

RAAF Radschool Association Magazine

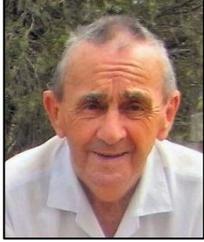
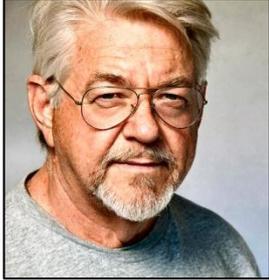
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	<p>Sadly in the few months since our last issue, we have once again lost some very good mates.</p> <p>See Page 2</p>	<p>Our lovely Page 3 girl this issue is Sue McDougall who was spotted at the 35 Sqn "40 years since Vietnam" Anniversary.</p> <p>See Page 3</p>	
	<p>Sam has a look at the development in web search engines and has a few warnings for people still using Win XP.</p> <p>See Page 4</p>	<p>Four old bodgies head off to Vietnam and we have a look at the Beavers' Bivouac in 1963</p> <p>See Page 5</p>	

	<p>Ted has the new pension rates and has a look at the new B747-8 brake test</p> <p>See Page 6</p>	<p>Frank Howie, (Grp Cpt ret) tells us his story and we have a look at some Anzac traditions.</p> <p>See Page 7</p>	
	<p>Gallipoli Army Barracks in Brisbane puts on 'get together' for the families of the young blokes in Afghanistan.</p> <p>See Page 8</p>	<p>Allan George laments the sad demise of 23 of the RAAF's F111's and looks back at the B-24's built during the War.</p> <p>See Page 9</p>	
	<p>Brisbane put on another amazing Anzac Day with thousands of people clogging the streets to watch the parade.</p> <p>See Page 10</p>	<p>With winter fast approaching it's time to get your flu needles and how to get some relief from arthritis pain.</p> <p>See Page 11</p>	
	<p>Iroquois A2-1022 was finally rested in a dignified manner at the Caloundra RSL.</p> <p>See Page 12</p>	<p>This issue we welcome Tony Element who has decided to join us and will be a regular contributor.</p> <p>See Page 13</p>	
	<p>RTFV/35Sqn left Vietnam 40 years ago this year – and those that could celebrated.</p> <p>See Page 14</p>	<p>Two presenters on the Ch 10 show "The Circle" showed just how low some of these people can stoop.</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>See Page 20</p>	

Index.

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

Photos

Most (but not all) of the photos on our pages have been 'crunched' to make them open faster. If you want a copy of any in their original condition just email us, use the "Contact Us" link at the top of page, tell us which one you want and if we have a better copy we'll email it back to you.

This edition contains a lot of photos and if your internet connection is not all that fast you will find some pages will take a while to load. If this is the case, it is best if you just open the page and wait a little while until it fully downloads before trying to navigate through it.

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.



Videos.

If you use Microsoft's Internet Explorer, you will find that it does not like Flash Video – that's any video that has the **.FLV** extension. This is unfortunate as more and more videos are being produced in Flash format. There is a cure though, you can download VLC Media Player for Windows from [HERE](#), associate it with .FLV files and you won't have a problem.

Donations.

We want to keep membership in the Association Free - we deliberately do this as we feel more people will join the Association and read our magazines while there is no cost involved. And that's the way we'd like to keep it - but!!

Costs are mounting up and we're planning to make the magazine a bi-monthly, 6 editions each year instead of the 4. We now get so much material sent to us that to continue to deliver the RAM on a quarterly basis would mean it would soon go to 300 pages - and we get requests from all over the country to go and cover various Association reunions but we just don't have the funds to do that. We'd like to - but we just can't.

So!! - we're asking for donations. If you feel the RAM is a worthy magazine and you can afford to make a donation every now and then (annually??) then please do. Please be assured, this is not a requirement, if you are not able to make a donation, or don't wish to, then that is not a problem, the RAM will still be produced and you will still get it, but it probably won't be as good as it could be.

If you wish to make a donation, (any amount) please do so direct into the Radschool Association's Bank account which is:

Title: RAAF Radschool Association.

Bank: Bank of Queensland. **BSB:** 124-021 **Account #:** 1048 7401

Please put your name in the details window when you make your deposit so we know who to thank. We would prefer not to make public your donation as we feel this could cause embarrassment to those that are not able to do so.

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

D



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.

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IN MEMORY OF

Lynton Thomas Winn AM, MID, MSc, BSc, BEc

In the last edition, we advised that Lynton Winn, a former RAAF pilot, had recently passed away. Unfortunately, at that time, we did not have any further details. Kevin Kirk has provided some more information.

Lyn passed away very peacefully just before midnight on Friday, 17 February 2012, after a battle with Gliomablastoma, which is a form of brain tumour. This is not the only battle that Lyn was involved in, as he served with No 2 Squadron, in Vietnam from 23rd September 1970 to 21st July 1971 and was "Mentioned in Dispatches".

Lyn was also seconded to both the Canadian and US Air Forces and was the first pilot ever to be selected to do a Master of Science Degree at USAFIT. Following various postings, including as CO of No 11 Squadron, Maritime Surveillance, based in Elizabeth, South Australia, he was sent to Canberra as the youngest peace time Group Captain. Lyn left the RAAF in 1982, having been awarded the "Member of the Order of Australia" in 1981.

After leaving the RAAF, he joined "The Australian Administrative Staff College" (later became known as the Graduate School of Management), as a Member of Directing Staff and spent 9 years there.

Lyn when CO of No 11 Sqn

Notably, he quickly became the Director of Studies having implemented a new computer system, developed the Colleges IT capability and presenting a new direction and dimension for staff. He was admired for his technical skills and for being a "nice guy". He brought a change of discipline and attitude to those who came to the College which required an exposure to a broad range of ideas and management skills from theory to practical.

The College was very disappointed when Lynton left in 1991 to join Lincolne Scott, an international consulting engineering practice. He left the company in 1998 to form his own business - Windows Warehouse, which actually dealt in windows and doors and not software.

Lyn will be sadly missed by his wife Bev and family and by his many friends and colleagues, particularly those in the RAAF.



Peter “Bart” Richardson

John Sambrooks advises, “It is with deep regret that I inform you that Peter (Bart) Richardson has passed away on the 1st March, 2012. Bart was diagnosed with a brain tumour in May 2011 and was responding reasonably well after an operation in Sydney in September last year which removed 95% of the tumour. He had a bad seizure in late November and slowly started going down-hill from then. He recently had another seizure and was hospitalised and unfortunately did not recover. Our deepest sympathy to Mary and all of Bart's family.

Bill Barnes

Denis “Irish” Maloney advises that Bill Barnes, former Sgt Safety Equipment Worker, passed away in Newcastle on the 15 March 2012.

Bill served with 35 Sqn at Vung Tau between November 1968 and November 1969, but prior to that did two tours on Malaya, one with 2 Sqn, a tour at Ubon as well as Laverton, Williamstown and Amberley. This in a service career of 20 plus years.

Not only was Bill an old mate of mine, but he was a sort of an Uncle to me as well, seeing as he married my widowed aunt in 1970.

Bill was buried on Wednesday 21 March.

Chris Kirkhouse.

Robert Hill, an ex RadTech (9 years), worked with Qld Rail and then in the private sector for a couple of years. He has continued studies and is now a junior Doctor in Alice Springs. Robert did advise that Chris Kirkhouse ex-Radtech ground, who lived in Perth, had cancer and unfortunately, had not much longer to live. Since then Robert has advised that Chris passed away at home on the 5th April, 2012. He was buried on the 12 April, 2012.

Roger Kenworthy

John Sambrooks has advised us of the passing of Roger Kenworthy in December 2011. Roger spent many years at Fairburn and while there played with the RAAF Rugby League team in the Canberra competition. He had the reputation as a fierce and rugged competitor who gave no quarter and who was always involved in the tough stuff never taking a backward step. His son, Roger junior, played his early football with Queanbeyan and then with the Canberra Raiders. Roger senior leaves his wife Jill, daughter Wendy and son Roger junior.

John says he played league with Roger in Canberra in 1967/68 and remembers him as a great bloke.

Jock Ballantyne.

Gerry Hemy says it is his sad duty to advise friends that Jock Ballantyne passed away on Wednesday the 28th March 2012. There was be a private funeral.

Norm Brown

Jock Young advises the sad passing on the 30th April 2012 of Norm Brown from Asbestosis. Norm was an Airframe Fitter on No. 14 Apprentice Intake and even though he didn't serve in Vietnam he was well known to many at Richmond, Williamtown and Amberley. Our thoughts are with his wife Pam and his children at this difficult time. Norm's funeral was held on Friday 4th May at the Traditional Funerals Chapel, 17 Anzac Avenue, Redcliffe

Stanley Edward Buswell.

Graeme Rickert saw our notice of the passing of Stan "Buz" Buswell in a [previous issue](#). Graeme says although I joined with Buz and remained a good friend for almost 55 years, I never served at the same location after our graduation from the Radio Apprentice training scheme.

Stan was born on the 26 July 1941 and was 70 years old when he died on the 4 January 2012. He enlisted in the RAAF as a Radio apprentice on 15 February 1957 and was one of a group of six Western Australians who travelled by train from Perth to RAAF Frognall in Canterbury Vic where our Service and academic training was conducted.

Buz continued on the Diploma stream which involved three years of study at the RMIT in Melbourne followed by one year (1960) at the RAAF School of Radio which was then located at RAAF Base Ballarat. Buz was not awarded his Diploma in Radio Engineering at the end of his period at Ballarat as he missed a couple of critical subjects which he subsequently picked up in his own time.



After completing his time at Ballarat, Buz was posted to Melbourne Telecommunications Unit where he served at No 1 Transmitting Station, an "outpost" station located on Point Cook Road midway between RAAF Bases Laverton and Point Cook. In those days the area was a mixture of grazing and semi swampland with only the odd farmhouse. A far cry from the developed suburbia there now.

(Note: the following is fairly approximate.)

Buz spent time in various postings to RAAF Headquarters Support Command at Victoria Barracks, Melbourne, at the RAAF School of Radio Laverton and briefly at RAAF Base Pearce WA. It was at the School of Radio where Buz's true interest and skill shone through. He was a natural at instructing and gained great satisfaction in helping others in developing their careers. I'm sure there are many of his past students who will well remember his enthusiasm and somewhat different instructing style that helped them complete their training.

I believe that Buz served at the School of Radio on two separate occasions. First as an NCO and later after he was Commissioned. Buz was posted to RAAF Pearce WA and took that opportunity to retire from the Service while back in his "home State". His date of retirement was 27th July 1979 at the rank of Squadron Leader.

After his retirement, Buz spent some time as a small business owner involved in TV repairs and other electronics interests. It was not too long before his true interest in instructing again came to the surface and he joined the TAFE system where he taught for many years until his retirement.

Buz leaves many fond memories. A bit of a larrikin at times but always motivated to help others.

The photo of Buz above was taken in 2008.

Page 3 Girl.



Our lovely Page 3 girl this issue is Sue McDougall. Sue is married to that well known “man about town” John McDougall – ex WOE 1 Sqn. Sue was spotted at the 40th Anniversary of RTFV-35 Sqn’s leaving Vietnam celebration.

No 1 AF/FSC-801 Operators' "Fred" Course Darwin 1972.



Back row L-R: ??, Bill RODDICK, Lea TATE, Phil SMITH, ??, John HUXLEY, Charlie MacMILLAN, ??, Dotty ZAMMIT, Peter CLIFFORD, ??, Mick GIBSON, ??.

Front row L-R: Bob HARRIS, Ron VERNON, John RENFREW, Ernie GIMM (Instructors), Alan HYDE (Instructor), Rex RAPH (WO Coms), Bevan DELANEY, Ian ARMSTRONG.



Denis Pengelly,
Wg/Cdr T. C. Douglas
C.O. 3Telu, Ned
Squires in early
1980's

Comms people BOFU Japan, 1947.



REAR L-R: Thwaites, Harper, Hogan, Boddington, Giffon, Steed, Murphy, Jones, Murphy.
THIRD L-R: Bradley, Dickson, Moore, Strong, Ryan, Reynolds, Harkin, Mclean, Gardiner.
SECOND L-R: McPaul, Morrison, Nash, Bell, Keppler, Bosenquet, Boyla, McRae, Hayes.
FRONT L-R: Wells, Burgess, Tregillgas. Page, Beales, Baldwin, Wilson, Welsh, Balliot, Stockham.

The British Commonwealth Occupation Force (BCOF), was the name of the joint Australian, Canadian, British, Indian and New Zealand military forces which occupied Japan from 21 February 1946 until the end of occupation in 1952. At its peak, BCOF comprised about 40,000 personnel, equal to about 25% of the number of US military personnel in Japan. Participation in the British Commonwealth Occupation Force (BCOF) was the first time that Australians were involved in a military occupation of a sovereign nation which it had defeated in war.

The entire BCOF force totalled 45,000 of which about 16,000 were Australians. This included an infantry contingent of 4,700, base units consisting of 5,300, an air force wing of 2,200, and 130 nursing staff. The Navy (RAN) also had a presence in the region as part of the British Pacific Fleet. For two-thirds of the period of occupation the Commonwealth was represented solely by Australians, and throughout its existence BCOF was always commanded by an Australian officer.

BCOF headquarters was located at Kure, which is only about 25 klms south east of Hiroshima.



Left, Australians marching on ANZAC Day in Kure. During the war, Kure was Japan's military and naval centre and was the home base of the largest battleship ever built, the [Yamato](#).

The RAAF component, which was known as BCAIR, was stationed at Befu, which is about 200 klms south west of Hiroshima. The RAAF squadrons involved were Nos 76, 77, and 82, all flying Mustangs. By 1950 only one

Australian squadron, No. 77, remained in Japan.

By early 1947 BCOF had begun to decline and, by the end of 1948, was composed entirely of Australians. The force was dismantled in 1952, as responsibilities in Japan were handed over to the British Commonwealth Forces Korea. Some personnel stayed on to serve in the Korean War. Members of No. 77 Squadron, for example, had their "going home" celebrations interrupted by the news they were to be sent immediately to Korea. BCOF ceased to exist on 28 April 1952, when the Japanese Peace Treaty came into effect.

The reason Politicians try so hard to get re-elected is that they would 'hate' to have to make a living under the laws they've passed.

Australia's role in BCOF.

The primary objective of BCOF was to enforce the terms of the unconditional surrender that had ended the war the previous September. The task of exercising military government over Japan was the responsibility of the United States forces. BCOF was required to maintain military control and to supervise the demilitarisation and disposal of the remnants of Japan's war-making capacity. To this end, Australian Army and RAAF personnel were involved in locating and securing military stores and installations. The Intelligence Sections of the Australian battalions were given targets to investigate by BCOF Headquarters, in the form of grid references for dumps of Japanese military equipment. Warlike materials were destroyed and other equipment was either retained by BCOF or returned to the Japanese. The destruction or conversion to civilian use of military equipment was carried out by Japanese civilians under Australian supervision

The RAN component of BCOF was responsible for patrolling the Inland Sea to prevent both smuggling and the illegal immigration of Koreans to Japan. It was assisted by the RAAF whose aircraft were also involved in tracking vessels suspected of smuggling or transporting illegal

immigrants. RAAF squadrons also flew surveillance patrols over each of the prefectures in the BCOF zone in order to help locate leftover weapons and ordnance.

By the end of 1946 the task of demilitarising Japan required less effort and the role of the occupying forces was changing, with guard duties and training becoming the main focus.

Why was Hiroshima bombed.

At the time of its bombing, Hiroshima was a city of both industrial and military significance. A number of military camps were located nearby, including the headquarters of Field Marshal Shunroku Hata's 2nd General Army Headquarters, which commanded the defence of all of southern Japan. His command consisted of some 400,000 men, most of whom were on Kyushu where an Allied invasion was correctly expected. Also present in Hiroshima was the headquarters of the 59th Army, and most of the 224th Division, a recently formed mobile unit. The city's air defences comprised five batteries of 7-centimetre (2.8 in) and 8-centimetre (3.1 in) anti-aircraft guns.

Hiroshima was also a minor supply and logistics base. It was a communications centre, a storage point, and an assembly area for troops and was one of several Japanese cities left deliberately untouched by earlier American bombing, allowing a pristine environment to measure the damage caused by the atomic bomb. The centre of the city contained several reinforced concrete buildings and lighter structures. Outside the centre, the area was congested by a dense collection of small wooden workshops set among Japanese houses. A few larger industrial plants lay near the outskirts of the city. The houses were constructed of wood with tile roofs, and many of the industrial buildings were also built around wood frames. The city as a whole was highly susceptible to fire damage.

At the time of the attack, the population was approximately 340,000–350,000.

Santa's Helper



Lorrie Perfect and Col Kelly, cunningly disguised as Santa,

Frognall 1966.



Lorrie Perfect and Noreen McCabe.

WRAAF Compound,
Frognall – 1966



Maureen
Duggan, Skippy
Kirston, Sally
Malone, Mary
Eggers.

Frognall, 1966.

41 Appy.

41 Appy passed out on the 7th December, 1988. This must have been around the time that the old 'Ralls were given the flick and the new work uniform introduced.



Back Row, L-R: M Eatts, J Lemke, B Carson.

Middle Row, L-R: C Brooke, A Williams, N Rutter, N Jago, S Hodges.

Front Row, L-R: R Eden, K Tschugguel, S Scott, D Jones.

Three friends from the local congregation were asked, 'When you're in your casket, and friends and congregation members are mourning over you, what would you like them to say?' Artie said: 'I would like them to say I was a wonderful husband, a fine spiritual leader, and a great family man.' Eugene commented: 'I would like them to say I was a wonderful teacher and servant of God who made a huge difference in people's lives.' Al said: 'I'd like them to say, 'Look, he's moving!'

21 Appy.

21 Appy graduated from Laverton on the 2nd September, 1969. Unfortunately, we don't have any first names.



Back row L-R: Cpl App Young, Cpl App Goodman, L App O'Malley, L App Vardy, L App Simpson, L App Cleary, L App Gavrilovic, L App Campbell, Cpl App Schmidt, Cpl App Stanley, L App Wade, L App Drady, F Sgt App Hall, L App Withenshaw, W Off App Theodore.

Middle Row L-R: L App Wykes, L App Beutel, L App Leitch, L App Mayhew, F Sgt App Nelson, F Sgt App Naylor, L App Leach, Sgt App Maney, Cpl App Clapham, Cpl App Eden, L App Duck, Sgt App Laird, L App Richards, L App Bond.

Front Row L-R: L App Kraft, L App Clark, L App Blanch, L App George, Sgt App House, L App Richards, L App Schubert, L App Wyllie, L App Young, L App Lange, L App Wood, L App Hetper, L App Locke, L App Walter, L App Lowe.

A small town is a place where there is little to see or do, but what you hear makes up for it.

1986.

The photo below was taken in 1986 – that's all we know, we don't know the course number nor do we have any names, can anyone help??



Appies, Jan 1990.

Number 9 Technologist Apprentice Course (behind sign) and number 44 Radio Apprentice Course in front of sign.

Number 9 Technologist Appy Course was the last TAC to go through Laverton, it passed out on the 8th December 1992 and 44 Radio Course was the second last Appy course and passed out from Laverton on the 10th December 1991.

Once again we can't put names to faces but we do have the names of the young blokes (in alphabetical order) who passed out.



9 TAC

M Banham, J Carige, M Christie, B Clarke, C Dixon, C Lavers, H Lindley, C Lloyd, S Oppermann, S Owen, S Paton, N Patterson, D Smith, J Watts, D Wise, T Zahn.

44 Appy

C Bray, A Caruana, B Cowie, N Gilchrist, C Hellwege, L Hull, D Liddle, J Loveday, H McCarthy, S MacFarlane, R Maag, C Meech, M Menzel, D Phillips, M Rath, S Stabler, T Thorne, M Trundle, M Whitworth.

If it ain't broke, the warranty isn't up yet.

19 Appy, Feb 1964.

Unfortunately, we don't have names to put against faces – someone will though – please??



No 2 Technologist Appy Course 1985

(Apologies, no first names)



Standing L-R: B. Denton, P. Thompson, R. Dwyer, C. O'shannessy, P. Sammons, J. Price, S. Nolan, R. Kelly, C. Coghill, D. Ipsen, F. Gonzales, S. Moen, R. Goyns.

Sitting L-R: D. Campbell, B. Barrett, S. Butler, A. Duberal, C. Frith, G. Scott, C. Lawrence.

2 Squadron Com Centre.

John Elliott has trawled through the Vietnam Veterans Nominal Roll and prepared a list of all Comm Centre staff who were posted to 2 Sqn in Phan Rang. You can see it [HERE](#).

If you notice any errors and or omissions, contact John via email [HERE](#)

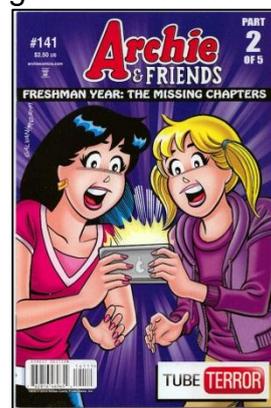


Computers and Stuff.

Sam Houliston.

Web Search Engines.

A web search engine is a tool (program) you use when you wish to search for information on the World Wide Web. Search engines are the Googles, Yahoos, Asks etc. and the very first tool 'invented' for searching on the Internet was a little program called Archie. The name stands for "archive" without the "v". It was created in 1990 by computer science students at McGill University in Montreal, Canada. The program downloaded the directory listings of all the files on the Web creating a searchable database of file names; however, Archie did not index the contents of these sites since the amount of data was so limited it could be readily searched manually.



Shortly after, in 1991, two new search programs were developed, Veronica and Jughead. These were named after characters in the popular, at the time, Archie comic. These provided a search facility for the file names and titles they had stored. Veronica provided a keyword search while Jughead was a tool for obtaining menu information from specific servers.

JumpStation was released in December 1993 and used a web robot to find web pages and to build its index and was the first WWW resource-discovery tool to combine the three essential features of a web search engine, crawling, indexing, and searching.

One of the first "full text" crawler-based search engines was WebCrawler which came out in 1994. Unlike its predecessors, it let users search for any word in any webpage, which has become the standard for all major search engines since. It was also the first one to be widely known by the public. Also in 1994, Lycos was launched and became a major commercial endeavour.

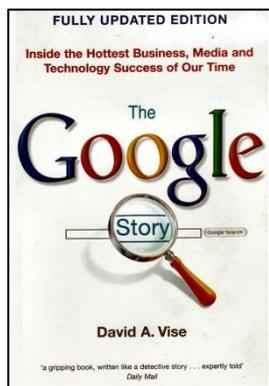
Soon after, many search engines appeared and vied for popularity. These included Magellan, Excite, Infoseek, Inktomi, Northern Light and AltaVista and eventually Yahoo!. Yahoo! was among the most popular ways for people to find web pages of interest, but its search function operated on its web directory, rather than full-text copies of web pages. Information seekers could also browse the directory instead of doing a keyword-based search.



In 1996, the browser program Netscape, was looking to give a single search engine an exclusive deal to be the featured search engine on Netscape's web browser. There was so

much interest that instead a deal was struck with Netscape with five of the major search engines, where for \$5 million per year each search engine would be in rotation on the Netscape search engine page. The five engines were Yahoo!, Magellan, Lycos, Infoseek, and Excite.

In 1996, two blokes from Stanford University, Larry Page and Sergey Brin, were unhappy with the quality of current search engines so they started work on their own which they called Google. By 2000, Google's search engine had risen to prominence and was starting to become the preferred tool on the WWW. The company achieved better results for many searches with an innovation they called PageRank.



David Vise has written a very informative book on the birth and success of Google and it is a very good read.

In 2002/3, Yahoo! saw the Google writing on the wall and in an effort to maintain market share, acquired Inktomi and Overture which owned 'All the Web' and 'AltaVista'. Yahoo! switched to Google's search engine until 2004, when it launched its own based on the combined technologies of its acquisitions.

Microsoft launched MSN Search in 1998 but it was not accepted by 'searchers' so in 2004 they began to develop new search technology and in 2009 they launched their new engine which they called Bing.



In Australia, Bing hasn't really taken off, Google is still the engine of choice to the point where it could be argued that businesses needn't waste their time or money trying to get their sites listed in the newer, smaller search engine. However, in the US, the story is a little different. Last year Google served only 66.05% of all searches in comparison to a relatively strong 28.05% of searches served by the very young Bing. As Bing is owned by Microsoft, it is therefore the software company's default search engine.

While Bing is still very a second choice for searching in Australia, it's worth understanding what differentiates it from its larger sibling and is it worth small businesses paying to be seen on the engine.

While Bing is marketed as an alternative to Google, the two are more fundamentally similar than different. This makes sense when you consider that they exist to serve the same purpose and they both work the same way when deciding what to present to a 'searcher'. Neither will tell you how they work so it is difficult for a marketing executive to decide which one to take an interest in, ie attempt to optimise their site for prominence in that engine's search results and/or pay to be included as an advertisement near the top of results that relate to the business. At the moment, even if Bing presented better results that did Google, the very fact that more searchers use Google than Bing is a solid determining factor for a marketer in deciding which one on which to 'hang their hat.'

An area where opinions differ is the significance of search engines making use of (and retaining) information about you and your preferences to tailor the results and advertising presented. A few years ago [CNET](#) ran an article on this subject, considering five major search engines (Google, Bing, Ask, AOL and Yahoo), finding marked differences between the engines, with Ask looking the best for respecting your privacy and Google arguably the worst (they all do things in a different way). DuckDuckGo is a relatively new player (started 2008) that is probably the search engine of choice if you are concerned about privacy. It also supports secure connection to the site (ie <https://duckduckgo.com>) so that your search request and results are protected from inspection as they traverse the internet. Some, but not all of the other five also offer https encryption. Use <https://duckduckgo.com> if you want to do a search for reasons that could be misunderstood.

Amazing as it seems, a search engine works by downloading **EVERYTHING** on the WWW and storing it in a data base on a super computer. When you type in a topic you want info on, the engine searches its data base and when it finds what you're looking for it gives you the web address(s) for that topic and it does all this in a fraction of a second.

When you compare how long your own computer takes to search for something on its hard drive, to how long the search engine takes to search through all the info on the WWW – at the same time as it is doing it for millions of other 'lookers', it really is amazing.

We gave Dad an new iPad for his birthday, did he love it, Click [HERE](#) to see.

Are Fix-It programs any good?

Lee Koo
PC utilities forum

There are a lot of good fixer utilities out there, just like there are a lot of good pharmaceutical products, yet most people don't go around swallowing every medicine that comes along unless they have the sickness that the medicine is supposed to cure. Computers can be mystifying, but so can medicine and over the years that you have had a computer you would have probably developed a pretty good idea of what is "normal" with it (as you have over many years with your body) and just like your body, most computer problems display some sort of symptom. So, **rule number one** (with both computers and medicine) is don't try and fix problems you don't have.

In many instances it is possible to do a web search based upon the observed symptoms (or error messages in the case of computers) and gain an understanding of what may be going wrong. With computers, the fix often requires deleting something (think surgery) rather than adding, or changing a setting in some program or other. Reading through software help sites and any reader forums discovered in your internet search will help you understand what's happening and what your choices are. You don't need to be a techie to get the gist of most of the material you'll find, and if you hit something you don't understand, look it up. So **rule number two** is do your research.

It well could be that each and every piece of therapeutic software you installed is the latest and greatest way to handle some problem or other. However, just like other cures, they may interact in unforeseen and unfortunate ways and, indeed, create new problems. There may even be instances where fix-it program A identifies fix-it program B as a "problem," and deletes it, or causes your system to malfunction. So rule number three is go back and look at **rule number one**.

Joe says to Paddy: "Close your curtains the next time you're making love to your wife. The whole street was watching and laughing at you yesterday." Paddy says: "Well the joke's on them silly buggers because I wasn't even home yesterday."

Windows XP.

Windows XP is approaching its end of life, according to Microsoft, and they should know, they made it. 8th April 2014 is when support will be turned off. If you are still using it, and there's no reason why not, it is still a very good and useful system, unless you have Service Pack 3 (SP3) installed, even now you will not get any more security updates from Microsoft. And that could be a problem. XP is still the most used system with nearly 47% of people using a Windows operating system compared to 38% of people using Win 7.



To check if you have SP3 installed, click Start, right click My Computer, then click Properties. Look under the heading "System" it will show which Service Pack is installed on your computer. If you don't have SP3, you should either do this:

1. Turn on Automatic Updates.

Click on Start, then Control Panel. If you get a window that says "Pick a Category", click "Switch to Classic View" – this gives you a much better menu. When in Classic View, click Automatic Updates, the window at right will appear.

Click on Automatic, then every day, then select a time when your computer is normally on.

Click OK and you're done. You won't have any more worries until 2014 when Microsoft will finally pull the pin on Windows XP – after that, you're on your own.



or;

2. Download SP3

If you don't want to turn on Automatic Updates (and some people don't) then you can get SP3 this way. Microsoft hasn't released a version of SP3 for the 64 bit version of XP so if you have the 64 bit version, don't worry, the latest Service Pack for you is SP2. But if you have the more common 32 bit version, you should install SP3 now. When you did the system check (above) as well as telling you what Service Pack was installed, it would have told you which version of XP you had running. If "X64 Edition" was displayed under the System heading, you've got 64, if it didn't say that, you have 32.

If, when you checked your computer (above) and you found that there were no Service Packs installed on your computer, then we have some work to do. You can't download and install SP3 (on the 32 bit version) until/unless you have either SP1a or SP2 installed.

If you don't have SP1a or SP2, click [HERE](#) and download SP1a

When that is done, or if you have SP1a or SP2 already on your machine, click [HERE](#) and download SP3. SP3 is virtually a complete version of Windows XP and will take a while to download and run – so set it in motion and go make a coffee.

If you have the 64 bit version of XP, and don't have SP2, you can download it [HERE](#). There is also an important update for users of XP 64 bit. You can get it [HERE](#)

Windows XP was first released on the 24th August, 2001 and was withdrawn from retail sale on the 30th June 2008. The name "XP" is short for "eXPerience."

XP users who have not downloaded any of the Service Packs would have found that support for their system ended in September 2004 and their system could be at risk, Support for users who have only Service Pack 1 or 1a ended in October 2006. Those with Service Pack 2 lost their support in July 2010.

In April 2014, all support for Windows XP, including security updates and hotfixes, will be terminated, after which, free technical support, warranty claims and design changes will no longer be offered.

What does that mean??

Even if you are happy with XP and your old computer still works OK, and you have very good anti-virus, anti malware programs, there is still a reason why you shouldn't just keep on keeping on. Security fixes are a response to a vulnerability in the design of Windows whereby malware/viruses can find a way in that wasn't intended. You need these fixes. Conficker, one of the most serious pieces of malware in recent times, exploited such a security vulnerability. Microsoft had released a fix for this problem before Conficker started to spread, so in effect it only affected computers that didn't keep their security fixes up to date, but there were a lot of those, it even infected UK Ministry of Defence and French Navy systems.

But!!

Here are a few suggestions:

1. If you are using XP there is a fair chance that your computer is starting to get a bit long in the tooth. If you have any sensitive information on your machine, or information that you don't want to lose, make sure you do regular backups – hard drives don't last forever. If you're not using XP still do this anyway.
2. If your computer is a bit old, don't bother getting Windows 7. To take full advantage of Windows 7's features, you need a 1 gigahertz 64-bit processor, 2 gigabyte RAM, 20 GB available on your hard drive and a super duper graphics device. Your old machine will not be able to handle it, so either get a new one or format your hard drive (making sure you've done the backup first!) and install a version of Linux that will run well on your hardware. A bit radical, but low cost and secure. You will need help/information, lots of that via Google (or DuckDuckGo) and there may be a local Linux user group that meets from time to time (like SLUG in Sydney) where you will probably find a mix of helpful nerds and people like yourself, they will be very keen to help you. By the way, I'm writing this on an Ubuntu Linux PC..
3. The trend, at the moment, is to gravitate away from PC's and head towards the Apple stable. There is a fair chance that once your trusty old PC falls off the perch, Apple machines will outsell PC machines – walk past any Apple store today and have a look inside, they are always full of people. Walk past the computer department in Harvey Norman, or The Good Guys or Dick Smith and compare. End of argument!!! Depending on what you want a computer to do, you have the pick of an iPad, iPhone, iMac, iSomething else and as Apple has the advantage of making both the hardware and the software – everything matches and works seamlessly.



Our bet?? - your next computer device will have the Apple logo.

Paddy says to Mick, "Christmas is on a Friday this year."
Mick says, "Let's hope it's not the 13th."

Windows 7 Service Pack.

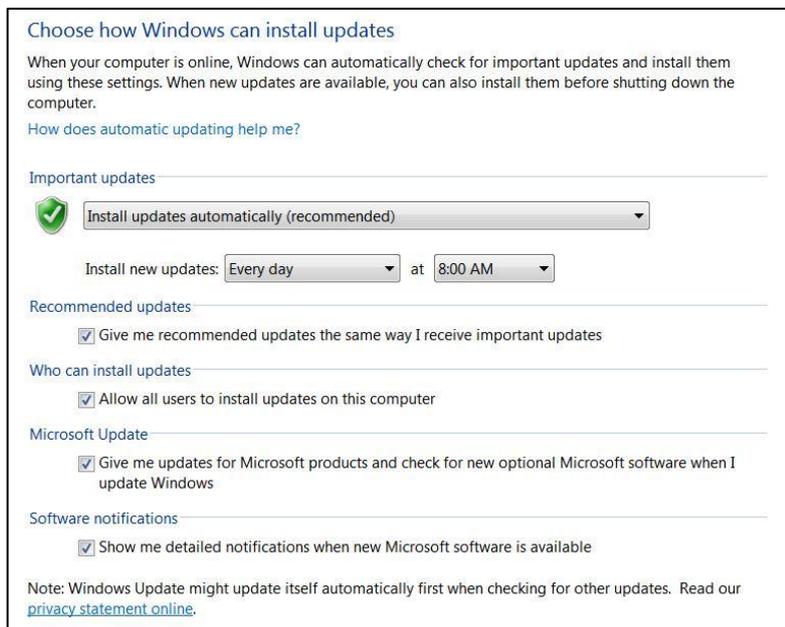
About a year back, Microsoft released a Service Pack (SP1) for Windows 7. If you haven't yet downloaded it – you should!! You check whether or not you have SP1 much the same way as in XP above, click Start, then right click Computer then left



click Properties. Under the heading “Windows Edition” at the top, it will show you whether or not you have SP1 installed.

Once again, the best way to get SP1 is to have your computer do it automatically – consider turning on automatic updates. To do this, click Start, then Control Panel then Windows Update – this will give you the window at right.

When you get there, click on the “Change Settings” command (arrowed) and that opens up the window below.



Fill in the window as shown, click OK and you have no further worries.

If you are using Microsoft’s excellent and free Security Essentials virus protection, it is important that you have the Automatic Update facility selected, as updates are released for it nearly every day (see [HERE](#)).

Once again, if you do not wish to turn on the Auto Update facility, you will have to update your machine manually. To do this, click Start, then Control Panel then Windows Update to bring up the top window.

You will see, above the selection arrowed above, another option which is “Check for Updates.” Click this and Windows will check your computer and alert you of any updates you need, some will be Important, others Optional. Download the Important ones and select any optional ones you want.

Of course, to do all this you must be connected to the internet.

Paddy's in the bathroom and Murphy shouts to him. "Did you find the shampoo?"
Paddy says, "Yes but it's for dry hair and I've just wet mine."

Microsoft Fixit.

If you are running Windows XP (with SP3), Vista or 7, Microsoft has made available a free diagnostic tool that is one of the good FixIt programs. This little tool can help fix most problems you might have with your machine.

Microsoft FixIt is a program that must be downloaded and installed before you can use it. When you install it, the program checks your PC and its operating system before deciding how many

of the 27 trouble-shooters to offer you so you don't try and fix something that isn't there. The topics include monitor, audio and printing issues, connection problems, software compatibility and similar matters.

Many Windows users will already be familiar with the Fix It buttons that are scattered through Microsoft's online support system. Clicking the button runs a script that fixes the problem without the user following what can often be complicated instructions. Many will also be familiar with trouble-shooters such as the one built into Internet Explorer, which does an outstanding job of fixing many connectivity problems. This tool puts all those into the spot.



FixIt can fix more than 300 problems and is very easy to use. You can find it [HERE](#).

Paddy shouts frantically into the phone,
 "My wife is pregnant and her contractions are only two minutes apart!"
 "Is this her first child?" asks the Doctor. "No," shouts Paddy, "this is her husband!"

Windows 8.

Microsoft is soon to release their new version of Windows – called Windows 8. Popular belief is it will hit the stores in October 2012 and is supposed to be a huge departure from all their previous versions. It will probably be a 'make or break' decision for them as it is aimed primarily at the 'Touch Screen' market not at the current mouse/keyboard method of data input. This is where, in our opinion, they are going to find the going tough.

From Window 95 right up to Window 7, (17 years) Microsoft has operated much the same way. Basically, if you wanted any of those versions to do something, you clicked the Start button down the bottom left hand corner, selected a program, clicked it and away it went. Millions and millions of people all over the world got used to using Windows that way and most were perfectly happy. Those that weren't, switched over to Apple – and in recent years, the trickle of people moving from the PC to Apple has grown into a torrent, and not only because of the way data was entered but for several other reasons.

Microsoft, which is a very large company with a bunch of very smart people, saw the Apple writing on the wall and decided that the only proverb that counted was "if you can't beat them, join them" – so they decided to bring out Windows 8.

When it is released, this is what you will be greeted with when you turn on your Win 8 powered computer.



But!!! and there's always a "But".....as this is mainly a touch screen system, (you *can* use a mouse and keyboard – but it's messy) if you do want to update to Win 8, this means:

1. If you currently use a desktop computer, you will need to buy a new screen to experience Win 8 in all its glory, or
2. If you use a Lappy, you might as well replace it with a Win 8 Lappy, upgrading is likely to be a disappointing experience

My bet is people wanting to upgrade from their old Windows PC system will go to the Apple stable. MS does not make the machines that run the software whereas Apple does. The Apple machines are far easier to use, look better and combine much better with the software. Some claim that in trying too hard to support legacy software (compared with Apple) Microsoft encumber themselves with clunky stuff that looks out of place in the latest offering, this may be especially true with Win 8.

It will be interesting.

Don't look back, you're not going that way!!!

Scams

By now, everyone who uses the internet will have received an email similar to the one below:

"Greetings, I am writing this letter to you in good faith and I hope my contact with you will transpire into a mutual relationship now and forever. I am Mrs. Omigod Mugambi, wife of the late General Rufus Mugambi, former Director of Mines for the Dufus Diamond Dust Co. Ltd., of Central Eastern Lower Leone"

This is called the Nigerian Scam and we're sure everyone is smart enough to just dump it as soon as it is received, it's an obvious scam, but if everyone knows it's a scam, why do they continue to send it out. The reason is, it's still a huge business. As early as 1996, these scams netted the scammers US\$5 billion. Since then email traffic has increased enormously which has increased the opportunities for the scammers and while Nigeria does harbor its share of these scammers, perpetrators can be found in all corners of the globe, including the U.S. and each year they rip off hundreds of billions of dollars.

What do they say, "There's one born every day....."

There is now a modified version out there – so be careful because you are sure to run across it.

It all starts if/when you place a "For Sale" add on line, such as selling a painting, your vintage car, or a bike, or boat, or some furniture. It doesn't matter what you're selling, as long as it's physically large and valuable. Here's what happens.

The scammer sends you an email like this from a Gmail/Hotmail/Yahoo (untraceable) address:

"I will like to know if this item is still available for sale?" You write back and say, yes, it is. The scammer then writes, "Thanks for the response, how long has you owned this item? Could you let me know the price in USD? I am OK with the item it looks like new in the photos I am in Asia and I'm sorry I will not be able to come to see the item in person but I will arrange for the pickup after payment has been made. I will complete all the documentation so you don't have to worry about that. Thanks"

Three key points that should make you sit up and take notice are:

1. The scammer is using a web-based email address, which is nearly impossible to trace without a court order; and
2. He claims to be out of the country; and
3. He claims that he has a friend who will pick up the item.

The scammer then says:

"My friend will be coming from Asia for the pickup, and please prepare all the export documentations for the pickup. I'm quite satisfied with the condition and price. I will be paying the PayPal charges from my account and I will be paying directly into your PayPal account without any delay, and I hope you have a PayPal account."

After you give him your PayPal account he writes back:

"I have just completed the Payment and I am sure you have received the confirmation from PayPal regarding the Payment. You can check your PayPal e-mail for confirmation of payment. a total of US\$10,500 was sent, US\$10,000 for the item and the extra US\$500 for my friend's expenses which I will get you to send to him via Western Union."

Here's the sting. You get an email such as"

"You should send the \$500 money to cover expenses soon so that the Pick Up could be scheduled and you would know when the Pick Up would commence, make sure you're home. I advice you to check both your inbox or junk/spam folder for the payment confirmation message."

You then receive a message claiming to be from "Service-Int PayPal.Com" which says

"The Transaction will appear as soon as the Western Union information is received from you, we have to follow this procedure due to X-Y-Z security reason ... the Money was sent through the Service Option Secure Payment method so that the transaction is protected with adequate security measures for you to be able to receive your money. Your account will be credited immediately the western union receipt of \$500 is received from you."

When (if) you do send off your \$500 – kiss it good bye. It's a goner!!

You would think no-one could be that silly – who would fall for that- well, believe me, hundreds and hundreds of people do.

Paddy and Mick find three grenades, so they take them to a police station.

Mick says: "What if one explodes before we get there?"

Paddy says: "We'll lie and say we only found two."

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Off to Vietnam, again!!

These four blokes left Perth on the 3rd April for a reminiscent ‘Jolly’ to Vietnam and surrounds and intended to stay away for about 6 weeks. Their itinerary included a visit to Hanoi - Saigon – Vung Tau – Nha Trang – Da Nang – KL – Manilla then back home. It’s great to be rich!! - half their luck I say!!

While in Hanoi they went to a Beer Festival – have a look [HERE](#)

Word of warning, Mr and Mrs Vietnamese, lock up your daughters.....



L-R:- Robbie Rhodes (Sumpie – 9 Sqn), Ted McEvoy (Radio, Pommie import), Denis Macneall (Instruments, ex RTFV and 35Sqn), Jim Muscat (MT Fitter, ex 2 Sqn)

Point Cook Museum.

We recently received, from the Museum at Point Cook (thanks Monica), a bunch of photos of blokes and blokettes on Appy and Technologist courses and we’ll run them over the ensuing editions.

Some have names some don’t so we will need your help putting names to faces in some cases.

The Radio Apprentice School was housed at Frognall from 1948 to Jan 1961 after which it moved to Laverton and was later incorporated, as Apprentice Squadron, into the School of Radio when it moved down from Ballarat.

The Apprenticeship scheme was finalised in 1993.

In 1982, the RAAF introduced the Technologist Apprentice Scheme to supplement the existing Radio Trade Apprentice scheme. This new scheme arose from a perceived need to train tradesmen capable of adopting a systems approach to the maintenance of modern, complex high-technology aircraft now in RAAF service. Unlike their trade Apprentice counterparts whose two year course was conducted entirely at Radschool, Technologist Apprentices undertake a three year Certificate of Technology course at Footscray College of TAFE as well as specialist training at Radschool. In 1988, the Certificate of Technology course was upgraded to an Associate Diploma in Engineering (Electronics).

No 1 Technologist Appy Course

These blokes were from Qld, NSW and ACT and arrived at Laverton on the 12 January 1982 aboard a modern, complex, high-technology aircraft, all bright eyed and bushy tailed ready to start their studies.



Back Row: *Bruce Boyes*, from Gladstone Qld; *David Smith*, from Canberra ACT; *Stephen Creese*, from Mackay Qld; *Gavin Healy*, from Cairns Qld; *Cpl Tregilgas*, Radschool Staff; *Greg Fuller*, from Cootamundra, NSW; *Gary Wickham*, from Gladstone NSW; *Warren Downing*, from Innisfail Qld; *Darryl Platz*, from Gold Coast Qld;
Front Row: *Justin Baldwin*, from Cairns Qld; *Brian Barrow*, from Mt Druit NSW; *David Jensen*, from Cairns Qld; *Craig Thomas-Schumacher*, from Penrith NSW; *Michael Cummings*, from Lemon Tree Passage NSW; *Ted Lander*, from Ipswich Qld.

How important does a person have to be before they are considered assassinated instead of just murdered?

No 1 Technologist Appy Course Feb 1983



Back row: Warren Downing, Darryl Platz, Steven Hoyer, Craig Thomas-Schumacher, David Smith, Gary Wickman, Bob Millington, Eric Riemsdhyk, Ted Lander, Hadyn Lyness.
Front Row: Michael Cummings, Eric Riordan, Justin Baldwin, Greg Fuller, Joe Hann-Rivero, Dave Jensen, Bruce Boys, Jamie Canterbury, Stephen Creese, Tony Marshall, Mark Smith

I was in a pub last night and saw two large girls by the bar. They both had strange accents so I said "Hello Are you two girls from Scotland?" One of them screamed "Its WALES you idiot!" So I immediately apologised and said "Sorry are you two whales from Scotland?"

Beavers Bivouac 16th to 22nd November 1963.

Warren Dickson

With the final trade tests safely passed, and nothing to do now except practice for their graduation paraded with the newly issued SLR rifles (with bloody razor sharp bayonets on loan

from the Army at Kapooka as the RAAF didn't have any spares for apprentices at that stage!), the third year appies "went bush" for the annual bivouac on Saturday 16th November 1963.

The location of the apprentice bivouac area was in the [Murraguldrrie State Forest](#) just off the Tumbarumba Road. Close by the camping area is the Murraguldrrie Creek which eventually feeds into the Murrumbidgee River. The advance party, which consisted of the Officer-in-Charge FLTLT H. E. Wiles, with FSGT H. J. Burke and No 3 Flight, departed early in the morning to erect store tents and other conveniences.



*All the tents –
right dressed!*



*The Camp
Kitchen, the
most popular
spot in camp.*



***Stores tents,
generator, and
cool room.***

The main party arrived in the early afternoon to find the wilderness of the State Forestry Reserve transformed into a hive of activity by the industrious advance party. By nightfall all tents were erected and the occupants well settled in. Can't remember who was in which tent, but I do have a record that shows Sticks Carlton, Crossy, Westy, and Franky Argæet shared one tent.

After lunch on the Saturday, at about 1.30, when we were just lying around waiting for the afternoon activities to commence a couple of low flying light aircraft buzzed the camp site. This created great excitement and interest at the daring fly pasts. Then one aircraft banked sharply and lo and behold a couple of flour bombs came flying down and 'exploded' amongst the camp site. Everyone was talking about the incident and wondering who could have carried out this marvellous deed, when the penny dropped.

Over a year ago, one of the Beavers left the appy scheme (not of his own choice!) and was accepted as an adult trainee. Kevin 'Sammy' Walters was his name, and he had been on pool duties for such a long time that he had in fact got his LACs! Here he was on LAC pay while we were still on Appy pay - who's the fool now we thought? Well, to fill in the time and with his newfound wealth, Sammy took up flying lessons. We all reckoned that it must be Sammy and his mates doing the flour bombing runs. They came back again at about 3.30, just in time for smoko, and carried out another flour bombing flypast coupled with a number of toilet rolls..

Great stuff we thought!!



Pete Joyce and John Rouse “at rest”.



Aussie ingenuity, a camp hammock!

On Saturday night a small party established their presence on the nearby main road – as you do!! This “forward defence post” kept traffic down to a modest rate so as to avoid the “troops engaged on manoeuvres”. Murphy's group (Janco, Kleyn, Blythe, Lee, Verney, Gorrie and Springfield) also went out the first night and flagged down any traffic going along the road to Tumbarumba and told them they had to travel at about 5mph for the next five miles or so because of Army manoeuvres. They all obeyed the instructions. Later on they recalled the

incident with one poor bugger in a truck really having to work his gears over the hill because he couldn't get up to speed going down one to get up the next.



Sunday morning began with PT and unarmed combat training given by a Cpl Chatt and a Cpl Hannaford.



This became a daily routine for the rest of the week

Later on Sunday we were visited by our two Padres (well it was Sunday!), and their visit was followed by one from the RTU duty NCO and two RTU staff, and then the Orderly Sergeant also

turned up. Both left together rather impressed by the initiative shown by the appies in abducting the two duty RTU members in broad daylight.

When the OC, Grp/Capt Faye arrived, he spotted Cpl Boxer at the bivouac site when he came out to rescue the two captured duty personnel and promptly ordered him be taken back to RAAF Wagga, muttering: '...that this is no place for a prized dog.' When the Padres were leaving, a couple of Beavers went with them and with their assistance kidnapped CPL Porky O'Rourke in the Church and took him out to our Bivouac area where others had made a prison out of logs, which became Porky's residence for a few hours.

Sunday night defences were set up against a simulated attack on the camp. 'Josh' Gordon's booby traps proved very effective in capturing the members of the telephone warning sites as they returned to the main lines.

Monday and Tuesday were devoted to rifle familiarisation, camouflage, insurgent tactics, and map reading - blimey, anyone would think we were going to war! At some stage during the training by a jungle warfare instructor (an Army type) we were told of what to expect if captured by the enemy and that we shouldn't be fooled by the appearance of food we might have to eat. The instructor demonstrated this latter point by taking a roast meal direct from the camp kitchen, minced it all together and added some purple cochineal food colouring then proceeded to offer it around. To paraphrase Crocodile Dundee, it looked like crap but tasted fine.



Another memory of this jungle training stage was of Russ Cross and Ralph Donelan having a running battle in the bush with slingshots using clods for ammo. Cover was afforded by the tall straight gums and one had to be careful because those clods hurt if one happened to get you. Having seen a western movie where in the same situation the hero, realising he had only one round left, removed it from the breach then aimed and fired for the opposing gunman to hear the 'click'. He quickly withdrew his gun from sight, loaded the last bullet and as they both stepped into view of each other, raised his gun and shot the baddy! When Russ exclaimed loud enough for Ralph to hear that he had run out of clods, the ploy worked just the same and

Ralph was doubly shocked at the betrayal and at the shot that hit him square in the chest! Game over.

The lantern raid on Monday night allowed the appies to demonstrate their prowess at night fighting. The attacking parties crossed the creek and advanced up the mountain, striving to reach the lanterns on the top. S/App Booth did especially sterling work for the defence, but unfortunately was out-flanked by a group of attackers (MI-5) and tied to a tree.

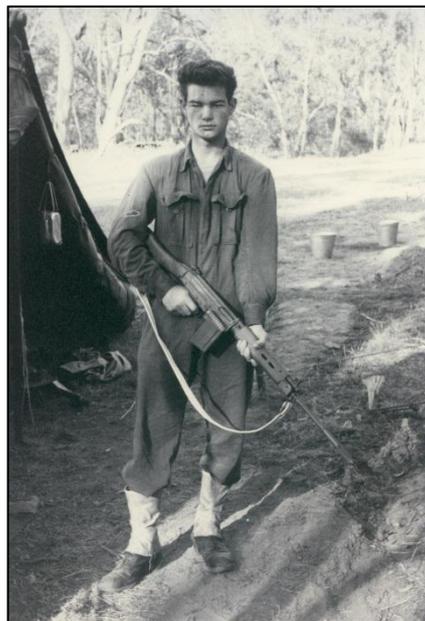
S/App Vanderheld was so badly injured in the region of his big toe that he had to return to the Base. We have often wondered why this bloke was nicknamed 'Shufti'. The exercise was again performed the following night with the sides reversed.

Wednesday was devoted to an all day NAVEX route march by independent sections. Cpl 'Porky' O'Rourke's crowd set the pace and won all the bets. 'Murph' won the booby prize - only 40 degrees off course. Rob Wilson's group was, as expected, diligently carrying out the exercise until they came across a young Kangaroo trying to get through a fence. At this stage all concentration on the NAVEX went out the window. It was suggested by one of the crew that this animal would make a great replacement mascot for the Beavers mascot, CPL Boxer. Of course all the team agreed and proceeded to expend much energy chasing this animal down, not to mention 'Shoulders' Harvey smashing his water bottle against the fence while performing an outflanking movement on the startled animal. The kangaroo was finally captured and carried it back to the bivouac site using dead reckoning since the group had now managed to find themselves way off course. The Kangaroo was hidden for the remainder of the bivouac and taken back to base for few days until all was forgiven and CPL Boxer was re-installed as our mascot.

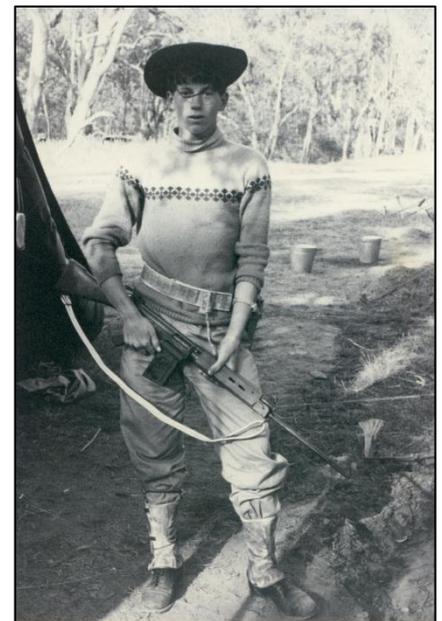
ONCE WE WERE WARRIORS



*Peter Booth and
Ivor Springfield*



Adrian Blythe



Ivor Springfield

What if there were no hypothetical questions?

The RNZAF appies on this course were always copping it from their Aussie mates. When it was discovered the New Zealand didn't have any snakes and that most Kiwis were in fact a bit wary of snakes, some Beavers decided to make the most of this mania. Beavers JQ Bone, Stretch Carlton and Wazza Churchin had found a brown snake and wanted to scare the shite out of Russ Cross. They shepherded Russ on a 'casual' walk through the bush until he almost stepped on the strategically placed brown!! Russ was duly taken aback and positioned himself at the rear of the big brown, but the lads' further enjoyment was gained by convincing Russ that this type of snake attacked backwards, sort of up and over its tail. Russ believed them and was duly apprehensive about where he could stand. All the time, of course, this big brown dangerous 'dead' snake lay quietly on the side of the path.

Another snake incident occurred in the Beavers' pond when not long after it had filled a rather large red and black snake was found swimming in the dam. The swimmers exited *post-haste* until some brave Beaver despatched it. It was skinned and then hung to dry. The skin was worn as a 'trophy' and the body despatched to the mess tent, for the Kiwis entre!

On Thursday the appies were taken by trucks to a point on the main road approximately 6 miles from the camp. Here they were dumped, and had to return to camp. Fortunately no one was lost (whether that was the idea or not, we're not quite sure). Some of the chaps made very good time beating the mob back by at least an hour.



Murraguldrie Creek became our bath, laundry, pool and recreation area, especially when we dammed it and created the Beavers pond - well isn't that what Beavers do!!!



When the ration truck arrived that evening, the rumour mill was rife. We learned that the OC, Gp/Cpt Fay, was not very impressed with the flour bombing sorties, amongst other things. He was to conduct a formal investigation and an Investigating Officer was going to be appointed and we would all be called as witnesses. We all agreed that we had seen the aircraft and had seen the flour bombs and toilet paper being dropped but we didn't recognise the aircraft or the pilots so there was no use in interviewing us. An Investigating Officer (a Flt/Lt Burr) was appointed and witnesses called from RAAF Staff members and the Manager Wagga Air Taxis, but no appies were called. Fortunately the suspects in this incident both declined to make any statement. The Investigation was unable to categorically prove what or which aircraft and which pilots did the dirty deed so no further action was taken. Typical Sirs – got no sense of humour.

Sammy Walters will be invited to relive this tale at a subsequent Beavers reunion.



The Motor Pool

Friday was go home day. All the tents were dismantled, the kitchen, the ablutions, the motor pool, the stores, everything. However; we had a bit of free time, so someone suggested that we thank our favorite DI, CPL Porky O'Rourke for all he had done for us during our week long bivouac. What better way to do this than toss him into the real Beavers dam they had built themselves. Boy did he put up a fight - it took about 10 Beavers to hold him down and strip him. The sight of such pure white skin, except for his face and arms, was quite frightening. He was throwing punches and threatening to charge us, (which didn't worry us, we were men now!!!) and in he went. We expected him to come out of the water like a raging bull, but to our surprise he quietly went back to his tent, changed his clothes and sulked for the rest of the morning.

The site was cleaned up, the trucks were loaded and home we headed. As luck would have it, we arrived on the apprentice parade ground with about 15 minutes to go till the end of lunch. As we all know, apprentices are always hungry, so we were allowed to proceed (more like run) straight to the Airmen's Mess. We promised to unload the trucks after lunch. What a sight it was - 99 hungry unshaven, unwashed Beaver apprentices in all forms of home-made jungle

warfare attire with mud and muck mixed with camouflage paint, rope belts, torn drabs, snake skin adornments, etc storming into the Airman's Mess wanting to be fed immediately.



A bunch of Beavers, one in, all in.

Unfortunately or fortunately, depending on your point of view, the Orderly Officer appeared in the Airman's Mess for his regular check of the Airman's meals. Now this was no ordinary Orderly Officer - he was a gung-ho, newly graduated from the Army OTS at Portsea, RAAF Ground Defence Officer called Flg/Off Allen or Wusty Wifle Allen as some called him (he couldn't pronounce his 'r's) - and he hated apprentices. He especially had it in for the SNCO apprentices, and SGT/App Mick Churchin in particular. Flg/Off Allen confronted the last few Beavers who were walking to the tables with their meals, and singled out the appy NCOs, Churchin, Wilson, West and Murphy. He berated them for their appearance and pulled out his note book to take names.

When he started to write down the details and stated that you will all be on a charge, which was overheard by some Beavers sitting nearby, all hell broke loose. Allen's back was to the tables and the apprentice NCOs were facing the tables. As he started to take down the details an almighty roar erupted as the air was full of bread rolls and pieces of fruit and any other items of food close at hand sailing through the air, all heading towards Allen: an apple knocked his hat off. Then quite a few appies rose from their tables and surrounded the OO to confront him, wanting all our names to be taken. The OO realised he was outmatched and he was shaking like a leaf when he wrote down the four names. I think this is when he 'shite' himself and thought he was about to be lynched which I'm sure would have happened if someone had suggested it. He, and the four NCO apprentices, got out of the Mess: the appies were subsequently charged.

The four SNCO apprentices were not allowed to change out of their uniforms, and had to parade before the CO Base Squadron after lunch. They were seriously dressed down by COBS and advised that they would all be charged with destruction of public property i.e. their drab uniforms. They were charged, the charges being heard the following week by the respective Electrical and Mechanical Squadron subordinate commanders. However, by then sanity had returned, and when the Electrical Trades Squadron subordinate commander heard that SGT/App Rob Wilson wasn't even in the group but had somehow got his name on Allen's list, the charges were torn up.



*Don Worner
taking a
cooling-off dip*

The Mechanical Trades Squadron SNCO appies had their charges referred up the line by the MTS subordinate commander to the OC. Mick Churchin ever the bush lawyer had a plan. Before they faced their judgment day with the OC, he went back through Routine Orders and found that FLGOFF Allen had swapped with another Officer for OO duties on that day. When they eventually fronted GPCPT Fay, Mick in mitigation stated that Allen had a well known vendetta against appies and should have turned a blind eye to what was a long standing graduation year bivouac tradition. The OC asked Mick to explain further and he tabled the Routine Order. When asked to explain about this Allen was caught off guard and mumbled some lame explanation. The OC saw right through him and dismissed the charges - but not before giving the appies a right royal boot up the arse.

The OC however realized that things had got out of hand during the bivouac week, what with the flour and toilet roll bombing sorties, the RTU kidnapping, the CPL Boxer incident, and now the confrontation with the OO, he ordered the whole Beavers Intake to assemble in the Picture Theatre where presumably he would read the riot act etc. Everyone was assembled and waiting for something to happen. Then a Beaver grabbed the initiative: FSGT/App West got to his feet and introduced himself to the OC and the assembled mob and very eloquently proceeded to tell him what actually happened. It broke the ice. A solid dressing down followed but no one did CB or lost rank. No one ever found out what happened to Allen, but his career ended that day.

Where are you now Allen – you wanka....

Lunch over, the trucks unloaded, and everything stowed away, it was back to the blocks for the first real shower in a week - and to relive those wonderful memories of a bivouac which would go down in history. However, it was not over yet.

Remember, this was the 22nd November 1963 in Australia, but on the 22nd November 1963 in Dallas Texas USA a different and more pertinent event was occurring. When we awoke the next morning on Saturday 23rd November 1963, the first item on the news was of course the assassination of President J F Kennedy. There were little gatherings of Beavers everywhere. Discussions covered all sorts of possibilities from whether we would now graduate or whether we would, with our newly found military skills honed to perfection on our recent bivouac, be shunted off to a War somewhere or other - some were hoping for the latter!!

All in all, the week was very enjoyable one, and our thanks go to Flt/Lt Wiles and his instructors for the enthusiasm and energy they showed. It was this that made the bivouac such a success. Interestingly, this site is now the location of the Murraguldrie Veterans Retreat, run by the Vietnam Veterans' Association of Australia,



We got this photo from Doug Barthelson, it was taken around 1977.

Back L-R: Chris Squire, David Tape, Andy Grant,
Front L-R: Alex Matheson, Andrea Lonigan, ??? Durack

Does the little mermaid wear an algebra?

Sorry Rupe!





Out in the shed with Ted.

Ted McEvoy

Pension rates.

More than 340,000 veterans and war widows recently received a pension increase. From the 20th March, 2012, pensions were increased by 0.9%. You can now all buy a yacht and sail away.

The new rates are:

Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,143.80	\$1,154.20	\$10.40	0.9%
Extreme Disablement Adjustment	\$631.50	\$637.30	\$5.80	0.9%
100 per cent General Rate of Disability Pension	\$406.40	\$410.10	\$3.70	0.9%
50 per cent General Rate of Disability Pension	\$203.20	\$205.05	\$1.85	0.9%
Intermediate Rate Disability Pension	\$776.30	\$783.40	\$7.10	0.9%
Service Pension - Single	\$748.80	\$755.50	\$6.70	0.9%
Service Pension - Couples	\$1,129.00	\$1,139.00	\$10.00	0.9%
War Widows/ers Pension	\$758.70	\$765.60	\$6.90	0.9%
Income support Supplement	\$226.80	\$228.90	\$2.10	0.9%

The rate of Carer Allowance (caring for a person 16 years or over) is \$114.00 per fortnight. This rate was effective from 1 January 2012.

If you receive the Carer Allowance payment, on the 1st July you will also receive an annual Carer Supplement of up to \$600 for each person in your care.

There will also be a “Carbon Tax” compensation payment made in June – see [HERE](#)

Who is the goat now??

At a high school in Nebraska, in the US, a group of boy students played a prank. They let three goats loose inside the school grounds. But before turning them loose, they painted numbers on the sides of the goats: 1, 2 and 4..

School Administrators spent most of the day looking for No. 3. Now that's funny, I don't care who you are.....

This girl came up to me today and said she recognised me from the Vegetarian Club.
I was confused, I'd never met herbivore.

Sorry Rupe!

The Beerfire.

In the lighter moments of World War II, the Spitfire was used in an unorthodox role - bringing beer kegs to the men in Normandy.

During the war, the Heneger and Constable brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments. Some men, often called "sourcers", were able to get wine or other niceties "from the land" or rather from the locals. RAF Spitfire pilots came up with an even better idea.



The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs. According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the cold air at altitude would even refresh the beer, making it ready for consumption upon arrival.

A variation of this was a long range fuel tank modified to carry beer instead of fuel. The modification even received the official designation Mod. XXX. Propaganda services were quick to pick up on this, which probably explains the "official" designation.



As a result, Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great-Britain for "maintenance" or "liaison" duties. They would then return to Normandy with full beer kegs fitted under the wings.

Typically, the British Ministry of Revenue and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It seems that Mod. XXX was terminated then, but various squadrons found different

ways to refurbish their stocks. Most often, this was done with the unofficial approval of higher echelons.

In his book "Dancing in the Skies", Tony Jonsson, the only Icelancer pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to



fill some cleaned-up drop tanks with beer and return to the squadron. Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.

The Spitfire had very little ground clearance with the larger beer kegs.

In his book "Typhoon Pilot", Desmond Scott also recalls Typhoon drop tanks filled with beer but regretted that it acquired a metallic taste.

Less imaginative techniques involved stashing bottles wherever space could be found on the aircraft, which included the ammunition boxes, luggage compartment or even in parts of the wing, with varying results. Champagne bottles in particular did not react well to the vibrations they were submitted to during such bootlegging trips.

A Navy bloke called in a repairman to fix his electric clock. The Elec bloke examined it and said "There's nothing wrong with the clock. You didn't have it plugged in." The Navy bloke replied, "I didn't want to waste electricity, so I only plug it in when I want to know what time it is."



Laugh In

If you don't/can't smile at [THIS](#) – then you got a problem!!! If that didn't work, try this [ONE](#).

Angry??

How do you tell when a woman is angry? - see [HERE](#).

The Dog.

Almost everyone likes a dog – you've gotta love [this one](#).

From the WTF department.

- “Our goal is to deliver each client tangible results, cost-effectively. We do this by building our people, our capability and our alliances to effectively leverage our key attributes and in-depth knowledge of recognition, incentive and reward practices.”
- “In an effort to spread the corporate learnings and stay accountable to the six-month timeline, conference calls were held every other week with the corporate team lead ... First, each hospital administration designates an eMAR coordinator to serve as a single point of contact to facilitate improved multidisciplinary communication for shared learnings across the corporation.”
- “Today, customised executive education is about ‘moving the needle’ for organisations in terms of business outcomes; it starts with the organisational strategy, followed by the development of people to achieve this strategy.”

"Push harder" I shouted at my wife when she was in labour.
 "Nick off you mongrel!" she screamed back at me.
 Bit harsh I thought... it wasn't my fault the car broke down on the way to the hospital.

Boeing 747 Brake test.

Before Boeing, and any other airline for that matter, can release a new aircraft for sale, they have to do some tests with it – tests such as will the engines start, will it fly, (reasonably important) and will it stop when you finish flying it or if and when you decide not to go flying.

Sensibly, they do the stop test before they do the ‘will it fly’ test, and the stop test is really something to see. Boeing recently finished building their new 747-8 Intercontinental and BF Freighter aircraft and as they wanted to start selling them, they had to do the tests.

These aircraft are the new, high-capacity 747s that Boeing say offer the lowest operating costs and best economics of any large passenger or freighter airplane anywhere. When full, they weigh in at about 430 tonnes..



One test that has to be certified is the emergency stop – if the take-off has to be aborted, the aircraft has to be able to stop without careering off the end of the runway and ploughing into houses, factories or a road full of cars. If that happens, the paperwork is horrendous.

So for this test, to make sure the aircraft would stop in an emergency, they took it to a long runway, then loaded it to more than its maximum take-off weight (MTOW) and just to make things a bit more difficult, replaced the brake pads with completely worn out ones. Now, everyone with a car with disc brakes knows what it's like when the pads wear down to the metal – when you hit the skids there is a lot of noise and not a lot of braking.

They then drove the aircraft to the end of the runway, turned it around, opened the taps and floored it. The big aircraft went hurtling down the runway accelerating to 320 KIm/hour then they slipped it into neutral and jammed on the anchors.

With the brake pads down to the rivets, the noise was horrendous but the aircraft rapidly slowed and pulled up 200 metres short of where they thought it would. Metal on metal is definitely not the preferred method to apply braking so the whole system warmed up a tad and actually started to glow quite red. It was estimated that the temperature reached 1400 degrees C and the discs and callipers and brake lines smoked quite a bit.



But it did stop! The fireys were called and got to the aircraft in about 5 minutes – this was planned as it is estimated that in a real emergency, it would take that long to get the fireys off the volley ball court, into their funny suits, then into the fire trucks and out to the aircraft.

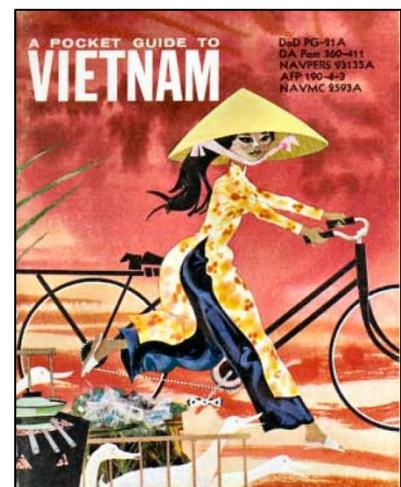
By design, special fuse plugs in the tyres were activated, deflating the tyres before they exploded. At the five-minute mark, the fireys moved in with plenty of water. While the tyres and brakes were damaged, the rest of the airplane remained in great shape.

You can see the video of the test [HERE](#) and click [HERE](#) to see how they rigged the aircraft for the test.

A Pocket guide to Vietnam.

An overlooked and long-forgotten military handbook, which was written in 1962 and which sheds interesting light on the US involvement in Vietnam, has just been reissued by [Bodleian Library Publishing](#).

Originally written and published during the war, the pamphlet presents a compelling snapshot of Vietnamese culture, history, politics, infrastructure, geography, and people.



Intended as a crash course for GIs, many of whom had never been out of their state let alone the US, the pocket guide set out 'Nine Rules' for military personnel and aimed to encourage friendship with the Vietnamese, and to demystify an unknown country perceived as mysterious to many in the West. An excellent primer to Vietnamese culture, it offers a highly sympathetic account of the country's historical context.

***O.K. Honey!
We're here!
I said I was sorry!
You can come out now.***



Viewed from the intervening distance of four decades, the Pocket Guide to Vietnam provides a fascinating historical insight into the American mindset during the Vietnam War, and some of the central issues surrounding the conflict. A candid foreword by a Vietnam veteran puts the publication into context, offering a recruit's perspective on the culture shock of arriving in such foreign surroundings, and underscoring the role of the Guide as a superb introduction to Vietnam.

This publication makes for captivating reading for anyone interested in Vietnam and its cultural, social, political and military history. The text is accompanied by 32 black and white illustrations reproduced from the original pocket guide.

The production of pocket-size pamphlets for armed forces involved in an international conflict used to be common practice in the 20th century. This sort of publication became a very popular means of instruction and preparation for servicemen during the Second World War, and continued to be used afterwards in successive conflicts.

You can read it [HERE](#)

Eileen and her husband Bob went for counselling after 35 years of marriage. When asked what the problem was, Eileen went into a passionate, painful tirade listing every problem they had ever had in the 35 years they had been married. She went on and on and on: neglect, lack of intimacy, emptiness, loneliness, feeling unloved and unlovable, an entire laundry list of unmet needs she had endured over the course of their marriage. Finally, after allowing this to go on for a sufficient length of time, the therapist got up, walked around the desk and after asking Eileen to stand, embraced her, unbuttoned her blouse and bra, put his hands on her breasts and massaged them thoroughly, while kissing her passionately as her husband Bob watched with a raised eyebrow!

Eileen shut up, buttoned up her blouse, and quietly sat down while basking in the glow of being highly aroused. The therapist turned to Bob and said, 'This is what your wife needs at least three times a week. Can you do this?' Bob thought for a moment and replied, 'Well, I can drop her off here on Mondays and Wednesdays ... but on Tuesdays, Thursdays and Fridays I play bowls.'

2 Classics – 1 a car!

Margaret Dunning is 101. She has been driving for more than 90 years, sometimes not always legally. She owns an 82 year old straight-8 1930 Packard 740 roadster which she has owned since 1949 and she still drives it, and changes the oil and plugs herself.



Margaret lives in Plymouth, Michigan in the US and in addition to the Packard, she owns several other classics and a 2003 Cadillac DeVille. Most of the maintenance on her older cars is taken care

of by a team that includes a 90-year-old friend; Margaret says his hands are "just magic."



She says that years ago Henry Ford was a friend of the family who occasionally used to pop in and have dinner.

The New York Times did a story on her, back in July 2011 and you can read it [HERE](#). You can see a video of the majestic lady driving the majestic car [HERE](#).

25% of women in this country are on medication for mental illness.
That's bloody scary...it means 75% are running around with no medication at all!!

DFRB/DFRDB

Everyone knows we are and have been unfairly treated by successive Governments when it comes to indexation of our DFRB/DFRDB – but do you know how much you are worse off when you compare your DFRB/DFRDB pension rate to other pension rates. The Superannuated Commonwealth Officers' Association has prepared a little program where you enter your current pension rate and the date from when you started to receive your pension and it will show you the amount you are worse off each week.

You can try it [HERE](#).

But - seeing this could explain the reason for the reluctance in the Government granting ex-service men and women their due pension rates. Perhaps they are worried that if/when the ex-service men and women are paid their due, which is affordable, there will be an instant and noisy claim from ex Public Servants, which, at the moment will make the super bill too expensive.

AND THIS.

Seeing as how ex-service people have been trying, for some time, to get some satisfaction from various Governments regarding the inequalities of the DFRB/DFRDB system, can you believe [THIS??](#)

Peter Criss on 4BC

Recently, 4BC (Brisbane radio) morning announcer, Greg Cary, spoke with Peter Criss on the subject of indexation of Military Superannuation – a subject that the Government calls Military Pensions. Greg is recognized as one of Australia’s finest and most respected and balanced broadcasters and his interview was very enlightening – you can hear it [HERE](#).



The fuchsia is the world’s most carefully spelled flower.

Commercials.

If you watch “Top Gear” on Channel 9, you, like a lot of people, would be sick and tired of the number of commercials 9 puts into the show, it seems there’s a commercial break every 2-3 minutes. Most of us are sick of it and have switched off and watch something else. I’ve got some advice for Channel 9 – change your commercials. The Germans have the right idea, they make commercials that people like to watch, if Channel 9 ran some of these, everyone would look forward to the next commercial break – have a [LOOK](#).

Australia to buy aircraft the US rejected.

10 May 2012

AUSTRALIA will buy 10 new [Alenia C-27J](#) Spartan tactical transport aircraft, even though they have been labelled "not operationally suitable" by a US agency and are set to be dropped from US military service.

The C-27Js will be acquired for \$1.4 billion after Defence judged them better value for money because they can fly further and faster with more cargo than their rival, the Airbus Military C-295. The aircraft will fill the gap left by the retirement of the last Vietnam-era Caribou transport aircraft in 2009. "The acquisition of the C-27J will significantly improve the ADF's ability to move troops, equipment and supplies," Defence Minister Stephen Smith told an RAAF Air Power Conference in Canberra today.

They will be made in Florida under a joint venture between US company L-3 Communications and Italy's Alenia. The first will arrive in 2015, be based at RAAF Richmond, NSW, and go into service by the end of 2016. Last year the government announced the C-27J was its first choice, because it could perform the Caribou role and, most importantly, was also in US service.



But after major defence cutbacks announced in January, the US said it would buy no more and planned to dispose of its current fleet after taking only 11 of an initially planned 78. In its 2011 annual report, the US Office of the Director of Operational Test and Evaluation (also known as DOT and E) cited an assessment that concluded the C-27J was not operationally suitable.

"During operational testing the aircraft did not achieve its required reliability or availability, although it did achieve required maintainability," it said. "Shortfalls in availability and in several sub-systems adversely affect safety, situational awareness or workload."

A spokesman for Mr Smith said the US was cancelling the C-27J for budgetary reasons - not problems with the aircraft. The required improvements and modifications outlined by DOT and E would be completed in the aircraft Australia would receive from 2015, he said.

I just read an article about a lady who makes ice cubes from left over wine.
I am totally confused!
What the hell is left over wine?



My Story

Group Captain Frank Howie (Retd)

I enlisted in the RAAF as a Trainee Signaller on 1 October 1951. As a 19 year old my motivation for enlisting was very common to most people who joined the armed forces at that time, i.e. to participate in some adventure - to serve in Korea.



Signaller Training consisted of three phases:- Initial Aircrew training at 1 FTS Point Cook; Signaller training at Air Ground Radio School (A&GRS) at Ballarat; and Air Gunnery training at Air Armament School East Sale.

The first stage lasted 12 weeks and consisted of such subjects as Aerodynamics, Aero Engines, Armament, Navigation, Morse and Drill.

The second phase started on 7 January 1952 and continued for 40 weeks. This phase could best be described as a mixture of the WOM (Wireless Operator Mechanic) course and the Telegraphist course.

No 4 Signaller Course at Ballarat, in summer uniform.



The main difference between phase 1 and phase 2 was the addition of airborne exercises which totalled 83 flying hours and these were conducted in a specially outfitted Dakota.

When I think back of our time at Ballarat, the first thing that always comes to mind is the weekly combined CO's Church Parade. After the flights had lined up the first order given by the WOD was, "fall out all the Roman Catholics, Jews and unbelievers." Those people would go to the rear of the parade and were then marched off to undertake fatigue duties like splitting mallee roots (no easy job). I couldn't imagine such an order being given on a parade today. However, I did notice, that as time passed there was a notable increase in the number of people falling out. Members obviously thought it would be better to do fatigue duties rather than stand around on a freezing parade ground. As a matter of interest I had the job of being a drummer at the parades. Talking of cold weather, people who know Ballarat are aware that it can be very hot in



the summer and extremely freezing cold in the winter. We were housed in unlined tin huts which offered no protection from the freezing cold. At night we would pile the top of our beds with floor mats and spare clothing. This helped but did not fully solve the problem of staying warm.

Another highlight of our time at A&GRS was a survival training exercise. On a Monday morning our course was transported to the foot of the You Yang Mountains which are about 80 kms from Ballarat and about 25 kms north-east of Geelong. The aim of the exercise was to return to Ballarat by foot, living off the land and evading contact with other humans especially local police who had been co-opted to try and detain us. We were dressed in normal working dress and the only item we were allowed to take was a 0.22 rifle and ammunition. The photo below shows our course ready to move out and shows Jim Treadwell (2nd from left rear) and myself in the middle of the front row.

Jim was elected to be the rifle man and it is almost prophetic that in the photo he appears to be aiming at my head. At one stage during the exercise we had to clamber up the sides of a very steep gully. Jim reached the top first and when I was a few meters from the top a shot rang out. As I scrambled over the top I was confronted at eye level by a still wriggling death adder snake which, alive, could have caused me a bit of grief. Fortunately, Jim was a pretty good shot. We arrived back at Ballarat on the Friday evening tired and hungry, but none the worse for wear.



Another group were not so fortunate. They had been dropped off south of the Lerderberg Gorge which is just north of Baccus March. Early in the exercise the group shot a wild goat which they skinned and butchered and cooked on an open fire. Unfortunately the meat proved to

be unsuitable for human consumption and they all suffered severe gastric problems. They were too sick to continue so they holed up in a cave on the side of the gorge. When the group had not returned by the following weekend search parties were sent out to find them. They were eventually found and repatriated back to Ballarat. Fortunately after medical attention they all recovered from their sickness.

Many other memories come flooding back as I write this, for example armed guard duty at the hangar which housed wartime aircraft, kitchen fatigue duties, our free Wednesday nights which we were allowed to spend in Ballarat city and finally the camaraderie which developed among the members of the course.

The third phase started on 13 October 1952 and lasted 8 weeks. The course covered all aspects (theory and practical) of air Gunnery. The photo below shows me about to embark on a gunnery exercise in a Lincoln aircraft.



We graduated at East Sale in January 1953 with the rank of Sergeant. Jim Treadwell (a good friend) and I were posted to No 11 Squadron (Neptunes) which were based at Pearce back then and we travelled across to Perth in his little Singer Tourer. That trip is another story in itself since the road across the Nullarbor was unsealed and at times could best be described as a goat track frequently undermined by wombats.

After our tour with No 11 Squadron, Jim and my careers took different directions. In 1955 Jim was selected for pilot training and in 1957 I transferred to the Engineering Branch.

In 1958 I attended a 12 months Specialist Armament Course the first six months of which comprised of a special electronics course back at A&GRS. Although the unit had not really changed since 1952 I have to admit that living in the Officer's Mess was a lot more comfortable than living in the tin huts. In the 1970's Jim and my paths crossed again at Williamstown where Jim served as CO of 76 SQN and later as CO of 77 SQN. My final appointment was CO 481 SQN and I left the RAAF on 5 April 1979.

The Taco Bell Chihuahua, a Doberman and a Bulldog are in a doggie bar having a drink when a good-looking female Collie comes up to them and says, "Whoever can say liver and cheese in a sentence can have me." So the Doberman says, "I love liver and cheese." The Collie says, "That's not good enough." The Bulldog says, "I hate liver and cheese." She says, "That's not creative." Finally, with his Mexican accent, the Chihuahua says, "Liver alone.....cheese mine."

ANZAC Traditions

The following is a copy of a speech made by Frank Howie at an after dinner address at Stroud RSL (just west of Bulahdelah) on ANZAC Eve 24 April 2009

j

There are two simple phrases on which our Anzac tradition is based –

- ***“We will remember them” and***
- ***“Lest we forget”.***

Over the years I have attended many different Anzac Day ceremonies and functions. Tonight I intend to speak about a certain Anzac Day which has left a deep and lasting impression on me. I need to take you back to the year 1961. In January of that year I was a member of an eight man RAAF team that was posted to France for a period of about six months. The purpose of the team was to write the engineering specification for the Mirage aircraft which we were buying from the French. I suppose the idea of being in France and especially Paris for 6 months sounds romantic. Alas, this was not so. Unfortunately we arrived in France at the height of the [Algerian crisis](#). The Algerians were waging a bitter terrorist and guerrilla campaign aimed at gaining independence from France. The campaign was being not only waged in Algeria but also in France especially on the streets of Paris. Demonstrations and riots were occurring on a regular basis on the streets of Paris and terrorist bombs were being detonated across the city. On one occasion we even witnessed a running gun battle outside the hotel where we were billeted. You had to be careful when you dined out because restaurants were a prime target for the terrorist bombings. During our stay two of our team had to fly to England. As they were about to enter the main terminal at Orly airport a large explosion occurred inside the terminal which blew out windows and doors. Fortunately our two mates were not injured but needless to say they did not get to England that day.



Despite the problems caused by the civil unrest we were able to meet our commitments with minimum disruption. This was largely due to our French driver who was with us during our stay in France. His name was Pierre and would have been in his early sixties. As a young man he had fought alongside the Australians in the 1st World War. Whenever the subject of that war was raised his comment about the Australian soldiers was always the same - “Trés Manifique”. He was a street wise Parisian who was able to predict possible trouble on the streets and was always able to navigate around potential trouble spots.



As we approached 25th April, our French hosts advised us that they wished to take us on a tour on Anzac Day. On that day we travelled about 100 Kms north of Paris which took us to the area on the Somme in the vicinity of the city of Amiens. The area of the Somme saw some of the bloodiest fighting of the 1st World War and

it is and area closely associated with the actions of the Australian forces. As we travelled in this area the reminders of the war could plainly be seen. The countryside still bore the scars of the many trench systems that had been constructed in the area. War cemeteries and memorials dotted the landscape and they bore testimony to the dreadful carnage that had occurred in the Somme.

One battlefield of special interest was situated outside the town of Albert which is 25 Kms north-east of Amiens. The battlefield occupies an area of about 10 acres and has been preserved just as it was at the end of the war. The trenches are still there and these contained all the paraphernalia one would expect. The only things that had been removed were the ammunition and explosives. No mans' land was pock-marked with shell holes and littered with remains of barbed wire entanglements. It was here in July 1916 that a Newfoundland Battalion made a gallant charge against a well entrenched enemy. Of the roughly 1000 men who made the charge, 800 were killed. It was not until November 1916 that the area was retaken by the allies and the bodies of the Newfoundlers could be collected and buried. This battle field graphically brought home the horror of trench warfare on the Western Front.



We then proceeded south to the township of Villers-Bretonneux (pronounced Via Bitteno) which is situated 15 Kms east of Amiens. Although I was aware that this township had been associated with the Australians during the war, I was not really prepared for the events which were about to take place. To get a better understanding of our visit to Villers-Bretonneux, I need to briefly outline the situation which existed on the Western Front in late 1917 and early 1918.

During the period from 1914 to 1917 the allies and the Germans had sustained horrific casualties. As a result, towards the end of 1917 the front lines were fairly well established without any major changes in their alignment. Two major events that occurred towards the end on 1917 had a dramatic effect on the prosecution of the war. Firstly, in November 1917 the Bolsheviks seized power in Russia and Lenin immediately announced an armistice with Germany. This meant that Germany could re-deploy up to 50 divisions from the Eastern Front to the Western Front. Secondly, in 1917 America declared war on Germany after the continued sinking of American ships by German submarines. It was recognised, however, that America would not be able to make a significant contribution to the war until about mid-1918.

As a matter of interest, it was also in November 1917 that the two Anzac Corps were disbanded and the five Australian divisions were grouped together to form the Australian Army Corps. The New Zealand division was not included in the new Corps but it would continue to fight alongside the Australians. Hence-forth the Australians would operate as an independent force free from the shackles of the British high command. This force went on to re-write the tactics on the Western Front with its use of a tactic known as [peaceful penetration](#) and fluid movement which was developed by Major General John Monash.



The Germans knew it was a matter of arithmetic and they had to make a choice. They would have to act before mid-1918 to have any chance of winning the war when the numbers were on their side. After that, they would be outnumbered and ultimate defeat would be inevitable. The Germans decided to go for broke. They developed a strategy which would involve a massive attack on a 50 mile front. It would be aimed at breaking through the allied lines and driving on to the sea. This would not only split the allied armies in half but it would also leave the northern channel ports vulnerable to attack. These ports were the same source of supplies for the allied forces. If successful the attack would also leave Paris vulnerable to attack especially from long range artillery.



The Germans launched their massive offensive on 21st March 1918. The attack began with a barrage from 6600 guns - The heaviest in history. On the southern front the attack was launched from the Ardennes region similar to that in World War 2 which became known as the Battle of the Bulge. Three of the five Australian divisions were immediately deployed and took up a defensive line extending from Albert in the North to Villers-Bretonneux in the South, about 20 Kms.

The German assault rolled on westward and by 4th April they had captured 1000 square miles of territory and taken about 75,000 British prisoners. By this time the main focus of the German attack was towards the major city of Amiens. Villers-Bretonneux had now become the most important town of the war. It offered the best approach to Amiens which was the city critical to the outcome of the war.

The Germans continued their advance and by the third week in April they had advanced to within 2 Kms of Villers-Bretonneux. This township was mainly defended by the British 8th

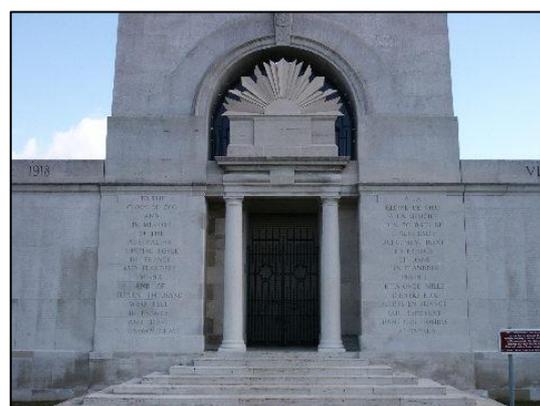
Division. This division had recently lost nearly 5000 men or half its strength. The division was now manned large number of green 18 year old conscripts who had virtually no battle experience. At dawn of the 24th April the Germans began shelling Villers-Bretonneux and this included mustard gas shells. The German assault was spear headed by tanks and this caused panic amongst the inexperienced defenders. Very soon the defence line broke and Villers-Bretonneux fell early in the day of 24 April. The only thing standing between the Germans and Amiens was one Australian Brigade situated north of the town and another Australian brigade which had just marched 8 miles to take up a position south-west of the town.

The Australian Headquarters decided that the two brigades would mount an immediate counter attack but this would give no time for elaborate planning or reconnaissance. The counter attack began at 10PM on 24 April with the Northern brigade mounting an enveloping attack to the north of the town. At the same time the second brigade mounted a similar attack to the south of the town. Bloody hand to hand fighting was waged throughout the night of 24/25 April and at dawn elements of the two brigades started clearing the town of Germans. By mid-day of the 25th April the two brigades linked up to the east of Villers-Bretonneux and a defensive line was established about 2 Kms east of the town. The town of Villers-Bretonneux and the city of Amiens were never again threatened. Indeed, the successful Australian counter attack spelled the beginning of the end for Germany. From the end of April until the end of the war the Germans would retreat all the way back to the Hindenburg Line and beyond. Two Victoria Crosses were won at Villers-Bretonneux. The Australian campaign at Villers-Bretonneux has been rated by military strategists as perhaps the greatest individual feat of the war. The successful counter attack was carried out at night, across unknown and difficult ground, and at a moment's notice.



You can see a very interesting report done by the Australian Newspaper [HERE](#) and a video of the events, also prepared by the Australian, [HERE](#).

With that background I would now like to move on to our visit to Villers-Bretonneux. Our first stop was to visit the Australian National Memorial which stands high on a hill to the north of the township. This memorial is dedicated to 11,000 Australians who were killed on the Western Front and have no known grave. From its tower you can just make out the spire of the Amiens cathedral.





Looking towards the Australian National Memorial.

The Villers-Bretonneux Memorial is the Australian National Memorial erected to commemorate all Australian soldiers who fought in France and Belgium during the First World War, to their dead, and especially to those of the dead whose graves are not known.

From this memorial we moved on to the Australian War Cemetery on the outskirts of Villers-Bretonneux. This cemetery contains the graves of 1200 Australians who died in the fighting on 24/25 April. We were met at the cemetery by a group of townspeople including the children from the local school. A bugler sounded the last post and the children sang the Australian and French national anthems. As we moved through the graves the most notable thing was the large number of Australians who were 20 years and younger.



There are now 955 Commonwealth servicemen of the First World War buried or commemorated in this cemetery. 261 of the burials are unidentified but there are special memorials to 4 casualties known, or believed to be buried among them. The



cemetery was designed by Sir Edwin Lutyens.

On 2 November 1993, following a request by the government of Australia, an unknown Australian soldier killed in the First World War was exhumed from Plot III, Row M, Grave 13, and is now buried in the Australian War Memorial in Canberra.

From the cemetery we moved into the town to what we would call the town hall (the French expression is “Le mairie”). There we were greeted by the town mayor and a large gathering of the town people and were invited to participate in the ceremony known as the “Vin D’Honneur” or the wine honour. As we entered the building the first thing to catch our attention was a permanent plaque with the inscription “Nous n’oublions jamais les Australiens”. The literal translation of this phrase is “We will never forget the Australians”. Another version could quite easily have been “We will remember the Australians” or “Lest we forget the Australians”. The sentiment of the French inscription is exactly the same as our Ode to Remembrance. The Vin

D’Honneur” was a very simple ceremony which involved a toast to Australia and Australians using the same words as those on the plaque. This simple ceremony is repeated every Anzac Day.



Villers-Bretonneux Town Hall

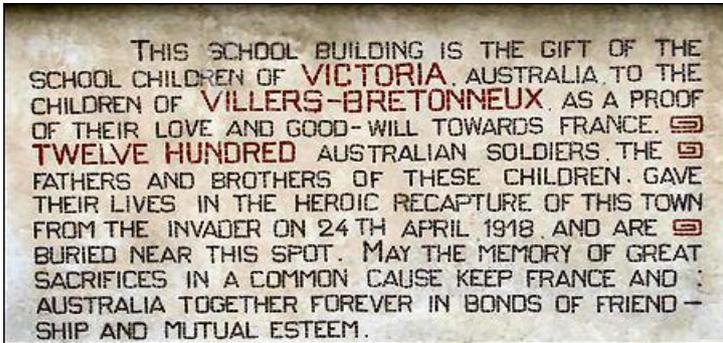
After the ceremony at the town hall we visited the local school. This stands on the

Rue De Victoria which runs into to Rue De Melbourne. We were once again met by the school children and their teachers. They greeted us with a rousing rendition of “Waltzing Matilda”. Every class room in the school carries above its black board the inscription “Nous n’oublions jamais les Australiens”. The school has a fine museum and this contains large amounts of Australiana.

We learnt that after the war the township of Villers-Bretonneux was adopted by the city of Melbourne and the Victorian Government. The main reason for this was that one of the Brigades associated with the fighting in Villers-Bretonneux consisted of Victorian battalions. Melbourne and Victoria paid for the re-building of the school and also contributed to helping re-build the town.



Victoria school



The plaque on the wall of the School commemorates the fact that the school was rebuilt with the aid of funding from the Victorian State and money donated by school children from the State.

The Monument in the parking area at the front of the school traces the rebuilding of the school from the original visit in 1921 through the laying of the foundation stone

and on to the inauguration of the new school on ANZAC Day in 1927.

The Museum is housed in the roof of the school. It is open Saturday afternoons or on simple demand at the Mairie (Town Hall). There is a small entrance charge, but during ANZAC Week it is free. You can obtain quite a lot of information here about other areas of interest in the Somme. There is a small screening room at the far end of the museum where you can watch a video presentation.

At a special ceremony in 1993 an Australian Soldier was removed from Adelaide Cemetery and returned home to lie in Canberra. The flag and hat which had been used on the coffin are now on display in the museum.

A model of the original monument at Mont St Quentin erected in 1925 which was destroyed by the Germans during the Second World War. They didn't like the depiction of an Australian bayoneting the German Eagle. The replacement monument is rather less dramatic and was raised in 1971.

The esteem and affection with which Australians are held by the people of Villers-Bretonneux is obvious. But what of the wider French population? This is best answered by a ceremony that took place in Amiens on 7th November 1930. On that day a body of an unknown Australian soldier together with the body of an unknown French soldier were interred in the cathedral at Amiens. At that ceremony the Bishop of Amiens said:

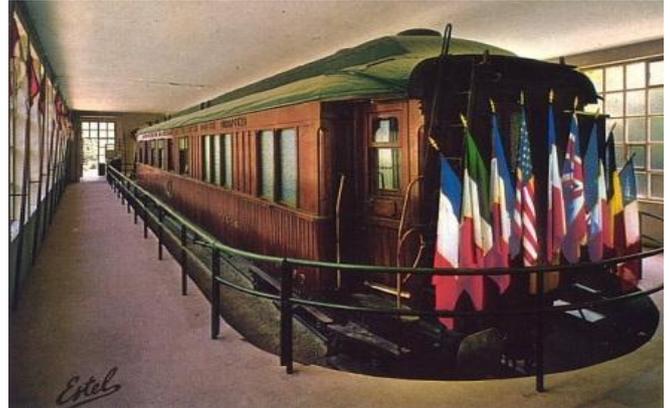
“We bow to you Messieurs les Australiens for the magnificent deed you did. In the whole history we cannot find an army more marvellous in its bravery and in the war there was none that contributed more notably to the final triumph.”

At the same ceremony, Marshall Foch who had commanded the French said:

“The passionate valour of the Australians served as an example to the world. That attack of yours at Villers-Bretonneux was final proof, if any were needed, that the real task of the high command was to show itself equal to its soldiers. You saved Amiens, you saved France. Our gratitude will remain ever and always to Australia.”



After this memorable visit to the Somme and especially Villers-Bretonneux we headed back to Paris. However, on the way we made one more visit. We stopped at the small town of Compiègne which is situated about 45 Kms north of Paris. There, in a small clearing in a forest, stands a single railway carriage that the armistice was signed at 5AM on 11th November 1918. It is of interest to note that Hitler insisted that the instruments of French surrender in 1940 be signed in the same carriage.



There is no doubt that the Anzac Day of 1961 has left a deep and lasting impression on me. I consider myself both lucky and privileged to have been able to make that once in a life time pilgrimage. Over the years I have thought deeply about our Anzac tradition and I think we sometimes underplay the role of the Anzacs on the Western Front. Perhaps this is about to change. Recently I read that the government expects up to 12,000 Australians will make this years' pilgrimage to Gallipoli. At the same time advertisements started to appear in the newspapers.

Finally gentlemen, as you attend your Anzac Day services next week, I can assure you that in the French township of Villers-Bretonneux the townspeople will also be conducting their own service, first at the Australian War Cemetery and then at the town hall. As they take the cup of honour the toast will be "Nous n'oublierons jamais les Australiens".

Three dead bodies turn up at the mortuary, all with very big smiles on their faces. The coroner calls the police to tell them what has happened. The Coroner tells the Inspector: 'First body: An Italian, 60, died of heart failure while with his mistress. Hence the enormous smile.' 'Second body: Scotsman, 25, won a thousand pounds on the Lottery, spent it all on whisky, died of alcohol poisoning, hence the Smile.' The Inspector asked, 'What of the third body?' 'Ah,' says the coroner, 'This is the most unusual one. Danny O'Neil, Irish, 30, struck by lightning.' 'Why is he smiling then?' inquires the Inspector. 'Thought he was having his picture taken'.

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A PSM at Gallipoli Barracks (Brisbane).

Gallipoli Barracks is one of the largest Army Barracks in Australia and is situated in the Brisbane suburb of Enoggera, about 8 klms north west of the city centre. It is home to the 7th Brigade and parts of the 11 Brigade, 16 Aviation Regiment and other units as well as the Army Malaria Institute. During WW2, the 7th Brigade was part of the Citizens Force (later known as the Militia) which distinguished itself in fighting at Milne Bay in PNG.

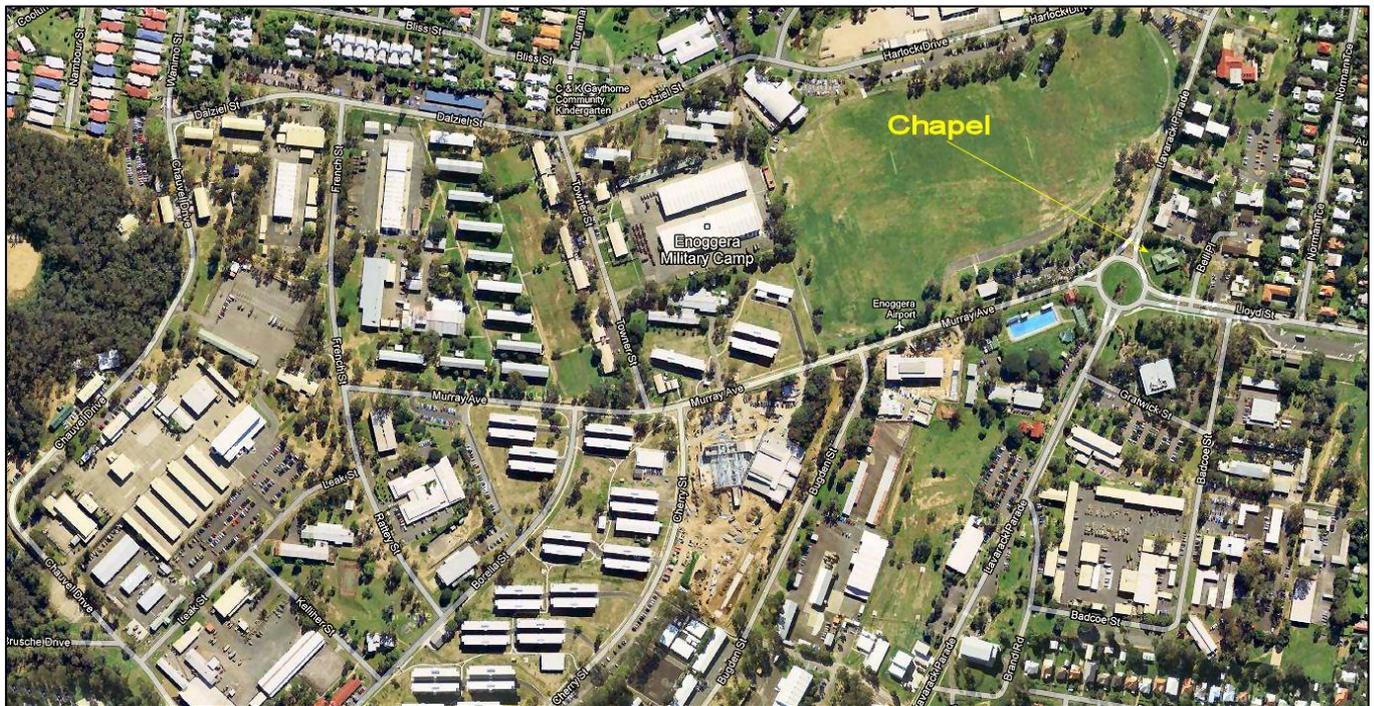
A Brigade is a bit like a RAAF Wing, they went out of favour for a while but are now back and are made up of different units. The main 'unit' in 7 Brigade would have to be the 8th/9th Battalion RAR – (though the blokes and blokettes in the other units would probably not agree).



Currently 7 Brigade comprises:

- 2nd/14th Light Horse Regiment (Queensland Mounted Infantry).
- 6th Battalion, Royal Australian Regiment (Motorised Infantry).
- 8th/9th Battalion, Royal Australian Regiment (Motorised Infantry).
- 1st Field Regiment, Royal Australian Artillery.
- 2nd Combat Engineer Regiment.
- 7th Combat Signals Regiment.
- 7th Combat Service Support Battalion.

A major portion of all Army personnel in Afghanistan have come from and been trained at Gallipoli Barracks.



On a regular basis, Gallipoli Barracks puts on a “Pleasant Sunday Morning”, (PSM) with the obligatory sausage sizzle, for the families of the blokes and blokettes who are currently serving in Afghanistan.

Local RSL sub-branches take it in turns to provide the “snag turners” and the Army makes available several of the magnificent Bushranger and ASLAV vehicles for the young kids to crawl all over and to hop in and enjoy a ‘lap around the block’.



Max McCauley-White and Darryl Gould from Kedron Wavell RSL Sub-Branch, hard at it turning the snags.

The PSM’s are a welcome social occurrence for the wives and kids ‘back home’, it’s a chance for them to get together, to discuss things, to help each other get through the loneliness, to know there are other families in the same boat and importantly, for the kids to see ‘what dad does’ – and in some cases, to see what mum does.

We noticed at a recent event that the CO of 7th Brigade, Brigadaire Greg Bilton, and Major Graham Palmer, the 7th Brigade Welfare Officer, had given up their Sunday mornings to come to the PSM and to meet and chat with the families.

Both men would normally be very busy people and to take time out to meet with and re-assure the families was, we feel, a very personnel and thoughtful gesture.

Well done Army!!

Below are two families who were at a recent PSM.



Back row, L-R: Carrol Janssen, Jessica Janssen, Hannah Long, Caetlin Watch
Front L-R: Isabella Long, and Emily Watch.

Hannah's husband Ben Long is currently serving in Afghanistan with the 8/9 Battalion and it must be very re-assuring to him, and to all his fellow service men and women, to know that 'back home' the Army is looking out for the welfare of their families.

In the photo below, three of the girls' husbands are currently serving in Afghanistan, Clint Grose, Scott Maxwell and Jason Ross have all been away from home for what the wives and kids reckon is far too long and mum and the kids just want dad home.



L-R: Paddy Grose, Nic Grose, Hanlan Ross, Bailey Maxwell, Cindy Maxwell, Sasi Ross and Jacki Ross.



Aaron Richardson with his 'baby' the amphibious ASLAV

Aaron had a tour of Afghanistan back in 2010 and looks like he might be packing his gear for another run later this year. He loves working with the big old [ASLAV](#), (Australian Light Armoured Vehicle) which he describes as a mini tank on rubber.

This machine was originally designed and built in 1992 by General Dynamics Land Systems, Canada, for the U.S. Marines. It was redesigned to suit Australian conditions and entered service with the Army in 1995. It is an eight wheeled machine, capable of either four or eight wheel drive, is amphibious and has a range of 600 km with a top road speed of 120 km/h. It is powered by a Detroit Diesel (General Motors) 6V53T, V6 supercharged 2 stroke diesel engine developing 300 hp (220 kW). They would want to be a damn good motor because how you get to the brute to service it is anyone's guess.

The vehicle has excellent battlefield mobility, as all wheels are equipped with a solid-core secondary run-flat tyres next to the hub, allowing the vehicle to function even with eight flat tyres.

Perfect for up at Fraser Island.

The vehicles that operate in Australia are fitted with Air Conditioning but when they are sent to the sand pit the aircon is removed as the sand quickly clogs up the filters – this usually means the interior temperature of the vehicles in the Afghanistan sun reaches 55°C. Good if you're on a weight loss program.



Another favourite play toy with the kids at the PSM was the amazing [Bushranger](#). This vehicle is built by The Thales Group in Bendigo. Its role, depending on fit out, is to provide armoured transport for up to 9 troops or to resupply the troops at the front with supplies.



Left, inside one of the Bushrangers, this one fitted out with seats to carry personnel.

We were taken on a long 'lap' by one of the blokes who drive these machines and were surprised at the maneuverability and power of them. These 12.5 ton vehicles are driven by a Caterpillar 3126E straight 6 engine which develops 330 hp and drives through a 6 speed automatic gear box.

They fly.

On our 'lap around the block', we noticed a lot of building underway and the young bloke driving the beast told us that the base was expanding and they were building new accommodation buildings. Unlike the RAAF, the Army blokes are forced to spend their first year living on base, but looking at the accommodation supplied, that would definitely not be a burden, we reckon it would be a problem getting the blokes and blokettes to leave.



Each bloke and blokette now has their own room with balcony. And no more towel over the shoulder and a trudge down the corridor to the communal ablution block – these accommodation blocks have their own en-suite. And if they so desire, each 'tenant' can enjoy the odd cool drink in the comfort of their own 'home', with, if they so wish, some female company.

Very civilized!!

On your way into the Barracks grounds you pass on your right, the magnificent old All Saints Chapel' which is now listed on the Australian Heritage Data Base. Its position is shown with the arrow in the map above.

This building was built in 1910 and is one of the two oldest buildings on the Barracks. The other is the Enoggera Magazine Complex, (right) which was built some time between 1911 and 1915.

The Chapel was initially the School of Musketry where soldiers were trained in the small arms training centre. It has had various uses since then including a military tactics school, a supply depot and for a short time was the married quarters for several of the Barracks Commanders.



Above, the Chapel as it is today. It is not unknown for soldiers and soldierettes to use the facility in which to get married. The photo below was taken in the 1920 when it was still the School of Musketry.

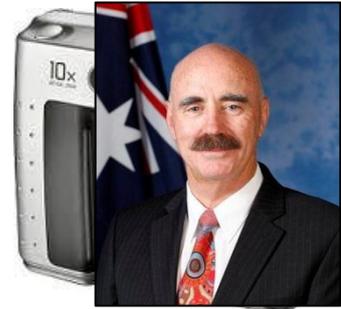


The Enoggera Army Camp, which is set on 1235 acres and dates back to 1855, was renamed Gallipoli Barracks in 1990. Initially it was used for training exercises by the British Forces that were housed at the old Bulimba site. Thousands of soldiers have been trained there prior to being shipped overseas to the Boer War, WWI, WWII and all subsequent conflicts. In 1910, the

Toowong rifle range was closed, due to safety concerns, and moved to Enoggera where it continued to be used until it too was closed in 1965.

DFRB/DFRDB.

Once again, this was the most talked about topic in the many emails we received over the past weeks – and rightly so. Blokes and Blokettes, who are trying to live off their ADF super, are fed up to the back teeth with the promises to fix the indexation inequity they get from the current and subsequent Governments – and want something done now!



Below is one example of the tripe received from the current Government, it is a letter from the Minister for Veterans' Affairs, Warren Snowdon, and is dated the 30 March, 2012.

It was sent to Ron Van Heek and is a reply to his letter.

Dear Mr Van Heek

Thank you for your email to the Prime Minister concerning the ALP Caucus meeting on 5 February 2012 which has been referred to me.

The subject of military superannuation indexation was raised at the Caucus meeting. At this meeting, it was highlighted that aligning the indexation arrangements for Commonwealth superannuation schemes with those applying to the age pension would come at a significant cost. Nevertheless, the Labour Government is committed to providing an equitable and fiscally responsible competitive remuneration package for all current and retired members of the Australian Defence Force (ADF).

Recently, the Opposition said that a Coalition Government would index Defence Forces Retirement Benefits (DRFB) and Defence Force Retirement and Death Benefits (DFRDB) superannuation payments the same as the age pension for those members aged 55 years and over. Their proposal would not apply to anyone who joined the services after 1991, therefore ignoring the vast majority of current ADF members. The Opposition never committed to change indexation policy during more than 11 years in Government because they knew they couldn't afford it.

You mentioned that no increase was passed on to military disability pensioners in 2009. Pension rates can be increased through one-off changes and ongoing indexation. Over the last few years, both types of changes have occurred with respect to the disability pensions and income support payments.

With effect from 1 July 2007, the Special Rate of disability pension was increased by \$50 per fortnight and intermediate rate was increased by \$25 per fortnight. On 20 March 2008, other veterans' disability pensions were increased by one-off amounts.

Also, since 20 March 2008, all disability pensions have been indexed in line with the March and September changes in age/service pension. This means that movements in the CPI and Male Total Average Weekly Earnings have been reflected in disability pension rates. Prior to this change, only the above general rate component of the special rate, intermediate rate and extreme disablement adjustment rate were indexed to changes in the age/service pension.

In May 2008, the Government announced that Dr Jeff Harmer would lead a review into measures to strengthen the financial security of seniors, carers and people with disabilities who rely on income support. The Department of Veterans' Affairs (DVA) disability pensions were not part of the scope of the Harmer Review as they are compensation payments, not income support payments which are means tested. Even so, around 80 per cent of DVA Special Rate disability pensioners also receive an income support payment such as the service or age pension.

A major finding of the Harmer Review was that single people living by themselves were the most disadvantaged and their pension rate was too low, relative to the combined couple rate. Therefore, the Government's principal reform was a significant one-off increase from 20 September 2009 for the single rate of age pension, service pension, carer payment and disability support pension. Pensioners receiving the couple rate received a smaller increase.

The Government's response also included the adoption of the Pensioner and Beneficiary Living Cost Index (PBLCI) as a new, additional indexation factor for income support pension rates. This measure was passed on automatically to disability pensions as a result of the earlier changes which took place on 20 March 2008, under which the same indexation arrangements for the age/service pension were adopted for disability pensions.

For those members who retired after 1 July 2007, the following taxation arrangements apply:

- superannuation benefits, whether paid as a lump sum or a pension, are tax free for people aged 60 and over where the contributions giving rise to those benefits have been subject to income tax in the fund; and*
- a tax rebate is provided for people aged 60 and over in relation to superannuation benefits paid where the contributions which give rise to those benefits have not been subject to income tax in the fund (eg DFRB/DFRDB).*

The employer superannuation contributions for the military superannuation schemes are largely unfunded, that is, the Government pays its employer contributions when the superannuation benefit falls due for payment. This has effectively been the funding arrangement for all Government superannuation schemes since their inception (and both the DFRB and DFRDB schemes relied heavily on the untaxed Consolidated Revenue Fund for paying the bulk of the benefit).

Taxation on employer contributions in the military schemes is recovered when the superannuation benefits are paid (that is, when employer contributions are made). Since 2007, no tax is applied to member funded benefits or to benefits that arise from a member's 'after tax' contributions.

Finally, it is important that veterans, former members of the ADF and their families are receiving all the financial and health support for which they are entitled. If you are uncertain whether you are eligible to obtain additional assistance, or if you just want to confirm what benefits and services are available through DVA, you can call the general enquiries line on 133254 or 1800 555 254.

Of course, all that will change once an election is called, presumably next year, when the Government will promise the sky in order to be re-elected.

Libertal MP, Jamie Briggs wrote to the Financial Times on the 7th February, (Click [HERE](#) to read the full article). Part of that letter was taken completely out of context. Briggs wrote:



"Pensions, disability support, family tax benefits and childcare support, among others create a cycle of dependency for millions of Australians. The dead hand of government with its Centrelink chequebook encourages many Australians to believe that there's no other way of life than putting your hand out."

Very soon after that article appeared, Warren Snowden issued a press release which you can see [HERE](#).

The Press Release was headed:

"LIBERALS COME CLEAN ON PLAN TO GUT VETERANS' PENSIONS"

And said

Today Liberal MP Jamie Briggs, member for Mayo, confirmed Tony Abbott's Liberals would gut pension payments, directly hitting increases for 3.4 million pensioners. Mr Briggs says:

"Pensions, disability support, family tax benefits....."

Minister for Veterans' Affairs Warren Snowden hit back at the comments, saying the cuts would hit Australia's most vulnerable the hardest, including veterans and their families. Snowden says: "Briggs refers to the important social support that millions of Australians rely on as 'the dead hand of government'."

"The Liberals plan would hit:

- *veterans and their families receiving the disability support pension;*
- *war widows' pension;*
- *service pension; and*
- *those receiving an income support supplement.*

"Australia's 340,000 veterans and their families rely on these payments, often as their sole income. Cutting these payments would hurt some of our most vulnerable Australians."

"The Gillard Labor Government is committed to supporting families, the Liberals are obsessed with ripping support from the people who most need it," Mr Snowdon said.

We would think that is stretching a very very long bow!!!



The Alliance of Defence Service Organisations is leading the charge, trying to get something done, and Peter Criss especially, is doing a wonderful job, spreading the word on radio and TV throughout the country. You can hear one such interview with 4BC's Greg Cary in Ted's page [HERE](#) and a later one [HERE](#).

Peter Criss was also interviewed by Howard Sattler on 6PR in Perth. Peter was able to go head to head with a Government Minister - WA MP Gary Gray, who was on another line. The Minister was out of his depth and floundering against Peter, and it showed.

There were four very good talk-back calls after the interview including Peter Thornton (who refuted everything Gray had to say) and Richard Usher, President of DFWA in WA. You can hear it [HERE](#).

Click [HERE](#) to see the latest Stand To information.

And, on the 19th April, Tony Abbott was in Brisbane and he rang into 4BC and he had [THIS](#) to say about The Carbon Tax, The future of the Australian Greens party under Christine Milne, the withdrawal of Australian Troops from Afghanistan and Veterans Defence Pensions.

Very promising - remember this interview.....that is the one on which I think we should hang our hat.

See [THIS](#) too.

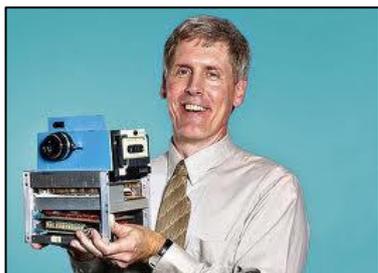
Something has to, and will, give shortly.

As of tomorrow, employees will only be able to access the building using individual security cards. Pictures will be taken next Wednesday and employees will receive their cards in two weeks.

Digital Cameras.

If you were an early adopter of digital cameras, there's a good chance that you thought of your mid-to-late 1990s digital camera as a revolutionary but bulky and slow device. Those old Sony Mavicas with their floppy disk drives, 0.3 megapixel resolution, and brick-like construction had absolutely nothing on the first digital camera when it comes to heft and slow operation.

The first digital camera was a product of research conducted in the Eastman Kodak labs by engineer Steven Sasson. In the winter of 1975 he created a device that was a veritable Frankenstein of cobbled together parts. The lens was from a Super 8 movie camera, a portable digital cassette recorder served as the storage, 16 NiCad batteries powered it and an experimental CCD array served as the digital film that captured the image. The whole thing was packed into large frame stuffed with digital and analog circuit boards to control the entire operation.



The 8 pound monster could take one picture every half minute and required another half minute to process the photo and display it. The results were displayed on a standard television set.



It would be nearly two decades before a commercial digital camera hit the market and, ironically, Kodak was beaten to the punch. Despite inventing the whole process, the first digital camera on the market was the Logitech Fotoman, released in 1990. A year later Kodak released the DCS-100, the first digital SLR; it retailed for a whopping \$13,000 and less than 1,000 were sold.

Although Kodak was a leading innovator in both film and digital photography throughout the 20th century, the company found itself in decline by the early 21st century. Due to economic woes and shifting markets, Kodak announced in early 2012 that they are shutting down their camera divisions.

Butterworth Re-Revisited

Wilf Hardy read our Butterworth story in [Vol 38](#) which he says brought back a lot of fond memories.

He says “I have attached [a couple of articles](#) from the Penang Star newspaper from last October, which I found of interest. My wife and I travel back to Singapore and Penang at least once a year and often more frequently. Malaysia is a great place to visit; inexpensive, friendly, safe and now they are teaching English in the schools again, most young people speak at least some English. We have great memories of Penang from our courting days so many years ago. Also, over the years I've built up quite a library on the Malayan Emergency and it surprises me [Chin Peng](#) is still alive; well, he was last October anyway.

The interesting thing in the Chin Peng article is the accolades the author gives to the Commonwealth military who helped suppress the Malayan Communists in the Emergency in "aid to the civil power", which is a different slant on the explanation you give for the way the war was managed. The idea was to try and stop communist propaganda claiming Britain was killing the Malaysians. Of course this did not stop the wharfies in Sydney chalking "stop bombing innocent Malayan people" on the side of our trucks awaiting loading in Sydney into the SS Brayside in early '58!

The other article is on the Brits receiving approval to wear their Pingat Jasa Malasia medals (PJMs). I don't believe many who received this award from Malaysia really understand the significance of it. The PJM is a decoration, akin to the entry level of our OAM and Malaysians love their medals. I now have PJM after my name on my business cards as I've found it a real door opener up there. The fact that it was presented to so many of us is surprising and should be viewed as a great honour.

Following your article Butterworth Revisited and mention of the Vulcans I attach a few photos of the RAF Valiants and Victors which were also at Butterworth for tropical trials in those early days.”



RAF Valiants at Butterworth, 1959



RAF Valiants and 2 Squadron Canberras, Butterworth, 1959.



RAF Victors, Butterworth, 1960.

Wilf also takes us to task on our earlier article. We don't have room for his letter here, but it will appear in our next issue.

As a bagpiper, I play many gigs. Recently I was asked by a Funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a Pauper's' cemetery in the Highlands. As I was not familiar with the Highlands, I got lost and, being a typical man, I didn't stop for directions. I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight. There were only the Diggers and crew left and they were eating lunch. I felt badly and apologized to the men for being late. I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play. The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends.

I played like I've never played before and as I played 'Amazing Grace,' the workers began to weep. They wept, I wept, we all wept together.. When I finished I packed up my bagpipes and started for my car. Though my head hung low, my heart was full.. As I opened the door to my car, I heard one of the workers say,

"I Never seen nothin' like that before and I've been putting in Septic Tanks for twenty years."

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Allan George's Gems

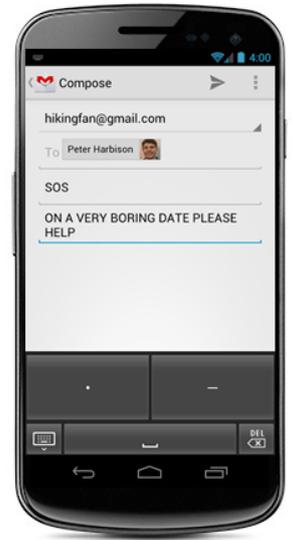
Morse, she ain't dead yet mate!!

Google has brought out some very convincing April Fool jokes, but this one is a ripper.

Google cooked up an idea it called Gmail Tap, reinventing the QWERTY keyboard as we know it. Trouble is, as an April Fool joke, it is not such a bad idea

The new text input system, according to Google and announced in a blog post on April 1, uses finger taps rather than keys to enter text. The idea was to do away with the QWERTY keyboard and just have 2 buttons, one representing a dot, the other a dash. Then when texting, instead of typing the letter A, you just enter a dot and a dash. Simple!!

They say "Think about the size of a normal smart phone, it's only two inches, two and a half inches — and we're trying to cram an entire 26 key keyboard in that space – why??."



All this was supposed to have been thought up by Reed Morse, a Google software engineer and a relative of Samuel Morse. He was supposed to have designed Gmail Tap by re-imagining Morse Code for a touch device. Their blog is [HERE](#)

They say "Gmail Tap is a binary language that only uses two characters -- dots and dashes, making it easy to learn:"

A • -	J • - - -	S • • •	0 - - - - -
B - • • •	K - • -	T -	1 • - - - -
C - • - •	L • - • •	U • • -	2 • • - - -
D - • •	M - -	V • • • -	3 • • • - -
E •	N - •	W • - -	4 • • • • -
F • • • •	O - - -	X - • • -	5 • • • • •
G - - •	P • - - •	Y - • - -	6 - • • • •
H • • • •	Q - - - •	Z - - • •	7 - - • • •
I • •	R • • •		8 - - - • •
			9 - - - - •

Morse has been called a lot of thing by a lot of people over the years, but - Binery????

They made some convincing video too and you can see one of them here – you will notice the bloke in the video is trying very, very hard not to burst out laughing – see [HERE](#).

Ikea got into the act too, see [HERE](#).

F111's final resting place.

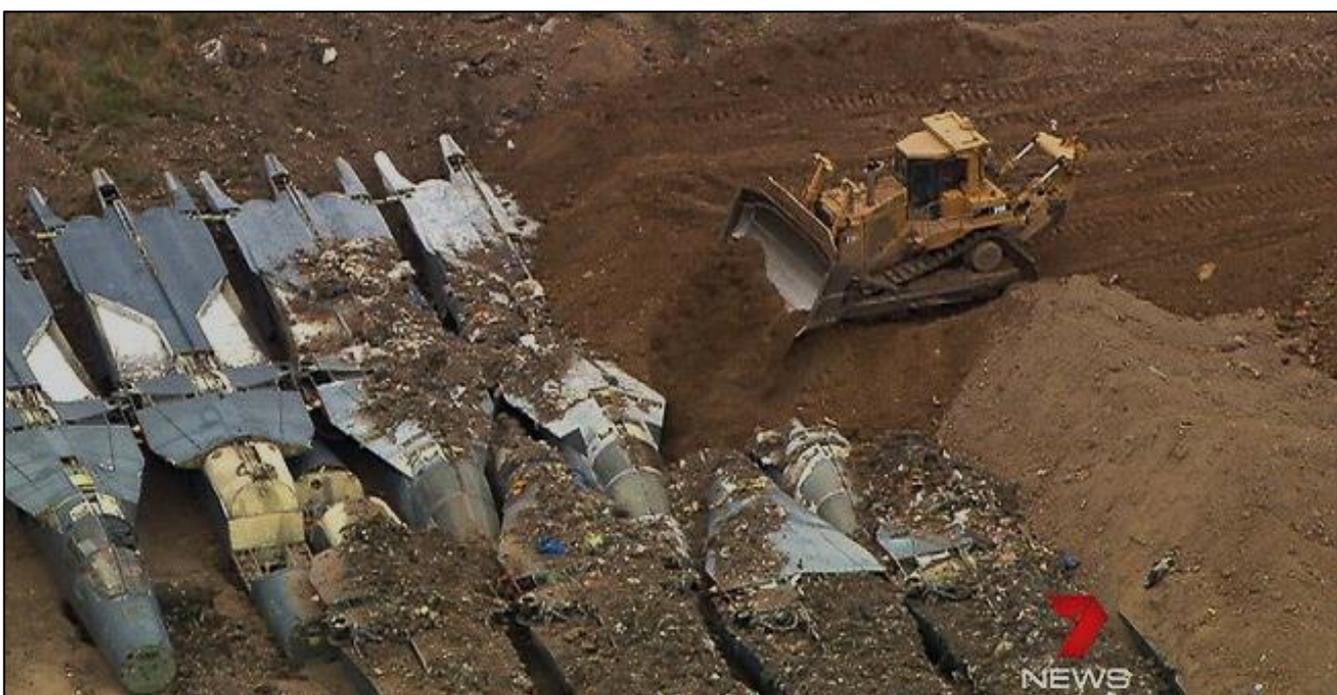
Back in November 2011, 23 of the RAAF's old F111's were unceremoniously dumped in a large hole in the Ipswich area and covered with dirt. The 23 were a mixture of both the C model and the G model. Everything of value was removed from the aircraft before the basic frame was transported to the old coal mining area of Swanbank and turned into land fill.



There are still 7 aircraft (airframes) left at Amberley which can and will be 'loaned' to various organisations for display purposes. There is currently one at the Point Cook Museum, several are earmarked for the Amberley Museum and you can bet others will pop up around the country.

There was a bit of an out-cry when it became known that the 23 were to be buried, some pollies huffed and puffed, but when the aircraft were bought back in 1972, the US Government had placed tight restrictions on how they were to be dismantled or preserved when their days were up – so the RAAF really had no option but to dump them.

Necessary, but still a helluva shame!!! You can see video of the dumping [HERE](#).



The remaining 7 aircraft will continue to be the property of the RAAF and will be on “loan” to successful bidders. The loans will be subject to a number of conditions to ensure the safe preservation of the aircraft.

A service for all persons who were involved with the F-111s, including the families of airmen lost in crashes, was held at the memorial garden near the front gate at Amberley on Friday, 2nd December 2011 to commemorate the passing of the F111 era.

Q: How does a young bloke show that he is planning for the future?

A: He buys TWO cases of beer.

111 Giga Pixel Picture.

This amazing 360 degree picture consists of 1,665 individual photos, each taken with a Canon 5D mark II, 21.4 mega pixel digital camera fitted with a 400 mm lens. The photos were taken back in September 2010 by a photo robot and took just under 3 hours to shoot. The data was then fed into a large computer, with 48 GB of ram which took nearly 4 days to crunch all the numbers and produce the finished picture.



The town is Seville in Spain.

It's not the biggest photo ever taken but it is still very impressive. Click [HERE](#) to see it, you can zoom in, scan left or right, up or down – it is very impressive.

World's oldest car sells for US\$4.62M

The world's oldest, still running **car** is a 1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout. The Dos-a-Dos (Back-to-Back) Steam Runabout was built by George Bouton and Charles-Armand Trepardoux for French entrepreneur Count de Dion, who named it 'La Marquise' after his mother. It was built one year before Gottlieb Daimler invented the internal combustion engine.



The very first self-powered road vehicles were powered by steam engines and by that definition Nicolas Joseph Cugnot of France built the first automobile in 1769. This claim is recognized by the British Royal Automobile Club and the Automobile Club de France. In 1885, Gottlieb Daimler invented what is often recognized as the prototype of the modern petrol engine, with a vertical cylinder and with

petrol injected through a carburetor (patented in 1887). Daimler first built a two-wheeled vehicle the "Reitwagen" (Riding Carriage) with this engine and a year later built the world's first four-wheeled motor vehicle.

In October, 2011, at the RM Auctions in Hershey, Pennsylvania, the steam-powered 1884 De



Dion attracted a winning bid of \$4.2 million, more than twice what it was expected to fetch. A 10 percent fee was added to the price, adding \$420,000 to the grand total. That's a hefty sum for any car.

Prior to being sold, the vehicle drew a standing ovation as it was driven up onto the stage to prove that the 127-year-old car really did run!

The four-seater car predates by two years the official birth of the automobile in 1886, when Karl Benz was granted the first patents for his

purpose-built petrol-powered car.

Although steam-powered cars date back to 1769 and several cars older than the De Dion still exist, none are functional. However, one that was built in the U.K. in 1875 by Robert Neville Grenville and is currently housed at the National Motor Museum of Britain makes a rival claim to the title of "oldest running motor car." The auction listing for "Le Marquise" mentioned the Grenville, but described it as "basically a powered gun carriage" however that definition is contested and a representative of the National Motor Museum says that the vehicle was intended for personal transportation and can carry four passengers.



However, unlike "La Marquise," which runs on four spoked wheels with rubber tires and has a self-fired steam-engine, Grenville's vehicle requires a ride-along fireman to tend to the boiler and has three solid wooden wheels with metal tires, so its looks less like a modern automobile.

"Le Marquise" is said to have a top speed of 37 mph, more than triple what Benz' car could achieve. Its new owner is just the fifth in its long history. In 1887, with De Dion at the tiller, it won the world's first ever motor race (it was the only entrant to make the start line!) covering the 32km from the Pont de Neuilly in Paris to Versailles and back in one hour and 14 minutes (an average of 25.9 km/h) and, according to contemporary reports, hitting a breathtaking 60 km/h on the straights!



La Marquise has only had four owners, remaining in one family for 81 years, and has been restored twice, once by the Doriol family and again by British collector Tom Moore in the early 1990's. Since then, it has taken part in four London-to-Brighton runs and collected a double gold at the 1997 Pebble Beach d'Elegance in California.

It is not known yet if it will join a private collection or be put on public display

Never interrupt your enemy when he's making a mistake.

A Pilot's Story.

A bloke who runs a 800 hectares farm in the US, Oshkosh and who used to fly F-4Es and F-16s tells his story.

"I went out to plant corn for a bit to finish a field before tomorrow morning and witnessed The Great Battle. A golden eagle - big, with about a six foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them.



At any rate, the eagle banked hard right in one evasive manoeuvre, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too, and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up.

I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows which were watching the grounded eagle, also took flight thinking they were going to get in some more pecking on the big bird. The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead.

The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow, which was streaking eastward in full burner, made a short dive then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet AGL.

This aerial battle was better than any air show I've been to, including the war birds show at Oshkosh. The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss Of The Sky. What a beautiful bird!

I loved it. Not only did they kill their enemy, they ate them".

The B24 – Liberator.

The Consolidated B-24 Liberator was an American heavy bomber, designed by Consolidated Aircraft of San Diego, California. Earlier it was known within the company as the Model 32 and a small number of early models were sold under the name LB-30, the LB standing for Land Bomber. The B-24 was used in World War II by several Allied Air Forces and Navies and by every branch of the American armed forces. It attained a distinguished war record with its operations in the Western European, Pacific, Mediterranean, and China-Burma-India Theatres.

First flown in December 1939, it entered service in 1941 and when production had finished in 1945, 18,482 had been built of which 287 were flown by the RAAF.



The B-24 never gained the popular appeal of its USAAF partner, the Boeing B-17, even though it was newer, more efficient, built in far greater numbers and, unlike the B-17, served on every front in World War II.

More effort, more aluminium and more aircrew went into the Liberator than into any other aircraft ever built. The Liberator gave the Allies capabilities they would not otherwise have possessed. Early in the war the first Liberators, in RAF markings, were the first aircraft in history to make North Atlantic crossings a matter of everyday routine. In 1942 a more developed version at last closed the gap in the western North Atlantic where U-boats had been able to operate beyond the range of other RAF aircraft. On countless occasions Liberator formations made attacks on targets that could be reached by no other Allied bomber until the advent of the B-29. Although primarily a heavy bomber, the Liberator was also a very effective fighter in that it shot down something like 2,600 enemy aircraft. It was also the leading Allied oceanic patrol and anti-submarine aircraft and the leading Allied long-range cargo transport.



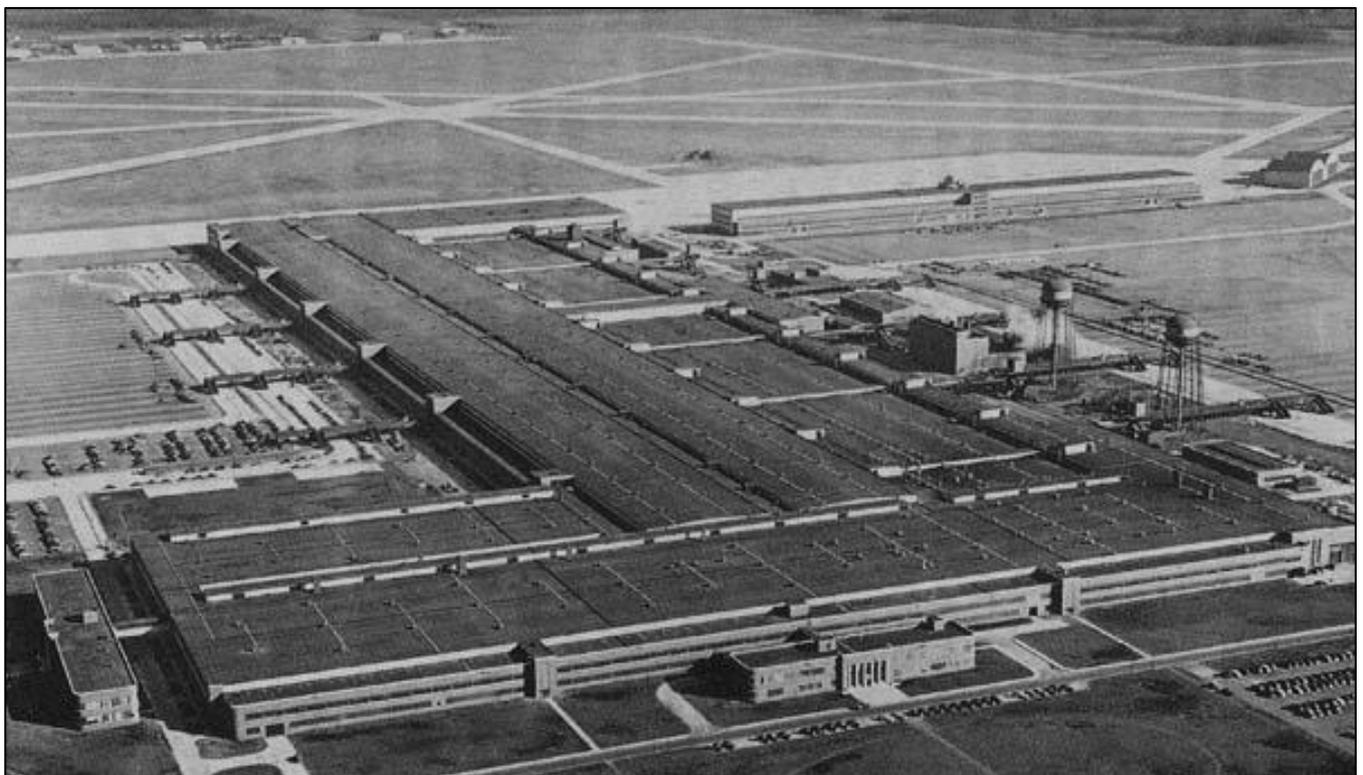
In 1943, the B-24H model was introduced. This was possibly the best of all B-24 aircraft built, it was 10 in (25 cm) longer due to a powered gun turret in the upper nose to reduce vulnerability to head-on attack and was fitted with an improved bomb sight, autopilot, and fuel transfer system.

Below are comparisons of the main three Allied heavy bombers used during WW2 - the B-24 Liberator, the B-17 Flying Fortress, of which there were 12,731 built and the UK built Lancaster, of which there were 7,377 built.

	B-24 Liberator.	B-17 Fortress.	Lancaster
Max speed	470 klm/hour	462 klm/hour	455 klm/hour
Range	3,400 klms	3,220 klms	4,075 klms
Crew	11	10	7
Rate of climb	1,025ft/min	900ft/min	720ft/min
Ceiling	28,000 ft	35,600 ft	21,400 ft
Payload	3,600 kg short range 2,000 kg long range	3,600 kg short range 2,300 kg long range	6,300 kg short range 10,000 kg long range
Armament	13 x 0.50 in guns	10 x 0.50 in guns	8 x .303 in guns

The major differences between the Liberator and the Fortress were the engines and the undercarriage. Whereas the B-17 used 4 x 9-cylinder Wright R-1820 Cyclone engines, the Liberator used 4 x twin-row, 14-cylinder Pratt & Whitney R-1830 "Twin Wasp" radials, as used in the DC3. The Liberator was also the first American bomber to use tricycle landing gear.

As the US was now fully engaged in the war, Consolidated Aircraft was required to ramp up their production schedule and in 1942 production of B-24s increased at an astonishing rate. It had a plant in San Diego which it tripled in size and built a new plant near Fort Worth in Texas. Douglas Aircraft and North American Aviation were also contracted to build the Liberator, but of the 18,482 built during the war, the Ford Motor Company built at least 8,600 of them.



As big and as modern as the other plants were, they were dwarfed by the vast new purpose-built factory constructed by the Ford Motor Company at Willow Run near Detroit, Michigan. Ford broke ground on Willow Run in the spring of 1941, with the first plane coming off the line in October 1942. It had the largest assembly line in the world (3,500,000 ft²/330,000 m²). At its

peak in 1944, the Willow Run plant produced **650 B-24s per month** – just think about that number, that's over 20 large aircraft **each day**.

War is certainly a consumer of huge quantities of materials and unfortunately, people!!

During the war, vehicle manufacturing was suspended so that GM, Ford, etc., could concentrate on the manufacture of military vehicles and aircraft. The government and Boeing told Henry Ford that he could not build an aeroplane like a car on an assembly line – did he prove them wrong!! By 1945, Ford was making 70% of all B-24s in two nine-hour shifts. Pilots and crews slept in a dormitory with 1,300 beds at Willow Run waiting for their B-24s to roll off the assembly line.

You can see video of the aircraft being built and test flown [HERE](#)

After war production ended, the plant was taken over by Henry J. Kaiser who produced [Kaiser cars](#). Later in 1953, after a disastrous fire destroyed General Motors' Detroit Transmission factory in Livonia, Michigan, they took over the factory and it was used to build GM's horrible Hydramatic gearbox – which was used in Holden's EK, EJ and EH cars.

The airfield, which was built by Henry Ford all those years ago continues to operate as the Willow Run Airport however, it is used primarily for cargo and general aviation flights.

Confucius say man who sink into woman's arms, soon have arms in woman's sink.

The Lancaster

The RAF Bomber Command Association is building a memorial in London's [Green Park](#) (near Buckingham Palace) to honour the 55,573 men (forty four per cent of the 125,000 men) of Bomber Command who lost their lives in World War II. It is due for completion and dedication on the 28th June. London's Olympic Games start on the 27th July 2012

Unfortunately, the British Government is not behind or backing the Memorial and the Association was forced to rely on the generosity of the general public and from three major benefactors for their funding. A fund has been set up and the RAF Benevolent Fund has agreed to manage it and eventually to take guardianship of the Memorial which they consider to be part of the RAF's heritage. But guess who will be clambering all over it to participate in its opening.



Late into the project, the British Government announced that it would assist the fund's cash-flow situation by refunding £1 million of VAT which has been paid.

Part of the memorial will be constructed from sections of melted down aluminium from a Halifax bomber shot down over Belgium in May 1944 killing eight people. The memorial is expected to be officially unveiled by the Queen on June 28 this year. 'Just Jane' was built at Longbridge near Birmingham, in April 1945, by Austin Motors. Given the serial number NX611, she was due to join the RAF's Tiger Force in the Far East - but after Japan's early surrender, the plane was put in storage.

Fortunately, London's Daily Telegraph has supported the campaign from the beginning and their help has been invaluable in raising funds, as has The Daily Express which ran a campaign asking readers to help. But the support from the general public has been the most astounding, with cheques and donations arriving at the Bomber Command Association, many from pensioners or people on low incomes.



Back in March 2012, at the Lincolnshire Aviation Heritage Centre, which was the former Lancaster bomber base at RAF East Kirkby, fans and admirers of the war-time planes gathered together, many in heritage clothing of the day, to see, hear and smell the famous bomber and to have their photo taken in and around the aircraft which helped destroy the Nazi war machine.

You can see more [HERE](#)

Three aussie blokes working up on an outback mobile phone tower: Mongrel, Coot and Bluey. As they start their descent, Coot slips, falls off the tower and is killed instantly. As the ambulance takes the body away, Bluey says, 'Well, bugger me, someone's gotta go and tell Coot's wife. Mongrel says, 'OK, I'm pretty good at that sensitive stuff, I'll do it.' Two hours later, he comes back carrying a case of Beer. Bluey says, 'Where'd you get the grog, Mongrel?' 'Coot's wife gave it to me,' Mongrel replies. 'That's unbelievable, you told the Missus her husband was dead and she gave you a case of beer?' 'Well, not exactly', Mongrel says. 'When she answered the door, I said to her, "you must be Coot's widow." She said, 'You must be mistaken. I'm not a widow.' Then I said, 'I'll betcha a case of beer you are.'

Aussies are good at that sensitive stuff!

WOZZAT??

A woman is driving at night on a narrow country road. At the same time, a man is driving in the opposite direction on that same road. When they narrowly pass each other at high speed, the woman rolls down her window and loudly shouts Donkey ! Immediately the man shouts back BITCH ! The man laughs. He is proud to have reacted so quickly to the shouting woman and takes the next curve in the road, maintaining his speed. [WUMP](#)

Numbers

Do you know why numbers look like they do? Someone, at some point in time, had to create their shapes and meaning. Watch this short presentation and then you will know how our Arabic numbers were originally created a very long time ago and what logic the people that created them used to determine their shapes. It is really very simple and quite creative.

You have to admire the intelligence of a person or people that created something so simple and perfect that it has lasted thousands and thousands of years and will probably never change.

When the presentation gets to the number "seven" you will notice that the 7 has a line through the middle of it. That was the way the Arabic 7 was originally written, and in Europe and certain other areas they still write the 7 that way. Also, in the military, they commonly write it that way. The nine has a kind of curly tail on it that has been reduced, for the most part nowadays, to a simple curve, but the logic involved still applies. Very interesting!!! See [HERE!](#)

Publicity!!

An advert for the launch of TV channel TNT in Belgium has become a viral hit. The 90-second promotional advert to mark the US channel's launch in Europe features a hidden camera stunt where members of the public are encouraged to press a button to see what happens. A sign beside the button says 'Push to add drama' and that's exactly what happens as a number of stunts leave passers-by stunned in the Flemish town.

You can watch the advert [HERE](#)

Weird ones.

Some people just have too much time on their hands, have a look at these two.

1. Click [HERE](#), when the bloke stops running, place your mouse cursor about 1 inch above his head ??

And

2. Click [HERE](#), when the bloke appears, move your mouse cursor over his nose???

A bit late, but Happy Easter all



Very Interesting – but stupid!!!!

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ANZAC Day.

ANZAC Day, 25th April, is arguably Australia's most important national day. It marks the anniversary of the first major military action fought by Australian and New Zealand forces during the First World War.

In 1915, Australian and New Zealander soldiers formed part of an Allied expedition that set out to capture the Gallipoli Peninsula in accordance to a plan by Winston Churchill to open the way to the Black Sea for the Allied navies. The objective was to capture Constantinople, the capital of the Ottoman Empire, which was an ally of Germany during the war. The ANZAC force landed at Gallipoli on 25 April, meeting fierce resistance from the Ottoman Army commanded by Mustafa Kemal (later known as Atatürk). What had been planned as a bold strike to knock the Ottomans out of the war quickly became a stalemate and the campaign dragged on for eight months. At the end of 1915, the Allied forces were evacuated after both sides had suffered heavy casualties and endured great hardships. The Allied casualties included 21,255 from the United Kingdom, an estimated 10,000 dead soldiers from France, 8,709 from Australia, 2,721 from New Zealand, and 1,358 from British India. A dreadful waste of nearly 23,000 young men. News of the landing at Gallipoli made a profound impact on Australians and New Zealanders.



In Brisbane, on the 10 January 1916, a mass meeting of people formed the ANZAC Day Commemoration Committee to make arrangements for, and carry out, the celebration of ANZAC Day as a gift of the people to commemorate the fallen, remember the wounded and recognise the courage of Australia's servicemen. Similar events happened in the other States.



In Australia at the 1921 State Premiers' Conference, it was decided that ANZAC Day would be observed on 25 April each year.

The Brisbane ANZAC Day Parade, together with dawn vigils, memorial services and veterans reunions have been a feature of the commemoration of ANZAC Day by the Citizens of Brisbane since its earliest days. The Brisbane Parade has always been organised by the Citizens of Brisbane, not by Municipal or Government authorities. The ANZAC Day Combined Parade Committee has proudly provided the planning and coordination role, with support from the ANZAC Day Commemoration Committee and the Returned and Services League of Australia. The South Eastern District of the RSL has provided the Secretariat for the ADCPC continuously since 1928.

While the Brisbane ANZAC Day Parade was initially a commemoration of the sacrifice of WWI veterans and then WWII veterans, in keeping with the changing focus of ANZAC Day nationally, it is today a commemoration of the sacrifices of those who have 'defended' our Australian way of life in all conflicts and military commitments by Australian Forces since WWI.

The Brisbane ANZAC Day Parade remains a significant commemorative event on one of Australia's most important national days. It complements the Dawn and Memorial Services, as well as regional parades.

You can see a wonderful commemorative Video [HERE](#).

For reasons known only to themselves, the Gov't spend a considerable sum of money trying to determine whether ANZAC Day should be commemorated as it currently is – Susan Ley, MP for Farrah didn't agree with the investigation and shot out a Press Release – you can read it [HERE](#)

Why don't you ever see the headline 'Psychic Wins Lottery'

Brisbane March 2012.

The Gods were pleased with the way Brisbane had organised the march for 2012, and turned on a warm, dry but overcast day for the participants. It wasn't too hot, there was no sun belting down turning all the marchers into sweat balls and the thousands of wonderful people of Brisbane who made the huge effort and turned out to watch a bunch of greying old men and women weren't cooked as they stood for more than two hours in respect of those passing by.

And there were thousands, the numbers seem to increase every year, there were the elderly, some in wheel chairs, some with walkers, there were a lot of middle aged people, still more young couples with their children, and the pride you feel while marching with your group, in front of all those cheering, happy people, is really something – very emotional.



Just part of the wonderful crowd that clogged Brisbane's streets.

You can click some of the pics for a better view.



More of the wonderful Brisbane crowd. It seems the 5th Battalion also follow Australia's best AFL team.

9 Squadron.



On 6 June 1966, the first eight Iroquois helicopters from 9 Squadron landed at Vung Tau, Vietnam. For the next five and a half years 9 Squadron's Hueys provided invaluable support for

the 1st Australian Task Force (1ATF). The Squadron flew its last mission in Vietnam on the 19 November 1971. In December their 16 Iroquois took off from Vung Tau for the last time and landed on the deck of the Sydney for the return trip back to Australia.

2 Squadron



Eight of 2 Squadron's Canberras landed at Phan Rang in South Vietnam in April 1967. The Squadron had been in Butterworth since July 1958 when it relieved 1 Squadron so it was already 'tropicalised'. Phan Rang is about 250 klms north-east of Saigon and the base had only recently been completed when they arrived. It was the home of the United States Air Force's 35th Tactical Fighter Wing. 2 Sqn flew their first mission on the 23 April and left for home in June 1971.

For the first few months the squadron mostly flew "combat sky spot" missions, where aircraft were guided by ground radar to a target and told when to drop their bombs. Most of the flights were flown at night and tended to be routine and boring. In September the squadron began low-level daylight bombing, hitting targets from low altitude, between 370 and 915 metres. The squadron had conducted similar bombing missions in Malaya but refined its accuracy in Vietnam to such an extent it consistently out-performed all other units of the 35th Tactical Fighter Wing.

This high proficiency was not limited to just aircrew, but applied to the ground crew as well. The maintenance staff worked 24 hours a day on a two-shift roster, achieving the noteworthy rate of 97 per cent serviceability. In total, the squadron flew over 11,900 combat missions. It also lost two aircraft during the conflict, one disappearing on a night bombing mission in 1970, with its crew listed as "missing in action", while the other was shot down by a surface-to-air missile near the demilitarised zone in 1971.

After four years and two months in Vietnam 2 Squadron returned to Australia in, the first RAAF squadron to do so. Upon its return 2 Squadron was awarded two foreign unit citations: the Cross of Gallantry with Palm, from the Republic of Vietnam; and a United States Air Force Outstanding Unit Award.

The WRAAF.



In July 1950, The Australian Government approved the re-establishment of a Women's Air Force and in August it was finally recognised that women were essential components of the Armed Forces, in peace and in war however, they never really got the recognition they deserved. Initially known as the WAAF, in November of 1950 the Minister for Air announced that a further honour had been paid to Australian servicewomen by His Majesty, King George VI, who had approved the adoption of the title ' Women's Royal Australian Air Force'.

Initially the girls were treated as less than equal to their male counterparts with the Allison committee in 1958 determining WRAAF rates of pay as equal to 75% of the male wage. This disgusting principal was dumped in 1972 and from then on, both males and females were paid equally for equal work.

Another disgusting rule forced the girls to discharge from the Air Force if and when they got married. This law was eased a little in 1969 when they were allowed to continue serving after marriage if they:

- (a) elected before marriage, to so do;
- (b) undertook to meet in full the normal service requirements expected of unmarried members; and
- (c) continued to meet in full those requirements.

The blokes, of course, could marry and divorce as often as they wished without any penalty, but thankfully, this stupid law was completely dumped in 1971 and girls were allowed to

continue to serve after marriage and by 1973, the percentage of married girls in the RAAF reached 21%.

In 1977, it was decided to integrate the WRAAF girls and the Nursing Sisters into the RAAF.

The Jeeps.



Old Codgers and blokes and blokettes who found it a bit difficult to complete the full march were catered for by the ANZAC Day Committee who provided a number of Jeeps and golf buggies for the journey.

The Good guys.



When the Good Guys, competently and ceremoniously led by John “Griffo” Griffiths (who insists he was the only one in step), marched by, the crowd erupted into spontaneous and

raptuous applause. Someone said they were shouting “*We want DeJonge, We want DeJonge*” others that is was “*Where is Trackless? Where is Trackless?*” but those rumours have been rigorously disputed. It has also been suggested that the two old Queer Traders who acted as ‘string men’ stole the show and put all others to shame by comparrison. It seems that particular rumour has now been confirmed!!



Peter and Sabrina Murphy, at the 2 Sqn debrief which is held religiously each year at the Irish Club in Brisbane. Peter had three trips to Vietnam, in 1968 and 1969 as navigator with 37 Sqn (E model Hercs) then back in April 1970 until June 1971 as navigator on 2 Squadron's Canberras.



Chris Murphy, Michelle Murphy, Lindy Stankevicius, Nev Duus and Sabrina Murphy – at the 2 Sqn debrief. Nev had 1 tour as Navigator with 2 Squadron from Nov 1968 to October 1969, then back again in August 1971 with Transport Support Flight.



John Riemann (Elec, 2 Sqn Mar1968-May1969), Ken Winning (Radio, 2 Sqn Mar1968-Jan1969), John Barbour (Radio, 2 Sqn Jan1968-Jan1969), Peter Schoutens (Radio, 2Sqn Apr1968-Apr1969).

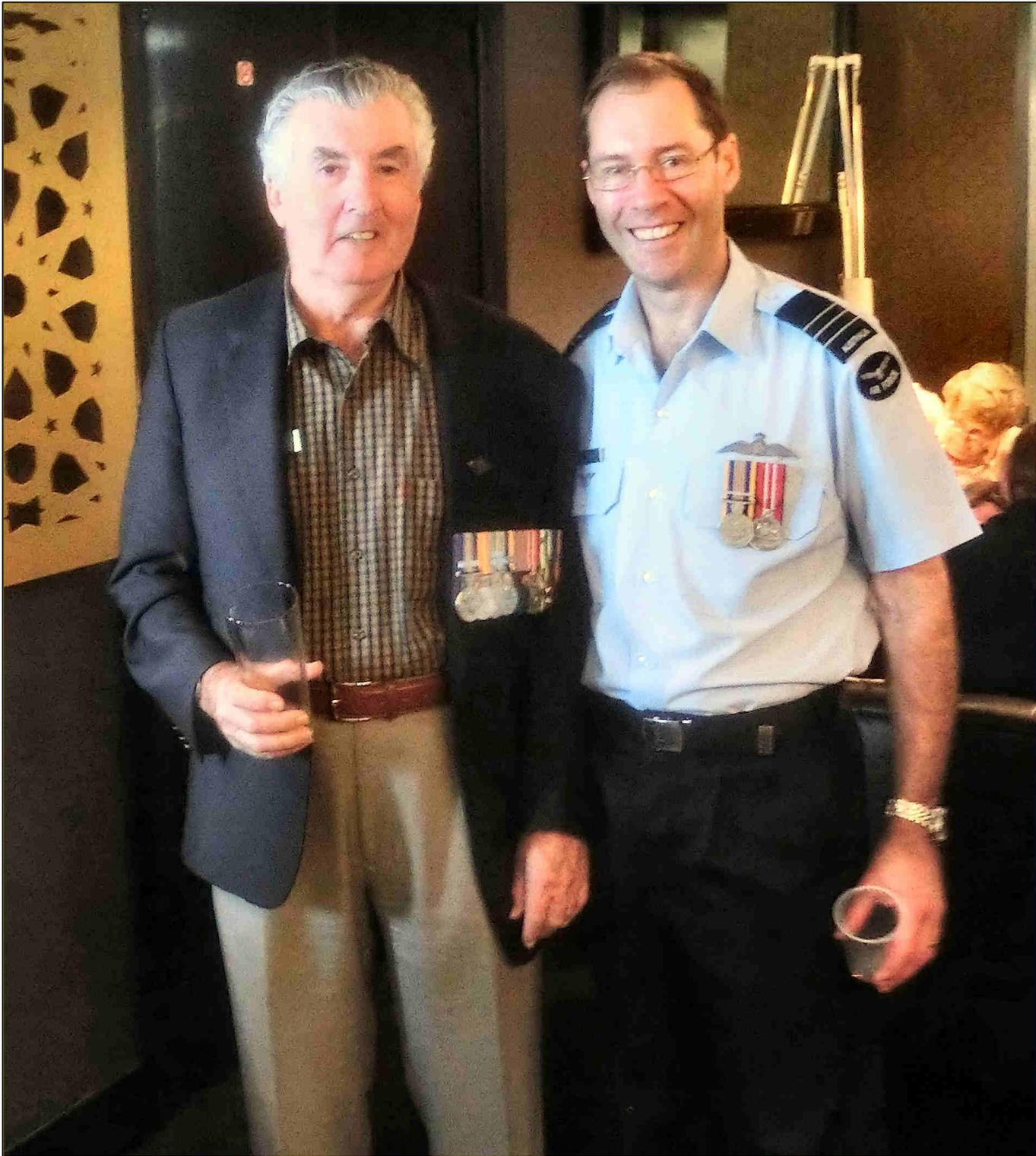


Don Warner (Army, Ordnance Corps, Apr1967-Mar1968), Larry Hayne, (Gunny, 2 Sqn Apr1967-Mar1968), John Heyward (Gen Fitter, 2 Sqn Apr1967-Apr1968).

9 Sqn,33 Sqn and RTFV/35Sqn had their debrief at the Port Office Hotel.



Charlie Downes (Framie, RTFV Mar1965-Nov1965), Doug Rhodes (Pilot 36 Sqn), Rocky McGregor (Pilot, 35 Sqn Dec1968-Dec1969, 37 Sqn Aug1971, May & July 1971, Dec 1972).



John McDougall, President of the RTFV/35Sqn Association with Wng Cdr Geoff Fox, CO 33 Sqn (Amberley). Geoff has recently arrived from NSW and wonders why it has taken him so long to come live in the best State in Oz.

Some of the pretty 33 Sqn girls who “partied” with the boys at the Port Office Hotel and who brightened up the place with their presence.



Back L-R: Tamie Olufson, Bianca Dally, Natalie Dwyer, Celester Dally, ‘Odie’ O’Driscoll, Michelle Toms.
Front L-R: Amy White, Tanya Watts, Aneliese Blair



Natasha Darcy, Lisa Crabb, Emily Barr, Daniella Olofsson



L-R: Carol Hall, Lisle Pryor, Brenda Vogelzang, Theresa Hart, Maria Latter.



Eric Booth, Jennifer Vardy, Brett Chapman, Andrew Brandham.



Allen Pickering, (38 Sqn, Loady), Dianne Pickering (TelsOp), Doug Pickering (Eleco, 2 Sqn, Nov1970-June 1971).



Mikailan Muske, Jasmine Eves, Toni Vale, Toby Muske.



A government warning said that anyone travelling in icy conditions should take a shovel, blankets or sleeping bag, extra clothing including a scarf, hat and gloves, 24 hour supply of food and drink, de-icer, rock salt, torch, spare batteries, safety triangle, tow rope, petrol can, first aid kit and jumper leads. I looked a right idiot on the bus this morning.



Donna Wood and Eileen Peck.

Paddy thought his new girlfriend might be the one, but after looking through her knicker drawer and finding a nurse's outfit, a French maids outfit and a police woman's uniform, he finally decided, that if she can't hold down a job, she's not for him.

A New Record.

Back in November, 2009, a British Army soldier by the name of Corporal Craig Harrison, of the household Cavalry, set a new record for the longest shot in combat - Twice. Cpl. Harrison fired two shots at Taliban machine gunners in Afghanistan . They were confirmed via GPS to be 8120 feet (2,475 meters) from Cpl Harrison's position. That is nearly 2½ klms. To make it even more astounding, the range was almost 3,000 feet (915 meters) beyond what is considered the effective range of the weapon. At that range the bullet takes around 3 seconds to reach the target.

The previous record was set in 2002 for a sniper kill at 7,972 feet (2,430 meters). That shot was made by Canadian Corporal Rob Furlong, of Princess Patricia's Canadian Light Infantry, who was using a .50BMG McMillan TAC-50 rifle.



He accomplished this feat with the above pictured weapon, a L115A3 rifle. The weapon is manufactured by Accuracy International in Britain and is chambered in the .338 Lapua Magnum cartridge. This is significant because the previous two shots that held the world record were with weapons chambered for the .50BMG. The .338 is a cartridge designed for accuracy and power beyond the range of the older 7.62mm rifles. It has a much flatter trajectory, which makes the complex trigonometry problem of finding the right arc to lob the bullet onto the target much easier. It is one of several other "lighter" rifle rounds like the .300 Win Mag , .416 Barrett, and .408 CheyTac that have been designed with extreme long range shooting in mind. Of especial importance is the velocity past 1000 meters, the shape of its trajectory and how long the cartridges stay supersonic.



The Accuracy International Arctic Warfare .338 is a bolt action, detachable magazine-fed, precision rifle. The rifle is about 6.80 kilograms, unloaded and without optics. It can mount a variety of telescopic sights, laser designators, and night vision or thermal sights. In British service, it usually mounts a S&B 5-25x56mm day scope. The extra large objective lens size of 56mm gathers a lot of light, making shots

possible in the dawn, dusk, or into the shadows. The L115A3 can also mount a suppressor, helping to reduce the report flash and dust from the powerful rifle. The barrel is free floated for increased accuracy and is fluted for strength and cooling without excessive weight.

You don't get all that performance cheap though. News reports put the rifle at around \$25,000. But if you put it in the right hands it can hit a man sized target from 1,370 meters. More importantly, even at extreme range, the bullet retains its power, hitting with more force than a .44 Magnum at 25 feet.

"It was just unlucky for the Taliban that conditions were so good and we could see them so clearly. We saw two insurgents running through its courtyard, one in a black dishdasha, and one in green. They came forward carrying a PKM machine gun, set it up and opened fire on the commander's wagon. The first round hit a machine gunner in the stomach and killed him outright. He went straight down and didn't move. The second insurgent grabbed the weapon and turned as my second shot hit him in the side. He went down, too. They were both dead." Cpl. Harrison had a memorable tour of duty, making the two impossible shots, having a bullet deflect off his helmet, and surviving an IED blast that broke both of his arms. He is reportedly healing well, and has returned to duty.

An elderly man in the NT had owned a large property for several years. He had a dam in one of the lower paddocks where he had planted mango and avocado trees. The dam had been fixed up for swimming when it was built and he also had some picnic tables placed there in the shade of the fruit trees. One evening the old farmer decided to go down to the dam to look it over, as he hadn't been there for a while. He grabbed a ten litre bucket to bring back some fruit. As he neared the dam, he heard voices shouting and laughing with glee. As he came closer he saw it was a bunch of young women skinny-dipping in his dam. He made the women aware of his presence and they all went to the deep end. One of the women shouted to him, 'We're not coming out until you leave!' The old man frowned, 'I didn't come down here to watch you ladies swim naked or make you get out of the dam naked.' Holding the bucket up he said, 'I'm here to feed the crocodile.'

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A Love Story.

I will seek and find you.

I shall take you to bed and have my way with you.

I will make you ache, shake and sweat until you moan and groan.

I will make you beg for mercy, beg for me to stop.

I will exhaust you to the point that you will be relieved when I'm finished with you.

And, when I am finished, you will be weak for days.

All my love,



The Flu!

Now that we have your attention, it's time to remind you to get your flu shots. The flu is passed from one person to another by coughing or sneezing and most healthy adults recover within a week or so. Some people, especially those aged 65 and over and those with certain chronic illnesses like heart or lung disease, can develop complications such as pneumonia or heart failure. Don't risk it. See your doctor now and get the flu shot and also the pneumonia shot (this is required once every 5 years) and don't spend part of this winter in bed all stuffed up.

If you are allergic to eggs, make sure you should tell your doctor before you get the needles as you could suffer side effects.

You can isolate yourself from catching the flu by having the vaccine, but you must have one every year as the strain of flu changes from year to year. As my old nan used to say, "*it's better to be safe than sorry!!*"

The needles are free if you are:

- The holder of a DVA Gold Card, or
- Aged 65 years and over, or
- An aboriginal or Torres Strait Islander 15 years and over, or
- A pregnant women, or
- Anyone over 6 months of age with one or more of the following conditions:
 - heart disease;
 - severe asthma
 - chronic lung condition;

- chronic illness requiring medical follow-up or hospitalisation in the past year;
- diseases of the nervous system;
- impaired immunity; or
- diabetes, or
- A child aged 6 months to 10 years who is on long-term aspirin therapy.

It is important to note that the vaccine is provided at no cost, however a consultation fee *may* apply. Most doctors won't charge you for the consultation as they will bulk bill it – but check anyway.

We tried to confirm that holders of the Health Card were also eligible (we don't think so), but after holding on the phone to Centrelink for 20 minutes – we gave up.

Arthritis.

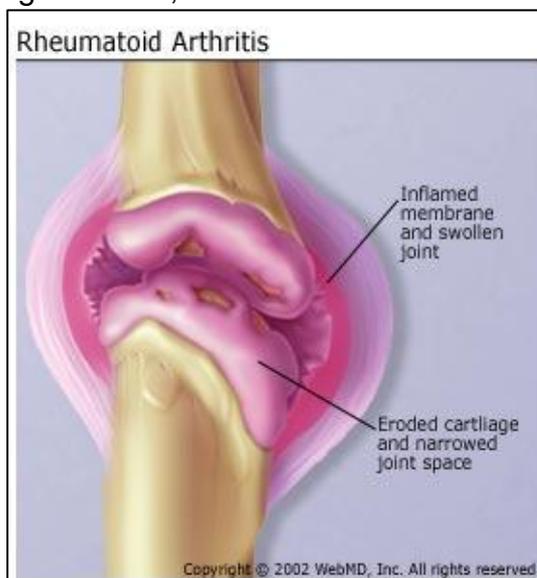
Reprinted with permission:
The Men's Health Peer Education Magazine
March 2012 (DVA).

Arthritic joint pain and chronic bone pain can be a major cause of functional disability and decreased quality of life as we get older. While analgesic or anti-inflammatory medications can provide temporary relief, a targeted and well-structured exercise program will attack the root cause of the pain - which is related to musculoskeletal degeneration, loss of muscle mass and inactivity.

From 30 years of age, both men and women gradually lose 30-50% of their muscle and bone mass. This is partly due to the decline in physical activity as we age. As the muscles provide significant support to the joints, this loss of strength increases the load on the joint structures. The loss of muscle tension from the muscle pulling on the bone also means that the bone becomes weaker.

Strength of the muscle that crosses the affected joints will reduce the load on the joint structures, reducing arthritic pain. Weight training will increase the muscle strength and reduce the loading on the joint. Joint movement also causes the release of synovial fluid in the joint, the natural joint lubricant, reducing friction and pain. As arthritic joints are “stiff”, gentle stretching to keep the joints mobile, is also strongly recommended. A reduction in body weight will also reduce the load on the hip and knee joints. An increase of one kilogram in body weight will increase the load on the knee and hip joints by between 3-6 kg, with a proportional increase in joint pain. Any poor sitting posture or uneven gait should also be corrected.

Weight training will increase bone mass and strength and reduce bone pain associated with osteoporosis. For individuals with osteoporosis, it is essential that the strength training program



is designed by an exercise physiologist to ensure that the exercise prescription is individualised, the intensity appropriate, and the exercise form correct to avoid any risk of injury. The inclusion of some low impact exercise should also be considered, as well as some balance training to prevent premature falls.

Exercise, especially strength training, is an essential component of preserving and improving your musculoskeletal health as you age, reducing your joint and bone pain, and improving your functional fitness.

Discuss with your GP if an exercise program is suitable for you. Ask if you could be referred to an accredited exercise physiologist to design a suitable exercise program to assist you reduce your musculoskeletal pain. The services provided by an exercise physiologist are funded by DVA. An exercise physiologist can be found in your local area by consulting the “find an exercise physiologist” on the Exercise and Sports Science Australia website www.essa.org.au

Last issue we suggested the only way to receive this benefit from DVA was to use NJF Exercise Physiologists – this is not so. You can use any Exercise Physiologist (EP), all you need is a referral from your local doctor (as mentioned last issue) however we recommend that you use one that is affiliated with a gym and not one that practices from their own rooms. The benefits of a gym affiliated EP are obvious, you have access to a wider range of equipment.

Weight Problem??

Are you finding that the trousers and/or shorts you used to wear last year have ‘shrunk’ a bit and are now a bit tight? Cynics would say there is nothing wrong with your pants/shorts but instead you’ve wacked on a few pounds. Could that be the truth??

Seriously, most of us are a little too heavy and could quite safely lose a few pounds – but how is the question. Most of us carry the extra weight around the middle and while it doesn’t look pretty, it is also unhealthy. So!!, how do we love that belly fat. Well, before we attack that unnecessary extra ballast, we need to know how and why it got there in the first place.

Belly fat is usually caused by eating too much or by not exercising sufficiently. If you take on more energy than you use, you’re going to put on weight, that’s a simple mathematical fact. And for people that are getting on a bit, it can also be a result of your body’s metabolism slowing down a bit.

There are lots of different ways to lose that extra weight around your middle, there are thousands of fad diets that promise to lose up to 100kg in 10 seconds, you can join one of those health clubs they flog on TV, sign up for home delivered no-fat food, even have a stomach clamp but they are all a bit drastic – there are easier ways.



First:- Eat a healthy breakfast. This is one of the best ways to lose belly fat. It activates your metabolism helping your body burn fats more efficiently. If you don't eat, your body thinks "Hello, we're being starved" and stops using its resources.

Second:- Get physical in the morning. Before you have breakfast, exercise for about 30 minutes, this can be nothing more than a brisk walk which apart from burning up excess fat is also quite enjoyable and makes you feel good. The exercise has to be done before you eat so your body's metabolism is geared to use up the body's reserves.

Third:- Have an adequate sleep. Sleep is one of the body's very important pastimes, it is something the body just cannot do without. You can go without sex for yonks, you can go without food for about 2 weeks without any serious consequences, but try and go without sleep for 2 weeks and you'll be a jibbering mess. A nana nap is great during the day, but nothing beats a good night's sleep. Sleep not only rejuvenates the body's tired old muscles, it also maintains the body's metabolism allowing it to function properly.

If it weren't for marriage, men and women would have to fight with total strangers.

Is white bread really that bad for you?

The Swiss government has been aware of the dangers of eating white bread for decades and in order to get its populace to stop eating it, it placed a tax on its purchase. The tax money is given to bakers to reduce the price of whole wheat bread to encourage people to switch.

The Canadian government passed a law prohibiting the "enrichment" of white bread with synthetic vitamins. Bread must contain the original vitamins found in the grain, not imitations. Essentially, white bread is "dead" bread. Frequently, consumers are not told the truth about this and the so called "enriched" flour.

Why is the color of white bread so white when the flour taken from wheat is not?

Both white and wholemeal breads are made of wheat, water and yeast. The difference between the two is the part of the wheat used in the flour. A kernel of wheat has three main components: the endosperm, bran and germ.

In white bread, only the endosperm is used. Unfortunately, it's the bran and the germ that are rich in proteins, dietary fibre, essential fats, vitamins and minerals.

Worse yet, when the endosperm is separated, a layer of skin on the wheat kernel – which also has important nutrients – falls off. This is why wholemeal naturally contains moderate levels of magnesium, folate, iron, selenium and zinc, while white bread needs to be artificially enriched to contain any of the good stuff.

Also, the flour used to make white bread is chemically bleached and when you are eat white bread, you are also eating residual chemical bleach. Different flour mills use different chemical bleaches, all of which are pretty bad for you.

Here are a few of them:

- oxide of nitrogen,
- chlorine,
- chlorides,
- nitrosyl and
- benzoyl peroxide mixed with various chemical salts.

One bleaching agent, chloride oxide, combined with whatever proteins are still left in the flour, produces alloxan which is a poison and has been used to produce diabetes in laboratory animals. Chlorine oxide destroys the vital wheat germ oil. It will also shorten the flour's shelf life.

In the process of making flour white, half of the good unsaturated fatty acids, that are high in food value, are lost in the milling process alone and virtually all the vitamin E is lost with the removal of wheat germ and bran. As a result, the remaining flour in the white bread you buy, contains only poor quality proteins and fattening starch.



The University of California, College of Agriculture found that about 50% of all calcium, 70% of phosphorus, 80% iron, 98% magnesium, 75% manganese, 50% potassium, and 65% of copper is destroyed. If that is not bad enough, about 80% thiamin, 60% of riboflavin, 75% of niacin, 50% of pantothenic acid and about 50% of Pyridoxine is also lost.

What about the GI

White bread has a high glycaemic index (GI). The GI measures how blood glucose levels will change after you've eaten certain foods. High-GI foods make levels quickly rise, and then fall. This sharp drop of glucose from your blood means your body will signal that you're hungrier much sooner than if you ate a low-GI food.

Recent studies have shown that a low-GI diet may help weight control, diabetes and prevent some forms of cancer. According to the International Table of Glycemic Index and Glycemic Load, published by the University of Sydney, white bread has a GI of 75. However – and this is surprising – wholemeal bread has a similar GI rating.

That brown bread doesn't taste so bad after all – does it??

If nothing changes, nothing changes!!

F-111 Tank reseal

Defence still require F111 Deseal/Reseal participants who worked on F111 aircraft between 1973 and 2000 to urgently come forward and participate in the Jet Fuel Study. Participants only need to supply a blood sample.

Defence currently has only have 35 personal and need at least 200 for the Study to go ahead. Volunteers do not need to live in Brisbane. They can live anywhere in Australia.

If you worked on the reseal/deseal program, call the Defence Service Centre on 1800 333 362 now.

The Motor Vehicle Compensation Scheme.

The Motor Vehicle Compensation Scheme (MVCS) was established under the *Military Rehabilitation and Compensation Act 2004* (MRCA). A person's acceptance into the scheme is determined by the Military Rehabilitation and Compensation Commission.

The scheme assists serving and former Australian Defence Force members who have suffered a significant injury, disease or impairment caused by their service to regain a degree of transport mobility. Through the Department of Veterans' Affairs, the Australian Government provides assistance, including financial compensation, with motor vehicle modifications or the purchase of a specific vehicle for those who are eligible.

First, to be considered eligible under the MVCS, you must have your impairment accepted under the MRCA and your impairment must be permanent. If it is not, you may still be eligible for short-term compensation until the barriers to your mobility and functioning are addressed, for example through a rehabilitation program.

People seeking help under the scheme need to have had their condition accepted under the MRCA and then be clinically assessed for eligibility under the MVCS.

You can read a booklet on the scheme [HERE](#).



Iroquois A2-1022

On Friday the 16th March, 2012, an Iroquois aircraft with RAAF serial number A2-1022, was ceremoniously dedicated at the Caloundra (Qld) RSL. Miraculously, it was the only fine day that the Sunshine Coast had had for weeks and it hasn't stopped raining since. It was suggested that the reason for this was because God was a 9Sqn Framie in a previous life.



A2-1022 was one of the early B model Iroquois aircraft purchased and flown by the RAAF and in itself, was not all that special. The RAAF bought the B Models in 3 batches, the 300 series were delivered in 1962, the 700 series in 1963 and the 1000 series were delivered in 1964. A2-1022 was of the third series and was just an Iroquois helicopter, an airframe with an engine, rotor, seats etc, much the same as all the other sixteen thousand or so that were built by the Bell helicopter company all those years ago – it was nothing out of the ordinary. So why did so many people give up their Friday to come and stand around in the hot sun for an hour or more just to see this one?? The reason they did was because there is quite a story associated with this particular aircraft and as is usually the case, the story is more about the people who flew it, flew in it and who fixed it – not about the aircraft itself.

It belonged to 9 Squadron which arrived in Vietnam, in a roundabout route, in June 1966 with 8 of this type of aircraft and was given the task of providing tactical air transport support for the Australian Task Force. When it arrived in June 1966, 9 Sqn was not fully equipped to wage war. The Defence Department had insisted the squadron would be given several years' notice before being sent into a conflict but it was given only 12 weeks before being deployed and that's a big ask on the men who flew and worked the aircraft and it was a big ask on the aircraft itself. When they arrived in Nui Dat, only two of the eight Iroquois were fitted with armoured seats and none had door gun mounts. None of the aircrew had chest protectors. By the time they were called on to supply D Company, all aircraft had been fitted with armoured seats and had door gun mounts fitted. Unfortunately, this early 'non-readiness' was to cause some friction

between the RAAF and the Army with the Army labelling 9 Sqn 'a bunch of chickens' as it reasoned 'they're here, so they should be able to provide assistance as and when required'. In ensuing months, once up to speed, they did, 9 Squadron conducted themselves honourably and courageously, but the damage was done and the classification stuck.

On the 17 August, 1966, the base at Nui Dat suffered a heavy mortar attack and Army elements, including D Company of the 6th Royal Australian Regiment (6 RAR) were tasked with sweeping the surrounding area to locate this enemy force. Near the small derelict village of Long Tan, just 4000 metres from the base, a small group of Viet Cong troops were pursued into the rubber plantation adjacent to the village. Soon after entering the plantation, 11 Platoon of D Company met with heavy machine gun fire forcing it to take up a defensive position. Soon more than 2000 enemy troops had enveloped the 108 soldiers of D Company and a fierce battle followed. The soldiers were running low on ammunition and without a new supply they would have been overrun in a very short period of time. Visibility was poor and teeming rain and a low cloud brought on an early darkness.

You can download a fact sheet on the Long Tan battle [HERE](#).

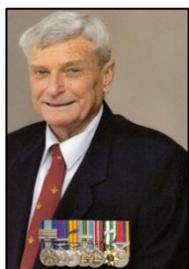
Late in the afternoon, as the Battle raged, Australian Army Commander Brigadier David Jackson (right) became a very worried man. He urged Group Captain Peter Raw, who was the Task Force's senior RAAF officer, get his helicopters into the air to resupply his troops, but because of the weather, Raw hesitated. 34 year old pilot, Flt Lt Frank Riley suggested strongly that the supply flight go ahead and Raw eventually and reluctantly authorised the mission and the aircraft were loaded with the precious ammunition. They were all aware that they could lose at least one aircraft and it was agreed that two helicopters be loaded, just in case. One of those helicopters was A2-1022.



Just before 6pm the two Iroquois were airborne. A2-1020 was piloted by Flt Lts Frank Riley with co-pilot Bob Grandin (right) and down the back were LAC's Dave 'Bluey' Collins (crew) and John Stirling (gunny). A2-1022 was piloted by Flt Lts Cliff Dohle (left) ([recently deceased](#)) and Bruce Lane and down the back were Bill Harrington, (Cpl) (crew) and Brian Hill (LAC) (gunny). Both aircraft carried Army munitions personnel as well. The two choppers, both overweight, had planned to fly in company but were separated because of the conditions.

In the rapidly fading light, A2-1022, laden with nearly half a tonne of ammunition, was the first to drop its precious cargo to Harry Smith's Delta company – which was just five minutes' flying time from Nui Dat. Bruce Lane was later to say "We flew very low, as low as we could and after about five minutes we came to a hover. The blokes in the back just pushed the ammunition out then we got out of there as fast as we could."

The ammunition arrived in the nick of time, saving Delta Company from almost certain annihilation. Frank Riley was awarded a Distinguished Flying Cross for his part in



the supply flight but so many of Harry Smith's troops on the ground, went unrecognised by officialdom (see [HERE](#)).

In 1968, the B models were returned to Australia and 9 Sqn took delivery of 16 of the larger and more powerful H models. A2-1022 was one of the aircraft that returned to Australia where it had an eventful life, then after it was decommissioned, it was gifted to the people of the Bogan Shire in NSW by the Australian Government in recognition of the ADF's work in support of the community during the 1990 Nyngan Floods (the RAN did most of the work with their Sea Kings). It stood on a pad in the town of Nyngan, with no visible indication of its historical military value and due to vandalism and the weather, it gradually deteriorated.

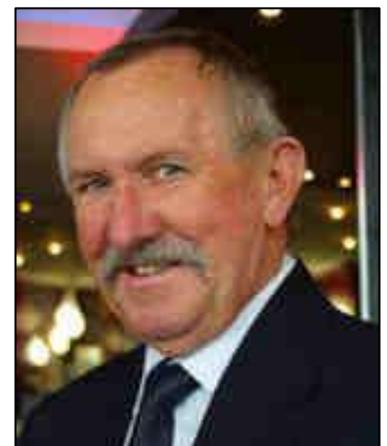
The other aircraft, A2-1020 is displayed at the RAAF Museum in Point Cook.

The difference in the two types of aircraft is as below:

Aircraft	UH-1B	UH-1H
Length	12 metres	12.5 metres
Height	4.4 metres	4.4 metres
Rotor diameter	13.4 metres	14.6 metres
Empty Weight	1,981 kg	2,255 kg
Gross Weight	3,854 kg	4,308 kg
Engine	Lycoming turbine, T53-L-11 1100shp	Lycoming turbine, T53-L-13 1400shp
Range	418Klm	512Klm
Cruise speed	109 kts	110 kts
Max speed	127 kts	130 kts
Rate of Climb	1,660 ft/min	1,600 ft/min
Ceiling	16,900 ft	13,600 ft

The name Huey came from the original 'name' given to the aircraft by the Bell Company. When it was built, Bell called the first model the HU-1, which was shortened to Huey. After it was renamed the UH-1, the name stuck.

Some years ago, A2-1022 was spotted in Nyngan by someone who knew the significance of that particular aircraft and, as is usually the case, over a few beers a plan was hatched to get that aircraft, fix it up and bung it on a pole at the Caloundra RSL. Bob McInnes, (right) who spent time with 5 Sqn in Butterworth, was instrumental in persuading the Bogan Shire Council to swap their aircraft for a similar aircraft so that the historically significant A2-1022 could be restored and displayed at the RSL - and the rest is history.



You can read more on this [HERE](#) and [HERE](#).

Bob and his team took on the task and for nearly 3 years devoted their Tuesdays and Thursdays to rebuilding two aircraft, one to go to Nyngan, the other to be

installed at the RSL. Friday the 16th March, 2012 was set aside as 'Dedication Day' and everyone was invited to attend. Special guests included:

Barry Johnson , President Sub-branch Caloundra RSL.	Ray Donald , Mayor, Bogan Shire Council.
Angus Houston , AC, AFC, Immediate past Chief of Defence Force.	Harry Smith , SG, MC. Commander D Coy, 6RAR at Long Tan.
Bruce Lane , co-pilot A2-1022 at Long Tan.	Paul Lucas , MP, representing the Premier.
Peter Slipper , Speaker of the House of Reps.	Terry Meehan , Qld State President, RSL.



Current Servicemen and Women from RAAF Amberley and 6 RAR Enoggera and past members of 9 Squadron, 6 Battalion RAR, Australian Special Air Service, 105 Field Battery RAA and old Nashos formed up on the roadway in front of the RSL and to the music supplied by the Australian Army Band, Brisbane, marched along the roadway to the rear of the Club to where the helicopter had been mounted.



Part of the 9 Sqn contingent (right).

Once arrived at the helicopter, the gathering was addressed and welcomed to the ceremony by Bob McInnes who thanked all the generous businesses which had donated money or services to enable the project to be conceived and completed. A special thanks was made to [McDermott Aviation](#) in Cooroy, (north of Caloundra) which donated an Iroquois airframe to the team which was restored and which was swapped for A2-1022 in Nyngan.



The gathering was then addressed by Angus Houston. Angus was born in Scotland and immigrated to Australia in 1968 when aged 21. He applied for and was accepted into the RAAF as a trainee pilot in 1970 and spent a major part of his career flying helicopters in various parts of Australia, Papua New Guinea and Indonesia. He recounted the number of times he had flown the aircraft perched above his head.



From 1978 until 1980, he was posted to 9 Sqn at Amberley and in 1979 was awarded the Air Force Cross (AFC) for an [open sea rescue](#) in gale force winds off Evans Head on the northern coast of New South Wales.

He was posted to the Department of Air (Development Division) where he was involved in the Black Hawk Helicopter Project, then in 1987, he was posted back to Amberley and appointed as CO of 9 Squadron while the Squadron was replacing its Iroquois with the Black Hawk. Shortly after, he oversaw the Squadron's move from Amberley to Townsville, then managed the handover of the aircraft and support equipment to the Australian Army as a result of which he was admitted as a member of the military division of the Order of Australia. In 1989 he served one year as a Squadron Commander with the 5th Aviation Regiment.

He was promoted to Group Captain in July 1992 and assumed the post of Director Air Force Policy and negotiated the establishment of the [RSAF](#) Flying School at Pearce. After completing a C-130H conversion in 1993, he commanded No. 86 Wing from 1994–1995.

He was appointed as Chief of Air Force (CAF) on 20 June 2001 and, in the 2003 Australia Day Honours, advanced to Officer of the military division of the Order of Australia. As acting Chief of the Defence Force in 2001, he played a central role in the Children Overboard Affair. At a Senate inquiry in February 2002, he challenged the then government's claim made during the 2001 election campaign, that sea-faring asylum seekers had thrown children overboard in a presumed ploy to secure rescue and passage to Australia.

On 4 July 2005, he was promoted to Air Chief Marshal and appointed Chief of the Defence Force (CDF) with his appointment extended to the 3rd July 2011 after which he retired from the RAAF due to health problems.

It was then Harry Smith's turn to address the gathering. Harry was born in July 1933, in Hobart Tasmania, and although being south of Oatlands, being a Tasmaniac automatically makes him a damn good bloke.



He was Nashoed in 1952 and liked the Army so much that after his term was up, he applied for officer school in the regular Army, was accepted and was sent to Officer Cadet School at Portsea in Victoria. In June 1966, having reached the rank of Major, (that's Sqn Ldr in the real money), he was posted to Vietnam as the OC of D Coy, 6RAR. On 18 August, after the shelling of Nui Dat, he led the soldiers of D Coy out on patrol to look for the enemy but ran into a huge force of North Vietnamese at Long Tan.

Under his command, D Coy fended off a numerically superior force, with at least 245 Vietnamese confirmed as killed and another 300 believed wounded. 15 Australians were given bravery awards, but many of these had been downgraded from the original nomination. Smith's leadership of his men during the fierce fighting saw him recommended for the Distinguished Service Order, but he instead received the Military Cross. On 14 August 2008, after years of campaigning for better recognition for his men who fought in the Long Tan battle, several of them had their bravery awards upgraded and his own Military Cross was rightly upgraded to the Star of Gallantry.

On 9 March 2011 at the [Maryborough Military and Colonial Museum](#), (Qld) he was presented with the Star of Gallantry by local MP Paul Neville. Many of the Long Tan veterans were in attendance for the ceremony.

Without his leadership, it has been strongly suggested that things would have been very different and Australian losses would have been far greater. A lot of 6RAR blokes owe him an awful lot!

He retired from the Army in 1976 with the rank of Lieutenant Colonel (Wng Cdr).

Bloke in his armchair shouts to his wife "When I die I'm going to leave everything to you love" she shouts back " You already do you lazy bugger !! "

Peter Slipper, the Speaker of the House of Representatives and the Member for Fisher, which takes in Caloundra, addressed the assembly and you can see and hear his address [HERE](#).



Barry Johnson, the RSL Sub-Branch President, then introduced the blokes who had done all the work. Without their foresight, dedication and hard work, the whole thing would not have happened. A big thank you to them all.



L-R: Max Baxter RAAF, Barry Walker, (sunglasses light shirt and Sub branch Sec), John Dunn RAAF, Bob McInnes RAAF, Roy Robinson RAAF, Ingo Meier RAAF, Quentin McCutcheon (looking left) RAAF, Rob Gee (partially obscured) RAAF, Kerry Millard RAAF, Bill Wiggett Army, Ian Newham Civvie.

Two good blokes.



These two blokes (above), without whom the day would not have happened, are Bob McInnes (left) and Harry Smith. Bob acted as the WOD and kept the restoration blokes dedicated, enthusiastic and motivated and got the job done and Harry, who turns a fit 79 this year, and who brilliantly led his blokes out of a very nasty situation all those years ago, for reasons unknown, has not been adequately recognised for the marvellous work done in saving so many lives.



Paul Spackman (above left), who was a framie with 9 Sqn from January 1969 to October 1969, with Bob McInnes. We asked Paul to give us some recollections of his time in Vung Tau but he says he can't remember much about it, reckons it was all a bit of a daze really.....funny that, but it was hot!

We asked Bob, now that the job was finished, what was his next project, he said "sit on the sand at King's Beach and watch the girls go by".....might join him!!

Navy Chopper.



In 1967, when 9 Sqn was re-equipping with the more powerful UH-1H aircraft, they found they were short of pilots to fly the extra machines so the Navy was asked to temporarily fill the gap. In 1968, 8 RAN Fleet Air Arm pilots were assigned to 9 Squadron – see [HERE](#).

9 Sqn had been involved with the Navy for many years. When formed in Jan 1939, 9 Sqn's Seagull V amphibious aircraft, commonly referred to as 'the Walrus', were designed to be embarked on Royal Australian Navy cruisers to provide reconnaissance, anti-submarine and artillery-spotting. During WWII, Squadron personnel invariably suffered the same fate as the ships in which they were embarked. In a night action off Guadalcanal on 8 August 1942, five squadron personnel were killed and a further two wounded when HMAS *Canberra* was sunk. Similarly, when HMAS *Sydney* was lost with all hands in an action on 19 November 1941, six squadron members were among those killed. Another five personnel died on 1 March 1942 when HMAS *Perth* was sunk in the Sunda Strait.



With a partnership dating so far back, it was only natural that the Navy would send their Iroquois and personnel to the party. Navy ordered their 7 UH-1B aircraft back in 1963 and the first was delivered in March 1964. The RAAF accepted delivery of their first on the 29 October 1962.

The aircraft above was delivered to the Navy in 1965 and was involved in a serious accident in Nowra in 1971. This required a complete rebuilt. It was withdrawn from service in May 1989 and allocated to the Navy's Fleet Air Arm Historic Flight, was rebuilt once again and is now

regularly flown to special events. It holds the civilian registration VH-NCC and is based at Nowra.

Part of the crowd who gave up their Friday to witness the dedication.



Re-living the moment.

These 4 blokes, who were all posted to 9 Sqn are:



L-R: Wayne “Whisky” Carter, (May 1968 – May 1969) Electrician; **Kerry Millard**, (Nov 1970 – Aug 1971) Framie and crewie; **Roy Robinson** (Apr 1968 – Apr 1969) metal basher and **Brian Dirou**, who was Sqn Ldr pilot and who did two tours (Mar 1968 – June 1969 and June 1971 – Oct 1971). Brian was instrumental in converting the Iroquois to the gunships (Bushrangers) that were so successful.

There is an excellent doco ‘movie’ called “The Battle of Long Tan” which was produced by Martin Walsh and is narrated by Sam Worthington. It features interviews with most of the persons involved in the battle and is a must see. You can download a copy of it [HERE](#). It is a 100 minute movie and is a large file so allow at least 30 minutes to download it. We suggest you save it to your computer before trying to view it.

And we’d like to remind Angus Houston that it’s not necessary to be an officer to have a first name. Referring to the crewies on the two choppers which carried out the supply drop at Long Tan as Lac this and Cpl that is nothing but a snobbish bloody insult.

In the movies - Once applied, lipstick will never rub off - even while scuba diving.



Bruce Haigh

The Canberra Times

Posthumous examination and recognition of exceptional acts of bravery during active service is fraught with pitfalls.

Strong claims have been made over the years by concerned and well-motivated individuals and organisations that a number of Australians who performed extraordinary acts of courage during wartime hostilities and whose acts went unrecognised or were insufficiently recognised, should now, after proper consideration and deliberation, be awarded posthumous VCs.



The Defence Honours and Awards Tribunal has been set up by the Australian Government to ascertain whether certain individuals, who are said to have carried out exceptional acts of bravery during active service, but who remain unrecognised, should now receive that recognition in the form of a posthumous Victoria Cross.

The Victoria Cross of Australia was instituted in 1991 and is a direct descendent of the British Victoria Cross which used to be awarded to eligible Australians. Those often cited for posthumous recognition of the VC include Private John Simpson, of Gallipoli fame, and Ordinary Seaman Teddy Sheean. As Les Carlyon points out in his book, *Gallipoli*, Simpson did not easily fit the mould of hero, such as people like Albert Jacka, Harry Murray, Arthur Blackburn and "Snowy" Howell.

Ordinary Seaman Sheean, aged 19, was a loader on the Australian-built Corvette HMAS Armidale, when it was attacked and sunk by Japanese planes in the Timor Sea in December 1942. Sheean refused to abandon ship, strapped himself to the gun he normally serviced, shot down a Japanese bomber and went down with the vessel.

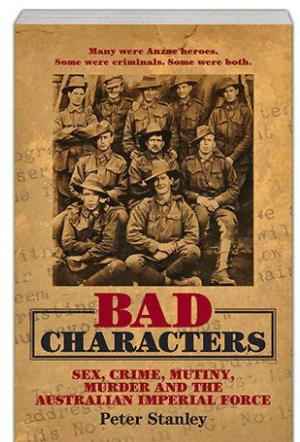
The Australian historian G. Hermon Gill, who wrote the official history, *Royal Australian Navy, 1942-1945*, says the ship's captain, Lieutenant-Commander David Richards, RANR(S), singled out Sheean for special mention in the Report of Proceedings of HMAS Armidale and Ordinary Seaman R. M. Caro in an account of the action, detailing the incident and the exceptional bravery of Teddy Sheean.

Of course we have to be careful at what is driving this push to redress forgotten recognition. No doubt there is a strong sense of righting an injustice, of giving credit where credit is due, and properly so. But we also have to be mindful and careful of recent trends to jingoism, overblown nationalism and xenophobia.

In seeking to anoint heroes we have to be careful that we don't airbrush from the picture undesirables who might not fit the public perception of the type of person who should be worthy of elevation.

Historian Peter Stanley in his book, *Bad Characters*, says of the First AIF that, "It should come as no surprise to find that even VC-winners went absent, caught VD and came before courts-martials ... Other VCs ran up against the AIF's disciplinary code as much as their less distinguished comrades.

John Leak, for example, who received a VC for his conduct at Pozieres in July 1916, later had a troubled time. In 1917 he burst into the sergeants' mess at Wareham demanding a drink and refusing a sergeant-major's order to leave, and then went AWL twice. The second time, in November 1917, he was sentenced to imprisonment for life, an extraordinarily harsh sentence. He admitted in his defence - honestly but foolishly - that he "could not stand shell fire". Joe Maxwell, the AIF's second-most highly decorated soldier after "Mad Harry" Murray, caught VD and was repeatedly in trouble with his superiors in the 18th



Battalion. Even in the year in which he was awarded the DCM, MC and VC (and commissioned), Maxwell faced military and civil charges. Maxwell, still only 22, did little else with his life except write the racy and candid memoir, *Hell's bells and Mademoiselles*.

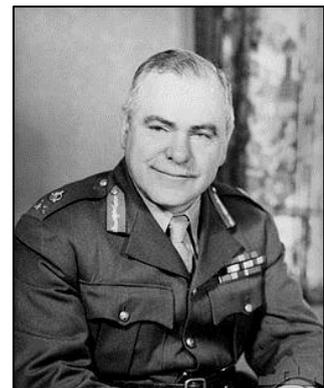
I hear you say, my sort of man, but is he the sort of man likely to be awarded a posthumous VC by a committee or tribunal? With the new wave of jingoism, Leake and his sad story have been airbrushed out of our history. The Australian War Memorial, in their publication, [Wartime Issue 32, Inspirational Bravery](#), which talks about bravery in battle and awards contains the following sentence, "In one case an Australian Victoria Cross winner of 1916 was charged with desertion the following year." What is wrong in mentioning his name? It seems to me that both Leake and Maxwell might have been suffering from post-traumatic stress, something unrecognised then. Why not say so and give him the dignity he deserves. Not all heroes can fit into or behave according to a schoolboy stereotype.

But the posthumous recognition of outstanding acts of wartime courage seems to me fraught with other possibilities. If the upside is for the Commonwealth, after consideration, to give an award for bravery hitherto unrecognised, surely the logical downside is to remove honours and awards unjustly, unfairly or dishonestly conferred.

Should Lieutenant-General Henry Gordon Bennett be posthumously stripped of his rank and all awards for deserting his troops of the 8th Division, when they were taken into captivity by the Japanese on Singapore?

Bennett slipped the noose and came back to Australia, ostensibly to explain and elaborate on Japanese tactics to a nation facing the prospect of invasion, but more likely to keep himself in the running to be commander in chief of the Australian Army, a post he coveted. Bennett's superior officer and the man in charge of the campaign, General Percival, stayed with his troops and went into captivity.

Should Field Marshall Sir Thomas Blamey be posthumously returned to the rank of general for his appalling handling of the Kokoda campaign, where he allowed the arrogant, over-bearing and vain US General MacArthur to bully, not only senior Australian officers including Blamey, but also the Australian prime minister, John Curtin?

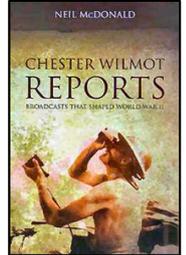


Stuart Braga, the biographer of Major-General "Tubby" Allen, in the book *Kokoda Commander*, says, "In this culture of utter dependence on the Great Man, Curtin did not insist on the collaborative spirit of MacArthur's appointment being met ... Curtin's failure to insist on an effective joint staff at MacArthur's GHQ cost the Australian Army dearly. It was relegated to a subordinate role for the whole of the Pacific War, and employed on campaigns of minor significance. "

To protect his career Blamey stood by and watched this development, saying and doing nothing to advance Australian strategic input. He complied with a directive from MacArthur to go to New Guinea and take control of the Battle for Kokoda. Blamey sacked Generals Potts, Allen and Rowell, which pleased MacArthur but ruined three fine military careers and made no difference to the campaign. To top it off, at a parade in Port Moresby of the gallant 21st Brigade

who had fought an outstanding, gallant and now recognised text book retreat along the Kokoda Track, Blamey accused the men of running away from the Japanese; it was all the officers could do to hold their men in check.

Finally, should Chester Wilmot, of the ABC, be given a posthumous award for his honest reporting of the campaign, which Blamey so loathed that he had him withdrawn from PNG?



Where does one draw the line?

In the cases under consideration by the tribunal and others that might arise from the precedent created, why not institute a special posthumous award that can be issued by the Parliament of Australia for bravery and courage not previously acknowledged or recognised?

Letter to his CO from a Captain answering his CO's "Request for further information."

Sir,

In your icy, indeed hostile, telephone call of yesterday, you requested a report about the alleged proceedings involving my soldiers. As the reports from the local authorities and the head of the Australian legation were undoubtedly a complete fabrication, I welcome the opportunity to put the truth of the matter forward.

Your kind offer to "buy a round of drinks" for the troops at the end of the deployment was taken and the CSM ensured that appropriate quantities of libation and food were purchased against your credit card, with festivities being held in my hotel suite. An enjoyable evening ensued but insufficient supplies had been obtained, so several members of the company left for further purchases at a local bar.

In a truly magnanimous gesture, ten bar girls from that establishment helped carry the beer back to the hotel. To demonstrate our appreciation of their assistance, we served them some cool drink. They then offered to show us some local culture, and, in order not to offend, we allowed them to dance.

The banging on the walls of my room had, by now, quite honestly, become invasive, and it was disturbing the dancers, so we arranged an amusing little deterrent. LT Brown's impersonation of a Police Officer was quite clever as he goose-stepped to each room and harangued the occupants with a very witty diatribe about disturbing hotel guests. I personally heard nothing of his alleged threats to life or limb in as claimed by the sister of the local Police Chief whose room was, unluckily, next door.

I suspect that this woman was the sneak who called security and hotel management but I absolutely refute that the shout "Stand To, enemy approaching!" was made. The simple coincidence of security arriving just as we stood the double bed on its side across the door to

make the dance floor bigger is obvious. The major damage to the room occurred when a group of gate crashers, whom we could not know were hotel security, forced their way in just as most of us happened to be leaning against the bed watching the dancing.

The subsequent events in the foyer of the hotel are an equally vicious distortion of the facts. I was explaining the importance of the post activity celebrations to the General Manager of the hotel, and stating that other guests were obviously fabricating their stories of the noise and drinking, when CPL Smith and several others from HQ Coy (in keeping with their pursuit of physical fitness) organised the race up the drapes which hang along the foyer wall. It says little for the workmanship that the fittings were torn from the wall before most of the company was even halfway up.

At this stage SGT Williams, our Orderley Room SGT attempted to rescue the situation with her depth of knowledge of local culture. Her rendition of the Fertility Dancing Maiden in the foyer's 'Pool of Remembrance' was nothing short of breathtaking. Normally this dance is performed wearing just a sarong skirt but SGT Williams' extra step to " Au Natural" was a bold step forward. Unfortunately, during one intricate step, SGT Williams slipped and fell beneath the fountain, but we were lucky that SSGT Johnson had the great presence of mind to strip to avoid getting his uniform wet, leapt in to help.

The tiles of the pool were very slippery and it took nearly ten minutes of threshing about before he could actually complete his rescue. Such concern was there for these two exemplary member's safety, that the many of company jumped in to assist, and I deny that this massed rescue attempt could be construed as a 'Water Polo' game!

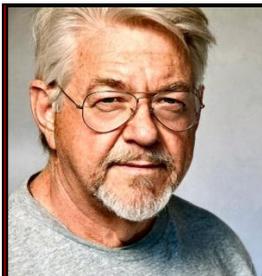
Order had nearly been restored when the fire started. I prefer CPL White's version of events that the drapes had caught fire from being against a light fitting, and that he dropped his cigarette lighter whilst trying to escape the flames. Had hotel management fulfilled their responsibilities and used fire retardant material instead of velvet, the fire would not have spread to the rest of the hotel.

The responsible attitude shown by my soldiers in assisting the bar staff to carry out drinks from the cocktail party is to be commended, not condemned, and the attempt by many male members to extinguish pockets of fire using natural means has been totally misrepresented in some quarters.

I made an official protest about these matters when the head of the Australian Legation visited us at the Police Station the next morning. However, not only did Ambassador Downey not attempt to refute the preposterous allegations made against me and my soldiers crew, but also failed to secure our release immediately.

I trust that now I have outlined the correct version of events, we may allow ourselves a discreet smile as to the lack of social sophistication of some of these developing nations and put all this behind us. In my opinion my soldiers behaved in accordance with the finest Australian Army traditions.

Your most obedient servant,



It's Elementary.

Anthony Element

Speaking of which...

A few years ago, as I began the long, steady approach towards my peak years, - I put that last bit in to alert you to the fact that I am on occasion prone to exaggeration, although those of you who knew me back when I wore those idiotic overalls that earned us all the dubious title of baggy arses might have already cottoned on to that fact - anyway, about then I decided to quit the corporate world to pursue more useful stuff, by which I mean things I was really interested in.

Around the same time, I had the disturbing epiphany that most us do eventually; I realized I wasn't as young as I once was. In fact, I'd become a good deal older than I used to be. Which, while being somewhat circular, leads me to the ups and down of this whole ageing process.

I've discovered there are things I can't do now that I used to be able to, like running around the block. Unfortunately, back when I could do them, I didn't, which is partly why I can't now. There's that whole circular thing going on again. I discussed it with my friend and neighbour, Harvey. I should tell you about Harvey. He's a Vietnam vet with the thousand yard stare, a receding hairline and majorly greying ponytail.

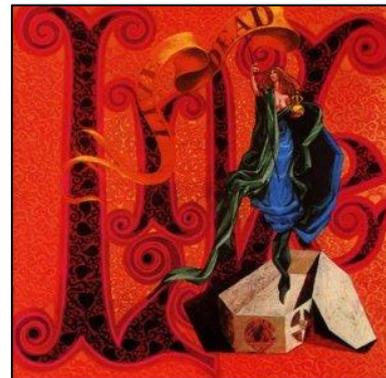
He spends a good deal of his time in his shed listening to the Grateful Dead at a volume that blisters paint. Harvey doesn't talk a huge amount but when he does it's because he has something to say. He waited for the end of the last track on his most precious possession, an original issue of the Live/Dead album, and murmured, "Yeah, doesn't do much for your sex life either."

Now I'm sure you all remember what sex is, er, was. It's when two or more people....Come on, we're not that old.

We agreed, Harvey and I, that there's a fair bit of debate as to what age one should become... well, less interested. Unfortunately this dispute seems to be split more or less along gender lines. When it comes to matters of the flesh, at least in our case the spirit is willing, but...

Enough about flesh already, this is a family publication.

One of the more pleasant yet unexpected aspects of - how shall I put this? - becoming less of a teenager, (about forty plus years less in my case), is that attractive young ladies now make eye contact with me. Some even smile. I rather enjoyed this development until I realized why it was happening.



Evidently, I'm now perceived as, well... harmless. I always was, mind you. But it didn't used to be that obvious. There's something indescribably ego deflating about being universally recognized as being harmless by those of the female persuasion.

How does it go, "You don't know what you've got 'til..." Ah, well.

Moving further north, anatomically speaking, Harvey and I agreed that another disturbing aspect of increasing age is our waistlines, which are following the same trend. Increasing, that is, not moving north.

There was a time, I'm pretty sure, when a six pack, a dozen satays and a Cha Kwai Teow was a mere snack. Now, if I put butter on my toast I get fatter.

Harvey mostly wears a tee shirt on the back of which is inscribed, *'24 hours in a day, 24 stubbies in a slab. Coincidence? I don't think so.'* Clearly, the less said about his waistline the better.

My grandchildren have somewhat unkindly observed that I'm beginning to talk about the good old days. Not a good sign, evidently. Pah, what would they know? I ask you. The Dead, Creedence Clearwater Revival, The Stones, Queen, or... Rap? No bloody contest. Harvey pointed out that another consequence of, ahem, advancing years is that we spend more time at home now and we're expected to... well, do stuff around the place.

And we do.

But it's not as easy as I thought it would be.

Who knew there's a precise way in which knickers should be hung on the clothes line? And that failure to hang them properly risks being cast into the seventh level of hell, there to suffer for all eternity. Certainly not me. I do now. Such things make reversing an aircraft into the hangar using a tractor with a slipping clutch a breeze in comparison.



Which brings me, by no logical process whatsoever, to the issue of gardening.

It's inevitable that the aging male, and many females too, will, at some point, be forced to confront the prospect of tending a garden. I was surprised to discover so late in our marriage that I needed to make clear to my wife the difference between having a garden and being a gardener. A garden is place of peace, tranquility and colour; somewhere to go to escape the pressure of modern living.

Gardening, on the other hand, is when I get back ache and dirty hands, sweat excessively, and, as a general rule, kill a lot of stuff.

Well, you can see the difference.

The problem is how to have the former without having to do the latter. I'm working on that, but in the meantime it's getting hard to find the front gate. And don't even get me started on cooking.

It was no accident that some bright young thing stared at a stubby and a tin of baked beans and invented a food can with a ring pull. Almost halved the amount of time you have to spend in the kitchen. Sadly, our wives are unwilling to let us take maximum advantage of what should be obvious to all was a monumental technological breakthrough. So I cook... sometimes.

Which has led me to note an interesting culinary parallel. Those around me eat what I serve up with about the same amount of enthusiasm as I had in cooking it. Go figure.

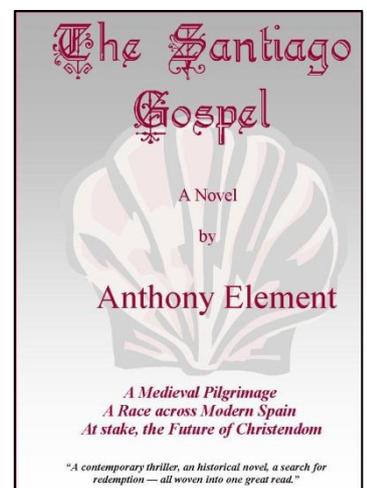
I even tried signing up for a Lite-n-Easy program; you know, where they deliver a week's worth of low cal food already prepared. Figured I'd save effort and lose weight at the same time. Well, let me tell you, that dog didn't hunt. On several levels.

Never mind. All in all, our situation could be worse. Harvey and I deal with the uncertainties of our stage in life by consoling ourselves with the fact that we're still a helluva lot younger than we're going to be.

At least, we hope so.

Anthony (Tony) Element is a veteran of 22 and 23 RMTs. (He would probably have been on 24, 25 and 26 RMTs as well if he hadn't gotten lucky and struck a series of exams where that old axiom, "When in doubt choose C", actually turned out to be true, allowing him to get his nose just past the finishing post. After doing his twenty, and then another fifteen years running engineering businesses for multinationals, in Australia, Hong Kong, China and Thailand, his inherent laziness got the better of him and he quit to concentrate on writing and music.

Two of his novels, The Santiago Gospel and Absence of Doubt have been published in the USA by DWPress and are available on Amazon in paperback and Kindle Ebook. His work has appeared in several magazines, including short fiction for Woman's Day, and he's a regular contributor to a number of emags.



Anthony publishes Observation Point, a satirical blog at <http://www.observationpoint.com.au>

Inside the Soviets' Secret Submarine Lair.

The Russian Black Sea Fleet is a large operational-strategic sub-unit of the Russian (and formerly Soviet) Navy, which has been operating in the Black Sea and the Mediterranean Sea since the late 18th century and it is a fleet of enormous historical and political importance for

Russia. During the Russian Civil War (1917-22), the vast majority of the Black Sea Fleet was scuttled but in the 1930's, a large scale construction program of new vessels began.

In 1953, Joseph Stalin decided to build a top-secret nuclear submarine base that would become the operational home for the Fleet. He chose an area near the ancient fishing town of Balaklava, on the Black Sea. A wall was built around the area to completely close it off from the outside and almost all of the inhabitants of the town worked at the base at one time or another. Forty-five thousand cubic meters of stone were excavated to create the giant base which was situated some four hundred feet below ground.



The base had the capacity to hold up to nine submarines. The channel is twenty six feet deep and covers an area of about four acres. Hidden inside the base of a mountain the 153,000 square-foot facility took nine years to build with its entrance camouflaged from spy planes. It could survive a direct nuclear hit and at maximum capacity could hold 3,000 people with supplies to sustain them for a month. Best of all, the vast subs that slunk in and out of here between tours of duty could enter and leave underwater, keeping them from prying eyes at all times.



During a nuclear attack, the base could be completely closed off by bomb proof doors weighing one hundred tons and could remain self-sufficient and had enough supplies to maintain 3,000 people for thirty days. The base was equipped with its own water supply, generators and had kitchens, baths, housing for troops and even had its own hospital

Once the most sensitive and secretive of Soviet Cold War hotspots which operated for 40 years, today it is preserved as a museum. The cavernous entrance, carved into the heavy rock of the mountain, was pure James Bond, but the base that unfolds inside is a hard-hitting mix of superspy fantasy and the coarse reality of the Cold War world in which it played a key part.

The facility was split into two clear sections on either side of the huge submarine channel that ran through the centre, one side used for the operational running of the base and the other for arming and storing the nuclear warheads.

Every possible measure was taken to keep its existence unknown to the outside world. This included removing Balaklava from all maps in 1957 (it would be 1992 before it reared its head again) and employees' family members from neighbouring Sevastopol, itself a closed city that needed a heavy security clearance to gain access, were put through extensive vetting before visits to loved ones were allowed.



It contained a dry dock so large that it was capable of holding a 300 foot (91 meters) long submarine. Beside the dry dock was the huge submarine channel, with space for six such subs end to end. Curved to deflect any blast inside the base, the channel is lined with steel

gangways above head height. It would have provided a fearsome environment, with a hulking sub(s) sitting in the black water and the loud echoes of urgent footfalls, the clanking of tools, and the humming of generators.

Connecting tunnels from the operations side to the nuclear arming area are all curved for blast protection and in the arming area a massive steel roller door stands over a large room in which the actual missile arming bits and pieces were stored. In the centre of the whole complex is a large room that would have stored up to 50 armed and ready nuclear weapons.

It was still active during the fall of the Soviet Union in 1991 but decommissioning began in 1993 with the last submarine leaving the facility in 1996. The complex is now an 'in demand' tourist centre and the bay is home to a glittering array of yachts from all over the world and at the water's edge instead of subs skulking in and out, throngs of locals indulged in a spot of fishing while shooting the breeze over a couple of beers.

An elderly man in Louisiana had owned a large farm for several years. He had a large pond in the back. It was properly shaped for swimming, so he fixed it up nice with picnic tables, horseshoe courts, and some apple and peach trees. One evening the old farmer decided to go down to the pond, as he hadn't been there for a while, and look it over. He grabbed a five-gallon bucket to bring back some fruit. As he neared the pond, he heard voices shouting and laughing with glee. As he came closer, he saw it was a bunch of young women skinny-dipping in his pond. He made the women aware of his presence and they all went to the deep end. One of the women shouted to him, 'we're not coming out until you leave!' The old man frowned, 'I didn't come down here to watch you ladies swim naked or make you get out of the pond naked. Holding the bucket up he said, 'I'm here to feed the alligator...'Some old men can still think fast!!.

Coke bottle.

There are a lot of stories about why the coke bottle is the shape it is. Some say the bottle is the most perfectly designed package in the world and that it was designed by/for the US Navy because with the two hips, the bottle should lay in the water horizontally and thus fill with water and sink – thus not leaving a trail in the ocean for the enemy to follow.

Dump that theory, quick time.

Another is it was shaped by a famed industrial designer, Raymond Loewy, to represent a Victorian hooped dress.

Nuh – dump that one too.

Here's the real reason.



Back in 1915, soft drink bottles were pretty much the same shape no matter what they contained. What differentiated one unopened softy from another was its label. That was a fair enough system, except for one problem: paper labels slid off when the bottles got wet. Back then, the most common way to keep softies cold was to dunk them in a bucket of ice water which ultimately caused all the labels to fall off. This led to confusion and frustration as customers blindly fished around in cold water for the drink they wanted. Finally, a light bulb went off over someone's head: what if Coca-Cola's bottle had an unusual shape? The days of brand confusion would be over, because a customer could easily pick out an ice-cold Coke by feel alone.

That's the why part, but what about the shape.

In 1915, Coke sponsored a design competition among its bottle suppliers. The contest listed only two requirements, the bottle had to be distinctive and had to fit existing equipment. The Root Glass Company was one of Coke's bottle suppliers and an Earl R Dean was the supervisor of the bottle moulding room. He thought there might be a design idea to be found in the look of either the cocoa plant or the kola nut (the two ingredients after which Coca-Cola was named). He couldn't find any information on either at their local library but he did find a photo of a cocoa pod and he thought he might be able to attach the 'corrugations' on the pod into a bottle design.



He sketched a copy of the pod, took it back to the plant, worked up a bottle design based upon it, presented it to the plant's owner, gained his approval, created a mould for the prototype bottle, and produced one. That bottle became the widely-recognized symbol of Coca-Cola.

The Mexican maid asked for a pay increase. The wife was very upset about this and decided to talk to her about the raise.

She asked: "Now Maria, why do you want a pay increase?"

Maria: "Well, Senora, there are three reasons why I wanna increase. "The first is that I iron better than you."

Wife: "Who said you iron better than me?"

Maria: "Jor huzban he say so."

Wife: "Oh yeah?"

Maria: "The second reason eez that I am a better cook than you."

Wife: "Nonsense, who said you were a better cook than me?"

Maria: "Jor hozban did"

Wife increasingly agitated: "Oh he did--- did he???"

Maria: "The third reason is that I am better at sex than you in the bed."

Wife, really boiling now and through gritted teeth. "And did my husband say that as well?"

Maria: "No Senora.....The gardener did."

Wife: "So how much do you want?"

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RTFV-35 Sqn Reunion.

Over the 4 days, 26th February to 29th February, 2012, a lot of ex RTFV-35 Sqn blokes, along with their wives/partners, got together in Brisbane to celebrate the departure of the Squadron from Vietnam. RAAF Transport Flight Vietnam, (RTFV), which operated the Caribou aircraft, was formed in Vung Tau in 1964 and on the 1st June 1966, RTFV was re-titled No 35 Squadron. On the 19th February 1972, 40 years ago, the last of the RAAF's Caribou aircraft left Vung Tau for their return flight to Richmond. This made it the first of the RAAF's squadrons committed to Vietnam and the last one to leave.



The idea for this recent re-union germinated in [Townsville in November 2009](#) when past members of RTFV-35 Sqn and 38 Sqn, gathered to farewell the Caribou aircraft which was honourably retired after 45 years of service. John Sambrooks, who likes a cold beer on a hot day, and on a Thursday, and a Saturday – in fact on any day ending in “Y”, and who is the secretary of the RTFV-35 Sqn association, thought it would be a great idea to get together again to celebrate the 40th anniversary of the Squadron's departure from Vietnam – an idea that was readily accepted and agreed to by most. John and his lovely partner, Andrea, then spent the better part of the ensuing 2 years cajoling Governments, Government Departments, organisations and individuals to part with some of their money and/or products to subsidise costs.



John and his lovely partner, Andrea, then spent the better part of the ensuing 2 years cajoling Governments, Government Departments, organisations and individuals to part with some of their money and/or products to subsidise costs.

Venues and events were considered, investigated, some disregarded, some just made it too hard, others were accepted and finally a program was put together and broadcast to all. Accommodation costs and facilities in Brisbane were considered, proprietors were cajoled and badgered to provide “deals” and finally the “Oaks Apartments” was accepted as the favoured venue for those attending.

The wonderfully-well put together program which was organised by Sambo and Andrea (who was “Shanghaied” into the effort), included:

Sunday 26th Feb

- A “Meet and Greet” at the Kedron Wavell Services Club.
- Sausage sizzle bar-b-q at the Oaks.



Monday 27th Feb

- Bus trip to the [Queensland Air Museum](#) at Caloundra.
- Lunch at the Caloundra RSL Club.
- Pizzas at the Oaks.

Tuesday 28th Feb

- Bus trip to [Aeospace Australia](#) at Brisbane Airport to see how the MRH90 and the ARH Tiger helicopters are built.
- Ceremonial Dinner at the Kedron Wavell Services Club.

Wednesday 29th Feb

- A Dedication Ceremony where the RTFV/35Sqn plaques were mounted at the ANZAC Shrine in Brisbane.
- Tour of Castlemain-Perkins brewery to see how XXXX beer is made followed by a few samples of the brew at a Beer-b-q in the Ale House.



If you missed it – you missed an excellent event. Stu Bonett is planning another which will be held at Coffs Harbour in 2014, put it in your diary. Dates etc will be notified in due course.

Seen at the Meet and Greet:



Back Row L-R: Don Payne, Allan Rogers, Kath Rogers.
Front Row L-R: Pat Kimberley, Gary Kimberley, Lyn Payne.



L-R: Wendy Bebbington, Brenda Williamson, Dianne Kirby, Pat Piggott.



L-R: Dennis Window, John Sambrooks, Allan Shaw, Geoff Brand, Jim Williamson, Nigel Murray, Ted Strugnell, Laurie Rappo, Bob Hodgson, Norm Bruce.



L-R: Susan Bothman, Peter Franks, Bob Williams, Cathy Williams, Jeff Pedrina, John Griffiths, Robyn Pedrina.



L-R: Hugh McCormack, Wayne Oldfield, Des Pryce, Ted McEvoy, Jim Cameron, John Webster, Dick Salter.



**Back Row, L-R: Jim Maguire, Nev Rogers, Doug Angus, Bill DeBoer,
Front, L-R: Colleen Rogers, Sandra DeBoer**

These two girls, Andrea Butler on the left and Sheryl Benneworth, manned the gate and made sure no one snuck in, they kept all the money safe and sound, answered a ton of questions, sold a heap of merchandise and handed out about a million “show-bags”.



Sambo had arranged to have a photographer at the Meet and Greet as he wanted to divide everyone into groups for photos. People were assembled into crews corresponding with when they served in Vung Tau. Starting with those that were there for Christmas 1964, photos were taken of groups that spent their Christmas in Vung Tau - right up to 1971.

The Class of 1964



L-R: Trevor Hill, Eric Evans, John McDougall, Ray Piggett.

The Class of 1965



Back Row L-R: Ron Glew, Ken White, Keith McDowell, John McDougall, Bob St John, Charlie Downs, Luigi Hanlon.

Front Row L-R: Stuart Bradley, Jack Bennett, Reg “Rocky” Rockliff, Gary Kimberley, John Hartigan, Terry Topping.

The Class of 1966



Back Row L-R: Fred Olsen, Brian Peck, Jeff Pedrina, Graham Johnson, Max Turner, Ken Davies

Front Row L-R: Keith Kinch, Jim Cameron, Gordon Nichols, Stew Bonett, Dirk Van Kessel (Peter Forster), Geoff Hall

The Class of 1967



Back Row L-R: Brian Dwyer, Ken Erwin, Jim Maguire, Graham Palmer, Robert “Eckles” Eley, Wally Little, Bob Williams, John McDougal
Front Row L-R: Peter St John, Jack Bennett, Hugh McCormick, Doug Angus, John Webster, Ted McEvoy

The Class of 1968



Back Row L-R: Keith McDowall, Len Bebbington, John Griffiths, Nev Rogers
Front Row L-R: Wayne Frew, Des Pryce, Wayne Oldfield, Dick Salter

The Class of 1969 – The A Team.



Back Row, L-R: Bill DeBoer, Nidge Murray, Ken Matthews, Allan Shaw, Trev Benneworth, Stuart Bradley, Col Duffield, Peter Franks
Front Row, L-R: Don Payne, John Barry, John Sambrooks, Barry Kirby, Jim Williamson, Trevor Wallace.

"The problems we face today are there because the people who work for a living are outnumbered by those who vote for a living"

The Class of 1970.



Back Row, L-R: Frank Robinson, Geoff Brand, Dennis Window, Rob “Chuck” Connor, Rob Collins.
Front Row, L-R: Nev Young, Tom Mills, Allan Rogers, Don Henny.

The Class of 1971.



Back Row, L-R: Barry “Sluggo” Patrick, Ted Strugnell, Lyndon Johnson, Wally Little, Laurie Rappo.

Front Row, L-R: Brian Patten, Terry Daly, Ted Barnard, Tony Sommer.

It was then time to get all the blokes together for a group photo.



And to bring a touch of colour and glamour to the scene, it was time to get all the lovely girls together.





Back at the Oaks Apartments, the 3 Amigos got together to share past and present experiences. John Sambrooks (left) is the current Secretary/Treasurer of the Association, John Webster (middle) is the immediate past Secretary/Treasurer and Geoff Hall (right) was the first.

A man is driving down a deserted stretch of highway when he notices a sign out of the corner of his eye...It reads:

SISTERS OF ST. FRANCIS HOUSE OF PROSTITUTION 10 MILES

He thinks this is a figment of his imagination and drives on without second thought. Soon he sees another sign which reads:

SISTERS OF ST. FRANCIS HOUSE OF PROSTITUTION 5 MILES

Suddenly he begins to realize that these signs are for real and drives past a third sign saying:

SISTERS OF ST. FRANCIS HOUSE OF PROSTITUTION NEXT RIGHT

His curiosity gets the better of him and he pulls into the drive. On the far side of the parking lot is a stone building with a small sign next to the door reading:

SISTERS OF ST. FRANCIS

He climbs the steps and rings the bell. The door is answered by a nun in a long black habit who asks, 'What may we do for you! my son?' He answers, 'I saw your signs along the highway and was interested in possibly doing business....' 'Very well my son. Please follow me.' He is led through many winding passages and is soon quite disoriented. The nun stops at a closed door and tells the man, 'Please knock on this door.' He does so and another nun in a long habit, holding a tin cup answers the door. This nun instructs, 'Please place \$100 in the cup then go through the large wooden door at the end of the hallway.' He puts \$100 in the cup, eagerly trots down the hall and slips through the door pulling it shut behind him. The door locks, and he finds himself back in the parking lot facing another sign:

**GO IN PEACE. YOU HAVE JUST BEEN SCREWED BY
THE SISTERS OF ST. FRANCIS.
SERVES YOU RIGHT, YOU SINNER**

RTFV-35 Sqn Reunion.

[Cont'd from page 14](#)

On the Monday morning, everyone boarded the buses from outside the Oaks Apartments in Charlotte St and set off on the 80 minute trip to the Caloundra Airport for a conducted tour of the [Queensland Air Museum](#) (QAM)

The QAM had its beginnings in 1973 when a group of aviation enthusiasts who comprised the Queensland Branch of the Aviation Historical Society of Australia decided to "put their money where their mouths were" and do something about preserving Australia's aviation heritage by purchasing a Canberra bomber. The fact that the fledgling museum had no suitable site to display such an aircraft was not allowed to stand in the way of their enthusiasm!



As a result of the considerable media publicity which followed, the Canberra was moved to the new "Pioneer Valley Park" horse-drawn vehicle museum at Kuraby on the 2nd June 1974 thus inaugurating the Queensland Air Museum.

Almost exactly one year later, the collection doubled in size with the arrival of Meteor WD647. The Museum's second aircraft acquisition was in complete contrast to the first in that it was an outright gift from the British Government, whereas the Canberra had to be purchased from the Australian Government. The Meteor was destined never to join the Canberra at Kuraby, for sadly "Pioneer Valley Park" closed, and QAM found itself thrust into a nomadic existence which was to last for another 10 years! It is a lasting tribute to the members involved that the Museum survived the tribulations that followed.

In May 1977, the Canberra was moved to a leased site at Lower Nudgee where it was later joined by the Meteor, Sea Venoms WZ910 and WZ898 and Vampire A79-828. With the development of the new Brisbane Airport floodway, QAM had to go, and after much anguish and lobbying, the aircraft were moved to a "temporary holding area" on Brisbane Airport in April 1980. During QAM's occupancy of this site, the Canberra featured in a much-publicised extortion attempt against Trans-Australia Airlines. Although local Department of Aviation officials were sympathetic towards QAM, the Minister of the day had an apparent personal vendetta against the Museum and exorbitant rental demands effectively led to QAM's eviction from Brisbane Airport.

The resultant publicity came to the attention of Landsborough Shire Councillor, John Harrison, who persuaded the Council to facilitate QAM's relocation to Caloundra. The offer of a modern hangar type building on Caloundra Aerodrome was too good to refuse, and the Canberra, Meteor and two Sea Venoms were transported to Caloundra on 14 June 1986. By this time, only the Meteor was ready for display, so a band of local volunteer members set about preparing the



collection for an opening ceremony on 4 April 1987. The fact that a respectable display was ready on schedule is a tribute to the members involved. The official opening of the Museum was performed by Mrs. Ly Bennett, wife of the late [Air Vice-Marshal Don Bennett](#) of "Pathfinder" fame who had been QAM Patron until his death in September 1986. Ly Bennett graciously agreed to assume the role of her late husband until her own death in October 2000. The road leading to the Museum has been officially named Pathfinder Drive in honour of the Pathfinder Force founded by Don Bennett.

On arrival, everyone was seated in the large hangar and provided with an enjoyable morning tea which was supplied by the local branch of "Meals on Wheels".



The mostly volunteer staff at the museum then staged themselves at various spots around the museum and were on hand to answer any and all questions put to them by inquisitive blokes and blokettes.

Lyn Scott (right) is one of the Museum's volunteers and regularly gives up her Mondays to help out. Lyn's husband Gary single headedly built one of the Museum's [exhibitions](#), the replica CA-18 Mustang MK. 23 which he built from scratch.



The Museum has a Caribou on display, A4-173, which was delivered to the museum in April 2002 from its resting place at Amberley. This aircraft was one of the last 4 Caribous to leave Vietnam (19th February 1972), so it was fitting that those who attended the reunion, which was to mark the 40 years that 35 Sqn left Vietnam, should visit the museum and see the old aircraft that all would have worked on or flown in. A4-173 was delivered direct to RTFV in Vung Tau in August 1964 and when it landed at Richmond on the 26th February, 1972, that was the first time it had been on Australian soil. It was piloted "home" by Flt Lt Martin Vink, Co-pilot FOff Michael Shanley and Loady Cpl Laurie Rappo. The flight back was conducted over 7 days.

35 Sqn and 38 Sqn both operated the Caribou aircraft from Richmond until 1976 when 35 Sqn transferred to Townsville. In 1988, 9 sqn began to re-equip with the Black Hawk and several of its Iroquois aircraft were transferred to 35 Sqn which then had two aircraft type on the line. 35 Sqn undertook army tactical support tasks and civil aid operations, including search and

rescue, medical evacuations and flood relief work until December 1989, when the Iroquois were transferred to Army control. In 2000, Caribou operations were rationalised and 35 Squadron's operations were amalgamated into 38 Squadron.

The Aircraft at the Museum, A4-173, (below) had a chequered life in Vietnam, it was involved in 2 accidents (Click [HERE](#) to see one accident) and is currently and gradually being rebuilt by the volunteers at the Museum.



The Iroquois above has been [restored](#) by a bunch of dedicated volunteers at Caloundra who will deliver it to and dedicate it at the Caloundra RSL on the 16th March.



Later in the morning, with everyone standing around, the museum cranked up the Caribou engine it has mounted on the back of a truck – a very nostalgic moment for a lot of old sumpies who are just damn glad they don't have to work on the old brute any more. Click [HERE](#) to see the photo in HD and click [HERE](#) to print it out. Click [HERE](#) to see the Channel 10 coverage of the trip to Caloundra. It is a big file and will take a little while to download.

A photo of all 35 Sqn aircraft in the air at the one time (in Vung Tau), which is held at the museum (delicately displayed here by Geoff Hall) was produced and signed by all the blokes to mark the occasion of the visit.



About midday, it was back onto the buses and off to the Caloundra RSL for an excellent lunch and a few thirst quenching ales, after which, it was back onto the buses and back to Brisbane for a free night.



After all is said and done, more is said than done.



Sambo says he couldn't find a Wallaby bus line, but he reckons a Kangaroo Bus Line is pretty close.

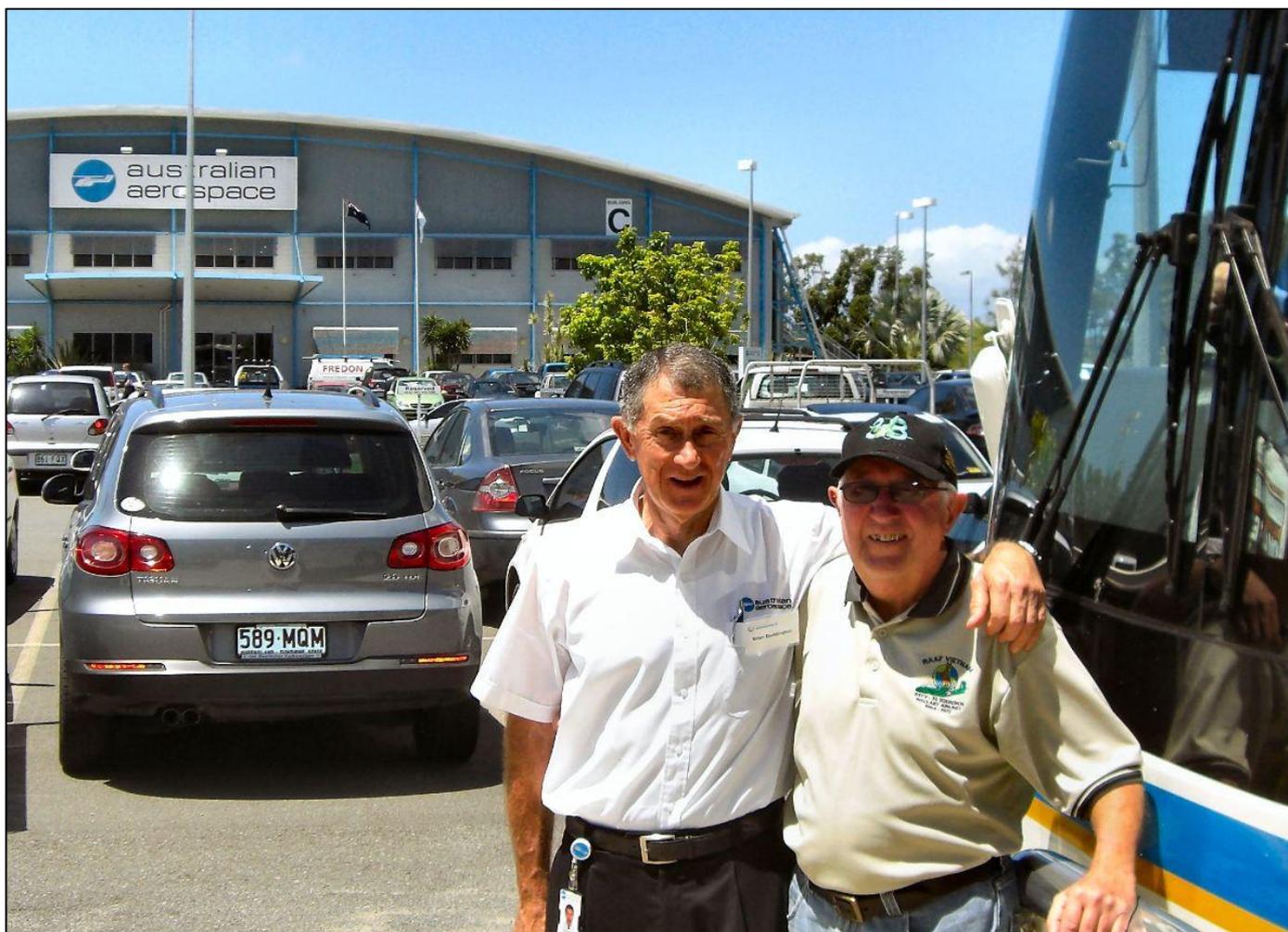


On Tuesday morning, it was back onto the bus and out to Eagle Farm (Brisbane Airport) for a conducted tour of Aerospace Australia where the very helpful staff couldn't do enough to please. When the Caribou was flying with the RAAF, Aerospace was responsible for its major servicing.

Aerospace now have the contract to build the ADF's new helicopters, the MRH90 utility helicopter, which will replace the Black Hawk and the ARH Tiger (right) which is an attack helicopter. This aircraft is very aerobatic, with a rigid rotor, and is capable of performing a loop, though we can't think of any reason why anyone would want to do that!!



The aircraft are built up from imported components, are test flown by Aerospace pilots, then handed over to the ADF.



L-R: Brian Duddington and Ken White.

Brian, who was a sumpie, did a tour of Phan Rang from April 1967 to April 1968, working on the Canberras, before being posted back to Richmond where he moved up and down the tarmac from 38 Sqn to both the Herc Squadrons, 36 and 37, then to the big brick hangar, 486

Maintenance. He was eventually commissioned and rose steadily through the ranks and had a very successful career with the RAAF. After he discharged, he joined Australian Aerospace and is currently the Manager, Program Support, for the building and maintenance of the Army and Navy's NH90 utility helicopter (left) and the Army's European Tiger combat helicopter.



Ken, who was a framie, was one of the early birds in Vietnam being posted to RTFV/35 Sqn in December 1965, returning to Australia in August, 1966. He joined the RAAF in 1958, was posted to 10 Sqn then 11 Sqn in Townsville, then in 1965 they sent him off to Vung Tau to work on the Caribou, an aircraft which he'd never seen before. When his tour was finished, and without breaking anything, he was posted to 38Sqn at Richmond. In 1968 he was shunted down the tarmac to 486 Mntce Sqn, which gave him plenty of time to follow his favourite pass-time, that of head barman at the Airman's boozier, where under the tutorage of one Bob Pearman, he mastered in the art of the "Green Dragon". Then in 1974, it was off to Butterworth to work on the Mirages then in 1982, he was sent back to 486 Mntce. He eventually left the permanent Air Force and joined the active reserve and stayed on at 486 until his retirement.

About midday, at the end of the tour, it was back onto the bus and back to the 'dongas' for a nana nap before the formal dinner which was held, once again, in the Kedron Wavell Services Club.



Official guests at the dinner were Air Commodore Gary Martin AM, CSC and Ms Alison Stanley, the Deputy Commissioner DVA for Queensland.

Air Commodore Martin (Gary) took over command of the RAAF's Air Lift Group (ALG) on the 15th December 2011. Prior to that, he was the CO of 37 Squadron and OC of 86 Wing. He also headed up the C-17 Transition Team. He was born in Zimbabwe and joined the Zimbabwe Air Force where he qualified as a Flight Instructor. He says, "A job opportunity in Australia became available in 1989 so I joined the RAAF in June 1990" and started his RAAF career as a QFI at Point Cook. The Zimbabwe lifestyle and standards of education and health were not as good as they could be so leaving and coming to Australia with his family was really a 'no brainer' for him.



In between his several overseas deployments including two in the Middle East Area of Operations, he still managed to find time to hit the books. He is a graduate of the Centre of Defence Strategic Studies and holds a Masters in Strategic Studies, a Bachelor of Accounting and a Graduate Diploma in Business Studies. He was admitted as a Member of the Order of Australia in the 2005 Queen's Birthday Honours for his work in the development of the C-130J and was granted a Conspicuous Service Cross in 2009 for his work on the C-17A. He has enjoyed a well-deserved meteoric rise through the ranks and has a total of 7000 hours on a number of fixed wing and rotary wing aircraft.

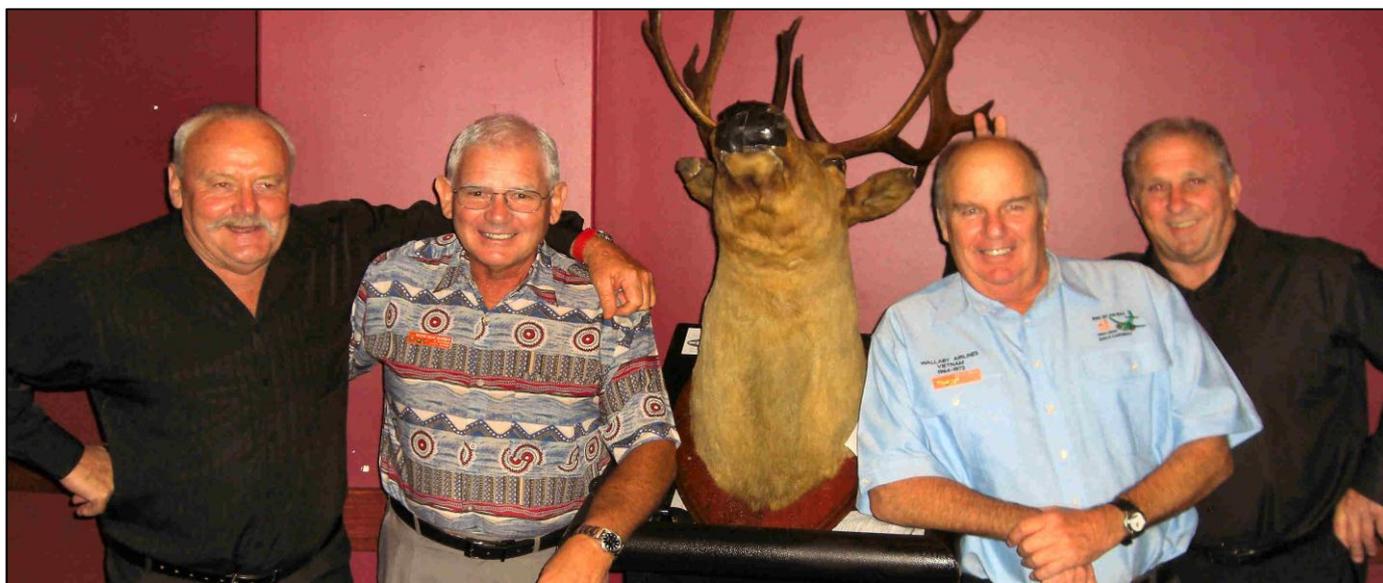
A lovely bloke, definitely a man with the patience of Job!!!!

Alison has worked in the Department of Veterans' Affairs for over five years and in the position of Deputy Commissioner for Queensland for the past four years. Prior to this she managed the national client contact and insurance areas of the Department. As Deputy Commissioner she is responsible for the delivery of services to the veteran community in Queensland while also having direct management responsibility for business functions at both national and state levels.



Prior to joining the Department of Veterans' Affairs Alison was the Queensland State Manager for the then Department of Employment and Workplace Relations for nearly 5 years. She has worked in the Australian Government for over 30 years and has worked at the international, national, state and regional levels. She has extensive senior management experience and has managed complex projects and business areas and large numbers of staff. Alison has been responsible for implementation of a range of new initiatives at national and state level.

A lovely lady and we thank both her and Gary for giving of their valuable time in coming to the Dinner and helping a bunch of nostalgic old blokes from RTFV-35Sqn celebrate the 40 years since leaving Vietnam.



L-R: Jim Williamson, Wayne Oldfield, Allan Shaw, Barry Kirby



Back Row L-R: Lyn Salter, Anne Oldfield, Ted McEvoy, Denise Frew.
Front Row L-R: Helen McCormack, Ann Cameron, Judy DeJonge



L-R: Paula Forster, Gladys Dyer, Sandra Nicholls, Vaila Bonett

Early in the evening, Gary Martin was asked by the President of the RTFV-35Sqn Association, John McDougal, to address the gathering, which he did. For about 15 minutes, Gary had the full attention of all in the room as he outlined the direction of the RAAF and outlined how the RAAF was the only Air Force in the world that was currently replacing all its aircraft. We had an article in [our last issue](#) where we re-ran an article that first appeared in one of the daily papers which stated that the Australian Government had already decided to replace the Caribou with the Alenia C-27 Spartan. We asked Gary whether this was indeed the truth and he informed us that, at this stage, nothing has been confirmed but the C-27 is definitely on the short list.



As they say in the papers, watch this space.

After Gary had finished, he was presented with a memento of the occasion by the legendary and much loved (*in a man sense*) ex EngO, Rocky Rockliff. Rocky joined the RAAF during WW2 and trained as a Sumpie at Wagga. After the war, he obtained a commission and later, as a Flt Lt, was posted to RTFV in Vung Tau (April 1965 to Dec 1965) as the squadron’s engineering officer. From Vietnam, he was posted to 38 Sqn at Richmond as their EngO where he was promoted to Sqn Ldr. Rocky is remembered as the sort of bloke who was very approachable, he always left his door open and would stand up and go to bat for his maintenance blokes. In 1968, he was posted back to Wagga for a while, then down to Dep Air as acting Wng Cdr. In 1977, he decided it was time to smell the roses, so he handed back his pad of P/P 7’s and shifted to the northern coast of NSW. Rocky turns 90 in October this year and is doing wonderfully well, we hope to see him at RTFV-38Sqn reunions for many years to come.

Alison Stanley was asked if she also would address the crowd. She spoke of the many benefits made available by DVA and urged Vets to make use of them. A full list of Benefits and Services is available on the DVA’s web site and can be found [HERE](#) and you should make yourself aware of them. She explained that the first port of call for Vets would normally be their local Veterans’ Affairs Network (VAN) which can be reached by phoning 133 254 from anywhere in Australia. Your call will be forwarded to the nearest VAN office – of which there are many. In less populated areas, where there is no VAN office, DVA has entered into an agreement with Centrelink and has trained up Centrelink staff who will provide information on a broad range of DVA benefits, pensions and allowances..

Alison also urged all Vets, who hold either a White or Gold card, to make use of the Department’s Homefront program. Homefront is a prevention program designed to make households safer by preventing falls and accidents in and around the Vet’s homes. As most of us are ‘getting on a bit’, we are not as nimble as we once were, and we should all make use of this service. A Homefront assessor will arrange a suitable time to visit your home and will look for potential fall and accident hazards such as the following:

Cluttered walkways and work areas.	Wet or slippery floor surfaces.
Unsafe steps or railings.	Loose floor coverings.
Poor lighting.	The need for hand rails.

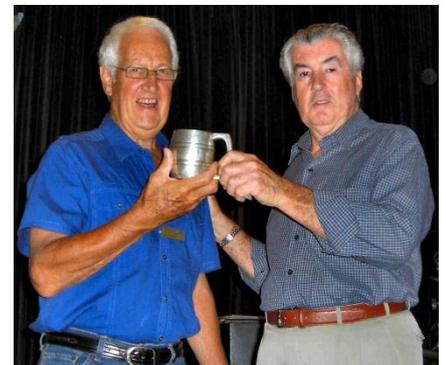
You will also be provided with general information on other factors such as home safety, managing your medication, nutrition and physical activity. If you wish to go ahead and have the improvements done, DVA will provide some financial assistance to cover the costs, but only if the work is carried out by a registered Homefront tradie.

You can apply for an assessment by ringing DVA on 1800 80 1945 and asking for a Homefront assessment.

Wng Cdr John Griffiths (Griffo) thanked Alison for giving up her valuable time in attending the dinner and presented her with a framed photo of 4 caribous flying over Sydney Harbour, on their return to Australia from Vung Tau in Feb 1972.

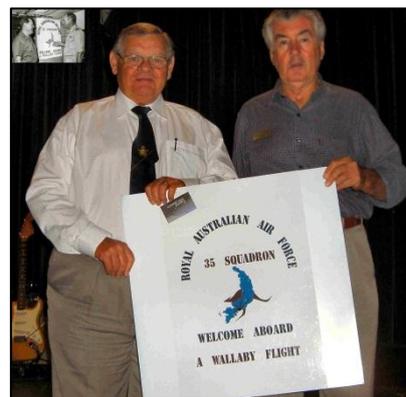


John McDougall then recounted a funny story. Service life is a mixture of many different rituals, some official, some not. There was one such unofficial ritual that started not long after the RAAF arrived in Vung Tau and was followed religiously until everyone left. Members of the Ettamogah Club, who were just about to catch the “Freedom Bird” and head for home, were presented with a pewter mug which would be engraved with their name and dates spent in Vung Tau. This perfectly normal ritual was usually carried out on the Saturday night prior to their departure. All persons who were due to fill their FIGMO the following week, would congregate in the Ettamogah and late in the night would be presented with their mug which would be filled with a mixture of beer and any other liquid that was readily available at the time. Ritualees would then be compelled to drink the contents of the pewter as quickly as possible and once drunk, jam the pewter upside down on the top of their head – as you do. The winner was the first to so do, and he was usually presented with free drinks for the rest of the night. Ian Johnston, who was a Radtech with 35 Sqn, received his pewter in June 1966 and shortly thereafter headed for home.

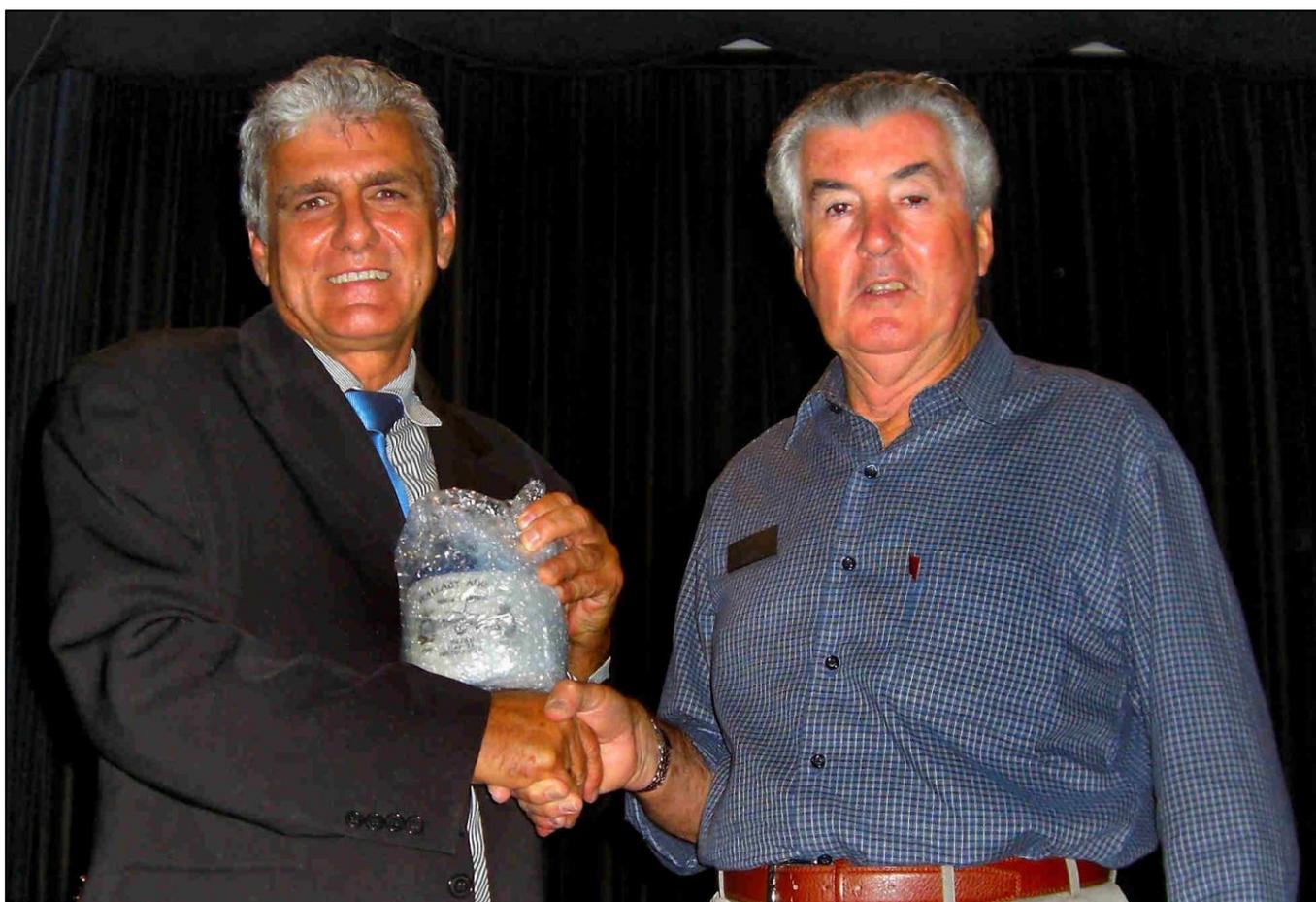


Sometime/somehow between then and now, Ian lost his mug. Someone recently found it and saw what it was from the engraving and being a decent sort of bloke, decided it should be given back to its owner. He did some Googling and eventually contacted John Mac and gave it to him to return it to Ian. John cleaned it up and at the Dinner it was presented once again to its grateful owner.

It is common knowledge that the Caribous that operated in Vietnam were known as Wallaby Airlines (See [HERE](#) for the origin of the name). The Squadron was very proud of the service it provided and over the years it operated (1964-1972), apart from carrying 46,000,000 kg of freight, it also carried a total of 680,000 passengers. To make passengers feel 'at home' a sign was made by the metal bashers and attached to the flight deck door of each aircraft. Sambo thought it would be a good idea to have another made and to present it to Bob St John, who was a Loady on the Caribous and who is now associated with [HARS](#) in Wollongong which is restoring 2 Caribous to flight status. John McDougall was once again thrust into the fray and presented the sign to a grateful Bob St John.



While he was in the limelight, John expressed the thanks and appreciation of everyone to Gary Wood who also gave of his time and performed the MC duties so well on the night. Gary was presented with a bottle of the Squadron's Port which we know he will put to good use.



On the Wednesday morning, members gathered at the Anzac Square in Brisbane for the Dedication of the RTFV-35 Sqn Plaque which had been recently mounted under the Anzac

Memorial in the Square. John McDougall, as President of the Association, introduced Air Commodore Gary Martin, Ms Alison Stanley and Minister Stuart Bradley as official guests. Minister Bradley conducted the dedication ceremony and led in prayers.

John McDougall reminded everyone that the dedication would not have been possible without the generosity of the Minister for Veteran Affairs, The Honourable Warren Snowden, who made funds available for the plaque out of the [‘Saluting Their Service’](#) programme. He also gave special thanks to Ms Alison Stanley and her Staff at DVA for their invaluable help and assistance in preparing the funding application. He also thanked BCC Councillor, Peter Matic and the BCC staff, for installing the plaque in the Hall of Remembrance and for providing the chairs and PA system here to-day.



John then handed the chair over to Stuart Bradley.

“Stu” Bradley joined the RAAF in 1962 as an Appy electrician on 16 Appy (the Arabs) and in July 1964, at the completion of the course, he was posted to 38 Sqn at Richmond. In June 1965, when aged only 18 years, he was posted to Viet Nam and while there he picked up some conversational Vietnamese and also had the opportunity to see church and missionary work in his spare time.

After his tour finished, he was posted back to 38 Sqn but was moved by what he had seen while in Vietnam. He had the idea of going back, this time as a missionary but thought his chances of getting back as a sparky were pretty thin. He applied for and was accepted for the Vietnamese Language Course at the School of Languages, Point Cook and on graduation, remustered to linguist and in June 1969, was eventually posted back to 1OSU in Vung Tau.



In June 1970, he was posted back to Australia, as the NCO I/C the Language Laboratory, from where he applied for and was given a discharge to attend Bible College in preparation to return to Viet Nam as a missionary.

He never got to return to Vietnam, the war ended and instead the Vietnamese came to him and for 11 years he and his wife Lucy assisted the Vietnamese community to settle into Australia. He was awarded the Queensland Migrant Service Award for his services by the State Government. He was ordained to the Baptist Ministry and prior to his retirement, was the padre to the Kingaroy and Tamborine Mountain RSL.

Click [HERE](#) to read the dedication service and click [HERE](#) to print it out.

The Air Commodore then addressed the assembly and spoke of the continuing and increasing



operational requirements being asked of the RAAF's Air Lift Group and of the RAAF's intention of building, maintaining and operating the best small Air Force in the world.

Click [HERE](#) to read the full address and click [HERE](#) to print it out.

Part of the RTFV-35Sqn contingent who attended the ceremony.



On the afternoon, after the dedication ceremony, several members, with their partners/wives, enjoyed a conducted tour of Castlemaine Perkins brewery where they were shown how the brew was made and packaged, then were treated to a Bar-b-q dinner in the Ale House accompanied by several glasses of the recently made beverage.

Unfortunately, that drew to an end the 4 day reunion which we have to say was very well organised and run – events like this don't just happen, they have to be thought out, planned, designed, funded, advertised – we owe a huge thankyou to John Sambrooks and his lady Andrea Butler who worked tirelessly for the past 12-18 months to ensure everyone had a good time.

Ted McEvoy took a lot of video during the reunion days and he sent us a copy. It's now on the Radschool site and you can get a copy [HERE](#). It's a 40 minute video, half of which was taken during the reunion, the other half is of various areas in Vietnam. It is a very large file, about 175Meg so will take a while to download. You will need RealPlayer to see it and you can download a copy from page 14

An old Irish World War II RAF pilot and flying Ace was speaking in church and reminiscing about his war experiences. "In 1942," he says, "the situation was really tough. The Germans had a very strong air force. I remember," he continues, "one day I was protecting the bombers and suddenly, out of the clouds, these Fokkers appeared."

There are a few gasps from the parishioners, and several of the children began to giggle. "I looked up, and realized that two of the Fokkers were directly above me. I aimed at the first one and shot him down. By then, though, the other Fokker was right on my tail."

At this point, several of the elderly ladies of the church were blushing with embarrassment, the girls were all giggling and the boys laughing loudly.

The pastor finally stands up and says, "I think I should point out that 'Fokker' was the name of a German-Dutch aircraft company, who made many of the planes used by the Germans during the war."

"Yes, that's true," says the old pilot, "but these fokkers were flying Messerschmitts."

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The Circle

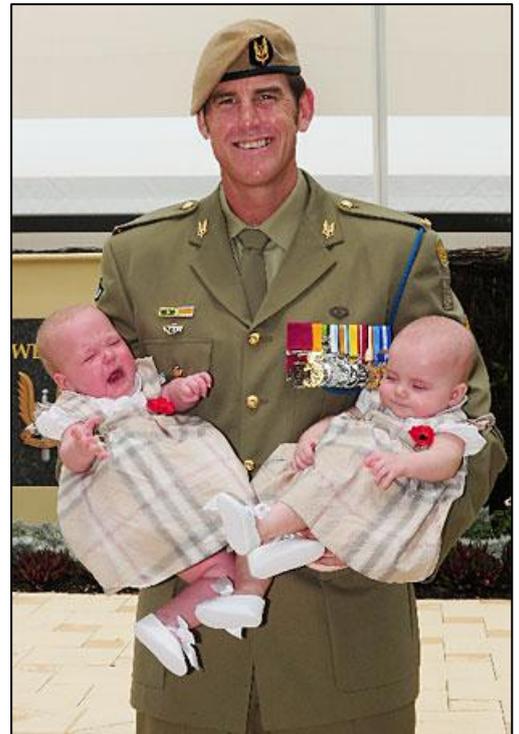
The Circle is a Channel 10 show which goes to air from 9.00am to 11.30am weekdays. It is chaired by an air-headed bimbo called Yumi Stynes and some mornings she is (was) accompanied by that old 'has-been' George Negus.

On Tuesday the 29th March, air-head Stynes and Negus made some nasty 'smart-arsed' remarks about Cpl Ben Robert-Smith, Australia's most recent VC recipient.

It would be easy to stoop to the level of Ms Yumi Stynes, Mr George Negus and the co-commentators who were part of the appalling and disparaging comments about Cpl Ben Robert-Smith and by implication his family and all members of the Australian Defence Force but most of us live by a code of behaviour that is foreign to highly paid bimbos and "past their used by date" journalists.

It is true that men like Cpl Robert-Smith are trained to kill the enemy and they do it on behalf of us all. There is nothing new in that as it is what the military has been doing since time began. It is what the military has been doing while people like Stynes, Negus and the others who simply sat and acquiesced in the shabby commentary and ridiculed the men and women who wear the nations uniform.

Words are powerful, they can be damaging and they cannot be taken back once uttered. The Circle Team cannot take back what was said and any amount of spin from the back room hacks will never recover the reputations of the highly paid bimbos and a used by date journalist who sought to ridicule a man of substance, a man of conviction and a true Australian hero.



Click [HERE](#) to see the episode which went to air on Tuesday 28th March and [HERE](#) to see the way Channel 7 handled it the next day.

Anniversary

2012 is the 40th anniversary of RTFV/35 Sqn leaving Vietnam. On the 13 February, 1972, the Squadron stopped flying and started packing and a few days later, on the 19 Feb, under the command of Sqn Ldr Charles Smithies (from Launceston, so obviously a good bloke) the aircraft left for Australia.

This is the story of how they got there.

On 20 July 1964, RAAF Transport Flight Vietnam (RTFV) was formed with members drawn mainly from 38 Squadron at Richmond. The new members of RTFV went to Butterworth and intercepted three brand new Caribou aircraft that were on their planned trip from Canada for normal service in Australia. The new RTFV unit was led by the late [Squadron Leader Chris Sugden DFC](#), a veteran of both the Second World War and Korean War. During a few weeks at Butterworth the team's pilots honed their flying skills and the engineering team prepared the aircraft for war service as best they could with the minimal support available.



On the 8th of August 1964 RTFV, consisting of 33 members, flew the three new Caribous to its operational base at Vung Tau in the Republic of South Vietnam. The weather on that day 40 years ago was dreadful and the aircraft landed in the pouring rain, skirting low monsoonal clouds for their landing on a rough and slippery World War II steel planked runway.



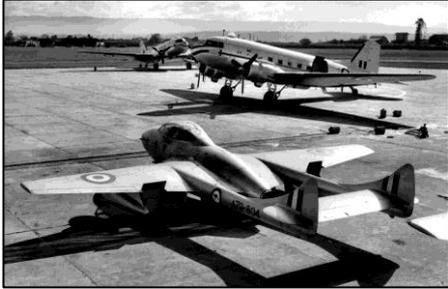
By the end of 1964, the unit strength had grown to 76 members and six aircraft. With the expanding Australian military and RAAF presence associated with the deployment of the 1st Australian Task Force, RTFV became No 35 Squadron on 1 June 1966. (John Griffiths was a Sgt radio tech, back row, far right)

The Decision to Commit the RAAF to Vietnam.

Australia's presence in Vietnam was as a result of pressure from the US Government as early as 1962, under the [SEATO Agreement](#), for Australia to contribute military support to help combat the deteriorating situation in South Vietnam. Australia's first contribution was a small

team of Army advisers in late 1962. In early 1963 Australia was asked to provide a small number of Dakota aircraft and crews for Vietnam.

At the time the RAAF was in the early stages of a program to replace its Dakota aircraft at 38 Squadron with the De Havilland Canada Caribou and was unable to meet this request from the US. In May 1964, under continuing pressure to provide tactical air transport support and although the new Caribou squadron was still in the very early stages of receiving its aircraft from the factory in Canada and was not expected to be fully operational until January 1965, the RAAF agreed to provide a detachment of six Caribou to go to Vietnam by October 1964.



Moreover, if the need was really urgent that a contribution be made earlier, this timing could be improved by providing three Caribou by late June. For an early deployment mid 1964, the aircraft would have to be completely supported by the United States in Vietnam because none of the RAAF support equipment would be available at that early stage of the Caribou re-equipment program in Australia. On 29 May 1964 Cabinet accepted these levels and forms of assistance, deciding, too, that the aircraft to be sent should be deployed at the earliest date possible.

Departure from Australia and Arrival in Vung Tau.

Late in July 1964, the initial 33 members of RTFV quietly and inconspicuously in civvy clothes left Australia on a British BOAC flight to Singapore, to proceed to RAAF Base Butterworth in Malaysia to intercept three new Caribou aircraft which were originally destined to be there on their delivery flight route from Canada to Australia. They all had "one way tickets" for the jet flight out of Sydney. No one at that stage had any idea of how long they would be away.

Leaving Sydney most of the group looked more like young surfers going away for a holiday than airmen being deployed to war - although some tears from the wives, sweethearts and mates told a different story. On the 8th August 1964 the small unit deployed in its three aircraft to Vung Tau on the Cap St Jacques peninsula, South Vietnam. Vung Tau was chosen as the operating base for the unit because it was the home base of the US Army's Caribou force and it was expected to ease access to spares and maintenance support.

Settling in to Vung Tau.

The US Government was paid to provide accommodation and support for the RAAF air and ground crews but on arrival the RAAF members soon discovered the accommodation provided by the Americans was less than satisfactory.



The on-base accommodation consisted of open-sided wooden huts next to an open sewer and alongside a generator running continuously day and night. After making the best of it for a couple of weeks, Chris Sugden decided that with undisturbed rest being impossible, they had to move or the unit could not operate effectively. People from the Unit searched what was available in town and thus the Ngoc Huang Motel was found

The rental was initially paid for out of the members' own pockets. As the unit expanded later in 1964 with three more aircraft, the officers moved into the Villa Anna nearby. This new arrangements allowed the Australians to be together and to build up the esprit de corps famous among Australians everywhere, and was one of the major factors behind the unit's ability to generate the extraordinary operational workload which became synonymous with RTFV and its new callsign "Wallaby".

Operations in Vietnam.

"*Wallaby Airlines*" (coined by the unit's USAF liaison officer) quickly became known as a can-do operation. The Unit was under the Operational Control of the USAF and the first missions consisted primarily of short-haul resupply tasks from the USAF supply base at Saigon's Tan Son Nhut airport and then supporting Special Forces located at camps next to rough and short airstrips requiring the Caribou's unique capability for short take-off and landing (STOL). The demanding short airstrips were often located in hazardous mountainous terrain near the North Vietnamese border area or in the swampy marshes of the Mekong Delta.

Often in terrible weather, the Australian crews were the only operators able to make it into these makeshift airstrips. This resulted in a high demand for the "Wallabies". Cargo loads often consisted of troops (often with their families), bales of barbed wire, lots of "empty" fuel drums, cattle, pigs and ducks, guns and ammunition, evacuation of battle casualties and, if you were lucky, Bob Hope and the USO entertainment group.

With their very low and slow flying characteristics the Caribous were ideal for unloading this cargo by parachute (including the cows!) or by very short landings in forward areas, frequently with a fighter escort. Demand for rapid tactical support was so critical in the forward areas LAPES (low altitude parachute extraction system) where the Caribou would skim low over a small area in the fort on top of a hill at height of only a couple of feet and drop a 1,000 Kg pallet of ammunition using a small drogue parachute deployed from the aircraft into its slipstream.

The Caribous were the first RAAF unit to be posted to Vietnam and they were the last one to leave. Both the aircraft and the personnel who flew and fixed them performed admirably in what was, at times, very demanding conditions.

Bike in Tree.



A boy went to war in 1914 and left his bike chained to a small tree. He never made it home, and his family left the bike by the tree in his memory. This is that tree today.

SHARE

this if it's one of the best monuments to our fallen soldiers that you have ever seen.

You've probably been sent this pic, it is doing the rounds of the email circuit at the moment and is supposed to show a bike stuck in a tree which was left there by a young bloke who went to WW1 and unfortunately did not come home. His family are said to have left the bike there, and it is supposed to be still there today.

Like a lot of these stories, there is some truth in the story – but only a little bit.

Here's the real story.

The bike in the tree is on Vashon Island, in Puget Sound, Washington State, USA. It is real, not photo-shopped and is locally famous.

It's still a big mystery how the bike ended up there. It's been there for decades, but!!

Trees do not grow upward from the base of the trunk, they grow from the tips of the topmost branches. Trunks expand outward,

not upward, so that if, for example, someone carved a name at eye level on the bark, that name

would stay at eye level for the life of the tree. Someone had to have climbed up there on a ladder or something to place the bike there, decades ago, probably in the late 1940's or early 1950's (NOT 1914).

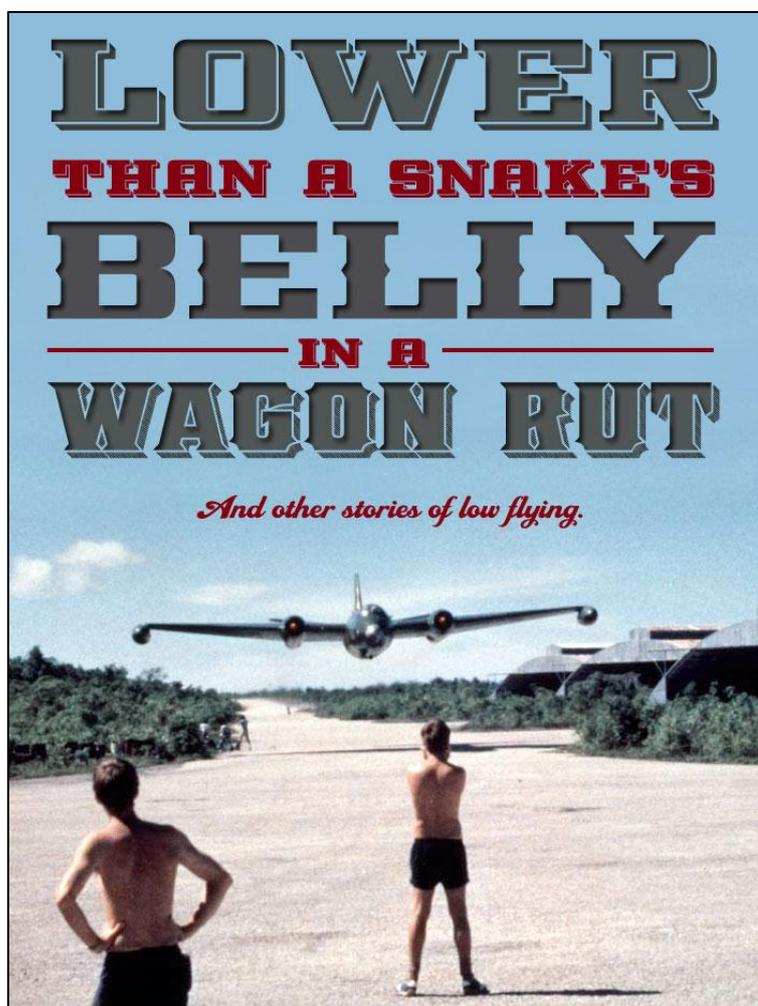
It's fairly certain it was placed there as a practical joke, possibly a small handful of locals may know its origin--but if so, it's a carefully kept secret.

Low flying.

The Vintage Wings of America Association has released a booklet with tons of photos (you can see it [HERE](#)) of low flying aircraft and on the cover is a familiar photo – one that we had in our magazine [some time ago](#).

The article reads:-

On a particularly hot day, a Royal Australian Air Force English Electric A84 Canberra bomber drops to within 25 feet as thrill-seeking mechanics get ready for the visceral experience of 13,000 lbs of Rolls Royce Avon power, full in the face. RAAF Photo



The photo has appeared lots of times in lots of places and not always as shown here, sometimes it is shown as a mirror image and there are just as many people as there are pics who swear that the pic here is wrong and that it should look like this below.



Luckily, we ran into Peter Franks at the recent 40th anniversary of RTFV/35 Sqn and we asked him – and he should know because he was the driver.

So, to put the whole thing to rest, Pete says, *“After much reflection and contemplation of my (failing?) strong memory, I now believe (contrary to previous overconfident views) that this is the correct and true image – backed up by logical arguments (which I tried valiantly to contradict in an earlier and deluded life!). I have re-thought my recollections of Biak, and its layout, and concluded that this version correctly depicts the orientation of the hangars, the sun (and shadows), the watch on the bloke’s left wrist, the flat sighting plate in the bomb-aimer’s position (where the bomb-sight needed an undistorted field of view) which was right-oriented to align with the access tunnel, the periscope housing which protruded downwards on the right of the pilot for accurate tracking for mapping survey, plus the highly visible helmet on the left in the cockpit.*

I have also read quite a lot about how the brain works and how we (all!!) construct, rationalise and re-construct our memories - which helps explain my previous conviction and irrationality- isn’t that a grand rationalisation??!!

The photo above on the left is the correct one, and that’s that.”

So!! - Finis, full stop, rule off, start with a new line.

Opinion.

Anyone who has travelled the Federal Highway from Goulburn to Canberra, will know Lake George. Lake George is an Endorheic lake, in that it does not have a draining creek or river. When full, which is not often, its average depth is only about 1 metre. When full it can lap the Federal Highway, but for many years now it has been virtually dry.

The Federal Highway is a pleasant drive, with a section of the road running right beside the lake but it has been spoilt by the addition of heaps of those unsightly wind turbines perched on the hills on the eastern shore. I didn’t count them but there has to be at least 40 of them, and as it was a still day, they were just sitting there doing absolutely nothing.



We do believe that the owners of the land are paid a rental equal to (about) \$10,000 per year per machine, so you really can't blame them for having the things on their land. When they were installed, the country was in the grip of a terrible drought and any income would, in a lot of instances, have been the difference between survival and leaving the land.

And it's not only alongside Lake George that these things are popping up, they are appearing all over the country – at an alarming rate. The wind industry has a very well-funded propaganda machine and powerful lobbyists and it (the industry) has successfully positioned these huge machines into the public's psyche as a safe, efficient and non-polluting source of power. The spin is that wind power will provide a clean and free source of electricity that will reduce our dependence on imported fossil fuels and the output of greenhouse gases and other pollution.

However, as Alice found out, everything is not always as it seems



What the pro wind-farm people don't tell you is, for every kilowatt of power produced by these machines, there needs to be an equal back up supply. As an example, if an area consumes (say) 100 MW of power a day, and the supply company generates 30% of that need from wind farms, the balance, 70 MW would come from those thermal power stations. But, if the wind doesn't blow for a few days, as often happens in winter, when power usage is highest, that 30% has to be found from those thermal stations. Conversely, in times of high winds, the turbines must be stopped because they are easily damaged. So the conditions have to be dead right for them to operate efficiently.

And, as you can't just turn the thermal stations on and off when required, they have to be kept running all the time – just in case.

Another fact the wind farm people don't mention is that their windmills are actually pretty heavy consumers of power themselves, and unlike coal, oil or gas fired stations, they cannot and do not generate the power they consume, it has to come from the grid. They need power to control:

- yaw mechanism (to keep the blade assembly perpendicular to the wind; also to untwist the electrical cables in the tower when necessary) -- the nacelle (turbine housing) and blades together weigh 92 tons on a GE 1.5-MW turbine.
- blade-pitch control (to keep the rotors spinning at a regular rate).

- lights, controllers, communication, sensors, metering, data collection, etc.
- heating the blades -- this may require 10%-20% of the turbine's nominal (rated) power
- heating and dehumidifying the nacelle.
- oil heater, pump, cooler, and filtering system in gearbox.
- hydraulic brake (to lock the blades in very high wind).
- magnetizing the stator -- the induction generators used in most large grid-connected turbines require a "large" amount of continuous electricity from the grid to actively power the magnetic coils around the asynchronous "cage rotor" that encloses the generator shaft; at the rated wind speeds, it helps keep the rotor speed constant, and as the wind starts blowing it helps start the rotor turning; in the rated wind speeds, the stator may use power equal to 10% of the turbine's rated capacity, in slower winds possibly much more
- using the generator as a motor to help the blades start to turn when the wind speed is low and if allowed to stand motionless for any period of time, the unit will experience "bowing" of shafts and rotors under the tremendous weight. Frequent rotating of the unit is necessary to prevent this. As an example, even in port Navy ships often keep their propeller shafts and turbine power trains slowly rotating. It is referred to as "jacking the shaft" to prevent any tendency to bow.

Denmark (population 5.3 million) has over 6,000 turbines that produced electricity equal to 19% of what the country used in 2002. Yet no conventional power plant has been shut down. Because of the intermittency and variability of the wind, conventional power plants must be kept running at full capacity to meet the actual demand for electricity.

They cost a heap, they are unsightly, they are unreliable and they are the reason your power bill has headed north over the past few years - so what's the point??

We reckon that in a few years, when sanity returns, these wind farms will be a monument to an age when our leaders collectively all went bananas.

Do you have feelings of inadequacy? Do you suffer from shyness? Do you sometimes wish you were more assertive? If you answered yes to any of these questions, ask your doctor or pharmacist about Cabernet Sauvignon.

Cabernet Sauvignon is the safe, natural way to feel better and more confident about yourself and your actions. It can help ease you out of your shyness and let you tell the world that you're ready and willing to do just about anything. You will notice the benefits of Cabernet Sauvignon almost immediately and, with a regimen of regular doses, you can overcome any obstacles that prevents you from living the life you want to live. Shyness and awkwardness will be a thing of the past and you will discover many talents you never knew you had. Stop hiding and start living.

Cabernet Sauvignon may not be right for everyone. Women who are pregnant or nursing should not use it. However, women who wouldn't mind nursing or becoming pregnant are encouraged to try it. Side effects may include: dizziness, nausea, vomiting, incarceration, loss of motor control, loss of clothing, loss of money, loss of virginity, delusions of grandeur, table dancing, headache, dehydration, dry mouth, and a desire to sing Karaoke and play all-night rounds of Strip Poker, Truth Or Dare, and Naked Twister.

WARNINGS:

- The consumption of Cabernet Sauvignon may make you think you are whispering when you are not.
- The consumption of Cabernet Sauvignon may cause you to tell your friends over and over again that you love them.
- The consumption of Cabernet Sauvignon may cause you to think you can sing.
- The consumption of Cabernet Sauvignon may create the illusion that you are tougher, smarter, faster and better looking than most people.
- Please feel free to share this important information with as many as you feel may benefit!

Now just imagine what you could achieve with a good Shiraz.

Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out.



Tony Harley

Tony Harley, Ex Radtech Air, seen here in the Austin Hospital (in Melbourne) on Saturday morning (17 March 2012) after having a CT scan to see what was causing his abdominal pains. It turned out he had appendicitis, and as there was a long waiting list for operations at the Austin, he was transferred to [Epworth Eastern](#) at Box Hill and had his appendix removed at 6.00pm on the 18 March. We're pleased to report he's now fine.



Brian Taylor

Brian (Oxie), 9Sqn crewy, was admitted to the Brisbane Private Hospital on the 14th March to have both knees replaced. The operation, which was successfully carried out on the 15th March is called a Bilateral total knee replacements – and recovery is very painful.

The following was received from Brian's wife Kathy on the 20th March, "Brian says thanks for all the news regarding members and the Caloundra event. We were sorry to have missed it. Brian's Op went off well. He was quite courageous to have two knee replacements done at once! He doesn't remember too much about the first two days! Today is Day 4. His blood count was low following the surgery so he needed a transfusion. The low oxygen level in his blood caused a bit of angina so they had to slow down the physio program but that is OK now. So tomorrow he expects exercise and walking to be full on. At present we think he will be in Brisbane Private Hospital for the rest of this week and possibly the weekend, then he hopes to be transferred to Eden Rehab Unit in Cooroy".

Then a few days later:

"After a slow start (expected because he had both knees done together) he is now going well. He has been transferred from Brisbane to the Eden Rehab Unit in Cooroy and is doing full on physio and on mobile aids."

We all wish you well Brian – and by now you will absolutely HATE those physio people.....

Geoff Farrell

In late Feb 2012, Geoff returned to hospital with dehydration and high calcium levels, thought to be influencing his nausea and vomiting. When in hospital he underwent five scheduled radiation sessions, as well as radiation on an additional area in the spine.

More recently, Geoff has had a brain MRI and he has decided to continue with radiation treatment involving a further 5 sessions in the near future.

Unfortunately, we have not further details

Wally Jolley.

We spoke with Wally a few days ago and we're pleased to say that he reckons he's feeling heaps better and all being well, will definitely be in Brisbane next April 25. He says he's had the old Johnny Cash problem for quite a while, where food is taken in, recycled and then emitted as a mixture of molten lead and sand paper but he recently found that if he stayed off tomatoes, the recycled product tended to become more akin to a blancmange – much more easy to handle he reckons.



Glad to hear you're feeling better mate, everyone wishes you well and the old Port Office just ain't the same without you.

Wife by text to husband at work "Windows at home is frozen - what should I do?"
Husband - "Spray some de-icer or pour hot water on them" Wife a few minutes later - "Done that - now computer won't work at all!"

Where are they now?



Brian Norris.

We heard from Austin McDonald, he says: “I am trying to find an old room mate who was a Radtech at 5 OTU in 1971 and then 2 OCU in 1972/3. His name is Brian Norris and he enlisted in Melbourne and was from the Dandenong area. He was my best man in Mar 73 and I last had contact with him in around 1983. If anyone knows him I would appreciate if you could let me know his whereabouts.”

If you know Brian’s current address please let us know and we’ll pass on the info to Austin

Ray Arlott.

John Elliot is trying to contact Ray Arlott who John thinks was a Teleg and might have been discharged in 1967. I think he left Oz and was working in Thailand after that. John says he wants to verify a story that was the reason that he went to 2 Sqn in Vietnam. The story goes that Ray was walking from the barracks area to the comm centre one day when a Jeep pulled up with the C.O on board. The C.O then proceeded to get stuck into Ray due to his dress, etc etc ,and probably threw in "get a haircut" as well. Ray continued his way to the commcen via the orderly room and politely reminded them that he had not signed his 'B' paper to re-inlist and would appreciate his airfare out of Vietnam back to Australia + discharge, now!. Maybe it’s folk law, maybe not. If not, would anyone know the real reason why Ray only did 3 months at Phan Rang.

If you can help John, let us know and we’ll pass it on

Dave Mair or Dave Marr.

Vince Gullo got in touch, he says:- “Hi, I was wondering if you had any contact details of Dave Mair or Marr who was in exam flight Radschool 1989/1991? I think he now lives in Cardwell. Would love to catch up. Also any members of RADTECH Course 153 who can spare some pics as mine got "misplaced" during posting.”

If you can help Vince , let us know and we’ll pass it on

John “Bones” Ellis and Cheryl Quinn.

Dennis Greig got in touch, he says, “Howdy, I’m trying to find out if anyone knows the whereabouts of two old friends of mine (well if they weren’t old then, they probably are now !!) The first is John 'Bones' Ellis who graduated from 37RMT. He was then married to Sandra and from memory, they had two girls. Last time I saw John he was at Amberley and that would have been around late 70’s. The other person is Cheryl Quinn who was a COMMSOP at Frognall. I have heard she is supposed to be in the Amberley area, though I haven’t seen her. Cheryl was on shift with me for a fair while whilst at Frognall. Would love to catch up with both of them.

We’ve been able to put Dennis in touch with Cheryl who is still fit and well but if you can help with “Bones”, let us know and we’ll pass the info on to Dennis.

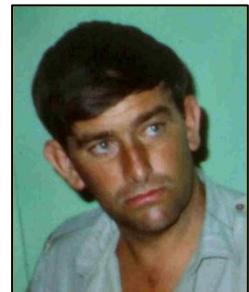
Ken Bryant

Peter Shannon writes, “I served with a rad tech at Laverton during 1972 1973 repairing quad radars. His name is Ken Bryant and I would love to get in contact with him. He came from Bowen in QLD”

If you can help Peter , let us know and we’ll pass it on

Eddy Morris

We’re looking for Eddy Morris. Eddy was a framie and was with 35 Sqn from July 1969 to July 1970. We believe he lives in the West somewhere, and we hear he’s been a bit crook for a while. If anyone can help, please let us know.

**Ian “Snow” White and Mick McKeon**

Bruce (Slim) Hurrell writes: “A few of us are trying to track down a couple of old codgers - Ian (Snow) White from 18RMT and Mick McKeon who was at Radschool, but not a Radio Bod, in 1967/1969. Would love to hear from anyone knowing their whereabouts. Any help would be appreciated.

If you can help “Slim”, let us know and we’ll pass it on

Robert Edmund Dodd

Bob Redman is looking for at least two (2) blokes who served with Robert Dodd in Vietnam during the period 17/12/69 – 20/11/70. Rob was an eleco with 9 Sqn. This request is in relation to a DVA claim. If anyone can recall working with Robert please contact Bob Redman on the following: rlredman@bigpond.com or phone him on 0418 570768

Ubon.

We received the following from a K Albright who is a veteran USAF sgt. He says, we were sent to Ubon from Korat in December 1968 till February 1969 while our flight line was being repaired. We were billeted in the barracks that had been vacated by the Australian forces. These quarters were located on the base perimeter right next to the fencing and it has been determined that Agent Orange was used on the perimeters of the Thailand bases and the US Veterans Administration makes us prove we were on the perimeter. I am looking for maps and pictures of the "Aussie" area at Ubon to help my appeal. Can anyone help?



If you can, contact KC direct on albrightkc@gmail.com

Gungahlin Transmitting Station

Garry Eldridge got in touch, he says: Hello, I'd like to get in touch with the colleagues that I worked with at the Gungahlin Transmitting Station, Canberra, during the mid-70s. I know some of the people there have passed away but I'd like to contact the living before they also leave us. All members of the Station were either RADTECHG's or TELSTECH's.

If you can help, let us know and we'll pass on the info to Garry.

Course photos

Doug Barthelson maintains a very comprehensive collection of course photos and is trying to find some he is missing. If you have any photos of the following courses or people from those course, please send them to us and we'll forward them on. The courses he is looking for are:

TELEG	44, 50, 51, 55, 58 99, 101, 102, 104
TPRINOP	2, 4, 8, 21, 46, 47, 49
TELSOP	1, 2, 3, 4, 5 6, 7, 8, 9, 10, 11, 13, 15, 18, 29, 30, 31, 32, 33, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54

COMMSOP	15, 16, 17, 18, 21, 22, 24, 25, 27, 2/85, 3/85, 5/85, 2/86, 4/86, 2/87, 3/87, 4/87, 1/88, 3/88, 4/88, 1/90, 4/91 and 1/93
COMMSUPADMIN	1, 2, 3, 4
AOCS	2/85, 2/89, 1/92, 1/94
TPHONEOP	1, 2, 3, 4, 5, 6, 7, 8, 11, 15, 16, 17, 18, 37, 38, 2/84, 2/86, 2/87

And "CUSTODIAN" anything before 1988, 1/89, 1/95

812 RTC

Ross Martin is looking for a copy of the photo of 812 RTC which was at Edinburgh from June 1966. If anyone can help please send it to us and we'll forward it on.



Your say!



John Beattie.

Claire Morrison writes, “My name is Claire and I live in the UK. I am researching some family history for a friend of mine, in particular, I am trying to find some details regarding John Ryan Beattie mentioned in your magazine. Unfortunately we have not been able to find anything about John apart from this link with the RAAF, so any information your readers may be able to provide would be very much appreciated.



We know he was born in Scotland and left England in 1966 with his wife and son aged 3. We are also aware he may have served in Vietnam (as a Radtech with 9Sqn 1970-71 tb) but this is the only information I have. Do you have any other information which may be of use to us? Or could you perhaps direct us to any Australian websites which may hold more information? I would be most grateful for any assistance you can help with. Many thanks.

John was a helluva nice bloke who unfortunately died back in 1984 at age 50, far too young. If you can help Clair with **any** info, please get in touch with us and we'll put you in touch with her - tb.

Black Goonie

Grant Hicks writes, he says: “Great mag, I enjoy it, even if I was an airframe fitter. A question for some of your members, I was in Butterworth around 1970, working on the Canberra bombers, we also looked after the RAAF C-47's. Late one afternoon we had a black C-47 arrive with a crook engine, there were no markings of any kind on the aircraft, just black paint, the RAAF supplied a new engine, fuel and other things, then we were told the next day it didn't happen, just wondering if anyone else remembers what didn't happen.

Keith Aiton

We heard from Gary Aiton, he says, “Hello. I am a current serving member in the ARA. I got this email link off former RAAF communicator, now a civvy, Syd Nagle, who also works in the same building as me. My father, who passed away in 1996, served for 20 years in the RAAF as a Radio Technician, with postings alternating between Darwin and Melbourne as well as a posting to Butterworth in the late 1950's. I was enquiring to see if I could obtain copies of any Mess or magazine photos that he might have been in to give to my aging mother Noela (now

86) who lives by herself. Or perhaps there might be photos that could be sent to me via email so I could show her on the computer. We lost all our belongings in cyclone Tracey in 1974. I recently managed to collect some of his medals after confirming his entitlement with the Directorate of Honours and Awards....

His regimental details were A23888 Warrant Officer Keith Francis Aiton. I know it was a long time ago it's a long shot, but any assistance would be appreciated.

Thanks.

If anyone can help with photos or knew Keith Aiton, please get in touch with us and we'll pass on the data to Gary - tb.

Jack Humphries.

John Christophersen writes, Hi, re [Vol 26, Page 3](#), I was wondering if there was anyone who knew Jack Humphries who was on No1RTC(G) in the late 1940s early 1950s. I would really appreciate knowing if he is still around and if so, where to make contact. Mr Eddie Young posted the photo again in volume 34 page 18 - do you have contact details for him. He was in Darwin, Northern Territory around 1951. I believe they would be well into their 80s. Looking forward to your response and thank you in anticipation.



Janine Jeansch.

Phil Patterson (ex 143RTC/162RTC; 35sqn) writes, Hi, re [Volume: 30, Page: 19](#). Regarding the enquiry from Dave Claydon about a female trainee on a course between 136 RTC and 141 RTC. Her name was Janine Jeansch, and I'm pretty sure she was on 140. She graduated as a TELSTECH, and later married John Head, who was a RADTECH (Air, I think). Keep up the good work.

CISCON Mustering

Jeff Schofield (ex-EDPOP and CISCON) writes, Re [Volume: 37, Page: 3](#), Just to clarify details regarding the CISCON Mustering. The new mustering was officially formed on Jan 1 1994, and all CISCON Basic and Post-Graduate courses were taught at Ciskon Training Section at RAAF Wagga from this day until they moved to the School of Signals at Watsonia in 2001. Regards, Jeff Schofield

Osama Bin Laden was living with 3 wives in one compound and didn't leave the house for 5 years.
It is *now* believed that he called in the Navy Seals himself.

WRAAFS.

Colleen Nazareth writes, Dear Sir/Madam, I am about to begin my PhD in History. My research and writing will be the history of the WRAAF 1951-77..... I often see stories, messages etc. from some of the ex-WRAAF members. I would be very interested to hear from any of the ladies that may want to be a part of this project. I will be looking for participants to interview and I would like to try and get some photos etc. I expect to begin the project in June. Would it be possible to include my details in the next issue of the newsletter? I would appreciate any help that you may be able to give me. Thank you. My contact details are as follows:



Colleen Nazareth email: cathy1964@bigpond.com

Army Kiowa.

Ron "Buck" Taylor says, I have a copy of a photo of an Iroquois recovering an Army Kiowa (A17-015). The Iroquois was A2-376. That's about all I know about the photo, I would like to know when it happened and where it happened. When I get all the info I would like to present it to our local RSL Sub-Branch in Narooma NSW.



If anyone has some info on the event, please contact Ron via email at bucknmarg@southernphone.com.au

Graeme 'Father' McKeown

Last issue we initially had a notice of the demise of Graeme McKeown, thankfully, it was incorrect and it was very quickly pulled. Laurie Lindsay saw the notice, before it was removed, and told us he remembers "Father" from time gone by, he says, "back In 1969 when I was at Pt. Cook, and after a dining-in night, Father decided to observe one of the good-looking WRAAFs preparing to retire for the night. To do so, he had to climb one of those pine trees outside the mess. Unfortunately for him, it broke and he rode it to the ground. He arrived back in the bar still in full mess kit, covered in pine needles and a little soberer than when he left."

The Mexican maid asked for a pay increase. The wife was very upset about this and decided to talk to her about it. She asked: "Now Maria, why do you want a pay increase?" Maria: "Well, Señora, there are tree reasons why I wanna increaze." "The first is that I iron better than you." "Wife: "Who said you iron better than me?" Maria: "Jor huzban he say so." Wife: "Oh yeah?" "Maria: "The second reason eez that I am a better cook than you." Wife: "Nonsense, who said you were a better cook than me?" Maria: "Jor hozban did" Wife increasingly agitated: "Oh he did, did he???" Maria: "The third reason is that I am better at sex than you in the bed." Wife, really boiling now and through gritted teeth. "And did my husband say that as well?" Maria: "No Señora.....The gardener did." Wife: "So how much do you want?"

News and Reunions!



2012 Djinnang Association Reunion

The next reunion is to be held at the Public Services Club, Stevens Lane (off George St), Brisbane City on Saturday 26 May 2012, commencing at 2PM. Be there - or be square!!!



Avalon Air-Show 2013.

The 2013 Australian International Airshow and Aerospace & Defence Exposition will be held over six days, from Tuesday 26 February to Sunday 3 March and if you're interested in things aircraft – this is one of the best shows going and if it is as good as the [show held in 2011](#), it should not be missed.

Mark your diary now.

The show is really two separate shows in one, there is the Industry-only trade sessions which will be held from Tuesday 26 Feb to Thursday 28 Feb (all day) and on Friday 29 Feb up until 2.00pm. Then from 2.00pm on Friday until 6.00pm on the Sunday 3 March, the show is open to the public.



The public is not admitted during the industry-only trade sessions which are restricted to accredited industry, defence and government professionals. This is a time for contactors to meet with and show their products to potential buyers - there is a considerable amount of business conducted at the show.

An event of this size requires quite a number of dedicated and specialised volunteers in order to ensure it operates efficiently and flawlessly. If you have skills that you think could be beneficial to the organisers and you would like to be part of this huge event, then volunteer to be a part. You'll love it!



Volunteer Positions that the organisers are seeking for the 2013 event are:

Admissions Main Gate	Aircraft & Crew Reception
Aircraft Ground Operations	Aircraft Operations
Airfield Operations	Emergency Services
Event Personnel	Event Transport
Exhibition Operations	Flight Planning
Gold Pass	Ground Displays/General Aviation/Airport
Media Centre	Operations, Support & Planning
Protocol & Delegations	Public Services
Pyrotechnics & Fireworks	Security & Emergency Services
Special Entertainment	

The Organisers, who appreciate and rely on the hard work provided by the Volunteers, ensure that every and all volunteers are made welcome and are very well looked after. In return for their time and energy, Volunteers are provided with:

An airshow Family Pass	Free access to Airshow Campsite
Free car parking in the staff car park	Meals as per roster
Uniform	Post Event Recognition and Party

The Organisers will release application forms on their website towards the end of June, we'll remind you again next issue.

Heritage Series Books

Steve Howie writes, "For those that may be interested, the Air Power Development Centre has been progressively digitising the RAAF Heritage Series Books for free download. They are all a very good read. They are currently working on the remaining four books and hope to publish them on the site over the next six months (providing the funding doesn't dry up). They can be found [HERE](#):"

I just got back from a pleasure trip. I took my mother-in-law to the airport.

Vietnam Memoires

Paul Eather is writing a book about Vietnam veterans and their collective experiences and wisdom. He says, "One of my great regrets is that our Boer and WWI veterans all passed before somebody thought to do this on a larger scale and so much was lost that I believe would

have been an invaluable resource for younger generations. I would not like to see this mistake repeated.

I have about 20 questions that I am recording information on and these range from before people were conscripted through to their thoughts on our current involvements around the world, particularly Afghanistan and Iraq and their views on such things as compulsory military training.

What I would like to do is interview a number of people. I do not intend to produce a tactical appreciation or a "boots and all" book as has been done before. Rather, as time goes on people are becoming more interested in the people who served and what I would term the "human stories". Their thoughts and ideas etc.

I would be very appreciative if you would be able to mention this to your members so that I may record more interviews. I currently reside in the Blue Mountains in Sydney and obviously veterans from this part of the world would be easiest to visit in person although having said that, I am able to record interviews via the phone and internet if required. I have interviews at present that range from infantry men to cooks so welcome input from members of any branch of the services that would like to contribute.

I can be contacted on 0488 023 466.

I would like to take this opportunity to thank you for your assistance in this matter and look forward to hearing from you and your members regarding this body of work I am compiling.

Fight for mental health continues long after war is over.

Liz Hannan, Erik Jensen

The psychological fallout from Australia's engagement in Iraq and Afghanistan will reverberate for decades to come. The Australian Defence Force says four Afghanistan veterans – one had also seen duty in Iraq – have committed suicide. All were still in military service when they took their lives. Accurate records are not kept of suicides among veterans once they rejoin the civilian world.

A Brisbane psychiatrist, Andrew Khoo, who specialises in military and veterans' mental health, expects the suicide rate to increase dramatically in the years ahead. "The best evidence we have is US figures, which show the number of veterans who return from overseas service but then go on in the future to kill themselves typically far outweighs those killed in action," he says.

The combined Australian death toll in Iraq



and Afghanistan is 35. "I am hoping the Australian mental health system is better than the US," he says, "but I think we are naive if we think our suicides are at least not going to equal those killed in combat."

Dr Khoo says post-traumatic stress disorder, depressive illnesses and drug and alcohol dependence are also likely to increase. "You can reasonably expect 15 per cent to 20 per cent of those who have been in combat roles to present with PTSD at some stage of their lives," he says.

The ADF's figures show 2500 personnel – or 8 per cent – who have been in combat between 2002 and 2009 could go on to develop PTSD. It has been found that the recovery process works reasonably well while soldiers remain in the army however, as soon as they are discharged, the Department of Veterans' Affairs becomes loath to settle compensation claims. Soldiers with obvious trauma injuries are compensated but those with more subtle injuries struggle to prove their cases.

There are also several cases in which soldiers who have taken medical discharges have committed suicide while their compensation claims are being appealed.

"It's either extremely bureaucratic or something more sinister," says Max Emanuel, who specialises in military compensation law. "I've got one case where they've rejected a man's post-traumatic stress disorder after two or three returns to Afghanistan, refusing to accept there are any ... symptoms. The guy is a basket case."



The Veterans' Affairs Minister, Warren Snowdon, rejects this. "The lawyer is being a bit cute, frankly. We are not trying to be sinister here," he says. "We have an obligation, both legislatively and morally, to deal with people who are wounded or injured as a result of service – and we will." But Snowdon says there is no doubt the lessons that should have been learnt after the Vietnam War were not learnt – vitally, the need to ensure a smooth "transition space" between military service and civilian life.

One problem is that the records of departing military personnel are kept on paper, which take time to access. He hopes this will be addressed by a new electronic records systems – the Defence Joint eHealth Data and Information System. Advisory centres on 35 bases across Australia would also help serving veterans who have been injured, make a claim with the Department of Veterans' Affairs and help them with transition out if that was their wish.

The RSL national president, Ken Doolan, says the danger with mental wounds is they are not seen and therefore rely on the sufferer to present with a problem. "The impact may not be known for years and years after. Some Vietnam veterans are just being diagnosed now," he says.

The Chief of Army, Lieutenant General David Morrison, admits a "less than a complete understanding" of the mental health area. "There are soldiers who have suffered post-traumatic

stress, either as a result of wounding or because of what they have done," he says. "We haven't done all we can for them."

One recent initiative is to open the six-monthly post-operational psychiatric screening of soldiers to their families, to assist them in supporting each other, he says.

I've been in love with the same woman for 49 years! If my wife ever finds out, she'll kill me!

Bomber Command Commemorative Service

03 June, 2012

Ted Vowles AE, (President, Queensland University Squadron Branch, RAAF Association, Queensland Division) writes,

The fourth consecutive Bomber Command Commemorative Service in Queensland will be held on Sunday, 03 June, at The Memorial Garden at RAAF Amberley. We ask your assistance to encourage your members and friends to come and pay tribute to the sacrifices and inspiration of the Airmen and Airwomen of Bomber Command.

This year, refreshments will be served in the Combined Mess where the Service will be held in the case of inclement weather. For catering and seating purposes, it is necessary to know the numbers attending. As this Service is taking place on a Defence establishment, names are required in order to facilitate entry to the Base by 20 May, 2012.



I am pleased to say that again this year, the Queensland University Squadron Branch of the RAAF Association is allocating some funds to subsidise bus travel to the Service. We propose to subsidise the provision of bus travel to the event on the following conditions:

- Each bus must have capacity for at least 20 passengers;
- To be eligible the names of at least 12 people registered to attend must be submitted to our Branch Secretary.
- The Branch or Association providing the bus service must appoint a "Bus Captain" who will be available to arrange for surplus seating on the bus to be available to others, within reason. For example, a bus from Kawana Waters would be expected to pick up passengers at two or three other locations; but not operate a "milk run" service.

- The subsidy relates to the bus and the funds available will be allocated to the requests received in order that we are notified of the details outlined above.
- Only one subsidy will be allocated to a locality unless the first bus is full and funds are still available. As an illustration, we would not allocate funds for a bus from both Redcliffe and Sandgate unless one bus is full and the second complies with 2 above
- Subsidies will be paid on the submission of the invoice on the following bases for travel commencing within the following prescribed radii of the Brisbane GPO:
 1. 18 kilometres or less 50% of the invoice to a maximum value of \$75
 2. 19 to 40 kilometres 60% off invoice to a maximum of \$150
 3. 41 kilometres and over 75% of invoice to a maximum of \$350

Official invitations have not yet been sent; but those who received one last year will do so again. Similarly to last year, we wish to display Bomber Command Squadron or related Service banners behind the Memorial Wall and your permission to use these banners and arrangements about getting them to Amberley will be appreciated. Please advise your intentions in relation to banners as soon as possible in order that sufficient members of the AAFC are available to display the banners.

Attendees should be at The Memorial Garden or Mess and seated by 10:40 AM

There is some written information [HERE](#) or you can obtain further information by emailing Jim Hutchinson [HERE](#)

The Doctor gave a man six months to live.
The man couldn't pay his bill so the doctor gave him another six months.

Vietnam Veterans Education Centre.

Chris Beatty, who served as a pilot with 9 SQN in 1969/70 and was awarded the DFC and later served as CO of both 12 and 23 SQNs has written:

I hope you don't mind me writing thus but I have been asked by DVA to represent RAAF Vietnam vets (pro bono) on an Australian Committee that will participate in a US project known as the Vietnam Veterans Education Centre. The US Viet Vets are to build an \$80m underground 2 story facility next to the Wall in Wash DC with a planned opening 2014. The facility will be similar in design to the US DDay facility at Normandy as near as I can work out. Australia, to date, is the only other country being asked to display and to this end the Government has allocated \$3.3m for research. We intend



to ask that NZ be considered along with us noting our ANZAC traditions and the ANZUS Treaty.

In broad detail the criteria for the design of the Memorial is:

- That it be reflective and contemplative in character,
- That it harmonise with its surroundings, especially the neighbouring national memorials,
- That it contain the names of all who died or remain missing, and
- That it make no political statement about the war.

The thought behind the VVEC was that by telling the stories behind every name the Centre would help visitors understand the courage, sacrifice and devotion of those who fell, those who returned and those who waited. "Through interactive exhibits and primary source materials, visitors will be better able to understand the impact the Viet War had on their family members, their home towns, their communities and the nations involved."

Australia has been given a space to display our 526 KIAs and another space where we will be able to tell digitally enhanced stories of our involvement. To this end the intention is to research a number of stories/anecdotes from the years of our involvement, not just the "warries" per say but every day life from the various units involved. To this end I will be looking for short stories no longer than 250 words from the various units involved that might be suitable for inclusion. At this point I am really only trying to make contact with folk who may be able to help me and perhaps steer me in the direction of other RAAF organisations that should be considered. As you can imagine the committee is very Army oriented, some were quite surprised when I mentioned that we had FACs, Canberras and Caribous flying with the USAF! I would also appreciate details of any unit books written about our involvement so that these might be passed on to the researchers and the Project Director, DVA PSs .

My understanding is that DVA will be in contact with various Veterans Organisations to request that details be included in their magazines. So this is a heads up hoping that you guys may be able to help me.

Anyone who feels they can assist can contact Chris [HERE](#)

What are three words a woman never wants to hear when she's making love?
"Honey, I'm home!"

Heritage Project.

The management of technical airworthiness for Australian military aviation has matured immensely since its humble beginnings on this day ninety-eight years ago when, on 1 March 1914, the first Australian military aviation flight took place at Point Cook in Victoria; also on this day in 1926, RAAF Base Laverton was established. From those early days of fabric, dope, wire and wood, the current system of management of Technical Airworthiness in the ADF has continued to develop, particularly over recent years to a state where it is regarded highly by

other nations and used a benchmark for the improvement of military aviation TA systems worldwide.

There has obviously been extensive documentation published on the history of military aviation in Australia, however, the history of the development of Technical Airworthiness over almost a century has not been captured in one place. Many of us have knowledge of events that shaped the way we are organised today so it is considered appropriate that the time is right to capture that knowledge to document our history, including the earlier quality assurance aspects of our business.

In order to make this happen I have been asked to manage this "Heritage Project" and to glean as much information as possible to enable the production of a result that documents the story. I am not limited to the print media so I am open to any information and ideas for such work.

My intent is to create a history of events which have contributed to technical airworthiness development and improvements, from the early days to the present day.

It is proposed to document:

- **Key events** - eg an aircraft accident, or introduction on new technology, or issue of key publications (such as DI(G) OPS 02-2 - Defence Aviation Safety Program and AAP7001.053 - Technical Airworthiness Management Manual).
- **Key findings**
- **Lessons learnt**
- **Actions taken**

The history (from a technical airworthiness perspective), once verified and endorsed, could eventually be published on the DGTA-ADF website.

Our objective is to capture and document how we have progressed, in terms of airworthiness, to where we are now' but, in particular, the '**lessons learned**' to mitigate the risk to safety of future accidents and incidents.

I intend to test the individual knowledge of some key players, such as the two previous DGs, in the development of our military aviation technical airworthiness management system. I will also be in contact with the RAAF Museum to ascertain what information they can provide.

In the meantime, in order to get the engines started, today I intend to attach a large paper-based "timeline" document to the wall in the L474 link; I would like anybody located at Laverton, who has information or facts to add, using the sticky note pad and pen provided, to add any event(s) that they consider had some effect on the development of aviation technical airworthiness in the ADF. It would be helpful if as much quantitative data be included as possible eg year, reference document number, to enable follow up and data verification. Staff not located at Laverton are invited to contact me by any means available.

Any assistance that you can provide in this project, by either adding to the timeline, or contacting me directly by telephone or email with information would be greatly appreciated.

Regards

Bill Gleadell
Mob: 0417 069 317



Two Irish couples decided to swap partners for the night.
After 3 hours of amazing sex, Paddy says "I wonder how the girls are getting on".

Retreat

Des Davie writes, "I am the Secretary of the VVAA South West NSW and Wagga Inc. groups and we run a retreat that is specifically setup to provide a rest and stop over retreat in South West NSW for those who are travelling in this area; I have attached a Flyer and a summary about the retreat. It would be appreciated if you would distribute this through your various networks so that your members can avail themselves of our retreat facility when in the area.

You can get a copy of the flyer [HERE](#).

Frognall get together bash

This is early (heads-up) planning notice for all ex-Froggers, including Detachment dudes who have the same/similar status as '54 Mont Albert Road mainstream Froggers', even though some of them think not.

If you were an engineer cadet at some stage in your life and did not enlist for Academy, Direct Entry, Undergrad or ADFA, then by default, you should be an ex-Frogger. That said, the ADF aerospace engineering fraternity is well connected and collegiate, so if an ex-Frogger has the courage he/she can sponsor and chaperone an other-than-ex-Frogger ADF or ex-ADF aerospace engineer (including ground mech and crystal crackers), you are allowed 1 each, but will be held responsible for their behaviour at Wagga



**Bob Pratt and John Monaghan
at the 2005 reunion**

during their stay. (Their behaviour has to be in-line with Frognall values and traditions, and any guest not measuring up will be banned from future attendance..... and labelled a pussy-cat.



Russ Garraway, Dave Penna and Ron Gretton at the 2005 reunion.

Heads up all ex-DCS and ECS Froggers: the last-best (or best-last) Frognall reunion is planned for May 2012 at RAAF Wagga. Similar in style and tone etc to the last one here Sep 2005. After seven years, the itch is back and over the last 3 years I have been approached by a growing number of ex-Froggers to organise another one. Well, all-right, you asked for it.

Each course is asked to nominate a course rep/spokes dude and indicate below which w/e suits most or all of your course member mates who intend to participate. These two w/ends

have been selected to deconflict with all reasonably foreseeable family unfriendly weekends Easter - so the Catholics can top-up after Lent, school holidays across all states, Mothers' Day, public holidays and obvious opportunities for long weekends, etc. The last one backed onto Father's Day, and some gripes were fielded over having to get back for AM hours Fathers' Day activities. (I thought a Frognall reunion for Dad was a pretty good Fathers' Day pressy) Otherwise folk were happy. So this one is intended to be even better timed than, and as-well executed as, the last one.])

We have \$389.58 left in the Defcredit Wagga Frognall Reunion account, tiding over from the last reunion in 05. I ask that each course rep indicate a preference below (on behalf of the course) for how that kitty is used.

Intended general format and log-admin:

Travel Friday

Friday: Early-bird drinks and snacks in Officers' Mess 1800-2300 Fri evening

Saturday AM: Activity Sat AM (options may include: golf, tour RAAFSTT, sight visit RAAF acft if present and crew available to open and tour, Temora Aviation Museum deployment, RAAF Wagga Heritage Centre site visit)

Main event: Reunion Sat 1830-on in Airmen's Mess, noting we cannot start earlier to allow recruits and trainees time to eat their evening meal and clear decks (a little earlier than normal, not too early)

Refreshment: Eskies surrounding the room with ice, beer, wine and softies. Frognall 'themed' wines for tables

Dress and bearing: Sit in Course clusters on tables: prize for course with biggest roll-up, another for worst looking pineapple jacket and combo dress: which should be neat collared shirt, trousers, shoes, with jacket optional to

suit temperature, which should be a warm-mild autumn. Frognall pineapple-jackets always appropriate, if they still fit somehow.

- Food: Buffet meal, ala Frognall Cadets' Mess routine, but much nicer. Course reps to advise any special dietary requirements for religious or health reasons - with name and restriction pls
- Accommodation: To be arranged yourselves. A subsequent email in early 2012 will advise recommended establishments, prices and contact details. Currently serving ADF folk may be able to stay in limited on-base accommodation - at cost (DS standing rate for off-duty OPSA Mess Accommodation) - pending determination of RAAF Wagga Officer course numbers at the time, who will have priority of access.)
- Memorabilia: "2012 Frognall Reunion :the best-last-best Wagga reunion" hat, shirt and stubby-cooler: under price and availability research- TBA
- Personal memorabilia: Bring any special memorabilia you care to display on a table for mates to ponder and ridicule.
- Special guest: Almost 80+yo WOFF Ret'd Ted Heskett, (retired WOD), local resident of Wagga Wagga. Courses 21 thru 25 should remember Ted - I guarantee you he has not forgotten any of us.
- Sunday: Recover, Chapel service for Engineering community and p-off without stealing anything from the Base, Mess, nor each other (apart from a good time together).

Please send this email to all corners of the ex-Frogger geographic and electronic spread please. See as many of you as possible at Wagga next May.

Christopher K* Crowley
Group Captain MEng
Email [HERE](#)

WELCOME HOME HUEY 771

9 Squadron Association would like to acquaint you with an outline of the proposed above event covering the period of July 20-22 July, 2012. This is a guide at present until more details become available.

A Commemoration of all who died on Unit Operations July 1925 - February 1989 and, 40th Anniversary of RAAF No 9 Squadron End-of-Vietnam commitment and commencement of operations ex-RAAF Amberley

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 Amberly all members will be bussed 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 debit 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.

A man goes to a shrink and says, "Doctor, my wife is unfaithful to me. Every evening, she goes to Larry's bar and picks up men. In fact, she sleeps with anybody who asks her! I'm going crazy. What do you think I should do?" "Relax," says the Doctor, "take a deep breath and calm down. Now, tell me, exactly where is Larry's bar?"