours later, the truck driver was driving through the centre of Cape Town when suddenly he was horrified!! There was the blonde walking down the street and holding hands with the two chimps, much to the amusement of a big crowd. With a screech of brakes he pulled off the road and ran over to the blonde. "What the heck are you doing here?" he demanded, "I gave you R500 to take these chimpanzees to the zoo." "Yes, I know you did," said the blonde, "but we had money left over so now we're going to the Aquarium !

HVDC.

Bob Webster

Back at Radschool, where we learnt all about pentodes and transistors and diodes and stuff, we were introduced to Ohm's law, ie; Voltage equals current by resistance ($V = IR$). We also learnt another law and that was Power equals Voltage by Current ($P = VI$). You can do a bit of substitution maths and from those two formulae, you get Power equals the current squared by resistance ($P = I^2R$).

As far as we know, those laws still hold.

$V = IR$ explains a lot of things and usually when people design things that involve electric stuff, they use that law.

Back in the late 1800's some people decided that electricity was pretty useful, mainly for light bulbs and electric motors. In 1882 Thomas Edison started a business to cash in on that. He opened the first central power station in Manhattan and generated and sold electricity.

Edison used DC, or direct current, which is the electric stuff that a battery or dynamo produces. By 1887, he had 121 power stations, most of them using steam turbines to power the generators. These power stations produced about 110 volts and 110 volts was the voltage that was sent down the transmission lines. But, because of Mr Ohm, Edison could only string power lines from the power stations for about a mile or so because the voltage drop in the wire any longer than that was too great.



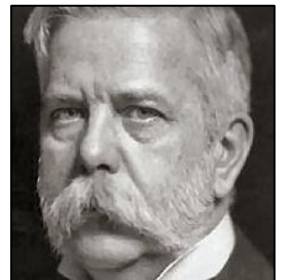
If Mr Bloggs had a factory about a mile from the power station and ran a business that had lights and a bunch of electric motors and stuff that drew in total 50 amps (all up 5,500 watts) using the substitution formula ($P = I^2R$), we know that the power station "sees" the total resistance of Mr Bloggs factory as 2.2 ohms. But!! there is also resistance in the wire that brings the electric from the power station to Mr Bloggs' factory. If Edison used 10mm cable, which has a resistance of about 0.5 ohm/mile the voltage drop across the cable would be about 25 volts. If you lose 25 volts along the way and there is only

110 being generated at the power station, that means Mr Bloggs only gets 85 volts. Not enough!

Because the resistance in the transmission wire is a constant (well nearly), the only way to reduce the voltage drop in that wire is to reduce the current. We know that Mr Bloggs needs 5,500 watts to run his factory, so using that other law ($P = VI$) if we could up the voltage to about 10,000 Volts, the current in the line would only be 0.5 amps which would reduce the voltage drop to only 0.2 Volts. That would deliver 9,999.8 Volts to Mr Bloggs, which would, unfortunately, do some severe damage to his 110V equipment, useless, unless the 9999.8 volts could be reduced to 110Volts so Mr Bloggs could use it.

Because Edison generated his volts in DC back in 1882, there was (then) no easy way to bump up and then bump down the voltage in the transmission lines – there had to be a better way.

Around the same time, there was a bloke called George Westinghouse who was also in the volt selling business, however, he saw the problem Mr Bloggs had so he started selling his volts in alternating current (AC) format.

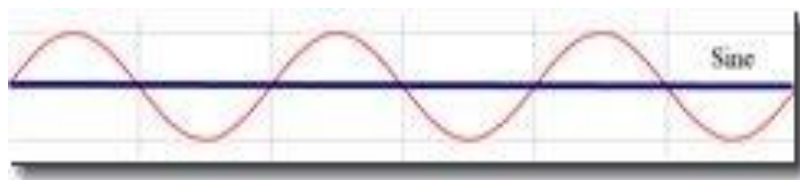


This started to catch on, much to Edison's dislike, so he (Edison) explained to people that high voltage AC is dangerous and if its use spreads, hundreds of people will be killed. To demonstrate the point, Edison started electrocuting small dogs and the occasional elephant in public demonstrations. (See [HERE](#).)

Practicality and economics won the battle of the currents and we use AC today, brought to our homes on high voltage power lines. And Edison was correct. Hundreds of people have since been electrocuted.

Now we have come full circle. It has been found that it is more economical to use high voltage DC in long transmission distances (1,000+ Kms) and long undersea cables. At either end it is converted from and to AC which generates some loss, but the DC has some efficiencies over AC.

AC Voltage looks like a sine wave. The Voltage goes up and down in a wave at the rate of 50 times each second. In our single phase “out of the power point” voltage, the maximum voltage



at the top of the wave is +340 volts and the minimum is -340 volts. The 240 bit is the RMS (or average) of the wave. The term “RMS” stands for “Root-Mean-Squared” which can simply be described as the “amount

of AC power that produces the same heating effect as an equivalent DC power”.

When we were learning all about those triodes and pentodes, all those years ago, we learnt that there were losses in valves due to inter-electrode capacitance. The higher the frequency the higher the losses due to another formula where wavelength equals the speed of light divided by the frequency of the voltage.

It has been found in the US that if you pump a hunk of AC volts into a long undersea transmission line there can be considerable losses due to radiation and the capacitance loss caused by the sea water and the cable's protective metal jackets. There are also radiation losses when you send high voltage AC power through long aerial transmission lines. In the outback, there are instances of people getting electric shocks from long wire fences that run under these lines.

So, what's the solution??

Well, in the US they have gone back to sending volts down long transmission lines, in DC. Los Angeles gets some of its power from a Hydro scheme in Oregon and they pump the power down the 1,600 klm line as 500,000VDC. (See [HERE](#)).

With DC transmission, they use an [earth return system](#) whereby the positive (or is it the negative) terminal at the generator is earthed which means they only have to run 1 wire instead of 2, (just like they do in cars). Over 1,600 klms, that is a huge saving.

Then, when the DC volts arrive at Los Angeles, they run them through a damn big inverter, turn them back into AV volts and send them down the street to all the houses.

Yesterday my daughter asked why I didn't do something useful with my time. She suggested I go down to the senior centre and hang out with the gals. I did this and when I got home last night I told her that I had joined a parachute club. She said "Are you nuts? You're almost 70 years old and you're going to start jumping out of airplanes?" I proudly showed her that I even got a membership card. She said to me, "You idiot, where are your glasses! This is a membership to a Prostitute Club, not a Parachute Club!" I'm in trouble again and don't know what to do! I signed up for five jumps a week! Life as a senior citizen is not getting any easier

The iPod.

Prior to 2000, there were really only two ways to get digital music, P2P file sharing sites like Napster or by ripping your own CDs. Napster launched in 1999 and was famously sued into oblivion, shuttering in July 2001.

Apple launched their iTunes in January 2001 and this made ripping CD's a breeze. This came to the attention of the Recording Industry Association of America (RIAA) which could see huge losses coming towards them in big bunches as people could now "borrow" a CD, copy the tracks that they liked, burn them onto a CD and thus get the music for nothing.

People would burn the tracks they liked onto a CD and take those tracks with them and play them through Sony's little Diskman.

In October 2001, it all changed. The late Steve Jobs quietly revealed Apple's great little iPod at a trade presentation and had it in stores a month later. Designed for simplicity and ease of use, it could store up to



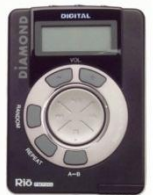
1,000 songs, had a battery that lasted ten hours, and could easily fit in your pocket.

The iPod wasn't the first, or the biggest, or the cheapest digital music player, but it hooked up to Apple's iTunes music software which made it relatively easy to get music on and off it, creating a seamless experience that other digital music players around at the time struggled to match.



It wasn't long before the iPod's hallmark white earbuds became a status symbol. It was a desirable item and one that would change the music landscape forever. This really made the RIAA sit up and take notice. People no longer had to burn about 20 of their favourite tracks onto a CD but could copy hundreds of tracks onto this little accessory and play them anywhere, anytime. The RIAA wanted these things outlawed.

One of the earliest MP3 players, the RIO Diamond, was singled out by the industry which issued a law suit claiming that RIO was a 'music-piracy device' and asked the courts to prevent its release. They failed, but the suit was a clear indication of the approach the industry would take over the next decade; one that they still haven't entirely grown out of.



Apple could see the way things were going so in 2003 they did a deal with the big 5 music record labels, EMI, Universal, Warner, Sony and BMG and launched their iTunes store where you could buy individual tracks. Initially they had only 200,000 different tracks but it was an instant success and very quickly became the number one music vendor in the US. By February 2010, Apple had sold 10 billion songs and in October this year had sold 16 billion.

Initially these songs were sold with [digital rights management](#) (DRM) technology called Fairplay which prevented the buyer from 'lending' the track to anyone else. Fairplay music wouldn't play on unauthorized computers. In 2008, Amazon and others, which saw the enormous profits available in selling individual music tracks, also got into the game and started selling music but without Apple's DRM restrictions. In January, 2009, Apple dropped the DRM technology, and now any music purchased through Apple iTunes Store will play anywhere.

The RIAA really missed the boat. Instead of working on their own digital music platform, all they did was try and sue the likes of Apple, Amazon etc out of the market. This left the music industry and particularly musicians, in the dust. Apple makes 30% on everything they sell.

The landscape continues to shift, of course, with the music streaming from Spotify, Rhapsody and now even Facebook changing the way, and what music lovers listen to. The iPod itself has had to be reinvented, with apps, to compete with the vast number of phones that can store huge amounts of music.

But whilst that iconic white music player may fade into the past, the changes it has wrought are permanent. Its legacy is more music, more widely available, and more easily downloaded at a cheaper price than ever before. Not bad for a little device whose prototype Steve Jobs dropped into a fish tank to see how much air bubbled out.

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Health and Life style.

13 Reasons it's "Unlucky to be A Man".

It's easy to forget that most people don't see the inequality and discrimination that men and boys face on a daily basis.

1. LIFE EXPECTANCY.

From the moment they are born, boys all over the world are destined to live shorter lives than girls yet women's health issues and projects receive more government support than those associated with males. Nature assists women. Female hormones do more than simply alter moods, they possess properties that can help to protect some women who haven't yet reached menopause from heart disease, which is the leading cause of death in Australia. The average life expectancy for an Australian man is 79.2 years, (ABS) and for an Australian woman, it's 83.7 years.

2. EDUCATION.

Boys underperform girls at every stage of education and are less likely to attend university.

3. EMPLOYMENT.

In general men do more paid work than women. They work longer hours, take less time off sick, throw less sickies and when they are out of work, men are three times more likely to be on Newstart Allowance and looking for work. Men are 50% more likely to work full-time, three times more likely to be self-employed and when they have children, mums are four times more likely to not be working than dads.

4. SOCIAL DIVIDE.

While more men than women work and are looking for work, they are massively under-represented in the public service. The majority of education, childcare, health and social care staff are female, while the majority of people who do badly in education, die young and end up in care are men and boys. This results in the public service being less capable of serving men and boys. This is a particularly worrying state of affairs for boys who are far less likely than girls to grow up around same sex role models and mentors.



5. WORK LIFE CHOICES.

Men have a narrower selection of work life choices than women. Male graduates are now 50% more likely to be unemployed than women and on average, women now earn more than men in their twenties and that the big difference in men and women's average earnings kicks in when they become parents and prioritise their children with one parent (usually mum) working less while the other parent (usually dad) works more. Dads are twice as likely as mums to feel that they spend too little time with their children.

6. VIOLENCE.

Men and boys are twice as likely to be victims of violence than women and girls and 40% of victims of domestic violence are men. There is a well established service for female victims of domestic violence but no equivalent service for male victims. 41% of male victims tell no-one about the abuse they experience and are twice as likely to keep it to themselves as women. Girls are 11 times more likely to agree that it is OK for a woman to hit her partner who is nagging or arguing (when compared to their attitude to men hitting women for the same reason).

7. AVOIDABLE DEATH.

Men are more likely to die from all manner of avoidable deaths, [four times](#) more likely to commit suicide, more likely to be killed in a car accident, more likely to be suffering with a serious undiagnosed illness and are much more likely to be killed at work.

8. FATHERS' RIGHTS.

In Australia, although the term "child custody" has been deleted from the legal vernacular, it is still the most common term used to describe family law matters relating to children. The act now refers to "lives with" as a reference to the primary parent, and "spends time with" as a reference to the old non-custodial parent. More than four out of five children from separated couples are primarily resident with their mother. Fathers are double losers: they do not 'gain' custody of their children and they 'lose' the power to withhold support for their offspring while being forced to forgo a significant proportion of their income.

**9. MENTAL HEALTH.**

Australian men are [more likely](#) to have serious health problems than Australian women. The poor health status of men may be caused by men's attitude to their masculinity and how they express it. Social factors, like unemployment and their ignorance of male health issues, also plays a part. While men and women experience depression in equal numbers, women are twice as likely to be diagnosed for depression as men.

Compaq is considering changing the command "Press Any Key" to "Press Return Key" because of the flood of calls asking where the "Any" key is.

10. DRINK AND DRUGS.

A study by the Cancer Council in Victoria 's showed that 21 per cent of males in Australia smoke, compared with 18 per cent of females. The ABS reports that 15 per cent of adult males drink at dangerously high levels compared to 12 per cent of the adult female population.

11. SEXUAL HEALTH.

Overall, 20.2% of men and 16.9% of women had been diagnosed with a sexually transmissible infection or blood-borne virus. National attitudes on sex have led us to suspect that all men are potential paedophiles and sex criminals. More men and boys are victims of sexual abuse than are women. More people think it is ok for women to have sex with underage boys than men to have sex with underage girls.

12. CANCER.

According to the Cancer Council, half of all Australian men will be diagnosed with cancer before the age of 85. Only 30% of women will be diagnosed with cancer before the age of 85.

13. OLD AGE.

Previously, women could receive the old age pension at age 60 while men had to continue to work until they were 65. This irregularity has been changed and from 2024 both men and women will not be eligible for the old age pension until they are 67 years old. While the retirement age has been equalised, men are still twice as likely to be working over age 60. Generally, the specific needs of older men are largely ignored in current services for older people.

A computer manufacturer's technical support had a caller complaining that her mouse was hard to control with the dust cover on.

The cover turned out to be the plastic bag in which the mouse was packaged.

Complimentary Medicines.

Complimentary medicines, also called traditional, herbal, natural or alternative medicines, usually contain natural ingredients many people think are safe, but they can cause side effects and they can interact with other medicines.

Complimentary medicines include herbal and homeopathic remedies and vitamin, mineral and nutritional supplements. Herb means any part of a plant that is traditionally used and may include the leaf, flower, stem, root, fruit or bark of the plant. They may be used with or instead of pharmaceutical medicines prescribed by a doctor or bought from a pharmacy or supermarket.

Complimentary medicines sold in Australia must meet standards for quality and safety however in many cases



there is very little or poor evidence to support their reported uses. The makers can only make claims about their products based on available evidence, eg: a product may claim to *help relieve* symptoms of arthritis but without evidence it cannot claim to *treat* arthritis.

Complimentary medicines need to be treated with the same care and respect as other medicines. They do have side effects and can also interact with pharmacy medicines and those prescribed by a doctor. This may stop prescribed medicines from working properly or may cause side effects.

It is important that, before buying or taking any complimentary medicine, you talk to your doctor or pharmacist if you are:

- Taking any medicine prescribed by a doctor or bought from a pharmacy or supermarket.
- Taking any other herb or supplement
- Sensitive or allergic to any medicine
- Pregnant or planning to become pregnant
- Breastfeeding
- Planning to have surgery.

It is important that you:

- Do not stop taking a prescribed medicine and start taking a complimentary medicine.
- Check with your doctor if you want to try complementary medicines in addition to your prescribed medicines.
- Always include complementary medicines on your medicine list when asked “what you are taking”.
- Do not give a complementary medicine to children unless the product information specifically states the product is safe to be taken by children.
- Store complementary medicines out of the reach of children.
- Always check with your doctor before taking any complementary medicine if you are pregnant or breast feeding.

A Dell customer called to say he couldn't get his computer to fax anything. After 40 minutes of troubleshooting, the technician discovered the man was trying to fax a piece of paper by holding it in front of the monitor screen and hitting the "send" key.

Hearing Problems.

If you're an eligible Pensioner or Veteran and a little hard of hearing, the Federal Government provides a free hearing aid service for you. Special benefits are also available for self-funded retirees or people still working. AudioClinic is one company that offers free hearing checks at over 200 locations throughout Australia.



You can contact them on 1800 057 220 or check their web site www.audioclinic.com.au

Vietnam Veterans Counselling Service. (VVCS)

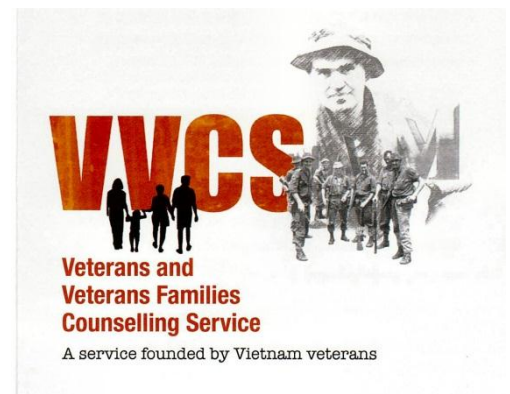
VVCS is a specialised, confidential service that provides nation-wide counselling and support to Australian veterans, peacekeepers, their families and eligible ADF personnel. VVCS staff are qualified professionals or social workers experienced at working with veterans, peacekeepers and their families who can provide you with information and direct support. They can help you work through issues that are directly related to your service as well as lifestyle issues that affect your health and wellbeing.

They can provide you with:

- Individual, couple and family counselling
- Crisis counselling and after hours telephone counselling through Veterans Line
- Group programs
- Referrals to other services
- Information and education

WCS is open to:

- All Australian veterans of all conflicts and peacekeeping operations.
- Partners, ex-partners and war widows.
- Dependent children of veterans and peacekeepers (aged under 26) with issues arising from the veteran's service.
- Sons and daughters of Vietnam veterans with issues relating to the impact of their parent's operational or warlike service.
- Current serving members who are referred to VVCS by the Australian Defence Force.



How can they help.

Counselling can help you to communicate, understand and address a range of personal and emotional problems. These may include ongoing service-related stresses for veterans, the impact on their partners and sons and daughters, personal crisis at work or home, relationship and family issues, substance use, and other physical or emotional difficulties.

Group programs provide information, education, skills and strategies to support and improve the quality of life of veterans/ peacekeepers and their families. These programs cover a range of topics including heart health, relationships, stress and anxiety, depression and alcohol management, transitioning from the Defence Force into civilian life and more.

The WCS Legacy.

The Vietnam War was a difficult chapter in our nation's history. For those who served, the experience forged a bond that remains undiminished with the passage of time. Vietnam veterans' commitment to looking out for each other saw them successfully lobby the Australian Government for counselling and support services for veterans and their families. In 1982 the Australian Government established the Vietnam Veterans Counselling Service.

Over the years, the Australian Government extended the Vietnam Veterans Counselling Service to provide support to veterans of all conflicts, their families, and members of the Australian Defence Force. 25 years after the Vietnam Veterans Counselling Service was founded, the service was renamed VVCS — Veterans and Veterans Families Counselling Service. The new name acknowledges the heritage of the Vietnam Veterans Counselling Service and the efforts of the Vietnam veteran community in establishing the service, while also promoting the availability of this important service to the wider veteran community and their families.

How do you contact VVCS?

You can contact the VVCS by calling 1800 011 046 during business hours, this connects you to the nearest VVCS centre of which there are 15 located across Australia. Ringing after business hours you will be connected to the Veterans Line, the after-hours telephone crisis counselling service.

You can get further information from here www.dva.gov.au/health/vvcs

A Dell customer called to complain that his keyboard no longer worked. He had cleaned it by filling up his sink with soap and water and soaking the keyboard for a day, then removing all the keys and washing them individually.

Probis.

If you're retired and at a loose end, why not look at joining Probis.

Probus originated in the U.K. in 1965. The first Probus Clubs were formed in New Zealand in 1974, and in Australia in 1976. Probus has filled a need for today's active retirees, so much so that the growth has been phenomenal. It is now a world-wide movement in over 22 countries.

The word PROBUS is an amalgam of the words **PRO**fessional and **BUS**iness. It is an association of active retirees who join together in Clubs, the basic purpose of which is to provide regular opportunities to keep their minds active, expand their interests and enjoy the fellowship of new friends.



All Clubs are sponsored by Rotary Clubs, are self governing, but must always remain within the limits of their Constitution.

There are men's clubs, ladies clubs and combined clubs. Membership is open to anyone of good character and who has had some measure of responsibility or achievement in any field of worthy endeavour. Some Clubs place a limit on membership numbers. Consequently, it may be necessary to join a waiting list for membership until a vacancy arises. New Clubs are formed when the need becomes apparent to the local Rotary Club.

The Emphasis is on Clubs...

- Being simple in structure and free from the constraints and obligations of service Clubs.
- Involving members at minimum cost.
- Being directed, primarily, to providing the opportunity for extension of acquaintance and interests.
- Seeking members who are compatible with one another.

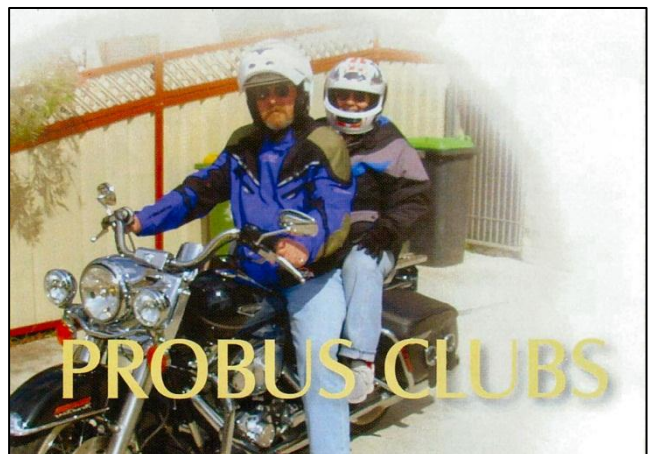
Activities normally fall into two parts:

- A formal meeting on a set day each month. This comprises a Club business session, a coffee break followed by a guest speaker and/or discussion on a topic of mutual interest.
- Outings (between meetings) to places or organisations of interest to members, theatre, social or sporting occasions. These may include overnight trips, tours and walks.

Clubs, whilst self governing, are required to adhere to a basic set of rules of operation in order to preserve their integrity and reputation.

These rules include:

- Clubs are non-political and non-sectarian.
- They are non-profit making and non-fundraising.
- Presidents usually hold office for one year however, in mitigating circumstances the time limit maybe extended to two years. Annual changes provide for a variety of leadership.



If you're interested, you can ring them on 1800 630 488 to find your closest club or you can check their web page www.probus.com.au

A confused caller to IBM was having troubles printing documents. He told the technician that the computer had said it "couldn't find printer." The user had also tried turning the computer screen to face the printer-but that his computer still couldn't "see" the printer.

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Tim Flannery.

We received this from a reader and reproduce it here without comment. We think it is from an Andrew Bolt Blog.

TIM Flannery has just been hired by the Gillard Government to scare us stupid, and I can't think of a better man for the job.

This Alarmist of the Year is worth every bit of the \$180,000 salary he'll get as part-time chairman of the Government's new Climate Commission. His job is simple: to advise us that we really, truly have to accept, say, the new tax on carbon dioxide emissions that this Government threatens to impose.



This kind of work is just up the dark alley of Flannery, author of *The Weather Makers*, that bible of booga booga. He's had years of practice trying to terrify us into thinking our exhausts are turning the world into a fireball that will wipe out civilisation, melt polar ice caps and drown entire cities under hot seas.

Small problem, though: after so many years of hearing Flannery's predictions, we're now able to see if some of the scariest have actually panned out. And we're also able to see if people who bet real money on his advice have cleaned up or been cleaned out. So before we buy a great green tax from Flannery, whose real expertise is actually in mammology, it may pay to check his record. Ready?

- In 2005. Flannery predicted Sydney's dams could be dry in as little as two years because global warming was drying up the rains, leaving the city "facing extreme difficulties with water". Check Sydney's dam levels today: 73 per cent. Hmm. Not a good start.
- In 2007. Flannery predicted cities such as Brisbane would never again have dam-filling rains, as global warming had caused "a 20 per cent decrease in rainfall in some areas" and made the soil too hot, "so even the rain that falls isn't actually going to fill our dams and river systems ...".
- In 2008. Flannery said: "The water problem is so severe for Adelaide that it may run out of water by early 2009." Check Adelaide's water storage levels today: 77 per cent

Check the Murray-Darling system today: in flood. Check Brisbane's dam levels: 100 per cent full.

All this may seem funny, but some politicians, voters and investors have taken this kind of warming alarmism very seriously and made expensive decisions in the belief it was sound. So let's check on them, too.

In 2007. Flannery predicted global warming would so dry our continent that desalination plants were needed to save three of our biggest cities from disaster. As he put it: "Over the past 50 years, southern Australia has lost about 20 per cent of its rainfall, and one cause is almost certainly global warming ...

"In Adelaide, Sydney and Brisbane, water supplies are so low they need desalinated water urgently, possibly in as little as 18 months."

One premier, Queensland's Peter Beattie, took such predictions - made by other warming alarmists, too - so seriously that he spent more than \$1 billion of taxpayers' money on a desalination plant, saying "it is only prudent to assume at this stage that lower-than-usual rainfalls could eventuate". But check that desalination plant today: [mothballed indefinitely](#), now that the rains have returned.

(Incidentally, notice how many of Flannery's big predictions date from 2007? That was the year warming alarmism reached its most hysterical pitch and Flannery was named Australian of the Year.)



Back to another tip Flannery gave in that year of warming terror. In 2007, he warned that "the social licence of coal to operate is rapidly being withdrawn globally" by governments worried by the warming allegedly caused by burning the stuff.

We should switch to "green" power instead, said Flannery, who recommended geothermal, pumping water on to hot rocks deep underground to create steam. "There are hot rocks in South Australia that potentially have enough embedded energy in them to run Australia's economy for the best part of a century," he said. "The technology to extract that energy and turn it into electricity is relatively straightforward."

Flannery repeatedly promoted this "straightforward" technology, and in 2009, the Rudd government awarded \$90 million to Geodynamics to build a geothermal power plant in the Cooper Basin, the very area Flannery recommended. Coincidentally, Flannery has for years been a Geodynamics shareholder, a vested interest he sometimes declares.

Time to check on how that business tip went. Answer: *erk*.

The technology Flannery said was "relatively straight forward" wasn't. One of Geodynamics' five wells at Innamincka collapsed in an explosion that damaged two others. All had to be plugged with cement. The project has now been hit by the kind of floods Flannery didn't predict

in a warming world, with Geodynamics announcing work had been further “delayed following extensive local rainfall in the Cooper Basin region”.

The technological and financing difficulties mean there is no certainty now that a commercial-scale plant will ever get built, let alone prove viable, so it's no surprise the company's share price has almost halved in four months. Never mind, here comes Flannery with his latest scares and you-beaut fix.

His job as Climate Commission chief, says Climate Change Minister Greg Combet, is to “provide an authoritative, independent source of information on climate change to the Australian community” and “build the consensus about reducing Australia's carbon pollution”.

That, translated, means selling us whatever scheme the Government cooks up to tax carbon dioxide, doing to the economy what the floods have done to Flannery's hot-rocks investment.

See why I say Flannery is the right man for this job? Who better to teach us how little we really know about global warming and how much it may cost to panic?



Famous quotes:

"Man will never reach the moon regardless of all future scientific advances."

Dr. Lee DeForest, "Father of Radio & Grandfather of Television."

Beer

A handful of 7 year old children were asked what they thought of beer.

- *'I think beer must be good. My dad says the more beer he drinks the prettier my mum gets.'*
- *'Beer makes my dad sleepy and we get to watch what we want on television when he is asleep, so beer is nice.'*
- *'My Mum and Dad both like beer. My Mum gets funny when she drinks it and takes her top off at parties, but Dad doesn't think this is very funny.'*
- *"My Mum and Dad talk funny when they drink beer and the more they drink the more they give kisses to each other, which is a good thing."*
- *'My Dad gets funny on beer. He is funny. He also wets his pants sometimes, so he shouldn't have too much.'*



- *'My Dad loves beer. The more he drinks, the better he dances. One time he danced right into the pool.'*
- *'I don't like beer very much. Every time Dad drinks it, he burns the sausages on the barbecue and they taste disgusting.'*
- *'I give Dad's beer to the dog and he goes to sleep.'*

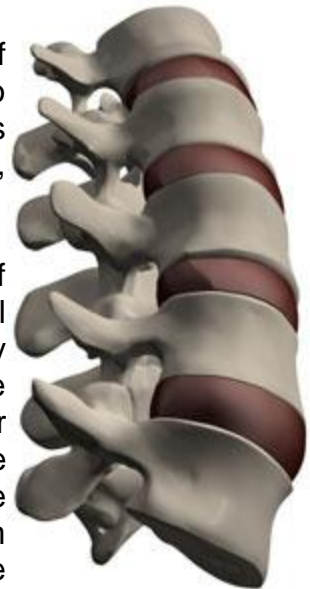
"The bomb will never go off. I speak as an expert in explosives."

Admiral William Leahy , US Atomic Bomb Project

How amazing is the human body??

A lot of us have suffered from a bad back at one time or another. A lot of the pain comes from that line of 23 bones that runs from the head down to the bum, but do you know how marvellous those bunch of bones (collectively called the spine) really are and what they are called on to do, no wonder they play up at times ...

The spine is made up of bones, called the vertebrae and between each of them is a little pad called the intervertebral disc and down the middle of all this goes the spinal cord which is really like your main bus – it's a very important bit of wiring for your body and takes all the nerve data up to the brain for processing. Each of those intervertebral discs has a tough outer ring, called the annular fibrosis and a soft gel-like centre called the nucleus pulposi. These little discs separate the vertebrae from one another and because they're knitted into the bones, also join them together and stop the whole thing from falling apart. They also act like little shock absorbers, cushioning the bones so they don't crash against each other as you walk, jump, play footy and do other things. If they did crash into each other it would hurt heaps.



Those little discs also allow the bones to curve and flex and move around which means you don't have a back that is like a 2 foot chunk of RSJ. When you were a bit younger these little discs allowed you to bend down and do up your own shoe laces, but, as you get older the discs get a bit stiffer and that's why God invented Velcro on shoes.

Bad backs are *usually* caused by people lifting things the wrong way.

Here's how you should do it!

- 1. Plan ahead before lifting.**

Knowing what you're doing and where you're going will prevent you from making awkward movements while holding something heavy. Clear a path, and if lifting something with another person, make sure both of you agree on the plan.

2. Lift close to your body.

You will be a stronger and more stable lifter if the object is held close to your body rather than at the end of your reach. Make sure you have a firm hold on the object you are lifting, and keep it balanced close to your body.

3. Feet shoulder width apart.

A solid base of support is important while lifting. Holding your feet too close together will be unstable, too far apart will hinder movement. Keep the feet about shoulder width apart and take short steps.

4. Bend your knees and keep your back straight.

Practice the lifting motion before you lift the object, and think about your motion before you lift. Focus on keeping your spine straight--raise and lower to the ground by bending your knees.

5. Tighten your stomach muscles.

Tightening your abdominal muscles will hold your back in a good lifting position and will help prevent excessive force on the spine.

6. Lift with your legs.

Your legs are many times stronger than your back muscles--let your strength work in your favour. Again, lower to the ground by bending your knees, not your back. Keeping your eyes focused upwards helps to keep your back straight.



7. If you're straining, get help.

If an object is too heavy, or awkward in shape, make sure you have someone around who can help you lift.

8. Wear a belt or back support.

If you are lifting in your job, or often at home, a back belt can help you maintain a better lifting posture.

Provided you look after yourself and don't do anything stupid, like trying to lift 20 tonnes with your feet miles apart, the old back will just hang in there and everything will flow along marvellously, but sometimes nasty things do happen.

Sometimes you can get a hernia or two – we say two because there are two types, Protrusion and Prolapse.

A Protrusion Hernia is when the gel like stuff in the disc bulges out and pushes the outer ring out of shape. A Prolapse Hernia occurs when the gel stuff bulges out so much that it actually

separates from the rest of the disc. If the prolapsed disc gets into the spinal cord or puts pressure on the nerves, it may cause severe pain that could make sitting, standing, walking, lifting, sneezing, coughing, flirting even just moving nearly impossible.

Thankfully, this is rare.

So what do you do if you've got a sore back?? Well, first thing you do is see your doctor who will normally tell you to just go home, lie down and take it easy for a while and with a little bit of luck everything will be ok in a day or so. Some doctors might suggest surgery – I reckon, unless your back was all smashed up from an accident or something, I'd be saying no to that one. While spinal surgery is occasionally necessary, especially in cases of trauma or severe bone, disc and nerve destruction, the vast majority of people with low back pain and/or sciatica never need it. Most people who have back surgery say the pain is the same or worse after the operation.

A lot of people reckon that the only way to fix a crook back is to use acupuncture, others swear by chiropractic help, yet others will tell you that the only cure is physiotherapy, while others wait for the full moon, face east and jump on one leg – whatever. One thing's for sure though, if it works for you, it's right.



Chiro One Wellness Centres in the US have produced an educational page which shows you what bit of the spine does what.

It is very interesting, see it [HERE](#)

"There is no likelihood man can ever tap the power of the atom."

Robert Millikan, Nobel Prize in Physics, 1923



Remembrance Day.

On Friday the 11th November, at 11.00 o'clock in the morning, people in schools, offices, factories, shops, hotels, clubs, in the street, in fact everywhere, all stopped and observed a minute's silence in honour of fallen service men and women.

A lot of people gathered at Memorial Shrines and RSL Clubs all over Australia to hold wreath laying ceremonies.

Why??



A Wreath laying ceremony was held at the Kedron Wavell Services Club (Brisbane) and was attended by a large number of people who wished to show their respect to the fallen.

Back in 1918, at 11 am on the 11th November, the guns of the Western Front fell silent after more than four years continuous warfare. WW1 was at an end. The allied armies had driven the German invaders back, having inflicted heavy defeats upon them over the preceding four months. In November the Germans called for an armistice (suspension of fighting) in order to secure a peace settlement. They accepted the allied terms of unconditional surrender.

The eleventh hour of the eleventh day of the eleventh month attained a special significance in the post-war years. The moment when hostilities ceased on the Western Front became universally associated with the remembrance of those who had died in the war. This first modern world conflict had brought about the mobilisation of over 70 million people and left between 9 and 13 million dead, perhaps as many as one-third of them with no known grave. The allied nations chose this day and time for the commemoration of their war dead.

On the first anniversary of the armistice, 11 November 1919, the two minutes' silence was instituted as part of the main commemorative ceremony at the new Cenotaph in London. The silence was proposed by an Australian journalist working in Fleet Street, Edward Honey. (Honey was born in St Kilda in 1885, went to Caulfield Grammar School and worked on [The Argus](#) newspaper before moving to London.) At about the same time, a South African statesman made a similar proposal to the British Cabinet, which endorsed it. King George V personally requested all the people of the British Empire to suspend normal activities for two minutes on the hour of the armistice "which stayed the world wide carnage of the four preceding years and marked the victory of Right and Freedom." The two minutes' silence was popularly adopted and it became a central feature of commemorations on Armistice Day.



On the second anniversary of the armistice, 11 November 1920, the commemoration was given added significance when it became a funeral, with the return of the remains of an Unknown Soldier from the battlefields of the Western Front. Unknown soldiers were interred with full military honours in Westminster Abbey in London and at the Arc de Triumph in Paris. The entombment in London attracted over one million people within a week to pay their respects at the Unknown Soldier's tomb. Most other allied nations adopted the tradition of entombing unknown soldiers over the following decade.

In Australia on the 75th anniversary of the armistice, 11 November 1993, Remembrance Day ceremonies again became the focus of national attention. On that day the remains of an unknown Australian soldier, exhumed from a First World War military cemetery in France, were ceremonially entombed in the Australian War Memorial. Remembrance Day ceremonies were conducted simultaneously in towns and cities all over the country, culminating at the moment of

burial at 11 am and coinciding with the traditional two minutes' silence. This ceremony, which touched a chord across the Australian nation, re-established Remembrance Day as a significant day of commemoration.



People who attended the ceremony at the Kedron Wavell RSL Sub Branch, gathered together in the Community Centre afterwards, for light refreshments and to tell each other tall tales.

Four years later, in November 1997, the Governor-General, Sir William Deane, issued a proclamation formally declaring 11 November Remembrance Day and urging all Australians to observe one minute's silence at 11 am on 11 November each year to remember those who died or suffered for Australia's cause in all wars and armed conflicts.

The Poppy.

November is poppy month, the time of the year when by the wearing of a simple emblem, a red poppy, we salute the memory of those who sacrificed their health, their strength and in some cases their lives that we might live in a free country.

In the years immediately following the first World War, governments and the whole of society, had not accepted the responsibility for those incapacitated and bereft as a result of the war. In Australia and Britain unemployment accentuated the problem. Earl Haig, the British Commander-in-Chief, undertook the task of organising the British Legion (the equivalent of the RSL of Australia) as a means of coping with the problems of



hundreds and thousands of men and women who had served under him in battle and in the Nursing corps and support corps.

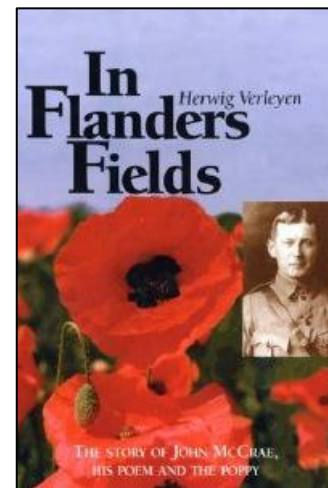
Then, in 1921, a group of widows of French ex-servicemen called on him at the British Legion Headquarters. They brought with them from France some poppies they had made, and suggested that they might be sold as a means of raising money to aid the distressed among those who were incapacitated as a result of the war.

The first poppies were sold on the streets of London on Armistice Day in 1921. The experiment was an immediate success as the poppy was a touching reminder of the battle fields of Flanders, where the small red flower grew in profusion. The Poppy Day sales were greatly assisted by the publication of a hauntingly beautiful poem written by John McCrae on the battlefields of Flanders.

In Flanders fields the poppies blow,
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.



Anzac Day Dawn Service.

Most people know about, and a lot have been to, an Anzac Day Dawn Service – but how did that start?

No-one really knows for sure, as there are two popular ‘stories’ about how the first Dawn Service came about. One concerns a Padre from Albany in WA, named Arthur Ernest White and the other concerns a Captain Harrington from Toowoomba.

Reverend White was a padre with the earliest ANZACs to leave Australia with the First AIF in November 1914. The convoy assembled at Albany’s King George Sound in WA and at 4 am on the morning of their departure, he conducted a service for all men. After the war, White gathered some 20 men at dawn on 25 April 1923 on Mt Clarence overlooking King George Sound and silently watched a wreath floating out to sea. He then quietly recited the words ‘As

the sun rises and goeth down we will remember them'. All were deeply moved and the news of the ceremony soon spread. White is quoted as saying that 'Albany was the last sight of land these ANZAC troops saw after leaving Australian shores and some of them never returned. We should hold a service (here) at the first light of dawn each ANZAC Day to commemorate them.'

In Toowoomba, back in 1919, at 4 am on the 25th April, Captain Harrington and a group of friends visited all known graves and memorials of men killed in action in World War I and placed flowers (not poppies) on the headstones. Afterwards they toasted their mates with a rum. In 1920 and 1921 these men followed a similar pattern but adjourned to Picnic Point at the top of the Great Dividing Range and toasted their mates until the first rays of dawn appeared. A bugler sounded the 'Last Post' and 'Reveille'.



Irrespective of who was the instigator, ANZAC Day Dawn Service has since become an integral part of commemorations on 25 April. There is no standard format for the Dawn Service, but Brisbane's traditional (since 1931) service is:

- Assembly,
- Bugle calls 'Long G' followed by 'Last Post' at exactly 4.28 am (the time of the original ANZAC landing),
- Two minutes' reverent silence,
- A hymn,
- Short address,
- Placing of floral tributes,
- A second hymn,
- Bugle call 'Reveille' and
- The singing of 'God Save the Queen'.

Keys to the City.

You often hear of people being given the Keys to the City – but what does that mean??

These days the Keys to the City is an award to acknowledge the contribution of an individual, group or organisation to furthering the ideals of the city, or to recognise outstanding achievement in sport, entertainment or humanitarian work at a national or international level. An ornamental key is presented to the individual or group the city wishes to honour. The decision to bestow this honour is often spontaneous and has traditionally been used to provide an opportunity for mass public recognition. But where did the practice originate?

The practice of bestowing a ceremonial "key to the city" dates back to medieval times. Feudal lords protected their cities with high walls and imposing gates. All manner of legal papers and customs taxes were required to enter and exit. A "key to the city" gave an important diplomat or merchant the authority to enter and leave the city at will as a trusted friend of city residents.

A similar ceremonial honour, "freedom of the city," is an ancient honour granted to martial organisations, allowing them the privilege to march into the city "with drums beating, colours flying and bayonets fixed".

This honour dates back to the laws of ancient Rome that made it a capital offence for Roman legions to enter the city in formation or with weapons without permission. This was meant to ensure that ambitious generals did not mount a military coup against the Senate. (It was the law that Julius Caesar broke when crossing the Rubicon.) Similar laws were passed by cities throughout the Medieval era, also to protect civic security and rights, even against their own king's troops.



However, legions, regiments, or other martial groups that had given heroic service or whose honour was beyond question, might be granted Freedom of the City. The group would not have to disarm or break ranks before the city gates were opened to them. Given the serious risk the city would be running, this was a rare honour.

Today, martial freedom of the city is an entirely ceremonial honour, but remains the oldest and one of the highest civic honours in the Commonwealth of Nations.

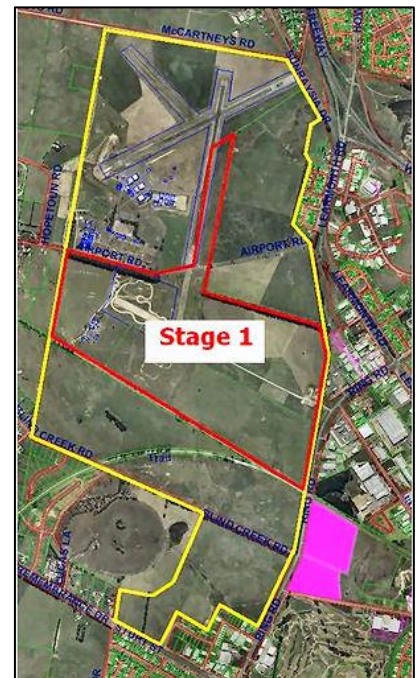
Progress??

What do they say about Time and Tide??? It seems Progress is similar, it just marches on and waits for no man.

Blokes and Blokettes who spent time at Ballarat will be sad to see that very shortly the base they lived and worked on and knew so very well will no longer exist but will soon become an industrial zone and home to a myriad of different commercial sites.

There are plans to chop up the base and establish the Ballarat West Employment Zone. These include:

- A Ballarat Freight Hub
- An Industrial Precinct
- Redevelop the Airport.



Once developed, it is hoped the Ballarat West Employment Zone will generate 3,900 jobs and if that happens, it can't be a bad thing.

At last!!!



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DFRDB.

Since our last issue, the issue of DFRB/DFRDB was once again, (and by a long shot), the hottest topic in our mail.

Normally this is good. This means that people are starting to get angry and are talking and normally when a lot of angry people talk and get angry, politicians listen – or the smart ones do. But *who* is getting angry?



The Government endorsed the four recommendations of the Matthews Report into the indexation of Military and other Commonwealth Superannuation. This means that those on Military Superannuation pensions remain disadvantaged by continuing to have their superannuation pensions indexed by the Consumer Price Index (CPI), whereas welfare and Age Pensions are indexed at a higher rate (the greater of CPI or Pensioner and Beneficiary Living Cost Index (PBLCI) or Male Total Average Weekly Earnings (MTAWE)). Pre-2004 MP's and High Court Judges pensions are wage based indexed to the salaries of serving backbench MP.

In the period 1989 to 2008,

- Military superannuation pensions rose by 68%,
- Age Pensions rose by 110%
- Retired MP's pensions rose by 131%!

The reason pensions are indexed is to maintain the purchasing power of the pension. Until 1997, the CPI was considered the relevant index but the Australian Bureau of Statistics (ABS) concluded that *the tight relationship between movements in the CPI and wage and salary adjustments no longer existed*. In 2001, the ABS said that “*CPI is no longer a measure of the cost of living.*”

In 1997 the Howard Lib/NP Government acted to maintain the purchasing power of Age and other welfare pensions by changing the indexation factor to CPI or MTAWE whichever was the greater. In 2009, the Rudd Labor Government included another index factor, the [New Pensionary and Beneficiary Living Cost Index \(PBLCI\)](#). Nothing however has been done for Military Superannuants, even though six parliamentary inquiries recommended a form of wage based indexation.

The Chair of the 2008 multi-party 'Senate Inquiry on the Effect of Cost of Living Increases on older Australians said “*It is hard to explain to Commonwealth superannuants why their pensions, to which they contributed during their working life, should fall behind the pension increases of those who have generally not made provision for their retirement*”.

Earlier in the year, the Parliament had the opportunity to resolve the issue when the Lib/NP Coalition introduced the *Defence Force Retirement and Death Benefits Amendment (Fair Indexation) Bill 2010* but Labor, Greens and Senator Xenophon voted against it in the Senate.

The question has to be asked WHY??

When in opposition, Labor trumpeted the notion that if/when they were elected to power, they would set things right. Now that they are the Government they won't.

When in Government, the Lib/NP wouldn't have a bar of fixing the problem but now that they are in opposition, they want to push it with both hands.

Both major parties want to do the right thing when in Opposition, but not when they get to government. They make warm and cuddly promises in opposition which they conveniently dump when elected to power. It seems that neither can be trusted.

So what do we do??

Because of the way the system works, the only thing a politician really cares about is votes. Unless they get enough votes they aren't a politician – it's as simple as that. It's a numbers thing. Because of this, they are pretty good at reading the wind, they keep a very close eye on public opinion and if it looks like enough of the public wants something bad enough, the politician will usually give it to them. They also look for "Mother-in-Law" events in which they can become involved as these usually get publicity and make them look good, caring leaders.

This is where the problem really is – without the general public's involvement, and at the moment we don't feel the public is involved, there just aren't enough ex-service men and women affected by this DFRB/DFRDB thing to worry the politicians or to effect voting one way or the other. We read somewhere that there are 65,000 ex-Service men and women relying on DFRB/DFRDB on which to exist. If every affected ex-service man/woman voted for the "Free Beer on Sundays" party (ie: not for Labor or Lib/NP) it wouldn't make that much of a difference, either the Labor or the Lib/NP would still be elected. What is needed is for the Ex-service community to get the general public behind them and thus make the politicians take notice.

Andrew Wilkie *seems* to be onside, you can see his recent speech to Parliament [HERE](#), but it is going to need more than one independent politician to change the way Parliament looks at the current situation.

It seems to us that at the moment, the message is being preached to the converted. It is brought up at RSL meetings, ex-service reunions, is distributed via email by ex-service people to other ex-service people etc, but these people are already aware of the problem and have been so for years, nothing is done to fix the problem and the politicians still get elected.

Perhaps more resources should be directed at getting the message to the Public who don't know and really don't care too much about the plight of ex-service men/woman. They very much care about old age pensions because one day they will be one so naturally that's where the money goes.



Peter Criss, a retired Air Vice Marshall, is leading the charge to try and get equitable retirement benefits for all ex-servicemen and women. Recently he was interviewed by Jason Morrison on Radio 2UE in Sydney (you can hear it [HERE](#)) and on 4BC by Greg Carey (you can hear that [HERE](#)) and that's good. He has also released a very good video about the widow of an F111 pilot who was killed in an accident some years ago (you can see that [HERE](#)). This video highlights the discrimination and unfairness faced by spouses of those who have served.

The people who released the video say it allows the Defence family to tell their individual stories and in doing so, add a human dimension to the campaign – but tell it to whom??

Another organization that is active in trying to obtain equitable and deserved financial retirement benefits for the ex-service community is the “Fair Go” team which is part of the Defence Force Welfare Association (DFWA) (See [HERE](#)). Fair Go is led by Ray Gibson, David Jamison and [Ted Chitham](#) MC OAM, a retired Lieutenant Colonel, who is also the President of the RAR Association Qld.

If you are one of the affected ex-service people who are looking for equitable retirement benefits, you should join and support the DFWA. If you want something done you have to help and you can do that by joining, they need your moral and financial support. You can join by completing the Volunteer Box at www.standto.org after which they we will contact you.

You can read the DFWA's latest submission to the Government [HERE](#).

We're not trying to tell them how to suck eggs, nor are we in a position to criticize those that are working hard on the problem, but we think that nothing will change until/unless the public gets behind the campaign and they won't unless the media gets behind it. The media likes nothing more than a controversial stunt(s), give them one and they will run with it. The media needs to make this campaign *theirs*.

Politicians love being seen with the big stuff in the media, they'll walk a mile to be photographed on a ship, or in a tank, or in an aircraft and they will push each other out of the way to stand and say nice condescending words when a service man or woman gets injured. This is when they should be ambushed, this is where the media can make a huge difference to the campaign. If, at one of these occasions, the PM or Defence Minister or other senior Polly could be asked to publicly explain why ex-service men and women are treated so unfairly when asked to give so much, they would be embarrassed – and there is nothing a Polly hates more than being embarrassed in public. If done once by one section of the media, another will run with it, the campaign will feed on itself.

This is a very commercial approach but perhaps it's time to try a different approach.

Perhaps!!

Please let us know what you think.

Just been to the gym. They've got a new machine in. Only used it for half an hour as I started to feel sick. It's great though. It does everything - Kit Kats, Mars Bars, Snickers, Crisps, the lot..

Teddy Bears.

This story appeared in Brisbane's *Sunday Mail* on the 13th November. This is a classic example of what we were talking about above, this is a classic "Stunt" or a "Mother-in-Law" event. It doesn't do anything but get the Government good publicity, gives the reader a warm fuzzy feeling and gets them talking.

"The Australian Defence Force has ordered 24,000 "army bears" (similar to the one a t right) over the next two years for children of Defence Force personnel.



However, the contract for the plush toys is far from a teddy bears picnic, with the winning bid facing high-level security clearances. The contract advises: "Tenderers must deliver sample bears, one per service (Army, Navy, Air Force) for examination and qualitative evaluation." Queensland Senator Barnaby Joyce has warned the bears could be bugged by countries trying to learn state secrets. Senator Joyce said even though the bears seemed harmless, he understood the need for strict security, especially if they were made in China or another country.

"You want to be careful with what you would give to our Defence Force personnel," Senator Joyce said. He said there was a need to ensure the bears were not "bugged" or toxic to children. While a Defence Force spokeswoman refused to reveal the cost of the tender, it is likely to be many thousands of dollars. She said the teddy bears did not have to be made in Australia. Twelve thousand will be required each year over two years.

"Cost will be determined by the tender process. In line with the Australian Government's procurement guidelines, a decision based on value for money will be made," she said. "This program is a way of assisting the children to remain connected to their military parent during long absences (and) the distribution of bears increases the morale of serving members and provides a level of tiny teddies in national security risk

The B52

Peter F Ralph

The 10th January, 1964, started out as a typical day for the flight test group at Boeing's Wichita plant. Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying a low-level profile to obtain structural data.

Over Colorado, cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air. At this point the typical day ended. The bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high-speed elevator, shoved up and down and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the plane. He slowed the aircraft and dropped to about 5,000 feet to make it easier to bail out.

But then Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was happening. Although control was difficult, Fisher said he believed he could get the plane back in one piece.



Response to the situation at Wichita, and elsewhere, was immediate. An emergency control center was set up in the office of Wichita's director of flight test. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared the air around the troubled plane. A Strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52.

As Fisher got closer to Wichita, a Boeing chase plane flew up to meet him and to visually report the damage. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone.

Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely. The Air Force was also lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas. Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred, Fisher and his crew brought in the damaged B-52 for a safe landing. "I'm very proud of this crew and this airplane," Fisher said. "Also we had a lot of people helping us, and we're very thankful for that." The B-52, Fisher said, "Is the finest airplane I ever flew."

Prince William says he doesn't want the traditional fruit cake at his wedding.
Prince Phillip says he doesn't give a damn, he's going anyway.

F18 Accident.

Laurie Lindsay

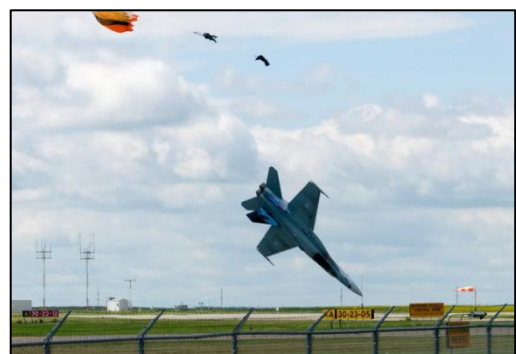
Back in July 2010, a Canadian Air Force pilot was able to eject at the last minute when his CF18 Hornet ran out of noise and crashed during an air show practice in Calgary, Canada. The pilot, Captain Brian Bews, survived the jet crash although ejecting at low altitude, just seconds before his aircraft nosedived into the ground and exploded on impact. The pilot was only 30 meters from the ground when he ejected and luckily landed just outside the flames from the explosion. The 36-year-old Bews, who was a very experienced pilot, was practicing at a local airport to perform at the Alberta International Air Show.

A private pilot, who witnessed the accident, said "the aircraft flew over me at probably 100 to 200 feet then it looked like it lost power from the right engine. There was only one afterburner ignited and the aircraft looked like it was about to stall. I knew what was going to happen, he wasn't going to make it out of this one."

It is interesting to look at the photos below. In the first photo, you can see the canopy being blasted clear of the aircraft and in the second photo, the pilot is not far behind. The ejection seat rockets are blasting seat and pilot vertically from the aircraft, but as it is at a high angle of bank, both seat and pilot are being shot horizontal to the ground.



In the third photo (below) you can see the brain in the seat taking over, it realizes that leaving the aircraft and heading off parallel to the ground is not the ideal way to do things, so it changes the thrust of the rockets and sends the seat vertical to the ground, giving the pilot more height before he and seat part company and the pilot's parachute opens.



In the fourth photo, you can see the seat falling away and the parachute starting to open. The aircraft is just about to hit the ground. Bews landed dangerously close to the fireball, but he was able to stand and walk away.

He was one lucky pilot!! You can see video of the incident [HERE](#).

If your mind goes blank, don't forget to turn off the sound."

Classic Jet Fighter Museum.

The last time South Australia saw Mirage Jet Fighters they were at the Whyalla Wharf being packed off to their new home in Pakistan. In 1990 the RAAF sold 50 of the French-designed jets which had been a workhorse of the force since the early 1960's. But there's one left in SA and it lives at the [Classic Jet Fighter Museum at Parafield Airport](#). It's being restored by the Museum's volunteers before taking pride of place in the hanger. Already in place are several restored jets including a Meteor that served in the Korean Conflict and the Jet that followed it, the Sabre.

The Classic Jet Fighter Museum is in hanger 52, Anderson Drive at Parafield Airport. It's open Weekends and Public Holidays.

Pakistan bought 50 ex-Aussie Mirages. The project "ROSE" (Retrofit of Strike Element") was set up to reclaim as many airplanes as possible and to upgrade them with latest avionics. Originally it was thought that only 20 - 25 airframes could be made operational but eventually, more than 40 airframes were refurbished and put back into service. The avionics upgrade included fitting of HUD, Hands on throttle and stick ([HOTAS](#)) controls, Radar Warning Receiver ([RWR](#)) chaff / flare and most important of all the retrofit of [FIAR Griffon M Radar](#). This radar is the Italian copy of APG-68 and has full look down - shoot down capability.



Some of the Mirages were in pretty good nick and did not even require a complete airframe overhaul. The aircraft above (Mirage A3-560) is one of the examples. However, you can see that the wings carry a totally different camouflage. It was found that some of wings on the Mirages were beyond economical repairs so 14 sets of zero timed wings were purchased from South Africa and mated with the fuselages.

I believe there is no problem so serious and insoluble that it can't be blamed on someone else



Some mongrel's just pinched a pair of my wife's knickers off the clothes line.
She's not bothered about the knickers but she wants the 12 pegs back.

War vet fined for river work.

Vanessa Marsh
News Mail
15th November 2011

A Vietnam War veteran has been slammed with a \$1500 fine after spreading crushed rock and gravel on a riverbank to help disabled and wheelchair-bound Vietnam vets access a private retreat. Woodgate man Roger Vincent Dwyer (Vietnam Infantry 15 Oct 1969 to 18 March 1970) faced Bundaberg Magistrates Court on the 14th November charged with unlawfully performing works in a declared fish area. The charge stems from 2009, when Mr Dwyer transformed his 16-hectare Gregory River property into an idyllic retreat for Vietnam veterans and their families.



Vietnam veteran Roger Dwyer (right), pictured with Burnett MP Rob Messenger, (Independent) in front of the Bundaberg Court House.

Mr Dwyer spread 15m of crushed rock and gravel just above the high water mark to allow the veterans to walk and wheelchair up from the river into the property. But 10 months later, he was charged with unlawfully performing works in a declared fish area, a charge that carries a maximum \$300,000 fine.

While he maintains his innocence, Mr Dwyer yesterday pleaded guilty to the offence, saying the cost of fighting the charge would have been too expensive. "I was extremely disappointed," he said after the hearing. "There was no reason for this - there was no destruction or damage to the mangroves or vegetation."

The Vietnam vet said he felt no relief that the matter was finally over. "This will always grate and, I mean on us - all the veterans," Mr Dwyer said. "It's the attitude of the (Department of Primary Industries). They have no consideration for the amount of work we've done and what it is being used for. "It is a free facility for all vets to attend."

Mr Dwyer's supporters packed out the court hearing. One of his main supporters throughout the ordeal has been Burnett MP Rob Messenger, who said the charge against Mr Dwyer was "disgusting". "The whole weight of the government's environmental legal department



was thrown at a returned serviceman who stabilized a riverbank so that a fellow vet in a wheelchair could access a retreat for Vietnam veterans," Mr Messenger said. "The hypocrisy of the government's actions is breathtaking."

"This is a disgrace," Messenger said, "I want an independent investigation into why Department of Primary Industries and Fisheries inspectors are harassing and prosecuting yet another of our loyal boys who risked their lives and fought for our precious freedom and liberties."

Mr Dwyer and wife Deborah bought the 40-acre Gregory River property 22 years ago and in September 2009 finished turning it into an idyllic retreat for Mr Dwyer's Vietnam veteran mates and their families.

Rob Dwyer said, "Back in 2010 DPI & F inspector Deryk Smith came along and told us we were interfering with a fish habitat by 'unlawfully performing works in a declared fish habitat area. How can this little rock fill that makes life more bearable for men who fought in Vietnam possibly lead to my being summoned to Bundaberg Magistrates Court to face a conviction and a huge and possibly unjust \$300,000 fine?"

MP Messenger raised Mr Dwyer's case in parliament back in February, saying he was concerned that under the fish habitat legislation the maximum fine for damaging a riverbank was \$300,000. The premier, whose husband Greg Withers runs the DPI&F department, replied that "in terms of offences, the legislation has been drafted in comparison to other similar legislation for boards dealing with matters of a similar nature ... not every offence is comparable, but I think the drafters do a pretty good job of ensuring some level of consistency."

Elder Marie Wilkinson, 77, from the local Butchulla tribe wrote to the court on Dwyer's behalf. She said "I wish to advise that this proposed prosecution of Roger Dwyer is one of the worst cases of injustice I have been associated with in the last 30 years since I have publicly been involved with 'looking after country' in this region, namely Butchulla and Gurang Gurang, which I am a Traditional Owner by Elder. I have personally visited this Vietnam vets' retreat/campsite and the only access from boat to site is up this small narrow bank. It is a gross exaggeration that any detrimental work was conducted by Mr Dwyer and in actual fact, the opposite occurred by stopping erosion to the alluvial bank.

If you would like to tell the DPI&F and the Queensland State Government what you think of this, you can do that [HERE](#)

Words with two Meanings;

VULNERABLE (vul-ne-ra-bel) adj.

Female.... Fully opening up one's self emotionally to another.

Male.... Playing cricket without a box.

Drones.

Drone aircraft are gradually being used more and more in the USAF. It won't be long before there is nowhere safe left to hide. Scary stuff!

There is video of an operator flying a drone which is being used to attack and destroy baddies on the other side of the world. The operator, in this case a young girl, is in Nevada. The control booth she is using is made at the Unmanned Ground Control Systems at Raytheon Intelligence and Information Systems in Garland, Texas.

The controller in this case is actually flying the aircraft. In the video, her flight instruments screen is located in the upper left of the lower central large monitor screen. The other screens are views from the drone itself.

The drone she is controlling is flying on the other side of the world, thousands of miles away. Her left hand is on the throttle controlling the drone's engine while her right hand is flying the plane. All the buttons needed to control the drone are located on the joystick. She never removes her hand from the throttle.

Drones can be and are regularly flown in Iraq or Afghanistan and controlled from Nevada.

You can just imagine how big the communication "pipe" has to be to pump all the data necessary to perform these complicated tasks through to the drone on the other side of the world in REAL TIME. It is not a modem you or I will ever get our hands on at Dick Smith !!!

This is modern warfare.

Click [HERE](#) to see how it is done.

Obama's taxi.

The Pres was recently in Australia, which is a good excuse to have a look at his wheels. Since 1900, a variety of vehicles have both officially and unofficially been acknowledged as the presidential vehicle and it wasn't until the late 1930s, that the U.S. government specially commissioned official vehicles for presidential use. As each new vehicle was ordered, more and better communications equipment, special convenience features, armour plating, and defence counter-measures were added to the vehicles. Only cars



produced in the US are traditionally chosen for the role. The most recent vehicle to be customized started life as a GMC Topkick ute similar to the one at right.

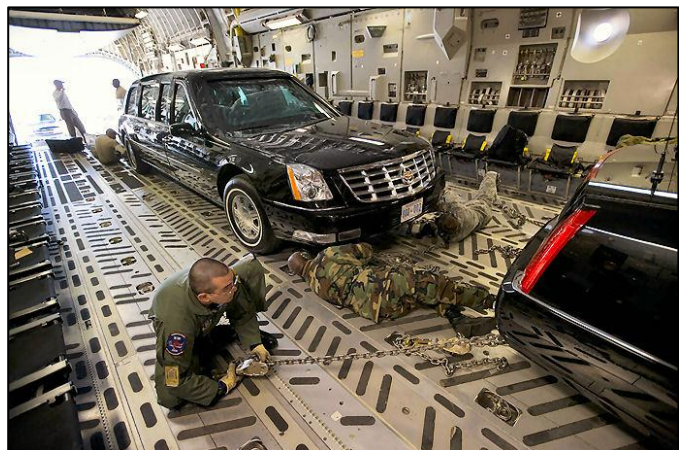
After extensive modifications, it ended up as the vehicle below, and as it was built by GM, it has been deliberately styled to resemble a Cadillac which makes good marketing sense. It is often known as Cadillac One or Limo One (a reference to the U.S. presidential aircraft, Air Force One) but because of its size, weight, wheelbase and bunker-like level of protection, is also commonly referred to as the “Beast”.

Over recent years the Pres Limo is replaced every 4 years with the superseded vehicle becoming a hand me down for the Vice-Pres and visiting heads of state.



Where the Pres goes, so does his Limo, being transported in a USAF C17.

The current vehicle is the latest in a long line of ‘Cadillacs’ to join the First Fleet. Although GM and the Secret Service jealously guard the vehicle’s specs and secrets, you can bet it is the toughest, most sophisticated car anywhere in the world.



This car is one of a small fleet of what is believed to be no more than 25 presidential limos General Motors built for the Obama administration. GM says the car occupies the "same footprint" as the limo used to carry George W, but it is a little taller and the windows a little bigger to improve visibility. The body is sheathed in military-grade armour as much as 8 inches thick on the doors and the whole thing is believed to weigh between seven and eight tons. The armour reportedly is a mix of dual-hardness steel, aluminum, titanium and ceramic and the windows are ballistic glass said to be 5 inches thick. The cabin is believed to feature a sealed air recirculation system to protect its occupants from chemical attacks.

Obama's limo is the latest in long line of presidential cars GM has built in the years since Congress approved funding for a presidential motor pool. President Wilson rode in a Caddy during a parade marking the end of World War I. President Coolidge sported a lavish 1928 Cadillac Town Car which was among the first Caddys parked at 1600 Pennsylvania Ave. It featured a 341 cubic inch engine and a robust (for the time) 90 horsepower.

In 1938, the US government received two Cadillac convertibles, each 21.5 feet long and weighing nearly 3 tonnes each. They were dubbed the "Queen Elizabeth" and the "Queen Mary" after the ocean liners. Each featured back-up generators, two-way radios and an arsenal of weapons. They served presidents Roosevelt, Truman and Eisenhower and were replaced by the Queen Elizabeth II and Queen Mary II, which remained in service until 1968.



Cadillac returned to the White House in 1983, when President Reagan rode around in a Fleetwood famous for being the last equipped with the Turbo Hydra-Matic 400 3-speed automatic transmission. President Clinton rode in a Fleetwood Brougham powered by a 454 cubic inch (7.4 litre) V8.

The largest collection of presidential limos is held by the Henry Ford Museum, but President Bush's limo will not appear in it. Since 9/11, the Secret Service has required that presidential limos are to be destroyed upon retirement to preserve their secrets.

Here are some (probably) unknown facts about the current Presmobile.

1. It is powered by a 6.5-litre diesel engine that's fitted with a supercharger to help haul this beast around, yet despite this mammoth power plant, the top speed is only 60mph (100km/h) and it takes about 15 seconds to get there.
2. It averages 8mpg. (30 litres/100 klms).
3. The glass is five-inches thick and only the windscreen opens to allow the driver to talk to secret service agents running alongside. It is also hermetically sealed to secure it from chemical attack
4. Should it be attacked with chemical weapons, it has its own oxygen supply
5. The armour plating is so thick that the Pres can't hear any outside noise, so speakers are built in to play the ambient sound of the crowd.

6. The underside is reinforced with a Kevlar mat to protect Caddy One from roadside bombs.
7. The fuel tank is leak proof and filled with special foam that prevents it from exploding, even in a direct hit.
8. There are two holes in the front bumper that can emit tear gas and fire smoke grenades.
9. There is also an infrared video system for the driver to drive through smoke and night vision cameras for driving in darkness without lights.
10. Cadillac One normally flies two flags, the American flag and the Presidential Standard, which are lit up at night with LEDs. When Obama is on a state visit, the Presidential Standard is replaced by the flag of the country he is visiting.
11. The Beast has a firefighting system located in the boot.
12. There is a bank of the president's blood carried in the boot at all times and when he goes out an ambulance always follows close behind.
13. The Presmobile can seat seven, with two seats up front, three rear-facing ones in the middle, and two at the very back, one for the president and the other for a guest.
14. Defence systems include a pump-action shotgun in a compartment beside the driver.
15. The tyres are reinforced with Kevlar and can run when flat. If the tyres are missing the steel rims have been designed to allow the car to keep on driving at speed.



ENTERTAINMENT (en-ter-tayn-ment) n.

Female.... A good movie, concert, play or book.

Male..... Anything that can be done while drinking beer.

Fire Storm

FireStorm™ FURY is range of high intensity multi-barrel weapon systems that can deliver scalable firepower from a single shot to burst rates up to 20,000 rounds per minute (that's 330 every **second!**). Using the stacked projectile technology that Metal Storm is famous for, provides the advantage of high volume of fire in a lightweight compact package.

This thing is unreal, you can read about it [HERE](#) or watch video of it in action [HERE](#).



The last Vietnam victim.

*Terry Brown
Herald Sun
31st October, 2011*

Mick Berrigan was in the Army and had served in Vietnam for seven months (May 1967 to Dec 67) when he suffered a catastrophic head wound. When he left Australia to go to Vietnam he was a bright spark who loved a drink and the girls. The shell of a man who came back injured never recovered from his private hell. Private Mick Berrigan died from combat injuries on Sunday the 23rd October and was buried on Thursday 27th October.

There weren't any politicians there, or news cameras, because death didn't come swiftly. It ate at him for 44 years, tore at his body and soul and drove his parents to an early grave. The artillery shell shrapnel that hit him, so-called friendly fire, took the best part of his life in Vietnam, and then took its time with the rest. When soldiers die on the battlefield, they are said to have made the ultimate sacrifice. To live on in pain, anger and confusion as a brain injury progressively destroys you and everybody you love, is worse than that. Comrades count Mick as an Australian combat casualty of the Vietnam War, as much as any of the official 500 fallen. They think, dead at 66, he may be the last. "We commemorate the dead but we forget about the wounded," unofficial 7th Battalion historian Mike O'Brien says bitterly. And Mick's younger brother Chris, who has spent most of his life watching his brother's cruel decline, says there are worse things than a battlefield death. "If you're killed outright, there's traumatic suffering and terrible sadness. But the terrible sadness goes away eventually, doesn't it?" Chris says. "I think this was worse than what they usually call the ultimate sacrifice."



In 1967, while the rest of the world embraced flower power and the Beatles sang that love was all you need, Mick Berrigan, the fourth of eight kids, went to war. He was smart, with a year of Melbourne University law under his belt, and headstrong. He liked a beer a little too much, liked to chase girls at South Side Six (Hotel) in Moorabbin and took a gap year from uni to build a bankroll for the rest of his course. When the call-up came for national service, Mick was up for the pay and the adventure. He landed in Vietnam in April 1967 and took a hit in November ahead of an attack on a Viet Cong camp 1km east of Nui Toc Tien. Australian guns were called in to soften up the camp and five of the six shells hit. The other exploded against a tree 50m from Pte Berrigan and shrapnel from it tore through his skull and his brain. "We couldn't keep him quiet," a Digger mate of Mick's wrote in a diary. "We gave him dose after dose of morphine. We believed we had no alternative. We were close to the enemy and had to keep him quiet."

But the story didn't stop there. Mick died and was resuscitated. His mother was flown to Vietnam to say her goodbyes to her comatose son, but he was strong and fit and lived. "Operating on his skull, they had to remove fragments that were blown into his brain. Then they patched him up," Chris says. "I remember him in bed at Heidelberg (Repatriation Hospital) and he looked remarkably fit and very, very tanned, brown as a berry." He was already paralysed, flat in bed and he couldn't turn to one side. His speech was slurred already, but he knew people." With callipers and a four-pronged walking stick, somehow the hospital got Mick

on his feet and home."There was a time when he was at home and we were living in East Malvern when he used to walk up to the front gate, walk 100m down the street," Chris says. But it was a false dawn."There was a great hopefulness that he would improve. That changed into 'nothing's happening', and that changed into a feeling of hopelessness, awful for any family," Chris says.



Mick suffered seizures and each one took a part of him away. His short-term memory was shot and his useless limbs, once so strong, grew twisted."It's like he's been a 22-year-old soldier all his life. In that sense he was stuck in time," Chris says, but adds: "Whatever brain damage there was, he did have some episodes of clarity and deep insights. We wondered how much he knew."In an earlier war, Mick would have died. A later one, and he would have caught medical advances and better treatment. As it was, his life became a round of psychiatric hospitals, frustrated outbursts and harsh drugs to bomb him out.

The family's fight for the best for Mick was unending. And also, so bittersweet, there were times when he touched his carers and family, connecting in small ways that meant everything to them."He was quite an assertive, macho guy, intensely independent," Chris says."It was very difficult for him to have that taken. Often he would lash out at people, try to hit people. He would get angry and this would lead to him being heavily tranquillised."It was just a gradual decline. It's hard to express. My mum was particularly devastated by it. It was a real heartbreak to go out and see him."He went through unpleasant repat hospitals for many years, and nursing homes and things like that." Family priest Fr Peter Matheson spoke of the toll on Mick's parents at Thursday's service."They died before their time because of that weight," he said.

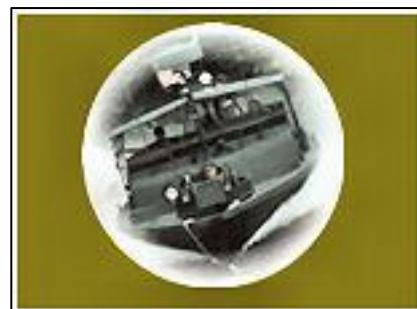
Mick's last 11 years were spent surrounded by kindness, helped by Yooralla at a home in Highett, but the brain injury was relentless and paralysis spread to his throat muscles."There was not much in his life. The only pleasures were a beer and a smoke and his food," Chris says. "In the end you'd give him food and instead of swallowing it, he was breathing it in."On Sunday, his battle ended. The war was over for Mick and his family."The ultimate sacrifice? This is even more, isn't it, really? What a waste," Chris says."He died in his sleep. That's something, isn't it?"And a comrade, John Johnston, one of the 30-odd Vietnam veterans in a guard of honour for the flag-draped coffin, spoke for all of them.

"There just couldn't be a greater sacrifice," he said. "There couldn't be."

The dot over the letter "i" is called a tittle.

CONFESSIONS OF THE 458TH

Mike Hebert



We were very lucky in Vung Ro Bay. There was never any brass around. The head honcho was an E-6, and we all pretty much lived the good life. Most of us had our own little refrigerators in our rooms which were normally quite well stocked with Olympia beer, our favourite. In the room directly next to me was Bob McCabe. He had a larger refrigerator than the rest of us. It was very, very well-stocked. I remember entering the hallway to our hootch one afternoon. Bob had just returned from patrol and was absolutely fuming! It seemed as though his beer was disappearing faster than he could drink it.



Not knowing who the culprit was, Bob set about doing some detective work. After a few days, he had determined that it was none other than our NCOIC, the boss himself! There was really no way to confront the perpetrator about this since we were both E-4's. One afternoon when everything was real quiet we took a hand grenade from the conex storage and gently transported it out behind the hootch. We unscrewed the firing mechanism, set the grenade aside, and pulled the pin on the handle, blowing the fuse. Then we put the firing mechanism back together and screwed it back into the grenade. Bob and I went to his room, opened his refrigerator, and wired the grenade to the second shelf. Then we ran a small line from the grenade pin to the inside of the fridge door.

Coming back from patrol the next day, Bob discovered that the pin was out of the grenade. Strangely enough, though, there was never any more beer missing!



[This girl](#) is good!! Just imagine the hours of practice!!

Brisbane Trams.

[APN](#) recently went through their files and found a bunch of photos of the old Brisbane trams, which were taken by Geoff Wieland pre 1969. The trams operated between 1885 and 1969 and ran on standard gauge track. The electric system was originally energised to 500 volts and subsequently increased to 600 volts. All tramcars built in Brisbane up to 1938 had an open design which proved so popular, especially on hot summer nights, that the trams were used as fundraisers and often chartered right up until the last service by social groups.

Most trams operated with a two person crew, a driver and a conductor, who moved about the tram collecting fares and issuing tickets. The exceptions to this arrangement were on the Gardens line (Lower Edward Street) where the short duration of the trip meant it was more effective for passengers to simply drop their fare into a fare box as they entered the tram; and the "one man cars" which operated in the early 1930s.



The peak year for patronage was in 1944-45 when almost 160 million passengers were carried. There was 199 kilometres of track in the system, some of which were protected by signalling which operated off the trolley wire. By 1959 more than 140 kilometres of track were laid in concrete, a method of track construction pioneered in Brisbane.

Of the Australian capital cities which closed their networks between the 1950s and 1970s (only Melbourne and Adelaide retained trams, although Adelaide only had one line in operation), Brisbane was the last capital city to shut down its trams. Despite the decision to shut down the network, the city's trams were held with great affection by locals. There have been ongoing proposals since the early 1990s to reinstate a functional tram network.

Unlike other capital cities, Brisbane developed with no wealthy suburbs, instead the well-off built mansions on hills and the city expanded to become one of the most dispersed cities in the world by the 1870s. In the early years of Brisbane's settlement, walking was the most convenient way to get around as most people choose to live close to their workplace. In 1875 the railway line to Ipswich opened up some areas in western and southern districts, however fares were expensive, as was owning a horse.

Brisbane's tramway system became under the control of the City of Brisbane in 1925. Through the 1940s and 1950s the tram system enjoyed strong political support within the Brisbane City Council, which continued to expand the tram network and upgrade its fleet with some of the most advanced trams in Australia. Until 1934, the trams carried mail to and from suburban post offices to the GPO in the city and they acted as mail boxes. Trolleybuses were introduced in 1955. The one below was photographed in the Valley in 1968 by Express000.



By 1948 Brisbane's trams failed to return a profit as they could not compete with the more efficient bus services. Urban development, often well away from public transport, the rise of suburban shopping centres and the relative decline in the cost of motorcars meant that as

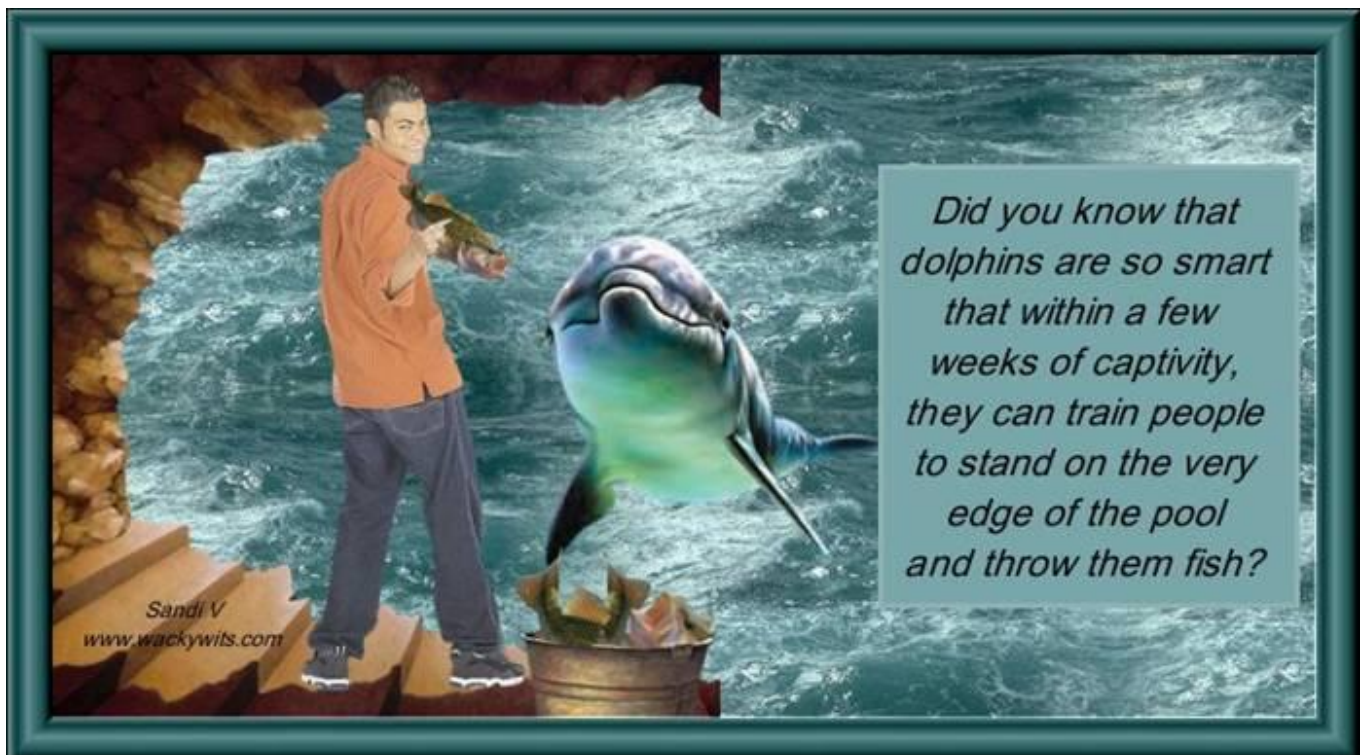
elsewhere, Brisbane's public street transport system increasingly had to compete with the private motor car and patronage slowly declined from its post war peak to approximately 64,000,000 passenger journeys in 1968.

Clem Jones became Lord Mayor of Brisbane in 1961 and that was the start of the end of the trams.

Then in 1962 the Paddington tram depot burnt down and 67 trams were destroyed. This represented 20% of the entire fleet and definitely signaled the end. In common with most other cities throughout the English-speaking world, Brisbane converted its remaining tram lines between 1968 and 1969 to all bus operation. The last trolley buses ran on 13 March 1969 and the final trams ran on 13 April 1969.

Unfortunately, most older, wooden trams were stripped of metal parts and then burnt at the City Council's yard at Cribb Street Milton (adjacent to the tramway workshops). The bodies of later, all-metal cars were sold as sheds and playground equipment.

You can see the APN photos [HERE](#). You will need Microsoft Power Point to see the photos and people who know Brisbane will recognize most of the street/suburbs. AND!!! have a look at the traffic!!





Barry Alwright, an eleco with 35 Sqn in Vietnam from July 1969 to July 1970, having a cold Tooheys Flag as one tended to do on a hot day!!!

10

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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 balus 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

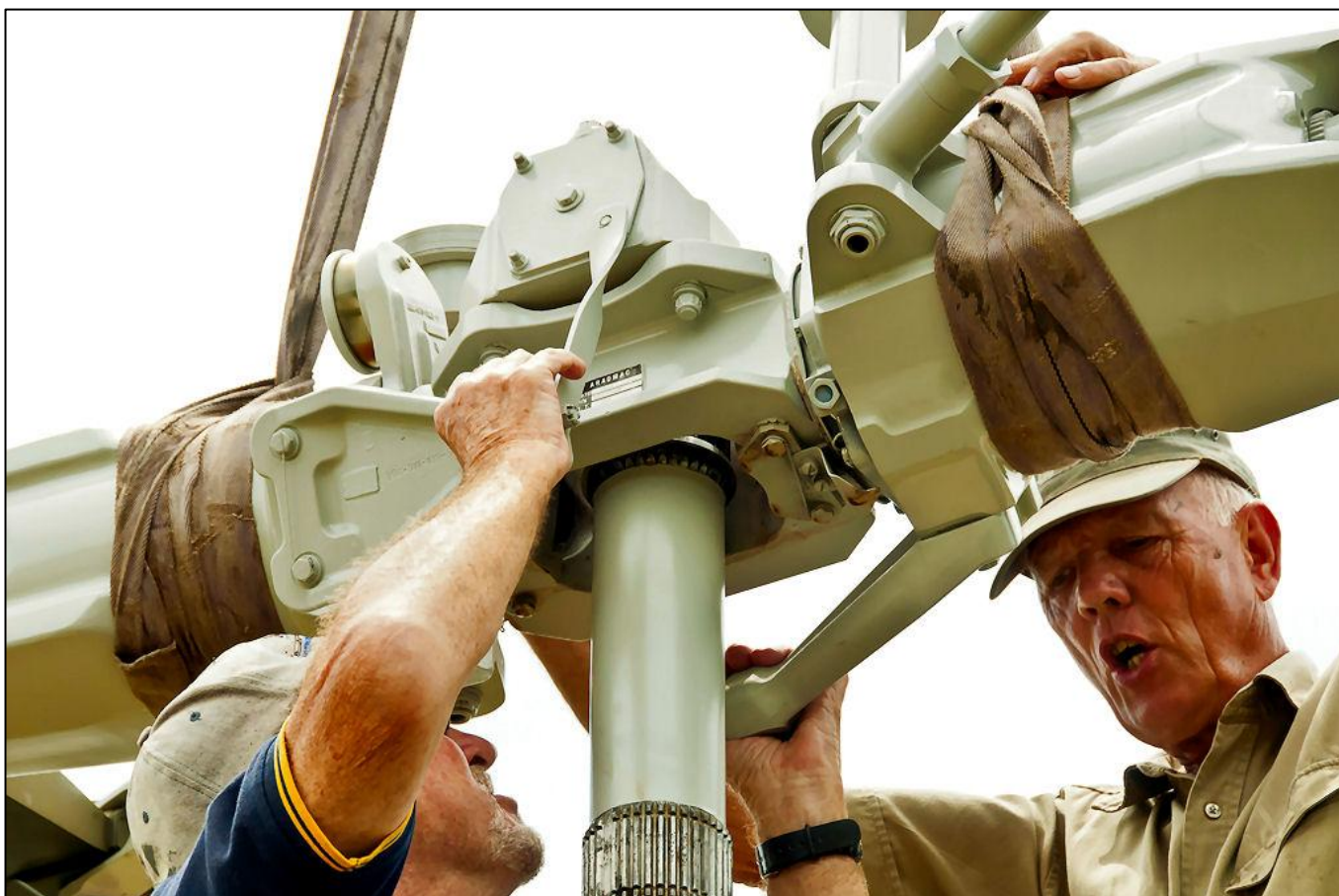


Kerry Millard and, **Ingo Meier** check the rotor mast prior to fitting the rotor.



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.

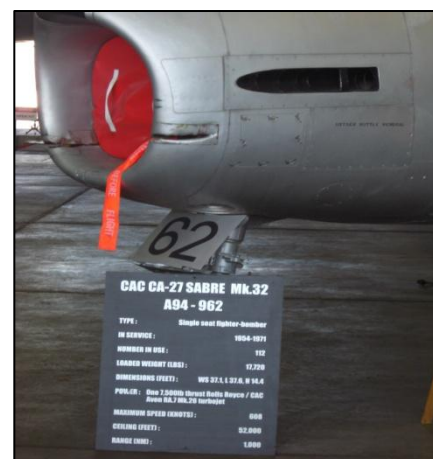
All this caused a major blackout in the area.

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."

Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out.



John Mathwin.

We've heard from John's wife Maureen and we are able to report some good news. John was moved from the Main Perth Hospital complex in Wellington St and moved to the Shenton Park complex for rehabilitation after his hip replacement. This is his second time under the knife, the previous replacement did not take and kept dislocating but this time the doctors used a different procedure and used a rubber cup instead of the normal plastic one.

Maureen says the hospital had accessed him and have decided it better if he does not go home for a while after the operation. He will be further accessed after he is mobile again as to how much ability he has of getting around and looking after himself.



Maureen says he can't be that bad as he recently rang her and asked her to bring him in a pie as he "was starving."

We received an email from Maureen on the 27th Nov and it seems you can't keep an old Thornbury boy down as John was discharged from Hospital on the 25th Nov and allowed home, She says he still has a long way to go as far as the hip replacement is concerned but he's taking things very easy and slowly (well, he's always done that – tb). Maureen says "he's basically been discharged on 'good behaviour' as they wanted to keep him in rehab for a couple more weeks but he was sick of it and just wanted to get out. She's got high hopes that he will eventually become mobile and won't need sticks and support aids but says he probably will never play for Richmond again (that's a pity, as the way the Tigers are going they could sure use him – tb)".

All the best mate!!

Peter Holmes.

Peter is stating to spend a bit of time toing and froing from Hospital. A recent brain scan found he's been having mini-strokes for the past 6-8 months and carotid artery scans showed 65-70% blockages. But, as he says, "I am lucky compared to some other people who also been stricken as such". He now has double vision and has to use an eye patch as his brain won't allow the two eyes to work together in sync.

But, as he says again, “the documentation shows there is a brain, contrary to various view points in the past”.

Bill Crouch.

Bob Stevens advises he received an earlier email from Denise Crouch informing him that Bill, a sumpie with 9 Squadron from July 1970 July 1971, had been diagnosed with cancer and was to have an operation on his left lung to remove the lower lung lobe, a tumour and a lymph node. Denise has since reported that the surgeon was happy with the way Bill's op went and recently they took out some of the tubes that were used to remove excess fluid and the nursing staff now control his medication.

“Bill is obviously still feeling very uncomfortable and in some pain, but this is to be expected at this point in time and hopefully he will improve daily. When the specialist is happy, Bill is to commence chemotherapy for a period of time and after that, a second operation will be carried out on the other lung.. 'same same' as before. The results of the biopsy test will soon be made available, so here's hoping that all will be well”. Bob says that Denise was somewhat humbled by the many emails received wishing our mate Bill the best at this time, so please chaps, keep the thoughts and prayers going.

Bruce Loseby

Bob “Rags” Redman got in touch, he says: “One of the welfare officers from Castle Hill (NW Sydney NSW) RSL Sub-Branch has spoken to me regarding an ex 9SQN (Oct 1966 – Oct 1967) door gunner (ADG) LAC Bruce Raymon Loseby. Bruce is a TPI, has MS, and his life expectancy is limited. DVA and the RSL are helping with material needs, and the welfare officer is asking if someone from Bruce's 9SQN days (1966-67) could visit and recall the good times. Best if any visits are coordinated through me first, and then through the welfare officer. Please would you broadcast to the association asking any old comrades of Bruce, or any ex 9SQN people in NW Sydney, to contact me re an occasional visit”.

You can email Bob [HERE](#) or call him on H: 02 4947 0768

Where are they now?



Fred Holtmann.

Michael Smallman, who is now in the Army, would like to contact Fred Holtmann. He says, "I was doing a search to see if Fred Holtmann was still around as I have lost touch with him many years back and would like to find out if he is still in Adelaide just to say hello and a big thank you for all the stuff he did for me when I was at Air Force Cadets.

If you can help, let us know and we'll pass on the info to Michael.

Radio Technologist Apprentice scheme

[Last issue](#) we heard from FSGT Nigel Worthington who was looking for info and or photos on the Radio Technologist Apprentice scheme. He's still looking and has offered the following:

The Technologist Apprenticeship scheme started in 1982, there were 10 intakes (9 at Radschool) until TTR started in 1992 and it got scrapped. RAAFSTT trained Instrument, Eleco, Engine and Airframe TECH-APs in Wagga during this period and Radschool trained the RADTECHs (Air and Ground)

I found an old photo of the 1992 TECH-AP intake at Radschool through a search function on the website (can't find it now) and it made me think there might be more. The book "*From the ground up*" lists all the members of the TECH-APs who graduated from Radschool but we don't have any records or history

Unfortunately, none of the old TECH-APs from Radschool that I've been able to contact have been able help.

If you can help, let us know and we'll pass on the info to Nigel.



John Maxwell Goodsell

Rob Farrell is looking for John (known as Max) Goodsell who flew Caribous with 35 Sqn from August 1967 to June 1968. He says "The reason I am asking is on the 24th May 1968 in A4-193 we were on a 006 mission, when we got hit by ground fire while trying to land at Ca-Mau in a heavy storm. While about 5klm north east of the Ca-Mau airstrip we were caught in enemy cross fire and a round struck the nose wheel steering gear, came through the floor, struck the elevator trim wheel then continued upwards and entered Max's helmet and struck him on his right cheek bone. Max collapsed and Ian Cooper, the co-pilot, took over flying the aircraft. Max was helped from his seat by Bob "Pong" Dexter (Loady) and a couple of US news reporters who were along for the ride and made comfortable down the back. Ian Cooper landed the aircraft and Max was taken off and was given first aid. The aircraft was flown back to Vung Tau by Ian Cooper with Pong in the right hand seat.

Since then I believe "Pong" has passed away and Ian was killed when his Machi crashed in East Sale. I was the Assistant Loady on the above flight. I'd like to catch up with Max again.

If you can help, let us know and we'll pass on the info to Rob.

Gary Kimberley sent us this photo which was taken in Port Moresby early in 1967. The print was taken from a slide so unfortunately the quality is not the best....



L-R: Stu Cooper, Max Goodsell, Nick Warling, Ron Raymond (R²), Gary Kimberley

Jack Espie

[In our last issue](#), Graham Tidswell was looking for Jack Espie. Peter Holmes saw the article and says he knew 'old' Jack Darby Espie well. "Firstly he signed me up in the RAAF in May '47, then we met again in '51 when he did a test pilot's course at ARDU. I was in charge of ARDU radio maintenance and had set up a "radio facilities" room. This contained every type of radio in aircraft at that time. The reason being, you can't get 12 pilots into a mustang at once to learn to operate a Bendix 5043, etc. This was about the time a fellow course friend, Snowy Edwards, crashed in a Vampire over Laverton. No radio, big investigation....

Jack's sister lives in Tassie and I was informed last year, can't remember the exact date, that he had passed away. Aged 86 – sorry to have to pass on the sad news."

Terry Horsley and Lindsay Gale.



We're still looking for these two blokes who were on 41 RTC at Laverton in 1967. Terry used to drive at a million miles an hour *everywhere* and Lindsay had one of the first shovel nose Toyota Coronas on base.



Can anyone help??

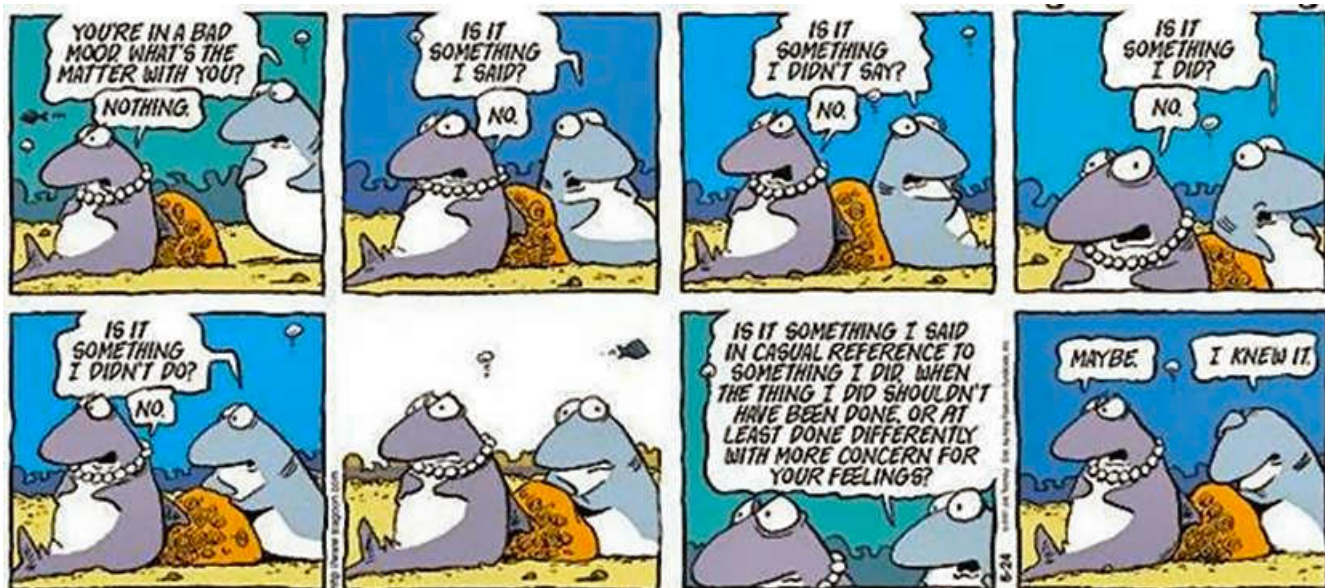
Allan O'Connor

We have been looking for Allan O'Connor for some time, and we're pleased to say we've found him - still living in FNQ.

Allan, left in the pic, is shown having a cold one with John Mathwin, on the rock wall at Brighton beach, in 1967.

Only sissies drink stubbies, real men drink the biggens.





Your say!



We heard from **Sqn Ldr Gary Meyes**, he says, "Firstly, let me congratulate you on a great magazine. The picture on [No 5 Mini computer](#) course brought back some (sometimes extremely fuzzy) memories for me. The names of the unknown members, as far as I can recall are:

Back row: 2nd from left, Mick Frey, 3rd from left, Nigel Dunn, 4th from left, me. Front row: 2nd from left, Ron Daley; 3rd from left Dave Marchant; 4th from left Keith Starks and 5th from left Rory O'connor.

The instructors were Peter Outtrim, Noel Pettit, Geoff Norman and another SGT who's nickname was "Stalky" (something do with size of a particular part of his anatomy I believe) but I can't remember his name for the life of me.



Keep up the good work fellas"

(Thanks Gary – flattery will get you everywhere – tb)

Gary Broughton says "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 had 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.

Sue Rothwell wrote, "Hi, my husband stumbled across [this article](#) whilst Googling my Dad, Don Tighe, who has been deceased for the past 30 years. The article was about Jeanette Kiorgarrd and my Dad was in a photo with her at Frognall. It was a photo we hadn't seen before and we were thrilled to see it. A day doesn't go by without thinking about my Dad so it was really special to see this article. I would love to let Jeanette know that we read it and how special it was that we found this photo. My husband can't believe he even thought about Googling my Dad. It's funny how things happen. Thank you sincerely.



(We put Sue in touch with Jeanette - tb)

Dave Cook read Sam's story in our [previous edition](#) on transferring data from the PC to a Mac, he says. "I have converted to an iMac recently and have easily and quickly transferred all my MS Outlook and MS Internet Explorer Contacts and Web Stuff via a memory stick. Mind you, I thought it was going to be a problem but with a bit of trial and error I got it done. What could I lose by trying? I'm also using MS Word and Excel. The wireless mouse and keyboard are great and I do not miss the numerical pad on the RHS of the keyboard. However, the mouse is using batteries at a rapid rate (every 3 weeks) which I put down to the photo manipulation in Photoshop.

The only complaint I have is about the iPhoto not automatically recognising any other photo software such as Picasa (which my wife loves) or Adobe Photoshop or Elements. I have persisted with this problem and have now completed repairing about 1700 old family photos, from negs and positives, from my Mums' linen press.

Love the whole concept of the magazine so keep it up. Regards, Dave Cook, ex Framie (1959 to 1987).

p.s. Had the pleasure of working with Al George in PNG so appreciate his humour” !!

(Thanks Dave – though, *pleasure??* working with Al George?? If you're still looking for a good photo handling program, see Sam's story on GIMP back on [Page 4](#) – tb)

Mick Fargher wrote, he says, “Re; [Page 3 Vol 36](#), 66 Telegs photo : Back row is not Lionel Rose, it's Lenny, front row is Graham Robertson and Don Wood. Great Magazine. I was surprised anyone knew Geoff Craig as he was a MT Fitter and worked in the bus depot in Biloela when he got out of the RAAF. I also knew his brother, Bruce, who was also in the RAAF, also as an MT Fitt. He ended up a Manual Arts teacher at Biloela high school until he retired.....I'm the good looking chap front row last on the right.



(Thanks Mick, we've amended the entry – tb)

Douglas Barthelson saw the article in [Vol 35](#) where John Kelly was asking for a copy of the photo with names of 103 Telegs course. Doug had most of them and we've amended the article in [Vol 35](#) to show the names. Doug was quick with and knew all the girls' names – wonder if that means anything...

Ken Hunt says: “The reference to Ballarat on [page 5 of the latest Magazine](#) sure brought back memories. There were a few old motor bikes there in 1955, the only one I remember was ridden in by Dick Campian from Adelaide one leave weekend. Dick used to ride passenger in the side car races and his driver used the name R Soverhead. Things you remember.



The photo of Black Hill sure hit the spot. A couple of Nashos and a couple of nurses from the Base Hospital in our old A model Ford. Then after the movies in Lydiard Street up to Black Hill, eh! The other good spot (with nurses at night) was overlooking the pool at the Eureka Stockade.

Our 'drab' uniform had a drab cover over the blue peaked cap, I don't see that option in other photos. The guy on guard duty looked like our Nasho style, we had NO webbing only black leather belts etc. I must have been blessed I never stoked the boilers but I did complain about not enough hot water. (I wonder whether they are connected?)

We did not have enough prac time to build a full receiver but we did build amplifiers that oscillated and oscillators that amplified. Our group photos were similar to those shown and we

always had berets dressed 12 different ways. We did not have a drab battle jacket, just long sleeved shirts. If it was cold we wore our navy pullovers UNDER the shirt.

We had no snow in the six months that we were at Radschool, but god it got cold. We had sleet build up on the door to hut 128 overnight. Out Ford was a tourer with no side curtains; didn't it get breezy coming 'home' along the pines road.

Keep the magazines coming, I look forward to them.

We heard from **George Vicino** who said: Re [Volume: 36 Page: 3](#), in the photo titled "Radschool Instructors (1984)", the chap in the centre of the first row next to Paul (Ferret) Atkins is Sam Gillis and the chap on his right is Ray Vicino, not George Vicino. Ray is my brother and we were both in the RAAF at the same time.



People always got us mixed up. I even ended up with Ray's medical records on posting once, and when I arrived on posting at Edinburgh SA where Ray was already posted, I even got Ray's pay.

Thanks Ray – fixt it - tb.

Ernie Gimm says We need to show more sympathy for these people.

- They travel miles in the heat.
- They risk their lives crossing the ocean.
- They don't get paid enough wages.
- They do jobs that others won't do or are afraid to do.
- They live in crowded conditions among a people who speak a different language.
- They rarely see their families, and they face adversity all day ~ every day.

I'm not talking about illegal boat people ~ I'm talking about our troops!

Doesn't it seem strange that many Labor, Liberals, Greens and Independents are willing to lavish all kinds of social benefits on illegals, but don't support our troops, have reduced their pensions and are even threatening to reduce their pay and allowances?

Bob St John says "Both the Caribous, A4-210 and A4-234 are now in their new home at the Historical Aircraft Restoration Society (HARS) at Albion Park. A4-210 arrived first followed a few days later by A4-234, after a 3 hour 50 minute flight from Oakey. I was fortunate enough to operate the flight as the Loadmaster on 234. It sort of was "ground hog day" for me as it has been 43 years since I left 38 Squadron. I went to Oakey as part of the "rescue team" and I was

surprised how quickly the workings of the aircraft came back to me and how good the condition of the aircraft was after sitting out in the open for the past 2 years.

I would like to thank you all very much for all the donations that are now rolling in. We do need to get the spares down from Townsville as both aircraft will need to undergo a major servicing before they fly again, a task that I am looking forward to achieving. We hope to have at least one aircraft up and running by the end of January and the second soon after. I will keep you all informed of our progress.

HARS is a voluntary organisation that relies solely on sponsors and donations so if you know of anyone that would like to donate towards the upkeep of the Caribous, please point them in my direction. We are all volunteers at HARS so all the money goes into the aircraft, I'm in for about \$10,000 so far.

Once again, Thank you all for your help, the veteran community has really come to the fore and the response has been overwhelming.....Thank you everyone !!!”

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News and Reunions!



Caribou reunion.

If you were ever in RTFV, 35 Squadron or 38 Squadron, either as a Tinker, Tailor, Soldier or Spy, then you should put a great big crayon through the dates, 26, 27, 28 and 29th February 2012 because the RTFV-35 Sqn Association has a bumper reunion planned to commemorate 40 years since the Caribou left Vietnam.

The Reunion will be held in Brisbane.

John Sambrooks (Sambo), the RTFV-35Sqn Assoc Secretary Treasurer, who has been working on the reunion for more than 12 months, wants you to



come along and bring your husband, wife, someone else's husband/wife, your boy friend, your girl friend or whoever, and have a good time, meet mates you haven't seen for yonks and celebrate the 40 years since the old girls were in Vietnam.



You can see details of the reunion [HERE](#). Sambo has attached a form for you to fill in if you *think* you would like to go, it's not binding, but it will allow him to plan things. Shortly a list of names of all those who have indicated they would like to attend will be on

their web site. You will be able to check it and see who else is coming,

Please have a look and if you're interested, fill in the form and shoot it off.

RAAF Penrith Footy

Howad "Bull" Donald would like to remind all players and supporters of the 1972 RAAF Penrith football team (all Djinnang members that is) that it will be 40 years since they won the premiership and that they should attend the 2012 Djinnang re-union to meet all of their mates from that time. Bull was the coach of the side in 1972 and they played in the Penrith District competition and went on to win the premiership that year. The side was made up from mostly Communicators serving at OPCOM as well as a couple of blokes from Kingswood and a few from Penrith, MTD's, Cooks and the Dentist also played. They had a great following from all the

people that served at OPCOM - including the officers. They trained at the little oval at the Penrith RAAF Base in the middle of High Street right in the heart of the city.

Bull says it was one of the best years of his Air Force career and a lot of the players still keep in touch to this day mainly at the reunions each year.

This is one of the many good reasons why they should be at the Public Service Club, Brisbane, on Saturday 26th May – if not, you had better have a chit!!.

Depression is merely anger without enthusiasm.

HARS.

Late October 2011

Right now, the HARS Recovery Truck has been loaded with all the test rigs, jacks, engine stands, etc. at Wollongong. Allan Leaver, ably assisted by co-driver Capt Ross Kelly will be leaving on Monday morning to arrive at Oakey on Tuesday morning.

Meanwhile the rest of the team will be gathering at Oakey, ready to start work bright eyed and bushy tailed at 0800 on Monday morning.

The overall plan is to firstly do some retraction tests on the landing gear by Wednesday, fuel to arrive by tanker from Archerfield on Thursday. Engine runs/ taxi tests on Friday. With any luck the first aircraft will be ready to fly out by the weekend of the 29/30 Oct. I have the RAAF aircrew on standby to fly out the first aircraft then. Pilot-in-Command will be Flt Lt Chris Jaensch, co-pilot Capt Chris Joynson (Qantas B737), Flt Engineer Sgt David East and LAME Bill Smith.

The second crew will not be available until Wednesday the 2nd of November due to work/roster commitments. It will

be Pilot-in-Command Bob Hazell (Qantas B737 ex-Caribou QFI), Co-pilot Capt. Kent Corney (Cathay Pacific A330), Flt Engineer Bob St. John, LAME Clive Gibbons and myself as hanger-on! Bob St. John has been a tremendous supporter of this project. Incredibly, Bob was on the delivery flight of one of the original Caribous from Canada in 1964 and operated these very



aircraft in Vietnam. I don't think young Bob would've imagined in his wildest dreams back in 1964 that he would be still crewing a Caribou on yet another chapter in the Caribou story in 2011!.

Having said that, there is no real imperative to get the planes out by a certain time. They will not depart until the Engineers and pilots are totally satisfied that they are safe and the conditions are acceptable to fly out.

I know everyone is looking forward to these exciting times. It has been a long road to get to this point and it will be an amazing sight when they take to the air again.

Best regards,

Doug Haywood
HARS Caribou Project Manager/ Co-ordinator

The hardness of the butter is proportional to the softness of the bread.

G'day team, Attached are some photos from yesterday's historic trip in aircraft 210 from Oakey to Albion Park. Personally it was one of the biggest highlights of my aviation career and I am honoured to have been given the opportunity to Captain the aircraft back and was helped by copilot Chris Joynson and flight engineer David East.

From the crew's perspective, the aeroplane performed flawlessly and it is a credit to all of you who made this possible. Special thanks must go to Doug Haywood and his engineering team who worked tremendously hard to get the aeroplane up to speed within last week. All of the aircrew were very impressed by the high standard the aircraft were handed to us in.

Apologies for the quick arrival and departure at Oakey, but I very much look forward to meeting you all and chatting to you more in the near future.

Good luck to both the ground and aircrew of aircraft 234, I am sure you will have as much fun as we did!

PHOTOS- if anybody else took photos from yesterday it would be much appreciated if you could email them to me please, especially the air-to-air shots from the Cessna 310. I will collate them all and can make copies for people in the future.

Many thanks,
Chris Jaensch

See the photos [HERE](#)

Rail Tour.

[Great Southern Railways](#) are running a Special Anzac Day Train from Darwin to Adelaide next year (2012). Costs associated with getting you to or from Darwin and/or Adelaide are one's own care.

Proposed Itinerary is :-

Day 1	Tuesday, 24/4/12	Depart Darwin 3.30pm for Adelaide River. Go to Adelaide River War Cemetery. Depart 6.30 pm for Katherine and pull into siding at some Ungodly hour.
Day 2	Wed, 25/4/12	Dawn Service at Katherine. Breakfast at Katherine R.S.L. Participate in Anzac Day March at Katherine if you wish Tour of Katherine. Depart Katherine 6.00pm for Alice Springs.
Day 3	Thurs, 26/4/12	Arrive Alice Springs 9.10 am Local tours (at your own cost) Depart for Port Augusta.
Day 4	Fri, 27/4/12	Take Old "Pitchie Ritchie" War Train from Port Augusta to Quorn and return Depart for Adelaide End of Tour.



Cost.

For TPI's and Carers = \$1,206.00. This includes all meals in Queen Adelaide Restaurant.

Price does not include Alice Springs Tours. Bookings are now open.

The severity of the itch is proportional to the reach.

DFWA needs your Help!

The DFWA is seeking copies of any brochures etc that would have been issued to members of the ADF in about 1990 providing information about the new MSBS scheme. The brochure/s would have been issued to inform ADF members when making a decision about whether to remain in DFRDB or transfer to MSBS.

If anyone has kept a copy could DFWA be provided with them please – we can return them after they have been copied or you can scan yours and email it to us.

Les Bienkiewicz
Executive Director
Defence Force Welfare Association
PO Box 4166 KINGSTON ACT 2604
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Fair Go.

2 October 2011

Kel Ryan

FGC Registrar & Action Groups Coordinator

"I have recently taken on the role of Fair Go Campaign [FGC] Registrar and Action Group Coordinator. The FGC Team is appreciative of your registering to be 'Kept Informed' of the Fair Go Campaign [FGC].

I ask that that you regularly check the FGC website at www.standto.org.

In addition to this you will receive updates and other information to ensure that you are kept abreast of the Campaign. This information is for you and feel free to pass it onto your circle of influence i.e. share it widely.

When sending you information it will be via Bcc to protect your privacy.

Should you wish to become a Volunteer and become more active in the Campaign please let me know.

Please advise me by return e-mail the Federal Electorate in which you reside?

Your participation in the FGC is vital to its success. Your ability to influence those around you on the issues will ensure a greater understanding of the Campaign. Information is the key to our success”!

“Take Care”

The problem with the gene pool is that there is no lifeguard.

Civilian Accreditation of Air Force Training,

We were asked by a few blokes where they could get info on their RAAF training as they needed that info as possible credits when obtaining their civvy tickets. We put the question to Sqn Ldr **Graham (Wally) Walton** who is boss of No 30 (City of Sale) Squadron at East Sale.

He said he didn't know off hand but he did some checking for us and here's what he found:

If you're going for your civvy tickets and you have ADF training behind you, you can get the info from here.

The Training Information and Accreditation Cell (TIAC) issues nationally recognised civilian awards based on Air Force training and experience. As part of this responsibility, TIAC undertakes a number of core duties, including:

- accreditation and re-accreditation of Air Force training with the ACT Accreditation and Registration Council;
- provision of accreditation advice to resettlement agencies, current and former members;
- processing of requests for civil accreditation documentation from current and former members;
- issue of civilian accreditation documentation, including certificates and/or Statements of Attainment, to current and former members;

- pursue appropriate education and training recognition options for Air Force personnel.

Under the Australian Quality Training Framework, the qualifications provided by Air Force have the same standing as those provided by other Registered Training Organisations around Australia, such as TAFE. Members should ensure that they retain a copy of their RAAF Record of Training and Employment (RTE) in addition to their civilian qualifications.

In general, qualifications are issued to Air Force personnel on the basis of full time service and completion of Air Force training programs. RAAF Reserve personnel, former military members and personnel outside the Air Force who have completed equivalent periods of service and/or training may apply for the issue of Air Force awards. If only partial requirements for the issue of an award have been achieved, issue of a Statement of Attainment may occur.

General enquiries should be directed to

Training Information & Accreditation

Phone: 02 4737 7499.

Fax 02 4737 7140

The Airman's Aircrew Association Reunion.



[The RAAF Airman Aircrew Association](#) plans to hold a reunion next year in October. The reunion will be held at the Belmont 16 Footers Sailing Club which is on Lake Macquarie just south of Newcastle, NSW.

You can get further info by emailing Colin Tigwell, ex 36 and 37 Sqn Loadmaster [HERE](#).

Welcome home Huey 771

A commemoration event is proposed to remember all who died on Unit Operations from July 1925 to February 1989 and also to celebrate the 40th Anniversary of RAAF No 9 Squadron's end of Vietnam commitment and commencement of operations at RAAF Amberley

At the moment the dates proposed are 20, 21 and 22nd of July 2012 and will be held in the RAAF Amberley area.

Key parts are the Commemoration at RAAF Amberley followed by light BBQ lunch at RAAHC at the Iroquois A2-771 location and, the No 9 Squadron 40th Anniversary / Reunion Dinner.



Outline:

Friday 20 JULY 2012

Meet and Greet, Fellowship and Registrations - Ipswich RSL Services Club, Downs Street, North Ipswich

Saturday 21 JULY 2012

RAAHC (1030 hrs until 1430 actual timings to be confirmed)

- Commemoration Ceremony
- Huey 771 'talks' to the assembly
- BBQ lunch (light)
- 40th Anniversary / Reunion Dinner from 1730 hrs
- Ipswich RSL Services Club, Downs Street, North Ipswich.

Note: Due to security aspects at RAAF Amberley all members will be picked up by bus from the Ipswich RSL and taken to Amberley. Members will be returned by bus. This facilitates entry to the base and members who present themselves direct to the base are unlikely to gain entry.

Sunday 22 JULY 2012

Fellowship and Recovery breakfast at the Ipswich RSL- nothing else planned, use of normal Ipswich RSL Services Club facilities

The costs of bus travel to and from Amberley, the Ipswich RSL evening meal plus two bottles of wine per table, the BBQ light lunch at Amberley (Saturday) and the breakfast at the Ipswich RSL (Sunday) are included in the cost of the event. This price is yet to be finalised. We are seeking some financial assistance from outside sources to reduce the cost of the event to members.

However all payments for the Welcome Home event can be made through the normal channels of Direct payment to the Association (include your name) or by cheque to the National Secretary.

If members wish to spread the cost over a period of months then installments can be made per above methods. Please let me know.

Accommodation:

Negotiations are under way with a number of motels in Ipswich to try and get some reduction on costs and more information will be broadcast once we have something more concrete to pass on.

If you have any questions please drop me a line. [HERE](#)

Steve Hartigan.

REOA trip.

At the Committee meeting Monday 3 Oct 11, it was decided to seek expressions of interest for a day trip visit during 2012 to the Vietnam Veterans Museum in Phillip Island, which by all accounts is very interesting and well worth a visit. If you click on the link below you can have a look at what the facility has to offer.

<http://www.vietnamvetsmuseum.org/>

What the REOA is considering is a family day trip to the museum and booking a bus if there is enough interest. A lunch in a local Phillip Island restaurant will also be arranged. All are welcome, including wives, children, friends; same concept as was conducted for the past family day visit to the RAAF Museum and the Shrine of Remembrance.

Although it is a long way off and as yet has not been costed (the possibility of having DVA fund all or at least part of the costs via a grant arrangement will be canvassed), the committee would like to gauge interest in participating in this day visit so they can assess the merits of organizing it.

Can recipients please respond via email when convenient, advising of your interest in participating in this activity and your expected party number. The Committee needs about 40 to fill a standard bus.

Click [HERE](#) to respond

Noel Hadfield

Position Vacant.

Les Bienkiewicz, the Executive Director of the Defence Force Welfare Association, is planning to retire and the Association is looking for a replacement from 1 March 2012.

The position is ideally suited to a newly retired ADF member looking for salaried, part time employment within the 'Defence family', however the Association would not preclude others from applying.

The position is located in Canberra and the Executive Director is expected to staff the office on Tuesday, Wednesday and Thursday of each week. These are the days that the office is normally "open for business" however you would also be expected to be available on the "off days", eg taking calls from the media etc.

Duties include:

- manage the basic administration of the National Office (mail, budgets, etc);
- oversee the day to day updating of the DFWA website; produce the monthly DFWA UPDATE newssheet; and oversee the publishing of the Association's magazine Camaraderie;
- policy formulation and development; and
- tasks as directed by the DFWA National President and the DFWA Executive



As Executive Director you will also be expected to represent the Association at various for a; accompany the National President on lobbying activities (eg meetings with Members of Parliament); and be prepared to brief the media on current issues.

Good writing skills are an inherent requirement of the position, as are basic IT skills, communication skills and initiative. The updating of the DFWA website is not an onerous task and is easily managed.

The range of matters carried out by the Executive Director and the National Office is well documented in recent editions of Camaraderie at National Office Doings. (See latest magazine [HERE](#))

A full list of duties is available on request.

An attractive salary (incl superannuation) is paid, along with 4 week's annual paid leave.

An extensive handover of duties in late January / February will be undertaken.

If you want more information on this unique employment opportunity, or wish to discuss the position, contact either:

- the National President, David Jamison on 0416 107557 ; or
- the current incumbent, Les Bienkiewicz on 0411 444248 (not available 2 - 10 December).

A decision on the appointment will be made by the end of December.

Wagga Training

Col Bradford who runs the RAAF training establishment at Wagga gave a talk recently at the REOA lunch. Laurie Lindsay nicked a copy of his notes and has sent them to us. You can see them [HERE](#).



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