

RAAF Radschool Association Magazine

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

See Page 2

Our lovely Page 3 girl is Aneliese Blair who is currently with 33 Sqn at Amberley, plus we have pics of past courses.

See Page 3



Sam warns us on the pitfalls in Installing Windows 8 trial and has some good advice on other programs.

See Page 4

We have a pic of some good looking girls and lots more photos of courses of old

See Page 5





Ted and some mates went to Thailand and he tells us about it plus other stuff.

See Page 6

John Laming flew the Lincoln with 10 Sqn and shares with us its characterises.

See Page 7



67 years ago, on the 6th August, the first A Bomb was dropped on Hiroshima. Studs Terkel was the pilot and he was interviewed in 2002.

See Page 8

Allan George has found a copy of the Video of the Japanese surrender at the end of WW2.

See Page 9



Wilf Hardy read our story on 2 Sqn last issue and has written to correct us.

See Page 10

Is the PSA test for you? And how much water should you drink each day?

See Page 11

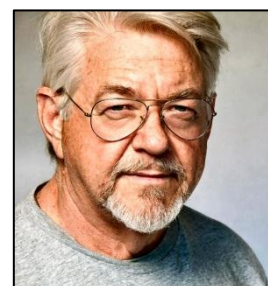


The RAF put the Harriers to rest back in 2010, now they have sold them to the US.

See Page 12

Tony Element tries to explain RAAF life, and we have some photos of a recent Frogger's reunion.

See Page 13








The Djinnang Association had their annual reunion in Brisbane.

See Page 14

9 Sqn brought Iroquois A2-771 home to Amberley. A lot went along to welcome it.

See page 15



	<p>324 Combat Support Squadrons recently celebrated 50 years since going to Butterworth</p> <p>See Page 16</p>	<p>A few blokes haven't been as well as they could 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>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>		<p>Index.</p> <p>The Index is now finished - all references have been linked so if you're looking for a topic or a photo of someone, click on the Index link on the top of each page and just follow the links.</p>	

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.



Links.

A few blokes suggested that we add links to useful (and free) programs in our Links page, we thought that was a good idea, so if you're looking for a tried and tested and FREE program to do a particular job, you could find it [HERE](#).

At the moment we've only included programs that run under Windows, if you know of any FREE and useful programs that run under the Apple label, please let us know, and if you have any suggestions for other Windows programs, let us know so we can include them.

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.

The Circle.

Channel 10 have dumped their morning show, the Circle. Good riddance we say, see [HERE](#).

Reunions.

The past 3 months have been good for reunions/get togethers. We've been to the Djinnang reunion, 3 Sqn reunion and to 9 Sqn's "bring the bird home" celebration. And there's more to come.

If you're having a reunion and you would like us to cover it and publish it, let us know and we'll see what can be done.

Membership.

Please check the [list of names](#) and if you've joined but your name isn't there, please click on the "[Join the Association](#)" tag (there's one on the top of each page) fill in the details again and send it to us. If you're not a member and would like to be, do likewise.

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

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

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

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



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IN MEMORY OF

Dennis Wayne Young

Graeme Chalmers advises that Leading Aircraftsman Dennis Wayne Young, Equipment Assistant, passed away on 10 May 2012. Dennis served with 9 SQN in Vung Tau in June 1966 to June 1967 and therefore would have been on the first 'putsch'. Unfortunately we have no further details.

Virgil St Jerqvist

George Foster advises that Virgil passed away peacefully in Rockhampton on Sunday 20 May 2012. He had been of poor health for some time and George had been in contact with him via telephone, but, as George says, at last comms (a couple of weeks prior) Virgil had difficulty breathing even to talk. A Prayer Service for Virgil was held at Our Lady's Help of Christians Church in Rockhampton on the 26th May followed by a private committal.

Maxwell Neil “Blue” Hardie.

Gary Hardie, who is Blue's son, saw our story on Col Cliff on [Page 14](#) which had a photo of a bunch of people at Frognall and which also included “Blue.” Gary says Blue's name was Maxwell Neil, but he was never known as Max, always Neil and he was nicknamed “Blue” due to his hair colour. Sadly, he died back in 2003, due to a heart attack. He had been ill for some time prior to that but the miracles of medicine kept him alive until 2003.



Ken Bryant

Gil Young advises us of the passing of Ken Bryant. Gil says he worked with WOFF Ken Bryant in Townsville in 1981-1983 and got to know him well. Gil says he lost contact when he was posted and after he discharged, but caught up with him eventually in Brisbane. He was living down near Logan. Unfortunately I heard from his wife in late 80's or early 90's that he had died.

Tom Maddock

John Sambrooks advises that 'sumpy' Thomas Samuel (Tom) Maddock, BEM, died on the 27 May at age 90. Tom joined the RAAF in 1941 and served during World War 2. As a Flt Sgt, he

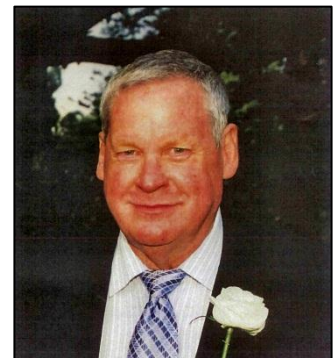
was posted to 35 Sqn in Vung Tau from Jan 1971 to Feb 1972 and on return to Australia, was promoted to WOff and spent his last RAAF years at Support Command. He was finally discharged on the 7 Jan 1979 – after 38 years' service. Tom was born in Drouin, which is about half way between Melbourne and Sale, in 1922 and was buried in his home town, Drouin, on Thursday the 31 May 2012.

Jim Mewton

Ruth Mewton advised her husband, Jim, passed away last year, 15th May 2011 as a result of cancer. No further details.

Barry Ray Messer.

Laurie Lindsay advises the sad news that Barry Ray Messer (right), succumbed to liver cancer and passed away peacefully on the 4th June 2012, aged 68. Barry joined the Air Force on the 8th Feb 1960 and was posted to the Radio Apprentice School at Frognall as part of No 14 Radio Apprentice Technician Course. As a Radtech G his postings included Butterworth, Vietnam and Paris on the SURAD project. He left the RAAF in the early 1980s as a Flight Sergeant then worked in his hometown of Gympie repairing electronic equipment before scoring a job with ASIO, where he stayed until retirement.



He was diagnosed with liver cancer some three years ago and succumbed on the 4th June 2012. Funeral Prayers for Barry were held at St Joseph's Church, Elsternwick (Vic) on Friday the 8th June followed by a private cremation.

Jim Thorn.

William James (Jim) Thorn passed away on the 20th April, 2012 – aged 85. Jim was Chief Instructor at the School of Radio in the early seventies and became the CO in 1973. He was the project manager during the erection of the new building. As he was a forthright man, some people disliked him, however, you always knew where you stood.

Jim, who was born in North Freemantle, in West Australia, joined the RAAF in 1944 and was discharged in 1975 with the rank of Wing Commander.

Bill Hawkins

Kerry Harrington advises that Bill Hawkins passed away last Tuesday, 17 July. There were no notices in the paper and the funeral was for family only

Bob Kee

Laurie Lindsay advises that Bob Kee passed away suddenly and unexpectedly on the 28th June 2012 at his home, soon after returning from a holiday in the top end of Australia. He would have been 79 on the 28th July of this year. Bob had been working in the yard and his wife realised that she had not seen him for a while and eventually found him dead in the garage – suspected massive heart attack.



Bob joined the RAAF in 1949 when he was 15 years, 5 months and went to Wagga as a member of the 3rd intake of apprentices, known as the 'Sunbeams.' They graduated on the 7th December 1951. He was commissioned from the rank of LAC in 1956 and following his successful completion of an officer's course at Rathmines in 1956 (not everybody passed in those years) he was posted to Air Trials Unit, Woomera.

Bob always had presence. He walked with a swagger, he was tall and he was athletic. He was the type of fellow who could take his shirt off and still have rank. He progressed through the ranks at an unimpeded rate to become one of a group of four Group Captains within the "Instrument Fraternity" of the Engineer Branch. (The others were Greg Grantham, Don Mazlin and Bob Bartram). Sadly not all four could be promoted together and Bob had his name pulled out of the proverbial hat to become an Air Commodore. He served for a total of 39 years and upon retirement moved down the hill from Canberra to the vicinity of Batemans Bay. Here he remained extremely active as a committee member and participater in golf clubs, tennis clubs, Probus, and walking groups.

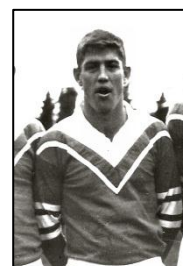
A "Celebration Of His Life" was held in Canberra on Monday 9th July where a huge number of people attended to pay their respects. Bob Kee was always a very ordinary fellow, he never acted as if he was superior to others, he just was.

Leon Megaw.

Neil Hunter advised the passing of Leon Megaw on Friday evening (28 July 2012) from a blood condition akin to leukaemia. As Ted Washbrook says, Leon was a Telstech in the old language but as all things change that mustering has probably been absorbed to protect the guilty. No further details are known at this time.

Mick Matthews.

Laurie Lindsay advises that Michael "Mick" Matthews had passed on recently, he's not sure of the date, but thinks it was about 12 months ago. Mick was a RADTECHG who graduated off No 9 Radio Apprentice Course in 1958. He was a champion rugby player and this photo at right was taken in 1963 when he



played in the RAAF First Grade team in the Victorian Rugby union.

John Smythe has sent us a couple of photos of Mick, he is front row 2nd from left in the top photo and on the left in the one below that.



Page 3 Girl.



Our lovely Page 3 Girl this issue is Aneliese Blair who is currently serving with 33 Squadron at Amberley as a Crew Attendant on the Airbus KC-30A tankers. Crew Attendants (CREWATT) provide safety, comfort and in-flight service to passengers and crew on aircraft operated by both 33 Sqn and 34 Sqn (VIP). When configured, the KC-30A tanker can carry up to 270 passengers and employs up to 8 Crew Attendants per flight.

Aneliese joined the RAAF in 2010 from her home town of Mornington (Vic), went to Wagga to do her rookies, then followed three postings to learn the trade, first to Townsville for a Combat Survival course, then down to Adelaide for Aviation Medicine, then over to Richmond for an Airman Aircrew Initial Course: (Click [HERE](#) for more info on the Crew Attendant mustering).

Aneliese has signed on for 4 years, (things have changed) loves her job and thinks she will stay with the RAAF for a while yet.

34 Tprinop Course.

Marie Findlay, who was Marie Browner when she was at Radschool, sent us this pic which is of 34 Tprinops.

From L-R:

Marie Browner, Married John Findlay (Dell's Brother),

Dell Findlay, Married Paul Buckley Comsop-c or was it Teleg-c,

Silvia Bell, Married Fred Holtman (Tiny) (Marie is not positive of this as it happened after she left Laverton).



'I've had bad luck with both my wives. The first one left me, and the second one didn't.'

40 Appy

We had the photo below in our [last issue](#) and we were unsure of any names Terry Haebich and Matt Oliver came to the rescue with a few, we're still a bit short though. Matt says "The photo is of 40 RAC, though am not convinced it was March 86. They commenced in the January of that year and it seems a little quick for six of them to have been made up to Leading Apprentice. The female is Megan Bender and she was the first female Radio TradeApp (there were two female TechApps that started the year prior (4 TAC??))."

Anyone know where Megan is these days??



Back Row: All unknown.

Middle Row L-R: Don't know, Jeff Gardner, Kurt Weston, Don't know, Don't know, Colin Mason.

Fron Row L-R: Greg Kerkham, Dave Brown, Shane Creanor, Megan Bender, Don't know, Don't know, Don't know.

8/86 Commsop Course



L-R: Annie Bloxsom, Tanya Huxley, Leslie Eggins, Sgt Coldwell, Neale Dane, Tracey Biggs, Melinda Baldwin.

8/86, the eighth Commsop Course in 1986, started in August 1986 and finished in May 1987.
Annie Bloxsom gave us the pic.

'Some people ask the secret of our long marriage. We take time to go to a restaurant twice a week. A little candlelight, dinner, soft music and dancing. She goes Tuesdays, I go Fridays.'

8/86 On Pass Out day.



L-R: Tanya Huxley, SGT Phil Coldwell, Tracey Biggs, Annie Bloxsom, WGCDCR John Dallimore (CO - Rads), Neale Dane, Angela Teasdale, Leslie Eggins, Melinda Baldwin

The great question... which I have not been able to answer... is:
"Exactly, What does a woman want?"

5/89 COMMSOP.



Back Row L-R: Yvonne Parker, Hayley Thompson, Mandy Moore, Sheryl Smith, Karren Miller
Middle Row L-R: Sonja Munch, Tony Vickers, Greg Genge, Paul Rodstead, Shane Broomhall, Allan Mortensen, Julie Townsend.
Front Row L-R: TBA



Back Row L-R: Barry Leadbitter, Darren Phillips, Kylie Hawkins, Russell Flanagan.

Middle Row L-R: Peter Beach, Gary Harper, Roland Kettle, Ian "McGoo" McGown, Colin Hull, Mark "Vermin" Vermeeren.

Front Row L-R: Mick Howles, Peter Coleman, Stephen Ellis, Joy Macpherson.

DSC stood for Discon Switching Centre.

Comm Centre, Wagga, Nov 1984.



Back row: Peter Kurno? (?TPHONEOP), Colin (Col) Greenwood (COMMSOP), Debbie Bateson (TPHONEOP), Jeffery Scoffield (EDPOP), William (Bill) Callinan (COMMSOP)
Front row: Carolyn Forday (COMMSOP), ? (TPHONEOP), Denis Gregg (Base Radio Officer), Cassie Mitchell (TPHONEOP), Rhonda Ahearne (TPHONEOP)



Anyone know what this is, it's got a mark on it indicating it is/was PNG equipment - click it for a bigger view.

10 COMMSOP.



Back Row L-R: ?? Edwards, Desmond Luplau, Ken Jones, Greg Jackson, ?? Gibson
Front Row L-R: Kerry Devenish, ?? Fisher, Shay Simpson, ?? Gray.

We're short some first names, can anyone help??

8 COMMSOP (1978).



Standing L-R: Vicki Barnden, Cathy Boyle, Shelly Mathers.
Seated L-R: Debbie Peisley, Janette Douglas, Kerry Forrester.



Computers and Stuff.

Sam Houlston.

Window 8 Upgrade.

As you know, Windows 8 operating system will soon be released, there is no exact release date yet, but it won't be long. Microsoft has just announced a sweet deal in that they will allow users of Windows Vista or 7 to upgrade to Windows 8 for only US\$39.99 – this deal will be available until the 13th January 2013 – and you get Media Centre too.

This sounds like an excellent idea to us – and we'll let you know when it is available.

If you are running Windows Vista or Windows 7, Microsoft has made available a 'trial' version of Windows 8 for you to "try before you buy". Our suggestion – be careful, unless you really know what you're doing, leave it alone. Some of the programs that you run under Windows 7 (or earlier versions of Windows) won't run under Windows 8 as the drivers have not yet been written!!



Microsoft has not yet finished the work for this operating system and it still has bugs, and unfortunately, if you do download it and have problems they do not have tech support to help you – you're on your own.

Wait until it is released.

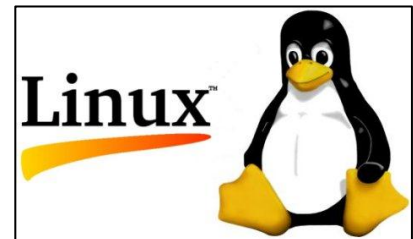
But - If you would like to try it, we recommend the following.

1. Back up all your data.
2. Open your internet browser and log onto <http://windows.microsoft.com/en-US/windows-8/download>
3. Provide the information regarding your email address and the country in which you live. Click on the link which says "**DownloadConsumerPreview**". Save the Windows 8 consumer preview setup file to the hard drive of your computer. Once the file has been downloaded fully, double click on it to launch the exe file.
4. The consumer preview setup will now start to scan your computer for application and devices which are compatible with Windows 8 consumer preview. Click on the compatibility report for seeing the list of incompatible items. This takes a few minutes.

5. You will see the item Microsoft Security Essentials listed under the incompatible section, this is because Windows 8 comes with its own Security program. Below that will be list of compatible items. Close the report and hit the “**Next**” button.
6. Now you will be getting a message saying that the setup is ready to download Windows 8 along with the product key.
7. The setup wizard will begin the installation of the appropriate version of Windows 8 consumer preview for your system – this could take 30 minutes and as the computer might have to reboot, it is best if you save everything and close all other programs. Once the downloading is complete, the process of installation will begin.
8. In the next screen you will be having three choices, “**InstallNow**”, “**Install on Another Partition**” or “**Install Later**”. DO NOT select the option labelled “**InstallNow**”, instead, select “**Install on Another Partition**” and hit the “**Next**” button. After that agree to the licensing terms and conditions. By installing on another partition you will be able to go back to your current version of windows should you have troubles (and you will). If you select Install Now, your current system will be over-ridden and should you wish to go back to it, you will need to do a complete re-install.
9. Then choose the items you want to keep from the current version of Windows that you are running. You will be able to keep settings, applications and personal files. Hit the “**Next**” button.
10. Finally click on “**Install**”. Your computer might reboot several times during installation.

Linux.

If you're a Linux user, you've probably heard that you don't need to defragment your Linux file systems. You'll also notice that Linux distributions don't come with disk-defragmenting utilities. But why is that?



To understand why Linux file systems don't need defragmenting in normal use – and Windows ones do – you'll need to understand why fragmentation occurs and how Linux and Windows file systems work differently from each other.

What is File Fragmentation?

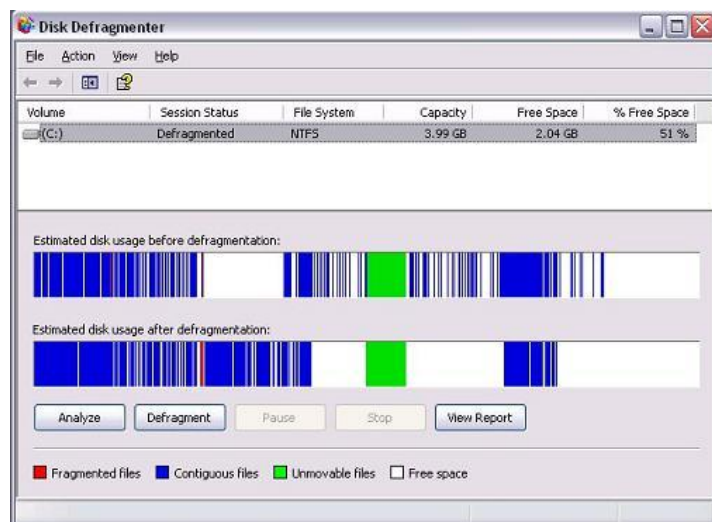
Many Windows users, even inexperienced ones, believe that regularly defragmenting their file systems will speed up their computer. What many people don't know is why this is. In short, a hard disk drive has a number of sectors on it, each of which can contain a small piece of data. Files, particularly large ones, must be stored across a number of different sectors. Let's say you save a number of different files to your file system. Each of these files will be stored in a contiguous cluster of sectors. Later, you update one of the files you originally saved, increasing the file's size. The file system will attempt to store the new parts of the file right next to the original parts. Unfortunately, if there's not enough uninterrupted room, the file must be split into multiple pieces – this all happens transparently to you. When your hard disk reads the file, its heads must skip around between different physical locations on the hard drive to read each chunk of sectors — this slows things down. See a simplification of that [HERE](#).

Defragmenting is an intensive process that moves the bits of files around to reduce fragmentation, ensuring each file is contiguous on the drive.

Of course, this is different for solid state drives (SSD), which don't have moving parts and shouldn't be defragmented (defragmenting an SSD will actually reduce its life). And, if you're running Windows 7 you don't really need to worry about defragmenting your file systems as Windows does this automatically for you.

How does Windows' File System Work?

Microsoft's old FAT (File Access Table) file system, last seen by default on Windows 98 and ME, although it's still in use on USB flash drives today, doesn't attempt to arrange files intelligently. When you save a file to a FAT file system, it saves it as close to the start of the disk as possible. When you save a second file, it saves it right after the first file – and so on. When the original files grow in size, they will always become fragmented. There's no nearby room for them to grow into.



Microsoft's newer NTFS file system (New Technology File System), which made its way onto consumer PCs with Windows XP tries to be a bit smarter. It allocates more "buffer" free space between files on the drive, although, as any Windows user can tell you, NTFS file systems still become fragmented over time. Because of the way these file systems work, they need to be defragmented to stay at peak performance. Microsoft has alleviated this problem by running the defragmentation process in the background on the latest versions of Windows.

How does Linux's File System Work?

Linux's ext2, ext3, and ext4 file systems, ext4 being the file system used by Ubuntu and most other current Linux distributions, allocates files in a more intelligent way. Instead of placing multiple files near each other on the hard disk, Linux file systems scatter different files all over the disk, leaving a large amount of free space between them. When a file is edited and needs to grow, there's usually plenty of free space for the file to grow into. If fragmentation does occur, the file system will attempt to move the files around to reduce fragmentation in normal use, without the need for a defragmentation utility.

Because of the way this approach works, you will start to see fragmentation if your hard drive fills up. If it's 95% (or even 80%) full, you'll start to see some fragmentation. However, the file system is designed to avoid fragmentation in normal use. If you do have problems with fragmentation on Linux, you probably need a larger hard drive. If you actually need to defragment a file system, the simplest way is probably the most reliable: Copy all the files off the partition, erase the files from the partition, then copy the files back onto the partition. The file system will intelligently allocate the files as you copy them back onto the disk.

Passwords.

I have a funny attitude towards passwords. I reckon if something else remembers my password, I won't. And I never trust anything not to get hacked, especially a repository with a swag of passwords. But most people don't think like me, and there are a few mechanisms out there to remember passwords for you. Some are free, some you pay for, and some offer a free version and also a 'pay for' version which has many more features than its free cousin. Organisations like Banks, Telephone, Electricity and other supply providers, Internet providers, Toll companies etc all require you enter a password that contains both numbers and letters in order to secure your account. No longer can you get away with your dog's name (Max) or the town where you grew up (Launceston) as a password, it has to be something like Dy186Q though we do know a lot of blokes use their old RAAF serial number – a number that no-one will ever forget.



Programs like [RoboForm](#) and [LastPass](#) are two very good programs that will remember all your passwords for you and will (if you want) enter those passwords into the password window when you're trying to log onto your bank or Facebook or wherever. (This is called Auto-complete). All you have to do is create one master password (and this is where your RAAF number comes in) which will open the likes of RoboForm or Last Pass which then gives you access to all those un-memorable account passwords.

But, and there's always a BUT!! Not long ago, someone hacked into LastPass and nicked a bunch of people's Passwords. LastPass stores all your Passwords on its server somewhere whereas RoboForm stores them on your computer. Which one is the more secure?? Who knows, we reckon LastPass have learned from their mistake and it will be a lot harder for someone to hack them now, so if you want to use either one, it's up to you which one you choose. Both are very good and both work on all sites!



However, and there's always an HOWEVER too!! You don't have to use either one as your Browser will remember most of your passwords too but if you do use the password manager built into your browser you would have come across certain sites which will simply not work, why is that??

Sites, (PayPal is one) that will now allow your browser to enter their password have inserted a little trick into their logon form which turns off your Browser's auto-complete function. There are ways around that but we reckon you are better using RoboForm or LastPass instead of fiddling with the JavaScript function.

Like everything else, it's personal.

One Note.

If you have a recent full version of Office (2007 onwards) you will notice one of the components in the bundle is a program called One Note. No-one in the whole wide universe has yet found a specific use for One Note but we reckon it's one of the better and easier to use OCR programs around. It can help you capture text from just about anything.

Computers.

A SPANISH Teacher was explaining to her class that in Spanish, unlike English, nouns are designated as either masculine or feminine. 'House' for instance, is feminine: 'la casa'. 'Pencil,' however, is masculine: 'el lapiz'. A student asked, 'What gender is 'computer'?'

Instead of giving the answer, the teacher split the class into two groups, male and female, and asked them to decide for themselves whether computer should be a masculine or a feminine noun. Each group was asked to give four reasons for its recommendation. The men's group decided that 'computer' should definitely be of the feminine gender ('la computadora'), because:

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

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

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

The women won.

Microsoft has created a small video which explains how and why to use One Note (you can watch it [HERE](#)) – watch it, then tell us in less than 100 words what it is all about!!!!

But using the OCR feature is a breeze – here's how.

Let's say we have a scanned copy (in JPG format) of the introduction to Jeff Pedrina's book, "Wallaby Airlines" and we would like to import the words into our document. We could either type them in or use One Note. One Note is easier.....

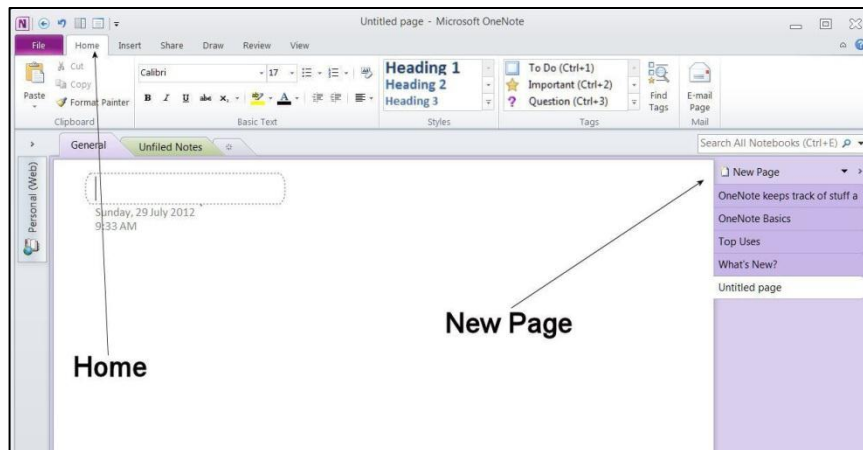
Here's what you do:

Right click on the JPG file and select COPY.

Open One Note, then click Home and New page (as arrowed).

Right click in the window and click Paste.

This will put the JPG of the Introduction image into One Note which will automatically copy the words into memory.



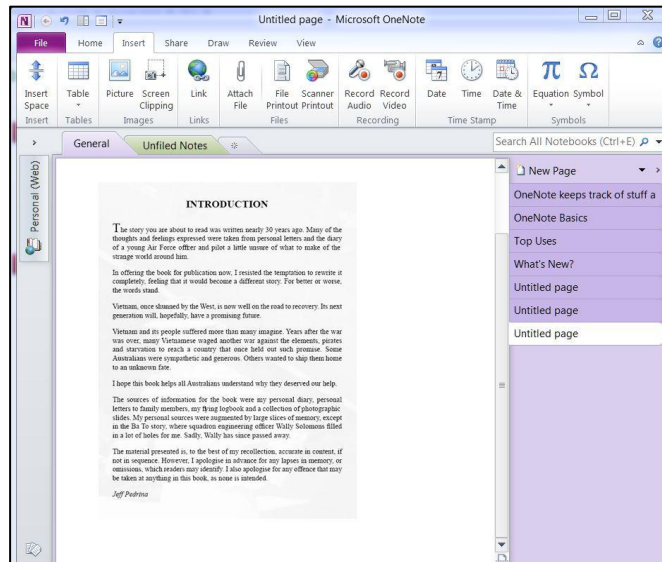
It will then look like the image below.

Now all we have to do is right click the image in One Note, select "Copy Text from Picture" and that's it. You then open your document, right click where you want the words and click Paste.

Voilà.

A bloke bought a new fridge for his house. To get rid of his old fridge, he put it out the front on the nature strip and hung a sign on it saying: 'Free to a good home. You want it, you take it.' For three days the fridge sat there without anyone looking twice. He eventually decided that people were too mistrustful of this deal, so he changed the sign to read: 'Fridge for sale \$50.' The next day someone nicked it!

They walk amongst us!



Cookies.

What Are Cookies?

Cookies are small lookup table files which are stored on a user's computer. They are designed to hold a small amount of data specific to a particular website and can be accessed either by the web server or by that particular website. This allows the server to quickly open a page on a particular website that is of interest to you. You can disable Cookies if you want, but if you do you will find your web searches will take forever, you are better to have them enabled.

Cookie Checker (Cookie Test)

This web page tests whether cookies are enabled or disabled on your computer. Checking your computer indicates that...

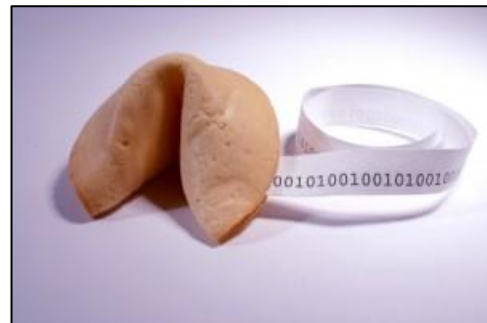
Cookies are **ENABLED** in this browser

No existing cookie was found for this website - a new cookie was successfully created. It will expire in 20 minutes time.

To check if your browser is cookie enabled, click [HERE](#), if they are you will get a report like this.

If they are disabled, click [HERE](#) to enable them.

Cookies are usually created when a new webpage is loaded. If you elect to disable cookies then each time you go back to that site it will prompt you to re-enter any information that would have been stored in the cookie. They are a convenient way to carry information from one session on a website to another, or between sessions on related websites, without having to burden a server machine with massive amounts of data storage. Storing the data on the server without using cookies would also be problematic because it would be difficult to retrieve a particular user's information without requiring a login on each visit to the website.



If there is a large amount of information to store, then a cookie can simply be used as a means to identify a given user so that further related information can be looked up on a server-side database. For example the first time a user visits a site they may choose a username which is stored in the cookie, and then provide data such as password, name, address, preferred font size, page layout, etc. - this information would all be stored on the database using the username as a key. Subsequently when the site is revisited the server will read the cookie to find the username, and then retrieve all the user's information from the database without it having to be re-entered.

There is a lot of concern about privacy and security on the internet. Cookies do not in themselves present a threat to privacy, since they can only be used to store information that the user has volunteered or that the web server already has. Whilst it is possible that this information could be made available to specific third party websites, this is no worse than storing it in a central database. If you are concerned that the information you provide to a webserver will not be treated as confidential then you should question whether you actually need to provide that information at all.

Some commercial websites include embedded advertising material which is served from a third-party site, and it is possible for such adverts to store a cookie for that third-party site, containing information fed to it from the containing site - such information might include the name of the site, particular products being viewed, pages visited, etc. When the user later visits another site containing a similar embedded advert from the same third-party site, the advertiser will be able to read the cookie and use it to determine some information about the user's browsing history. This enables publishers to serve adverts targetted at a user's interests, so in theory having a greater chance of being relevant to the user. However, many people see such 'tracking cookies' as an invasion of privacy since they allow an advertiser to build up profiles of users without their consent or knowledge.

By themselves, cookies pose no risk since they do not contain a virus in any form nor do they spy on your PC content to compromise security. They are used to make online surfing faster and easier by making the sites you've visited remember who you are.

While waiting at a pizza parlour for my pizza to be cooked I overheard a man ordering a small pizza to go. He appeared to be alone and the person taking the order asked him if he would like it cut into 4 pieces or 6. He thought about it then said 'Just cut it into 4 pieces; I don't think I'm hungry enough to eat 6 pieces.'

They Walk Among Us!

Google.

For a long time now, I, like most people, have used Microsoft Word for writing letters, stories, whatever, but recently I bought a small portable lappy and rather than buying and loading Office I figured I'd give Google Docs a try since it was free. To my surprise, Google Docs word processing wasn't bad. It's not a full-featured word processor like Word is, but it suits my needs perfectly for everyday use. Google Docs stores all its docs in the Cloud, so you don't need a huge hard drive, for starters you don't have to store the program and you don't have to store any files it produces and if you wish, you can import all your old Word docs to it. You can then save them online and access them anywhere as long as you have access to the Internet, though, if you want to, you can save docs to your hard drive.



But, I hear you ask, how safe is your data. Well, Google say it's very safe (as they would of course) and have produced a 7 minute video to prove it, you can see it [HERE](#).

Autoruns.

Windows 7 has several ways for an application to run at startup -- registry, start-up folder, services, scheduled tasks, etc. In some cases it's possible for an application's start up status to be hidden from the control panel or msconfig. Autoruns is a utility that will show every start-up on your system and you can download it [HERE](#). I think you will get shock when you see just how many applications are running on your computer.

SpaceSniffer.

[SpaceSniffer](#) is a portable, freeware program that helps you understand the structure of the folders and files on your hard drives. The Treemap visualization layout SpaceSniffer uses helps you to immediately visualize where big folders and files are placed on your devices. The area of each rectangle is proportional to that file's size. You can double-click on any item to see more detail.

COMMSOP 1-92.

Now here's a photo that the RAAF should use on all their recruitment brochures, it would certainly make a bunch of boys sit up and take notice (as it did us).....



L-R: Anouk Condie, Annette Kelly, Lesley Hamilton and Dale Arnold.

The girls had just graduated from their COMMSOP course and were so happy the course had finished that they decided to show off their wonderfully natural attributes. Should be more of it we say!!

There are only three types of men. The handsome, the caring and the majority.

Columbus 1992.

The following photo was taken by one of the RAAF's photographers in June or July 1992 and was sent to us by Dale Bradley, who used to be Dale Arnold. It shows a bunch of people who were chosen to talk to the space ship Columbus, using the RAAF's gear.



Back L-R: ??, (Trainee RADTech), Anouk Purdie (Trainee Commsop), Bruce Fisher (Trainee Commsop), Jamie ?? (Trainee RADTech).
Front L-R: FLTLT ??, Dale Arnold (Trainee Commsop).

Dale says: "At this time the Columbus space shuttle was in orbit and we had the opportunity of talking to it. There was a ballot to see who would be 'the chosen few' and the people in the pic were the lucky ones. We knew what time the craft would be overhead so the Flt Lt got us together but we were unsuccessful as the frequency was jammed with Ham radio people and we couldn't get in. We gave up and decided to try again in 4 hours when the vehicle would once again be overhead. The RAAF wanted to record the event and we were then all sent

home to change into our “sparkling best.” This time we were successful and I can remember my lame question to the female astronaut “*what do you eat??*”

After it was all over, we proceeded with un-natural haste to the Airman’s Club” (ol i kolim “The Boozer”) “where we had one or six coldies to celebrate.

19 CommsOp Course, 1979



Back L-R: Dave Parker, Bruce Welsh, Daryl Lewry, Steve Parkinson, Rod Standen.
Front L-R: Nick Maguire, Vicki Taylor, Karen White, Debbie Salmon, Ray Nunn.

Death, is life's way of telling you you're sacked.

95 Teleg.



Back row L-R: Mal Wyss, David Corney, ?? Lynch, Darryl Lourigan, John Brown, Paul Garbutt, Bill Allen, Joe Fawcett, Mick Pengelly

Front row L-R: Steve Birt, Les Gardner, Pat Holland, Mark Burns, Ray Burdekin, unknown, unknown, Casey Mucchay

27 Comms.



Back row L-R: Paul Pickett, Bassett Smith, Barry Green, John Wells, Mick Greal.

Front row L-R: Glenn Carter, Tony Buzek, Chris Watson, Lee Hopkins, Fergus Watson, Steve Clay.

It's hard to be nostalgic when you can't remember anything.

Laverton.

This photo of Laverton was taken not long after the “New” Radschool building was opened and was sent to us by Bruce Welsh.



Q: Is it common for 60-plus year olds to have problems with short term memory storage?

A: Storing memory is not a problem, Retrieving it is the problem.

Chrissy Hart, (right) who was Christine Martin in another life, sent us these 2 pics



RAAF Base East Sale Medical staff, 1988.



Back row L-R: Christine Martin, Kev Curtis, Leanne Goodwin.

Front Row L-R: Graeme Searl, Geoff Robinson, Coleen Harman, Julie Jennings.

And this

1AD Christmas party.

This party took place in the 1 AD hangar at Laverton in 1988. We don't know a lot of the people in the pic, but that's Corporal Blue Phillips on the floor holding onto Chrissy's leg (as you would) and FLTLT Colleen Warthroe (with the F/Sgt epaulets) also with the wobbly boot on and about to join him.

If you recognise anyone else, let us know.



RAAF Women go overseas.

The following clip from the RAAF News appeared in January 1985 and reports on what is says are the first RAAF girls to be posted overseas??

We're at a bit of a loss here – surely these girls can't be the first to be posted overseas,

The pic below is on the AWM web site as is the following:

"Almost a million Australians, both men and women, served in the Second World War. They fought in campaigns against Germany and Italy in Europe, the Mediterranean and North Africa, as well as against Japan in south-east Asia and other parts of the Pacific. The Australian mainland came under direct attack for the first time, as Japanese aircraft bombed towns in north-west Australia and Japanese midget submarines attacked Sydney harbour.

It is also well known that girls in the nursing mustering were sent overseas to care for the wounded as far back as there's been a RAAF.

Not wanting to diminish the work done by the girls in the clip below, we don't think they were the first!!!



First airwomen go overseas

The RAAF has broken with tradition by posting married and single airwomen overseas.

Six airwomen, two married to serving members of the RAAF, have been posted to RAAF Butterworth, Malaysia for two years.

Two single airwomen have begun a six months' tour of duty with the Australian Contingent with the Multi-national Observers in the Sinai.

The eight will be the first airwomen to be posted overseas, following the Government's decision earlier this year to open more positions in the Defence Force to women.

The single airwomen posted to Butterworth, Malaysia, in December 1984 are:

■ Leading Aircraftwoman Michelle Blakeman, 24, a dental

assistant, of Cremorne, Sydney.
■ Corporal Carolyn Forday, 27, a communications operator, of Rockhampton, Qld.

■ Leading Aircraftwoman Kerry Grant, 23, an airframe fitter, of Moe, Vic (LACW Grant is the first technically qualified airwoman to be posted overseas. She will be attached to No 3 Squadron).

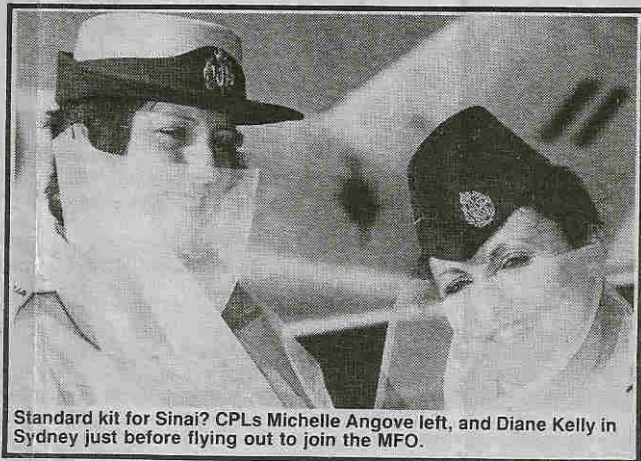
■ Corporal Anita Hirschfeld, 30, a policewoman, of Wongan Hills, WA.

The married airwomen posted to Butterworth are:

■ Corporal Deborah Wesley, 28, a clerk, of Brisbane, Qld.

■ Corporal Alanna Kennedy, 23, a communications operator, of Newcastle, NSW.

Both Corporal Wesley and Corporal Kennedy will be accompanied by their husbands, who also have been posted to Butterworth.



Standard kit for Sinai? CPLs Michelle Angove left, and Diane Kelly in Sydney just before flying out to join the MFO.

Corporal Wesley is married to Sergeant Stephen Wesley, an engine fitter, who has been posted to No 3 Squadron.

Corporal Kennedy is married to Corporal Russell Kennedy, an aircraft metal worker, who is also posted to No 3.

The two single airwomen, who

begin a six months' tour of duty with the Australian Contingent in the Sinai in January 1985 are:

■ Corporal Diane Kelly, 26, a communications operator, of Emerald, Qld.

■ Corporal Michelle Angove, 22, a clerk, of Brisbane, Qld.

Paddy is said to be shocked at finding out all his cows have Bluetongue.
'Be Jeysus!' he said, 'I didn't even know they had mobile phones!'

5 OACS – Laverton 1982



Standing L-R: Bob Anderson, Brian Gower, Mick Hillier, Sue Scarf, Mal Goss, Lynette Wood, Steve Grady

Seated L-R: Jane Mills, Adele Warwick, Debbie O'Meagher, Bernadette Vandetillaart,

3 Commsop – 1977



Standing L-R: Glenda Elliott, Leanne Hogue, Judy Evans, Kathy O'Halloran, Steve Roper, Di Cristea, and Sue Tapp.

Seated L-R: Bronwyn Dowdeswell, Di Kelly, Sybil Kintzell, Helen Pechey, Robyn Rybka.

Blokes who worked on aircraft sure had a boring old job when compared to the Comms blokes, just imagine having to work with all those gorgeous girls, just have a look at the grin on Steve Roper's face above, and no wonder!! – in my next life I'm coming back as a Commsop.

WRAAF Reunion, late 1980.

Carolyn Wilson sent us these photos, but time has blurred the details, if you were there let us know.



L-R: Christine Senior (Cashman) (COMMSOP), Bonny Boon (Airphoto Plotter?), Carolyn Forday (Wilson) (COMMSOP), Linda Cook (Walsh) (Cooks Assistant?)



L-R: Christine Senior (Cashman), SQNLDR Baxter, Carolyn Forday (Wilson).

Why do overlook and oversee mean opposite things?

Fashion Parade??



The girls held a fashion parade of old WRAAF uniforms.

Carolyn is splendidly outfitted in the overalls in the photo below.



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Out in the shed with Ted.

Ted McEvoy

Have passport – will travel!

It was time for our annual trip so, after a tasty lunch and a couple of cold VeeBees we four decided to have a look at China.

After checking the entry requirements (visa), we downloaded the application documents from the web then after completing the details we presented ourselves at the Chinese Consulate in East Perth to submit our applications and pay the visa fee.

However, as Malcolm once said, life she ain't meant to be easy and we were informed that we would have to show an itinerary and a return air ticket before we could be granted a visa. Bugga!!!!!!

In our previous trips, we like to “wing it” so that we are not limited by a schedule, go where we like and when we like and stay as long as we like.

Change of plans.

We decided to fly into Vietnam and try our luck at the Chinese Embassy in Saigon.

We arrived into Saigon on 3rd April and headed for our usual hotel – the Giant Dragon - situated on Pham Ngu Lao Street in District 1 where we planned to spend a few days to sort out our visa into China.

Again, no luck!! Without an itinerary and a return ticket we were snookered so we decided to adopt Plan B - “Where to go next?”

We considered visiting Burma as it is now opening up to



L-R:- Robbie Rhoades, Ted McEvoy, Denis Macneall, Jim Muscat.



tourism but an entry visa can take up to 2 weeks – sigh!!! We've been to Lao, Cambodia, Vietnam, Thailand, Malaysia, Singapore and the very exciting Bandar Seri Begawan in Brunei. We thought about Hong Kong and Taiwan before deciding on the Philippines as a tourist from Australia can stay up 30 days without a visa. Plan B it is.

One evening while enjoying a few cold 333/Tiger/Heineken/Saigon Red beers, we met an Aussie bloke, Rick Smith and his lovely wife, Gail. Rick is an ex-RAAF Hercules pilot who is now based in Singapore as a senior Captain with Tiger Airlines. They both regularly visit Vietnam and the Philippines during Rick's free-time. We made arrangements to catch up with them.

After departing Vietnam for the Philippines, Jim and I had a spanner thrown in our works. We were in Singapore and in the process of checking-in at the airport only to be informed that we could not board the aircraft for the Philippines as we did not have an airline ticket to depart the country – WTF...!!!!!!!

When researching the entry requirements into the Philippines, I do not recall reading about a return ticket. Bugga again.

The check-in staff at the airport very kindly allowed us entry into the office area and to use their computers so that we could book a return flight from Manila to Perth with Malaysian airlines, whew!!

Luckily we had arrived in sufficient time at the airport for us to put out this latest bushfire.

We stayed in Manila for a few days but soon became tired of another big, crowded, polluted city. The population of the Philippines is forecast to reach between 97.6 and 103.7 million people (depending on which article you read) with approx 11.5 million people in metropolitan Manila. Accordingly the Philippines is the 12th largest country in the world today, sandwiched between Mexico and Vietnam.

The currency in the Philippines is the *peso* and, while we were in the country, the exchange rate was approx 44 peso to the Aussie dollar.

We had arranged to catch up with Rick and Gail Smith in Angeles City which is approx 80Kms north-west of Manila. Angeles City grew around the huge Clark Airfield which was used by the US military for a number of years. The other big US military complex was situated at Subic Bay (approx 35Kms south-west from Angeles City) and was an important base for the US naval forces.

One legacy of the long US involvement with the Philippines is the wide-spread use of English. For example, all the street signs, menus, etc are written in English. With approx 7,000 islands and 170 dialects, English has recently become the *lingua franca* (or working language, bridge language, vehicular language) following Spanish which was the original official language of the country for more than three centuries. The official national language of the Philippines is *Tagalog*.



We met up with Rick and Gail Smith on one of the days and hired some motorbikes and made our way out to the Angeles Flying Club where a bunch of nutters fly ultra-light aircraft. All four of us were fortunate to enjoy a 30 minute flight – it was sensational!!!! ([THIS](#) will give you an idea of what it's like.)

After a splendid lunch and a swim in the pool at the Club, we proceeded to a factory, called "Classic Speed" which is owned and operated by some ex-pat Aussies. They import wrecked



Mustangs (that's cars, not P-51's) from the US and completely rebuild them – the finished product is nothing short of sensational. If you have a hankering to own one of these (RHD too) classic beauties and have a lazy \$50-80K tucked away in the freezer, see [HERE](#). Tell them Ted sent you!!

We also visited a small, family owned business in Angeles City who meticulously hand-make wooden aircraft models at very reasonable prices. The level of accuracy is amazing.

After a few days in Angeles City, we caught the bus for a trip further north to the very hilly city of Baguio which is located 170 Kms north of Manila and is perched at 1,500 meters (or 5,000ft in the old money). It was refreshing to experience some cooler weather although the steep roads and footpaths kept the heart-rate above normal.

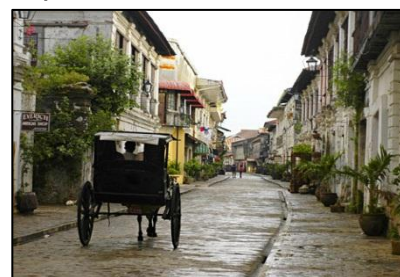
Because of its altitude, Baguio City was designated as the Summer Capital of the Philippines. To escape the fierce heat and humidity leading up to the Monnie season, the President toughs it out at the Presidential Summer Palace, somebody has to do it.



The final part of our Philippine's trip saw us catching another bus for 200Kms to the far northern area of the main island of Luzon to visit Vigan City.

[Vigan City](#) is a UNESCO World Heritage Site which is one of the few Hispanic towns left in the Philippines and is well known for its cobblestone streets and a unique architecture that fuses Philippine and Oriental building designs and construction, with colonial European architecture.

Established in the 16th century, Vigan is the best-preserved example of a planned Spanish colonial town in Asia. Its architecture reflects the coming together of cultural elements from elsewhere in the Philippines, from China and from Europe, resulting in a culture and townscape that have no parallel



anywhere in East and South-East Asia. If you go to the Philippines, Vigan should be on your “Must See” list.

One of the most popular ways of seeing the city is by taking a Kalesa ride. The kalesa or calesa (sometimes called a *karitela*) is a horse drawn carriage and was introduced to the Philippines in the 18th Century by the Spanish. It became one of the modes of transportation in the Philippines, especially for commerce and nobles or officials that could afford it. I felt a certain sympathy for the poor old pony which had to drag Jim and I around the city.



After a few days of exploring this fascinating town, we caught yet another bus further north to Laoag City – another 75Km north. Vigan does not have an airport so we were forced to travel to Laoag which was the closest airport. We are now approx 500Km north of Manila.

Our aircraft was late arriving into Laoag which meant we arrived back into Manila at approx 9pm to be greeted by a humungous traffic-jam. Luckily for us, the driver of the transfer vehicle had been watching “Top Gear” and was on top of his game in regards dodging in and out of traffic whilst avoiding colliding with other vehicles. We were all too tired to care.

We spent the last night at a “Aussie” hotel in Manila before catching our return flight back to Perth.

I enjoyed my time in the Philippines but if I do return for another visit, I'd make sure I'd keep clear of Manila and go see some of the other 6,999 islands.

If you decide to visit, I can inform/advise you of some very important abbreviations which are understood in most establishments:-

SMB = San Miguel Beer
SML = San Miguel Light
SMP = San Miguel Pilsener

Scientists say the universe is made up of protons, neutrons, and electrons.
They forgot to mention morons.

Veteran Service goes Online.

A new website, offering veterans a more immediate way of conducting business with the Department of Veterans' Affairs was launched on the 11 May by the Minister for Veterans' Affairs, Warren Snowdon. Making the announcement at the Tasmanian Returned and Services League annual congress, Mr Snowdon said [MyAccount](#) was a new innovation in service delivery for the veteran and Australian Defence Force communities.

“*MyAccount* is an online service centre where clients can engage with the Department anytime, anywhere and all they need to get started is a computer and internet connection,” he said.

MyAccount offers a variety of services including: viewing and requesting forms and factsheets; booking transport to medical appointments; viewing payments and card information; requesting replacement cards; lodging travel claims; requesting additional entitlements; changing contact details; and viewing the status of claims.




“This website responds to the evolving needs of our veteran community, offering clients choice, control and convenience when contacting DVA, without the restrictions of physical location or business hours,” Mr Snowden said. Mr Snowden stressed the service would not replace traditional means of communicating with the Department but is another channel in which to engage with it.

“Change can be a good thing, and I assure the veteran community that this service is not the end of traditional ways of communication – you will still be able to contact DVA via phone, face-to-face, fax, email or mail. The Department will also continue to contact you using these channels. *MyAccount* is an evolving service and additional features will be added over time. The service is optional and veterans who wish to set-up an account can phone 1800 173 858 to receive a personal registration number.



MyAccount enables you to access a range of Department of Veterans' Affairs services online.



While at the congress, Mr Snowden also provided a summary of 2012-13 Federal Budget measures to benefit the veteran community. “Our priority is to make sure we look after those who have sacrificed so much for this country: Australia’s 350,000 veterans and their families,” he said.

“That means those who have served and those currently serving, including forces now deployed in Afghanistan, will be cared for today and into the future by our Government. “While returning the budget to surplus, the Government has protected veterans’ entitlements and provided funding to ensure the Centenary of Anzac is appropriately commemorated.

“The 2012-13 Budget will go towards strengthening our support for veterans and their families in recognition of the contributions they have made in serving our country.

For more information on how to access *MyAccount* visit myaccount.dva.gov.au or phone 1800 173 858.

Nothing says it better than [THIS](#).

Sometimes, too much to drink just isn't enough.

The DFRDB fight goes on.

A video was made by Shane Greenwood some months ago. It was going to be released just before Remembrance Day 2011 but at the last minute it was pulled. I understand that there may have been some implied threats to a reduction in funding to the parent organisation, for which Shane worked, if this went public. It was to be on national ABC, from memory.

In any event, Shane continued looking for a sponsor as he had committed a great deal of his personal funds in producing the full video, including flying himself and his camera lady to Townsville.

We owe a great deal to Shane for seeing this through, albeit now only on youtube. Shane tried to interview Warren Snowdon on several occasions but was rejected. I think he also tried to interview Minister Smith with the same result. He certainly interviewed the National President of the RSL who, at last, admitted that this was a major issue concerning the veteran community.

A big thank you to all those Townsville VVAA veterans Peter Martin (ex RAN), Dutchy Hislop, Ernie Gimm (ex RAAF) and to Margaret Standfast for assisting with the making of this video and for having the courage to speak out on camera. The fight for a fair go continues even though it seems the current Government couldn't care two hoots about veterans

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



Rob Oakeshott, the controversial independent member for Lyne recently wrote to Warren Snowdon, the minister for Veterans' Affairs and for Defence Science and Personnel on the subject of DFRDB. [THIS](#) is Snowdon's response and is what the Government really thinks. We find this paragraph very enlightening

“In particular, the DFRDB superannuation scheme is generous compared to most other government and private sector schemes. It was specifically tailored for military service and amongst other things, provided benefits payable after 20 years service. DFRDB members can access their benefits before anyone else in the community (that is, before reaching their preservation age, which varies between age 55 and 60 depending the member's year of birth).”

They say many people die because of alcohol,
but they never seem to mention just how many people are born because of it.

Lockheed Martin builds an airship.

Success in the war on terrorism depends on knowing where the enemy is hiding and having resources in place to act on that knowledge quickly. In a war where the adversaries of freedom can strike at any time and from any point, the military needs the most sophisticated intelligence, surveillance and reconnaissance assets available. Their lives of the Service people and the lives of innocent civilians may hang in the balance.

Lockheed Martin's Hybrid Air Vehicle is one such asset, a multi-mission capable airship that can be designed as an unmanned or manned intelligence gatherer or transport vehicle. As an eye in the sky, this remarkable airship can stay aloft for up to three weeks at an altitude of 20,000 feet. Loaded with cameras, infrared sensors, communications relays, and other payloads, the Hybrid Air Vehicle can provide American and allied forces a clear picture of the battlefield. As a transport vehicle, the Hybrid Air Vehicle can be sized to move equipment and troops cost effectively to unimproved forward areas.



This airship's utility is not limited to military missions. Having eyes on a situation and the ability to support cargo transport is invaluable for humanitarian, disaster relief, and homeland security efforts. An affordable and environmentally sensitive solution, the Hybrid Air Vehicle is more fuel efficient than any other flying system, consuming less than a third the fuel of a fixed wing aircraft to accomplish the same mission. Using an innovative air cushion landing system, the airship can launch and land easily in open fields, parking lots or even on water.

The Hybrid Air Vehicle is a unique blend of technology, supporting a variety of missions in peace and in conflict, enabling a safer, more secure world.

You can see a video of it [HERE](#).

Suicidal twin kills sister by mistake!

Medical Equipment Payment.

Because of the increased electricity costs expected with the advent of the carbon tax, an Essential Medical Equipment annual Payment of \$140 has been approved by the Government to support those with higher than average energy costs resulting from running essential medical equipment at home.

Persons holding a Commonwealth Government concession card or a Department of Veterans' Affairs Gold or White Card; and who use certain essential medical equipment, or have certain medical conditions that require the use of additional heating and/or cooling in their home, may be entitled to claim the Essential Medical Equipment Payment.

- Home Dialysis Machine
- Positive Airways Pressure Device
- Home Respirator
- Home Ventilator
- Home Parenteral and Enteral Feeding Device
- Oxygen Concentrator
- Heart Pump
- Suction Pump

- Infant Apnoea Monitor - prescribed by a medical practitioner following apnoeic episodes
- Nebuliser – used daily
- Phototherapy Equipment
- Airbed Vibrator
- Electric wheelchair
- Insulin pump

If you have a CPAP machine, it includes you.

This is NOT an automatic payment and must be claimed for but before you do, you should read the information booklet which you can download [HERE](#).

There are two forms to fill in, one to be filled in by your local doctor and one by you.

Download the form to be filled in by your doctor [HERE](#)

Download the form to be filled in by you [HERE](#) (You can fill it in on line before printing)

How and where to submit the forms is all on the forms themselves. Payments commence on the 1 July 2012, so get yours in.



A virile, middle aged Italian gentleman named Guido was relaxing at his favourite bar in Rome when he managed to attract a spectacular young blonde woman. Things progressed to the point where he invited her back to his apartment and, after some small talk, they retired to his bedroom where he rattled her senseless.

After a pleasant interlude he asked with a smile, "So, you finish?" She paused for a second, frowned, and replied, "No."

Surprised, Guido reached for her and the rattling resumed. This time she thrashed about wildly and there was much more passion. The sex finally ends and, again, Guido smiles and asks, "You finish?" Again, after a short pause, she returns his smile, cuddles closer to him softly says, "No."

Stunned, but damned if he was going to leave this woman unsatisfied, Guido reaches for the woman yet again. Using the last of his strength, they end together screaming, bucking, clawing and ripping the bed sheets.

Exhausted, Guido falls onto his back, gasping for air. Barely able to turn his head, he looks into her eyes, smiles proudly and asked her once again, "You finish?" Barely able to speak, the beautiful blond whispers in his ear, "No, I'm Norwegian."

Clear instructions!!

A new fuel tanker arrives on location somewhere in the Middle East . The HSE manager tells the fleet supervisor to ensure that the tanker is clearly labelled “Diesel Fuel” and “No Smoking” in Arabic. Click [HERE](#) to see what he got.

From our WTF department:

“Our decision to form strategic partnerships with other progressive companies is synergistic with ImageSource’s business strategy to be a leader in the facility management, print and imaging industry.”

Imagesource Digital Print Solutions.

“Student priorities are issues arising from the contributing feedback processes and are generally underlying causal issues being different from specific issues identified and addressed within the contributing feedback process.”

*Edith Cowan University, Perth, Western
Australia.*

“An overarching national improvement strategy will drive up quality and performance underpinned by specific plans for strategically significant areas of activity, such as workforce and technology.”

UK Department for Innovation, Universities and Skills 2008 Annual Report.

“A focus on planned, consistent customer experiences that embody the Centrelink brand and lead to optimum outcomes in terms of customer contentment, costs to Centrelink and Government, and



improvements in customer circumstances (reflecting desired policy outcomes) ... this has been an engine room for innovation across our network ...”.
(*Centrelink Future Directions 2004–2008.*)

Retired Husband.

After I retired, my wife insisted that I accompany her on her trips to Big W. Unfortunately, like most men, I found shopping boring and preferred to get in and get out as quickly as I could. Equally unfortunate, my wife is like most women just loves to browse. Yesterday my dear wife received the following letter from the local Big W store:

Dear Mrs Bloggs, Over the past six months, your husband has caused quite a commotion in our store. We cannot tolerate this behavior and have been forced to ban both of you from the store. Our complaints against your husband, Mr. Bloggs, are listed below and are documented by our video surveillance cameras:

1. June 15: He took 24 boxes of condoms and randomly put them in other people's trolleys when they weren't looking.
2. July 2: Set all the alarm clocks in Housewares to go off at 5-minute intervals.
3. July 7: He walked up to an employee and told her in an official voice, 'Code 3 in Housewares. Get on it right away'. This caused the employee to leave her assigned station and receive a reprimand from her Supervisor that in turn resulted with a union grievance, causing management to lose time and costing the company money.
4. Aug 4: Went to the Service Desk and tried to put a bag of M&Ms on lay-by.
5. Aug 14: Moved a 'CAUTION - WET FLOOR' sign to a carpeted area.
6. Aug 15: Set up a tent in the camping department and told the children shoppers they could come in if they would bring pillows and blankets from the bedding department to which twenty children obliged.
7. Aug 23: When a clerk asked if they could help him he began crying and screamed, 'Why can't you people just leave me alone?' The Ambo's were called.
8. Sept 4: Looked right into the security camera and used it as a mirror while he picked his nose.
9. Sept 10: Darted around the Store suspiciously while loudly humming the 'Mission Impossible' theme.
10. Oct 6: In the hardware department, he practiced his 'Madonna look' by using different sizes of funnels.
11. Oct 18: Hid in a clothing rack and when people browsed through, yelled 'PICK ME! PICK ME!'
12. Oct 22: When an announcement came over the loud speaker, he assumed the fetal position and screamed 'OH NO! IT'S THOSE VOICES AGAIN!'
13. Oct 25: Took a box of condoms to the checkout clerk and asked her where is the fitting room?

And last, but not least:

14. Oct 28: Went into a fitting room, shut the door, waited awhile, and then yelled very loudly, 'Hey! There's no toilet paper in here.' One of the clerks passed out.

Did you hear about the \$3 million Collingwood Lottery ?
The winner gets \$3.00 a year for a million years.

Encyclopaedia Britannica.

After 244 years, the Encyclopaedia Britannica is going out of print. Those authoritative, gold-lettered reference books that were once sold door-to-door by a fleet of traveling salesmen and displayed as proud fixtures in homes will be discontinued. In an acknowledgment of the realities of the digital age and of competition from the Web site Wikipedia, Encyclopaedia Britannica will focus primarily on its online encyclopaedias and educational curriculum for schools. The last print version is the 32-volume 2010 edition, which weighs about 60 kg and includes new entries on global warming and the Human Genome Project.

Colin Macfarquhar and Andrew Bell, who lived in Edinburgh in Scotland, came up with the initial idea to produce the Britannica and hired William Smellie to produce and edit it. It was first published in 3 volumes in 1768 and was done to compete with the French *Encyclopédie* which was published in 1751.



The Britannica gradually grew in size and the second edition, was 10 volumes. By its fourth edition (1801–1809) it had expanded to 20 volumes. Its rising stature helped recruit eminent contributors and the 9th edition (1875–1889) and the 11th edition (1911) are landmark encyclopaedias for scholarship and literary style.

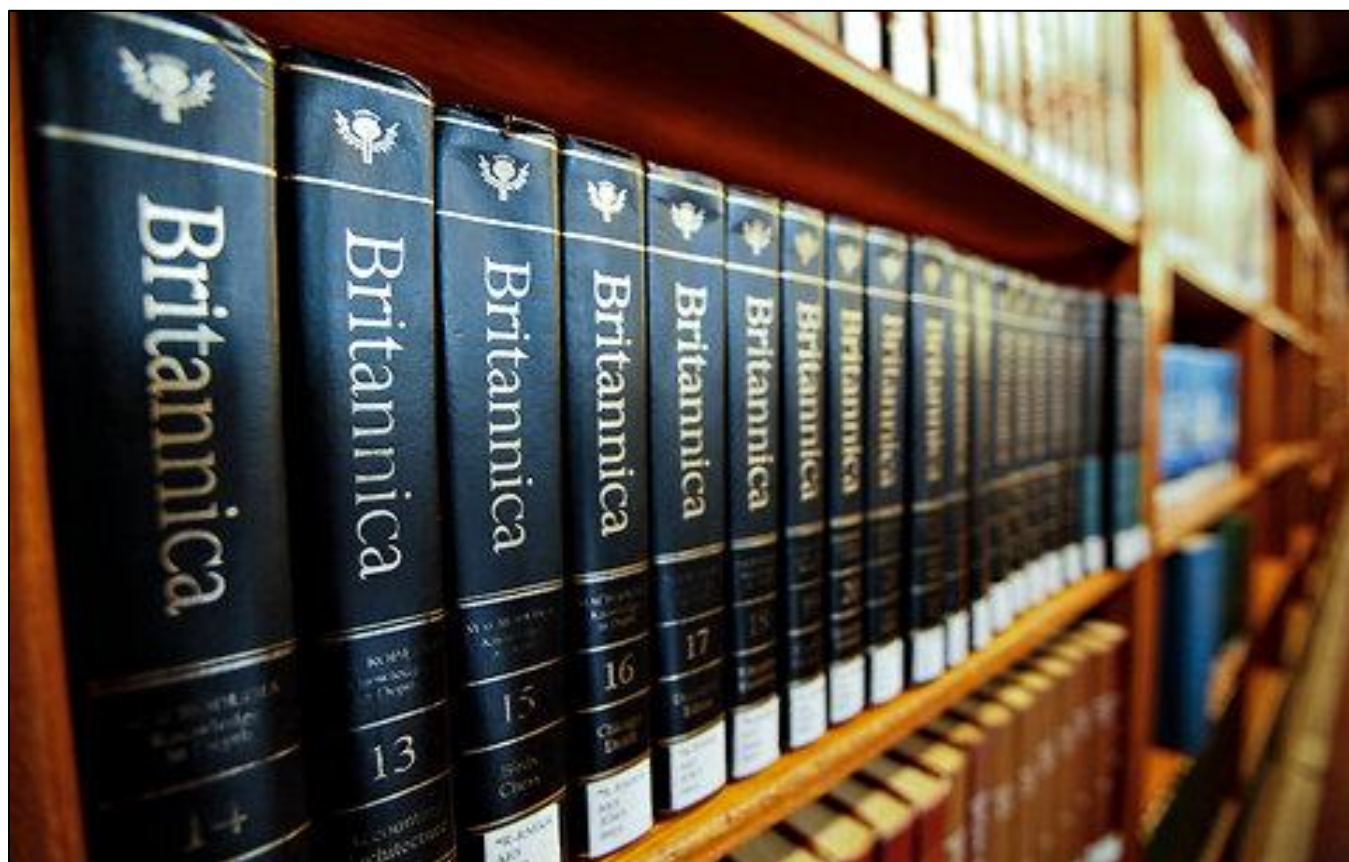
Beginning with the 11th edition, the *Britannica* shortened and simplified articles to broaden its appeal in the US market. In 1933, the *Britannica* became the first encyclopaedia to adopt "continuous revision", in which the encyclopaedia is continually reprinted and every article updated on a schedule. In the last 70 or so years, each edition has contained about 40 million words on half a million topics and although the printing was moved to the US in 1901, the spelling remained British.



In the 1950s, having the Encyclopaedia Britannica on the bookshelf at home was akin to having a Holden Premier in the garage, a possession coveted for its usefulness and as a goalpost for an aspirational middle class. Buying a set was often a financial stretch, and many families had to pay for it in monthly instalments.

But in recent years, print reference books have been almost completely overtaken by the Internet and its vast spread of resources, including specialized Web sites and the hugely popular, and free, online encyclopaedia Wikipedia.

Since it was started 11 years ago, Wikipedia has moved a long way towards replacing the authority of experts with the wisdom of the crowds. The site is now written and edited by tens of thousands of contributors around the world, and it has been gradually accepted as a largely accurate and comprehensive source, even by many scholars and academics. Wikipedia also regularly meets the 21st-century mandate of providing instantly updated material. And it has nearly four million articles in English, including some on pop culture topics that would not be considered worthy of a mention in the Encyclopaedia Britannica.



The “New” on-line [Britannica](#) is going to be smaller. Unlike Wikipedia it will not deal with every single cartoon character, or with every love life of every celebrity. It will be an alternative source of information where facts really matter. Britannica won’t be able to be as large, but it will always be factually correct.

As a matter of interest, I asked both the Britannica on line and Wikipedia to give me info on the Holden Premier, this is what I got.

I was listening to the radio this morning when the Host invited callers to reveal the nicknames they had for their wives: Best call was from the brave chap who called his wife "Harvey Norman" - explaining ... "Absolutely no interest for 36 months"

Britannica.

*Search :: You searched for holden premier.
Results: 1-1 of 1 items*

[Additional Reading from the article Greece](#)

All aspects of the country are treated in Glenn E. Curtis (ed.), Greece: A Country Study, 4th ed. (1995). John Campbell and Philip Sherrard, Modern Greece (1968), is somewhat dated but contains useful historical surveys and valuable chapters on the Greek...

Wikipedia.

Holden Premier

From Wikipedia, the free encyclopedia

The Holden Premier is an automobile that was produced by [Holden](#), the Australian subsidiary of [General Motors](#) (GM) between 1962 and 1980. The Premier was an upmarket version of the:

[Holden Standard/Special](#): between 1962 and 1968.

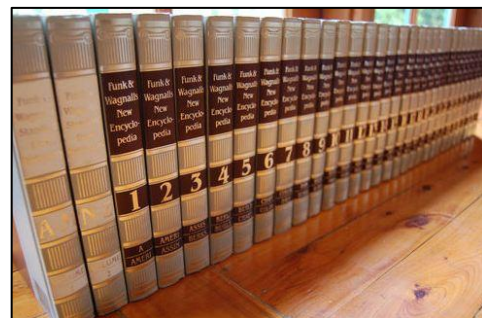
[Holden Belmont/Kingswood](#): between 1968 and 1980.

These 1968 onwards Premiers are distinguished from the Belmont and Kingswood by having a quad-headlight grille treatment. However, the Premier was cancelled in 1980 as Holden rationalized its large range with the advent of its smaller [Commodore](#) model.

I think I know which one I'll be using.

The Britannica, the oldest continuously published encyclopaedia in the English language, has become a luxury item with a huge price tag. It is frequently bought by embassies, libraries and research institutions and by well-educated, upscale consumers who felt an attachment to the set of bound volumes.

Only 8,000 sets of the 2010 edition have been sold, and the remaining 4,000 have been stored in a warehouse until they are bought. Sales peaked in 1990, when 120,000 sets were sold in the United States alone.

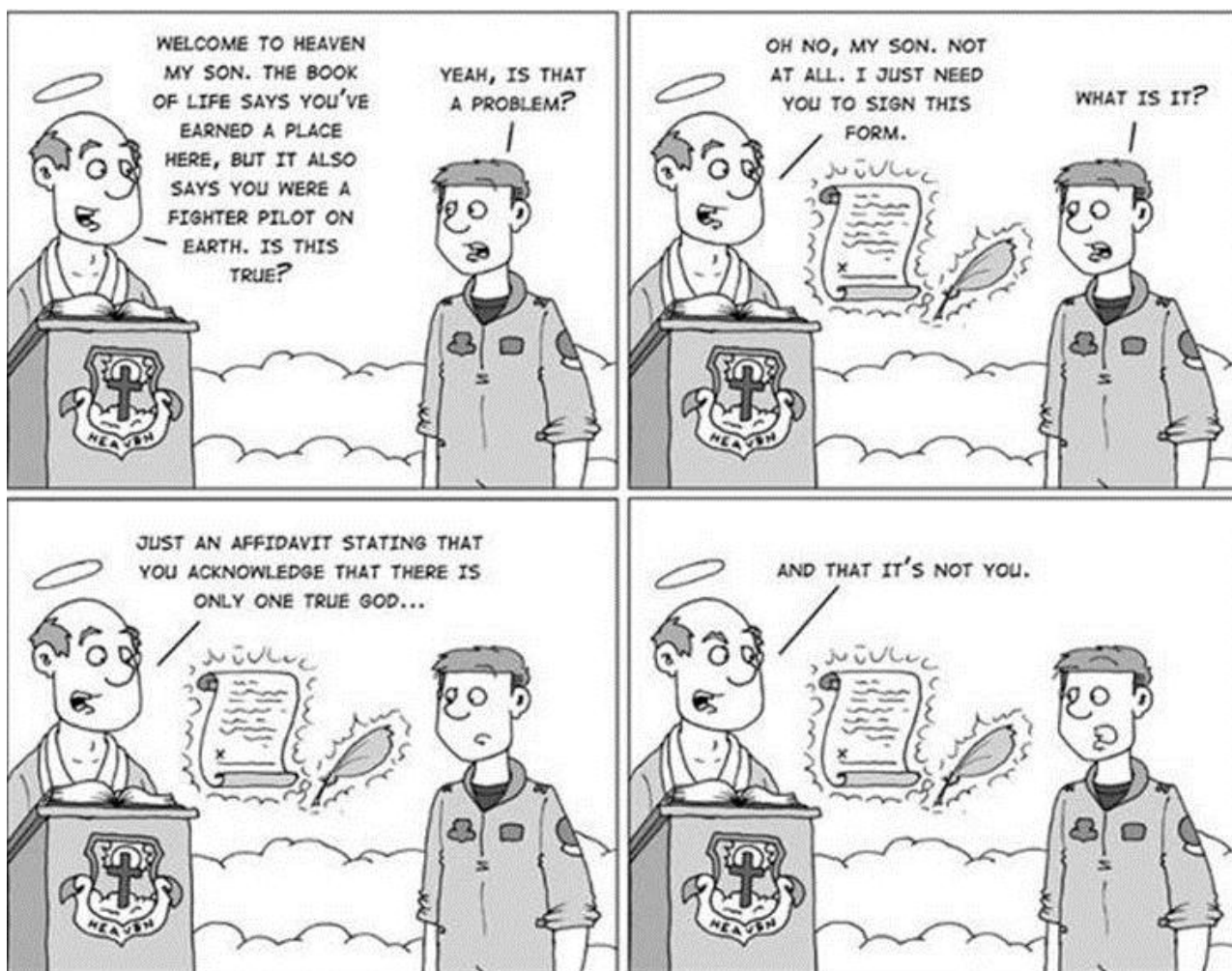


It is sad, but it is an inexorable part of life – things come and things go. A lot of us bought a set of “must have” Funk and Wagnalls (last edition 1997) many years ago when they were being

sold at a major Supermarket – and just as many of us haven't looked at them for years. As someone said, "There's more comprehensive material available on the Web, the thing that you get from an encyclopaedia is one of the best scholars in the world writing a description of that phenomenon or that object, but you're still getting just one point of view. Anything worth discussing in life is worth getting more than one point of view."

Gradually the electronic version of books will replace the printed versions, it won't happen overnight but it will happen. It will be a while before older people (them old buggers in their 60's) who aren't comfortable on line and who are more comfortable with print, are backed up to the big hard drive in the sky and once they are gone, there will be no need for hard copy books, everything will be produced in electronic format.

Books have outlived their usefulness – they are destined to go the way of slide rules, steam engines and horse shoes. These days the 'smarties' use their iPhones to look up stuff – why would you want to drag out a heavy old encyclopaedia. Some people will feel sad and nostalgic about it but we have a better tool now. The Web site is continuously updated, it's much more expansive and it has multimedia.



Fly the Caribou.

If you happen to have a spare Caribou or two hanging around, and you'd like to scoot around the blue sky in one but don't know how to drive it, fear not, we're here to help. We've got a video which was produced by the USAF a while back, which once you've watched you'll be able to fire up those old round engines with confidence and head off into the wild blue yonder and play officers.



You can watch the Video [HERE](#).

Got caught having a pee in the local swimming pool today.
The lifeguard shouted at me that loud I nearly fell in.

DVA's Travel Reimbursement Form D800.

DVA has made some improvements to the process for clients claiming travel expenses. These changes include a new simplified version of the D800 Claim for Travelling Expenses form.

The layout and colour of the new D800 form has changed, including a reduction in the number of pages from six to four.

Significant changes to the new D800 form include:

- health providers are no longer required to sign the form for travel which is under 100 km return in length;
- entitled persons are no longer required to submit travel receipts with their claim. However, receipts must be retained for expenses of \$30 or more, per transport mode per trip, for a period of four months after claim finalisation. Any receipts for commercial or subsidised accommodation are still required and must be attached to the form.
- entitled persons can self-declare their need for a medically required attendant and/or a taxi (health provider approval is no longer required);
- the hospital admission and discharge section of the form has been removed. These trips can now be claimed like any other trip;
- additional space to record extra information that may assist with processing the claim; and
- a simplified health provider section with reduced questions.



The D800 form cannot be used to claim travel under the Military Rehabilitation and Compensation Act 2004 (MRCA) or the Safety, Rehabilitation and Compensation Act 1988 (SRCA). There is no specific form for claiming travel expenses under MRCA or SRCA, so claims should be made in writing and include supporting documentation such as invoices for medical treatment and receipts for travel. It is recommended that entitled persons discuss their

SRCA/MRCA travel requirements with DVA staff before travelling to treatment. Also, any travel expenses relating to Veterans' Review Board or Administrative Appeals Tribunal hearings must be lodged using the existing D803 Application for Travel in Connection with a Review form.

Entitled persons can continue to use the old version of the D800 until their stock runs out. The Department will continue to process claims using the previous form for the time being.

A new D800 will be posted to entitled persons with their reimbursement notice.

DVA's [MyAccount](#) online service includes the ability to claim for travelling expenses online. If your journey is less than 100km return, you can now make a claim online. Using the online service also enables up to 10 trips to be claimed at once. If your journey is over 100kms return, you must fill the form and post it in.

The new D800 form can be downloaded [HERE](#) or you can ring the DVA on 133 254 (metropolitan areas) or free call 1800 555 254 (regional areas).

A Letter.

The attached is a copy of a very powerful letter sent by 8yo William Duffield - the grandson of Jim Duffield, (ex-Army DFRDB recipient) - to the Minister of Defence Stephen Smith MP. Stephen Smith is Jim's federal representative. I wonder if Mr Smith will reply to William.

Jim has given me permission to distribute William's letter.

More strength to William's arm. See [HERE](#)

Australian Operational Service Medal.

On 22 May 2012 Her Majesty, The Queen, established the Australian Operational Service Medal (OSM) to accord recognition to members of the Australian Defence Force and certain civilians who render service in certain new military operations. You can read more about it [HERE](#).

One of the questions from the career placement test given to applicants for an RAAF commission is: "Rearrange the letters: P, N, E, S, I, to spell out an important part of the human body that is more useful when erect!"

Those who spell spine become erks...the rest became pilots...



My Story

FLYING THE Mk 31 'LONG NOSE' LINCOLN



John Laming

The first time I saw a Lincoln bomber was at Townsville in April 1953. There were several on the tarmac at No. 10 Squadron and they looked huge compared with Mustangs and single-seat Vampire fighters I had flown only a few weeks earlier. Having lived in the county of Kent in England for the duration of World War 2, I had heard about RAF Lancaster bombers the forerunner of the Lincoln. With most Lancaster squadrons based in Lincolnshire 140 miles to the north-east, they were rarely seen in my part of England.



Avro Lincoln Mk 31

The Lincoln was designed as a Lancaster replacement, initially for use on long range missions into Eastern Europe and ultimately to equip the Royal Air Force in the Pacific war against

Japan. Originally dubbed the Lancaster Mk 4, the extent of the redesign was such that a new type number and name was justified. Apart from Australia, the only export customer for the Lincoln was Argentina. It was also the largest aircraft to be built in Australia. The `Long Nose` Lincoln Mk 31 was unique to Australian manufacture being modified for anti-submarine, anti-shipping and general reconnaissance. It had a 1.9 metre extension to the nose designed to accommodate a tactical navigator, and three sonobuoy operators. Direct opening observation windows which slid up and down on tracks were also in the nose. These windows were fitted with adjustable deflectors which would eliminate wind interference when the windows were open. Four 1680 HP Rolls Royce Merlin Mk 102 liquid cooled power plants were installed.

The bomb bay was modified to carry two homing torpedos, two racks of active sonobuoys and two 188 imperial gallon (855 litres) long range fuel tanks that could be jettisoned. Several freight panniers inside the bomb bay were available if needed. Total fuel capacity including bomb bay tanks was 3226 imperial gallons (14,666 litres). With an average fuel consumption of 230 imperial gallons (1045 litres) per hour the Lincoln had approximately 14 hours endurance. Maximum all up weight was 82,000 lbs (37,200 kgs).

In July 1952 the RAAF Aircraft Research and Development Unit (ARDU) conducted a test flight on a Lincoln Mk 31. The following selected extracts give some interesting insight into the role of the test pilot and into Lincoln flying generally.

Summary

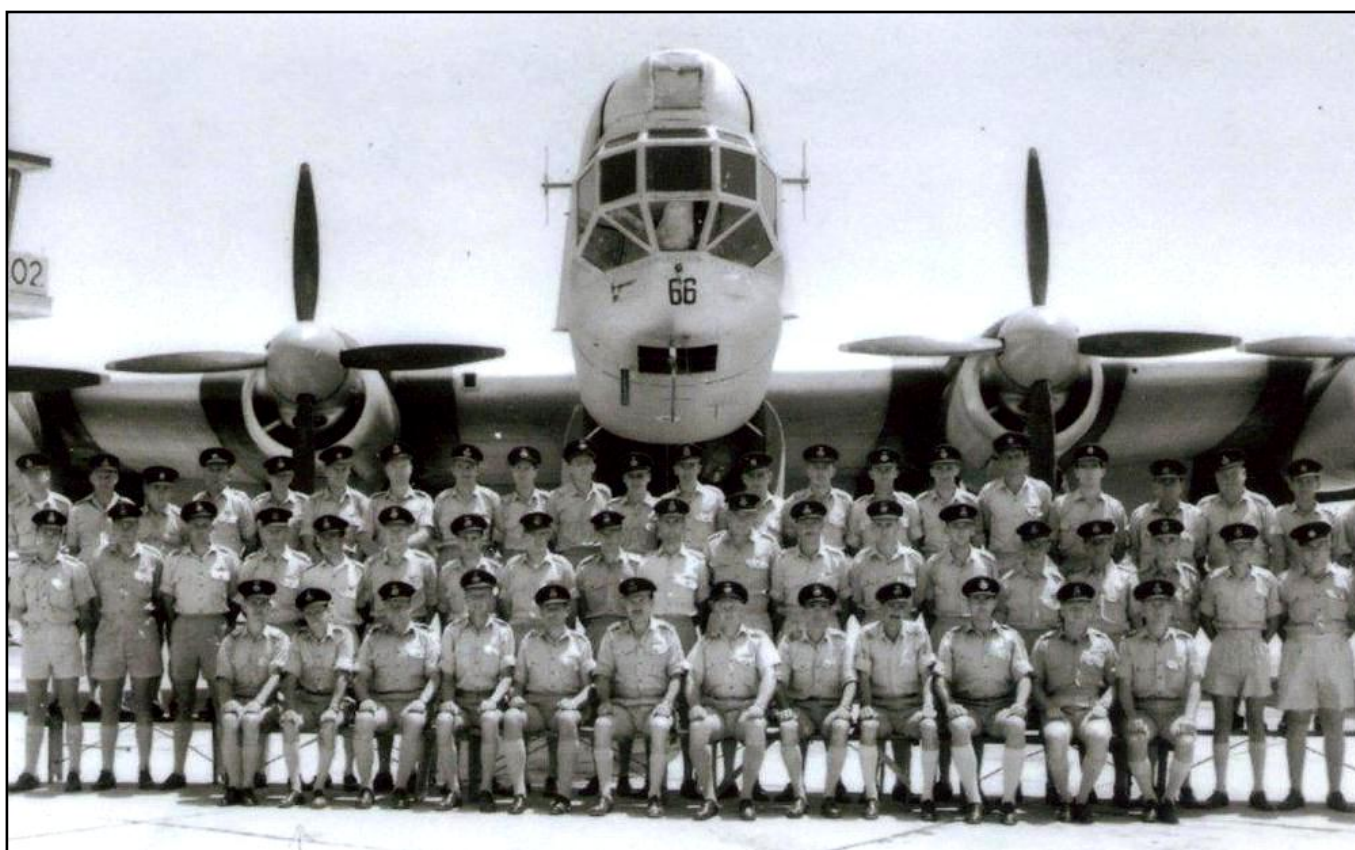
Apart from poor visibility while handling on the ground, there was no great difference in handling from the normal `short nose` Lincoln. It was extremely difficult to taxi on narrow taxi tracks as the edge of the sealed surface could only be seen abeam the aircraft. From the nose position, although the bomb aimer could see ahead, he could not see the wheels so little assistance could be obtained from the front. When lined up on the runway, from either pilot's position the edge of the runway was observed to intersect the part of the field of vision obscured by the fuselage approximately 100 yards ahead of the aircraft. This lack of visibility made the aircraft difficult to operate at night-time and with the tail down nothing ahead could be seen. The aircraft behaved generally in a very similar manner to the standard Lincoln bomber, however in a yawing or steep sideslip attitude, there was a sudden snatch on the rudder control which resulted in a complete rudder lock. The rudder would lock in the full port or starboard position according to the direction of yaw or skid. Increasing speed would relieve the problem.

When I arrived at Townsville with only 250 hours in my log book I was blissfully unaware of the test pilot's comments. In any case, having been trained during Pilots Course on the Australian single engine Wirraway our instructors had assured us that if we could fly a Wirraway, we could fly anything. That myth was reinforced when I flew the Mustang shortly after graduation and lived to tell the tale. The Long Nose Lincoln was a different beast altogether as I was soon to find out.

The Commanding Officer of No. 10 Squadron was Wing Commander John "Handlebars" Handbury AFC. He had wide moustache - hence the nickname. The CO was a charming pukka

type officer who had flown Lockheed Hudsons during the war against Japanese forces in the South-West Pacific region. He wanted to know what types I had flown.

When told I had flown Mustangs and single-seat Vampires he seemed very pleased because among the Lincoln crews only two had flown the Mustang. There were a couple of former Spitfire pilots and no shortage of ex Lancaster and Halifax pilots. The CO needed another endorsed pilot to fly the squadron Mustang A68-113 on fighter affiliation (mock combat) and gunnery target towing for the Lincolns. I was delighted to oblige, of course. To be able to switch from flying a heavy bomber to haring around the heavens in a Mustang made me a very happy 21 year old. During the interview, the CO explained that because I had not flown a multi-engine type I would fly as second pilot on the Lincoln for nine months or 300 hours before being checked out for local area command.



No. 10 Squadron Aircrew 1960

All being well, another year after that I would be given my own crew and operate as a squadron maritime reconnaissance captain; a far cry from airline pilots of that era where first officers could expect to do 12 to 15 years in the right-hand seat before receiving their first command.

Some squadron pilots, navigators, signallers and air gunners had flown over Europe in WW2. A few wore the golden eagle badge of RAF Bomber Command Pathfinders or the blue and white striped ribbon of the Distinguished Flying Cross. I was in august company, although I did not really appreciate the historical significance until years later when I read stories of their wartime

exploits. Meantime I was eager to have my first flight in a Lincoln. There was no ground course; just a case of reading Pilot's Notes for the RAF Lincoln Mk 1 dated June 1947. There were no official Pilots Notes for the Mk 31 Lincoln.

The Lancaster and Lincoln were originally designed to be flown by one pilot and a flight engineer. Australian Lincolns replaced the flight engineer position with a second or even a third pilot on longer flights. The second pilot was known as the `second-dickey`. The engine starting buttons and engine idle cut-off switches were in front of his position as were the feathering buttons and fire extinguisher switches. Only the captain had flight instruments on his panel. On local flights the pilot often took an airman or another crew member to help start the engines and keep an eye open for other aircraft. The second dickey was responsible for operation of the undercarriage and flaps as well various engine switches situated on the right side of the fuselage adjacent to his rudder pedals. His rudder pedals could be detached to permit crew access to the nose. He sat on a small fold-down stool called a dickey seat which was set lower than the captain's seat.



All being well I would be given my own crew

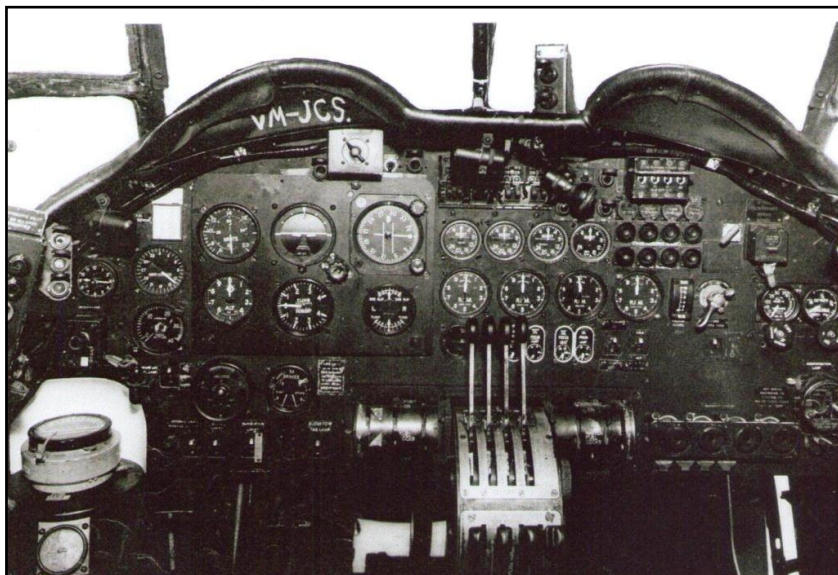
The forward view from that position was limited depending on the height of the occupant. To obtain access to the nose compartment from the main fuselage, crew were forced to crawl on their knees under the second-dickey seat, invariably banging their head on his rudder pedals in the process. The later issue of crash helmets called `Bone Domes` significantly reduced sore heads. It was sometimes expedient for the dickey seat occupant to stand up in the aisle, unclip his rudder pedals from their slot, discard them in the nose, stow the seat against the fuselage side-wall and allow crew members to limbo dance under the starboard instrument panel until reaching the relative safety of the front compartment. This was made more difficult with the wearing of parachute harnesses in flight.

In those days there were no written checklists and cockpit drills were learned off by heart using a left to right scan. The final checks for take-off and landing followed the same basic items that were taught at advanced flying training schools and carried over to other types. Naturally there were technical variations between aircraft types and these were discussed during conversion training.

The walk around check was conventional, starting at the rear entrance door and proceeding clockwise around the aircraft. Part of that check was to ensure the rear turret was central and locked. It was also included in the before take-off check if a rear gunner is carried. If the turret is not centralised its drag can cause additional swing on the take-off roll.

Cockpit Layout

Order of engine start is starboard inner first, then starboard outer, port inner and port outer. The reason for starting the starboard inner first is to permit brake pressure to be built up. This can



take several minutes at idle power. An air compressor driven by the starboard inner engine, charges an air bottle to 450 PSI for the operation of the wheel brakes, supercharger gear change, idle cut off controls, hot/cold air intake controls and air cleaners. With rudders central and brakes on, the pressure to each wheel should be 120 PSI. However with one brake fully on - for example full rudder - pressure will be 180 PSI. A brake control lever and parking catch is on both control wheels.

Differential braking is by means of a relay valve connected to the rudder pedals; a common design feature of British designed aircraft of this era. Four 6,000 watt generators (one on each engine) operating a 24-28 volt system, charge four 12 volt aircraft batteries. Each inboard engine has a hydraulic pump that operates the undercarriage, flaps, bomb doors and fuel jettisoning.

Before take off vital actions were standard. Hatches were checked secure. This included rear door closed, mid-upper escape hatch in, cockpit windows closed, nose side windows as desired, nose entrance hatch in. Crew harnesses are secure. The captains seldom wore the shoulder harness. There were no passenger seats so any non-crew occupants grabbed the nearest convenient protuberance. Braced behind the main spar next to the signaller was a favourite spot. Hydraulic pressure was 650-850 PSI, bomb doors closed and fuel jettison lever normal. Trims set to neutral. Throttle and pitch lever friction nuts adjusted. Supercharger MS gear and warning light extinguished, air intake switch cold, air cleaner switch out. Pitch controls full increase RPM. Fuel contents sufficient, master fuel cocks on, cross-feed cock off, fuel booster pumps on, fuel pressure warning lights extinguished. Flaps set one quarter down and selector neutral.



Gyro instruments uncaged and synchronised. Suction correct reading both positions. Magneto switches on and guard locked on. All unnecessary switches off. Automatic pilot off. Brake pressure minimum 190 PSI. Flying controls free movement and in the correct sense. Engine temperatures and pressures within limits for take-off.

Take-Off

Align the aircraft on the runway and check the tail wheel is straight before applying the brakes. Open up to zero boost for ten seconds and check all engines are responding smoothly. Release the brakes gently and smoothly open the throttles to the take-off position of plus 12 boost and 3000 RPM. Emergency power of plus 18 boost is available if needed. There is a tendency to swing left which may be controlled by coarse rudder and differential power leading with the port outer throttle. As speed increases ease the control column forward to raise the tail. Do not attempt to raise the tail by a heavy push force on the control column in the early stages of the take-off run. The aircraft should be eased off the ground at 95-105 knots depending upon weight. After airborne, brake the wheels gently and retract the undercarriage. The take-off safety speed at all weights is 120 knots. When safety speed is attained select 2850 RPM. Above 300 feet raise the flaps in stages while being aware of the nose-down change of trim. Allow speed to increase to 140 knots as the flaps retract. Reduce power to plus 9 boost and 2650 RPM and turn off all main booster pumps off.

Climb

Normal climb speed is 140 knots sea level reducing to 126 knots above 22,000 ft. If climbing to high altitude at maximum climbing power, set the supercharger gear change to AUTO and switch on the booster pumps above 17,000 ft. The supercharger will cut in with an audible `thump` around 17,000 ft.

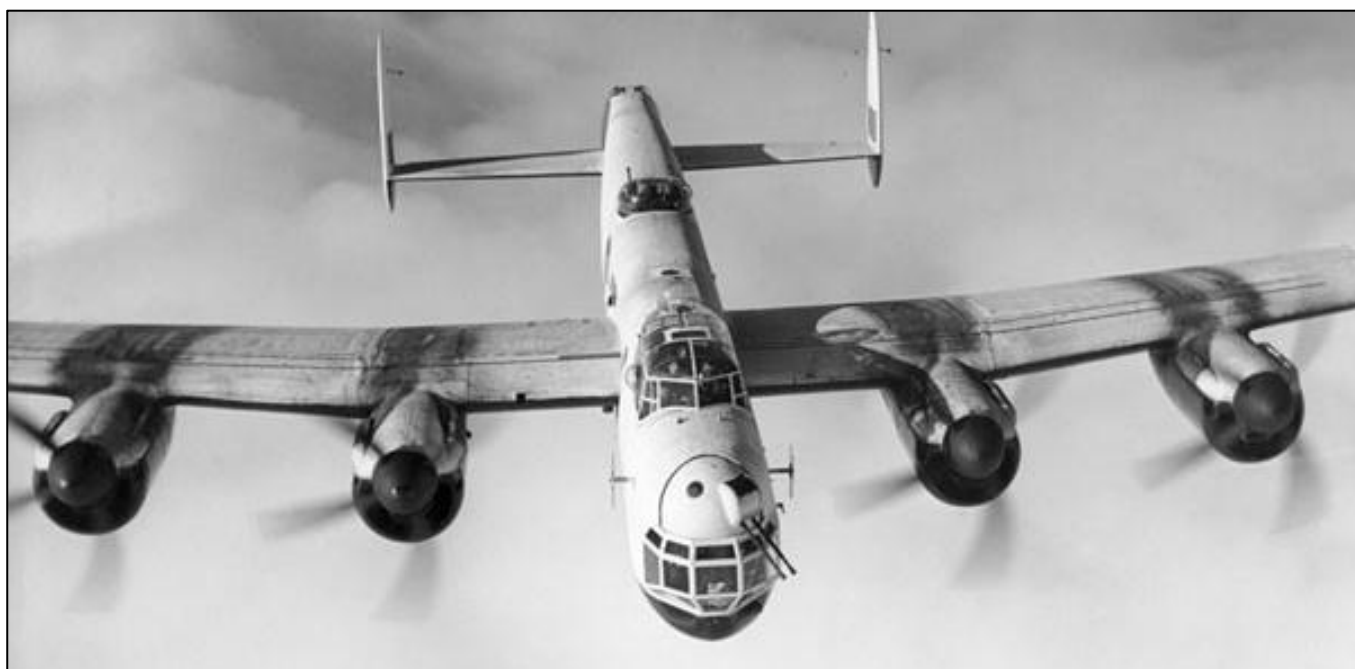
I'm supposed to respect my elders, but it's getting harder and harder for me to find one now.

General Flying

Stability is satisfactory under all conditions. The elevator is relatively light and effective but tends to become heavy in turns. The ailerons are moderately light but somewhat spongy at cruising speeds. They become increasingly heavy at speeds above 245 knots and lose some effectiveness at high altitude. The rudders are effective but become very heavy at speeds above 245 knots.

Change of Trim

- Undercarriage up – slightly nose up.
- Undercarriage down – initially nose up then slightly nose down.
- Flaps up – nose down. The change of trim over the last 25 degrees of flap movement is marked.
- Flaps down – nose up. The change of trim over the first 25 degrees of flap movement is marked.
- Bomb doors open – slightly nose down.
- Bomb doors closed – slightly nose up.
- Radiator shutters open or closed – no change.
- Effect of rotation of the tail turret causes the aircraft to yaw in the direction of rotation and causes a slight pitch.



Stalling

Warning of the stall is given by tail buffeting which can be felt some five knots before the stall itself. The stall is gentle and recovery straight forward.

Approach and Landing

When I first flew a Lincoln I had problems judging the flare height because of the lofty position of the cockpit above the ground. I had been used to flying the Vampire where the pilot's eye height was little more than five feet above the runway. With the help of various captains, some understandably nervous with a sprog second pilot, I eventually ironed out my problem. In doing so, I ironed out a few runways as well.

With full flap the threshold speed varies between 90 – 95 knots depending on weight. A flapless landing is made at 110 knots and at least 6000 ft of runway is needed to avoid the risk of complete brake failure caused by the expandable brake bags overheating. For this reason practice flapless landings were made using the touch and go method of landing. To carry out a normal landing, after turning on to base leg, the power should be reduced to approximately zero boost. Aim to be lined up on final at 5-600 ft AGL and use flaps as required. Maintain 120-125 knots until on final. The speed should then be progressively reduced to cross the threshold at 100-105 knots. At the same time, power should be gradually reduced to minus 4 boost on final and fully closed at the flare. A three point landing is easily achieved although an inadvertent tail wheel first touchdown may cause initial directional control difficulty.



A main wheel landing at night is recommended due to the poor forward vision from the cockpit. As with any conventional (tail-wheel) aircraft, cross-wind landings require prompt corrective action to prevent a swing developing after the tail is lowered. If brake application in conjunction with corrective rudder is insufficient to prevent a swing into wind, differential power using the outboard engines may be required.

During taxiing after landing, it is important to monitor the brake accumulator pressure as the charge rate is slow at idle RPM. The radiator coolant shutters should be set to open for taxiing.

Night landings are difficult to judge because of the lack of forward visibility as the tail is lowered, particularly in cross-winds. Pilot techniques vary and some find it advantageous to open the pilot's sliding side window after touch-down and lean outside the cockpit to get a better forward view. If using this technique, flying goggles should be used to prevent eye damage. When landing from the second pilot's position, the forward view is worse since the 'dickey' seat is simply a folding stool set at a lower height than the captain's, which is on a raised pedestal. The only flight instruments were for the captain. The second pilot was forced to lean over to see the captain's instruments and on final approach allowance had to be made for parallax error using the captain's ASI. Occasionally a crew member was briefed to open the second pilot's sliding window on touch-down to avoid the landing pilot having to relinquish his hold on his control column in order to open his own window. Earlier comments by ARDU test pilots that the Lincoln Mk 31 would be difficult to operate at night time because of poor visibility on the ground, is the understatement of the year!

Going Around

The aircraft will climb away satisfactorily at maximum landing weight using climb power with undercarriage and flap down. Power should be



increased to plus 12 boost and 2850 RPM. The flaps should be raised immediately to half down. Raise the undercarriage. Increase speed to 125 knots.

Result of a go-around on three engines, below minimum control speed.

At a safe height raise the remainder of the flap. It is essential to raise the flap to half down before the undercarriage is selected up, otherwise an uncontrollable nose-up change of

trim may be experienced at loadings near the aft centre of gravity limit; this is aggravated by the use of full power. Test flying of the Lincoln Mk 31 before squadron service included a two engine go-around at speeds between 105 and 90 knots. With maximum power of plus 18 boost, undercarriage and full flap down, there was sufficient elevator control to carry out the overshoot, although at 90 knots there was only an estimated inch of forward stick travel left.

In later years as squadron QFI, I had a close call during circuit training at night. The pilot had less than 300 hours and was new to multi-engine aircraft.

The exercise called for simulated feathered landings with the `dead` engine throttled back just enough to simulate the drag from a feathered propeller. This meant instant power was available to all engines should the pilot bounce badly enough to require a go-around. Two earlier crashes wrote off both aircraft during practice asymmetric landings with a feathered outboard propeller. Following botched touch-downs the pilots had lost control of the aircraft after going around on three engines below minimum control speed. After that the RAAF prohibited practice feathered landings.

On the night in question the student coped well with a practice failure of the port outer engine, which after identification, was throttled back to minus 4 boost to simulate zero thrust. On the downwind leg the student requested undercarriage down and one quarter flap which was standard asymmetric configuration. When I selected the flap lever as requested, it broke away in my hand leaving the hydraulic selector valve under the cockpit floor moving to the full flap position. As described earlier, Pilots Notes for the Lincoln warned that on a go-around with full flap, immediate flap retraction to half flap was needed to avoid a strong nose up change of trim. Failure to take immediate action could lead to the nose rising and loss of forward elevator effectiveness. On three engines this could be dangerous due to rapid loss of airspeed and rudder effectiveness. In our case the flaps went full down and up went the nose with a vengeance. Taking over from the student who was initially unaware of what had happened, I was able to increase power on the port outer from zero thrust to take off power, along with the other three engines.

As expected this aggravated the pitch up. With a rapidly deteriorating airspeed we were damned if we did and damned if we didn't. To maintain level flight with full flap down the control column was almost on its forward stop. It didn't help that from the instructor's seat I was forced to lean well over to see the captain's instruments which at night were difficult to read accurately because of parallax error and low cockpit lighting. There was a 700 ft hill on base leg and once past that, I was able to start descent on final at normal approach power of zero boost. The landing was normal thereafter. I was thankful for that, since the flaps were now fixed at full down, and a go-around was the last thing we needed as there was no means of retracting the flaps. It followed that the pitch up problem would re-occur if full power was applied. But at least we would be ready for it this time.

I served two tours covering 3000 hours on Lincolns. By modern standards their Rolls Royce Merlin engines were not all that reliable with glycol coolant leaks a common reason for closing down an engine in flight. In the tropics, early versions of the Merlin engine occasionally suffered blow-backs on take-off which destroyed the superchargers and causing instant engine failures. Log book records reveal in the five years I flew Lincolns I had 32 engine failures, including several during take-off. Some of these were precautionary engine close-downs to prevent overheating due to coolant leaks.



No. 10 Squadron at Townsville was the final operational unit to fly Lincolns in RAAF service and the only one to operate the 'long nose' Mk 31. By 1961, its Lincolns were well and truly the last in service with the RAAF and their days were numbered following the discovery of advanced corrosion in the wing spars of the remaining aircraft. All Lincolns were grounded immediately; the final flight taking place on 14 June 1961 when A73-65 was ferried to Darwin for use on that airfield's fire dump, a perhaps unfortunate end to the aircraft's career in RAAF service.

I am grateful to Mr Stewart Wilson for the use of extracts from his book "[Lincoln, Canberra and F-111 in Australian service](#)". Other selected extracts came from "Testing Times" by test pilot John Miles.

Going to church doesn't make you a Christian any more than
standing in a garage makes you a car.

WANNABEES

We received the following from Paul Ninnes.

“Does anyone recognize the two gentlemen in the photo below?”

They appeared shortly after the ANZAC Day march in Brisbane while several of us were chatting to the M and Z force veterans.



They looked almost like twins and neither of them wore name tags that I could see. They claimed that they were from some special photo-recon unit which in Vietnam went in ahead of everybody else etc. This info immediately volunteered by them of course - nobody asked them.

I can find no reference anywhere in texts or on the Net to the unit on their shoulder patch - "MASK. Special Forces - Commandos".

On viewing TV footage of the march they seem to have marched alone immediately behind, but not with The Team.

Wouldn't know where to begin in critiquing the anomalies in their uniforms and decorations. Black shirt, grey tie, US style para boots, para wings are not Oz. Some of the bottom row of medals are recognisable and Australian, plus a Vietnamese one - but I have no idea on most of the fruit salad above and can find only one match to the US Vietnamese Medal. Does any of it make sense to anyone?

Someone should have challenged them then and there but in later discussion it emerged that everyone assumed someone else knew them, plus they caught us all off guard in an atmosphere of camaraderie and goodwill. However I was immediately suspicious and got several shots of them on camera so didn't participate much in the conversation.

The guy on the left at rear BTW is Don Astill, OAM ex 2/8th Commando Squadron. You'd never know he was 90+ as were several of his comrades who also marched on the day.

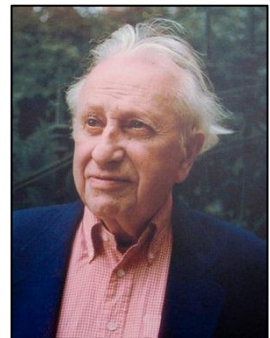
If these two are genuine I'd be most interested in their story.

However if nobody can vouch for them I guess the question is - what next?"

The Enola Gay

Louis "Studs" Terkel (May 16, 1912 – October 31, 2008) was an American author, historian, actor, and broadcaster. He received the Pulitzer Prize for General Non-Fiction in 1985 for *"The Good War"*, an oral history of World War two and is best remembered for his long-running radio show in Chicago.

In 2002 he interviewed Paul Tibbets, the pilot of the B-29 that dropped the first atom bomb.



Studs Terkel: We're seated here, two old gaffers. Me and Paul Tibbets, 89 years old, brigadier-general retired, in his home town of Columbus, Ohio, where he has lived for many years.

Paul Tibbets: Hey, you've got to correct that. I'm only 87. You said 89.

Studs Terkel: I know. See, I'm 90. So I got you beat by three years.

Now we've had a nice lunch, you and I and your companion. I noticed as we sat in that restaurant, people passed by. They didn't know who you were. But once upon a time, you flew a plane called the Enola Gay over the city of Hiroshima, in Japan, on a Sunday morning - August 6 1945 - and a bomb fell. It was the atomic bomb, the first ever. And that particular moment changed the whole world around. You were the pilot of that plane.

Paul Tibbets: Yes, I was the pilot.

Studs Terkel: And the Enola Gay was named after...

Paul Tibbets: My mother. She was Enola Gay Haggard before she married my dad, and my dad never supported me with the flying - he hated airplanes and motorcycles. When I told them I was going to leave college and go fly planes in the army air corps, my dad said, "Well, I've sent you through school, bought you automobiles, given you money to run around with the girls, but from here on, you're on your own. If you want to go kill yourself, go ahead, I don't give a damn" Then Mom just quietly said, "Paul, if you want to go fly airplanes, you're going to be all right." And that was that.



Studs Terkel: Where was that?

Paul Tibbets: Well, that was Miami, Florida. My dad had been in the real estate business down there for years and at that time he was retired. And I was going to school at Gainesville, Florida, but I had to leave after two years and go to Cincinnati because Florida had no medical school.

Studs Terkel: You were thinking of being a doctor?

Paul Tibbets: I didn't think that, my father thought it. He said, "You're going to be a doctor," and I just nodded my head and that was it. And I started out that way; but about a year before I graduated, I was able to get into an airplane, fly it - I soloed - and I knew then that I had to go fly airplanes.

Studs Terkel: Now by 1944 you were a pilot - a test pilot on the program to develop the B-29 bomber. When did you get word that you had a special assignment?

Paul Tibbets: One day [in September 1944] I'm running a test on a B-29, I land, a man meets me. He says he just got a call from General Uzal Ent [commander of the second air force] at Colorado Springs, he wants me in his office the next morning at nine o'clock. He said, "Bring your clothing - your B4 bag - because you're not coming back." Well, I didn't know what it was and didn't pay any attention to it - it was just another assignment. I got to Colorado Springs the next morning perfectly on time. A man named Lansdale met me, walked me to General Ent's office and closed the door behind me. With him was a man wearing a blue suit, a US Navy captain - that was William Parsons, who flew with me to Hiroshima- and Dr Norman Ramsey, Columbia University professor in nuclear physics. And Norman said: "OK, we've got what we call the Manhattan Project. What we're doing is trying to develop an atomic bomb. We've gotten to the point now where we can't go much further till we have airplanes to work with." He gave me an explanation which probably lasted 45, 50 minutes, and they left. General Ent looked at me and said, "The other day, General Arnold [commander general of the army air corps] offered me three names. "Both of the others were full colonels; I was a lieutenant-colonel. He said that when General Arnold asked which of them could do this atomic weapons deal, he replied without hesitation, "Paul Tibbets is the man to do it." I said, "Well, thank you, sir." Then he laid out what was going on and it was up to me now to put together an organization and train them to drop atomic weapons on both Europe and the Pacific - Tokyo ...



Studs Terkel: Interesting that they would have dropped it on Europe as well. We didn't know that.

Paul Tibbets: My edict was as clear as could be. Drop simultaneously in Europe and the Pacific because of the secrecy problem - you couldn't drop it in one part of the world without dropping it in the other. And so he said, "I don't know what to tell you, but I know you happen to have B-29's to start with. I've got a squadron in training in Nebraska - they have the best record so far of anybody we've got. I want you to go visit them, look at them, talk to them, do whatever you want. If they don't suit you, we'll get you some more." He said: "There's nobody could tell you what you have to do because nobody knows. If we can do anything to help you, ask me." I said thank you very much. He said, "Paul, be careful how you treat this responsibility, because if you're successful you'll probably be called a hero. And if you're unsuccessful, you might wind up in prison."

Studs Terkel: Did you know the power of an atomic bomb? Were you told about that?

Paul Tibbets: No, I didn't know anything at that time. But I knew how to put an organization together. He said, "Go take a look at the bases, and call me back and tell me which one you want." I wanted to get back to Grand Island, Nebraska ; that's where my wife and two kids were, where my laundry was done, and all that stuff. But I thought, "Well, I'll go to Wendover [army airfield, in Utah] first and see what they've got." As I came in over the hills I saw it was a beautiful spot. It had been a final staging place for units that were going through combat crew training, and the guys ahead of me were the last P-47 fighter outfit. This lieutenant-colonel in charge said, "We've just been advised to stop here and I don't know what you want to do...but if it has anything to do with this base, it's the most perfect base I've ever been on. You've got full machine shops, everybody's qualified, they know what they want to do. It's a good place."



Studs Terkel: And now you chose your own crew.

Paul Tibbets: Well, I had mentally done it before that. I knew right away I was going to get Tom Ferebee [the Enola Gay's bombardier] and Theodore "Dutch" van Kirk [navigator] and Wyatt Duzenbury [flight engineer].

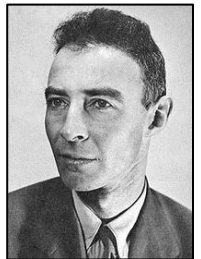
Studs Terkel: Guys you had flown with in Europe ?

Paul Tibbets: Yeah.

Studs Terkel: And now you're training. And you're also talking to physicists like Robert Oppenheimer [senior scientist on the Manhattan project].



Paul Tibbets: I think I went to Los Alamos [the Manhattan project HQ] three times, and each time I got to see Dr Oppenheimer working in his own environment. Later, thinking about it, here's a young man, a brilliant person. And he's a chain smoker and he drinks cocktails. And he hates fat men. And General Leslie Groves [the general in charge of the Manhattan project], he's a fat man, and he hates people who smoke and drink. The two of them are the first, original odd couple.



Studs Terkel: They had a feud, Groves and Oppenheimer?

Paul Tibbets: Yeah, but neither one of them showed it. Each one of them had a job to do.

Studs Terkel: Did Oppenheimer tell you about the destructive nature of the bomb?

Paul Tibbets: No.

Studs Terkel: How did you know about that?

Paul Tibbets: From Dr Ramsey. He said the only thing we can tell you about it is, it's going to explode with the force of 20,000 tons of TNT. I'd never seen 1 lb of TNT blow up. I'd never heard of anybody who'd seen 100 lbs of TNT blow up. All I felt was that this was gonna be one hell of a big bang.

Studs Terkel: Twenty thousand tons - that's equivalent to how many planes full of bombs?

Paul Tibbets: Well, I think the two bombs that we used [at Hiroshima and Nagasaki] had more power than all the bombs the air force had used during the war in Europe ...

Studs Terkel: So Ramsey told you about the possibilities.

Paul Tibbets: Even though it was still theory, whatever those guys told me, that's what happened. So I was ready to say I wanted to go to war, but I wanted to ask Oppenheimer how to get away from the bomb after we dropped it. I told him that when we had dropped bombs in Europe and North Africa, we'd flown straight ahead after dropping them - which is also the trajectory of the bomb. But what should we do this time? He said, "You can't fly straight ahead because you'd be right over the top when it blows up and nobody would ever know you were there." He said I had to turn tangent to the expanding shock wave. I said, "Well, I've had some trigonometry, some physics. What is tangency in this case?" He said it was 159 degrees in either direction. "Turn 159 degrees as fast as you can and you'll be able to put yourself the greatest distance from where the bomb exploded."

Studs Terkel: How many seconds did you have to make that turn?

Paul Tibbets: I had dropped enough practice bombs to realize that the charges would blow around 1,500 ft in the air, so I would have 40 to 42 seconds to turn 159 degrees. I went back to Wendover as quick as I could and took the airplane up. I got myself to 25,000 ft and I practiced turning, steeper, steeper, steeper and I got it where I could pull it round in 40 seconds. The tail was shaking dramatically and I was afraid of it breaking off, but I didn't quit. That was my goal. And I practiced and practiced until, without even thinking about it, I could do it in between 40 and 42, all the time. So, when that day came...



Studs Terkel: You got the go-ahead on August 5.

Paul Tibbets: Yeah. We were in Tinian [the US island base in the Pacific] at the time we got the OK. They had sent this Norwegian to the weather station out on Guam [the US 's westernmost territory] and I had a copy of his report. We said that, based on his forecast, the sixth day of August would be the best day that we could get over Honshu [the island on which Hiroshima stands]. So we did everything that had to be done to get the crews ready to go: airplane loaded, crews briefed, all of the things checked that you have to check before you can fly over enemy territory. General Groves had a brigadier-general who was connected back to Washington DC by a special teletype machine. He stayed close to that thing all the time, notifying people back there, all by code, that we were preparing the airplanes to go any time after midnight on the sixth. And that's the way it worked out. We were ready to go at about four o'clock in the afternoon on the fifth and we got word from the president that we were free to go: "Use me as you wish." They give you a time you're supposed to drop your bomb on target and that was 9:15 in the morning, but that was Tinian time, one hour later than Japanese time. I told Dutch, "You figure it out what time we have to start after midnight to be over the target at 9 a.m."

Studs Terkel: That'd be Sunday morning.

Paul Tibbets: Well, we got going down the runway at right about 2:15 a.m. and we took off, we met our rendezvous guys, we made our flight up to what we call the initial point, that would be a geographic position that you could not mistake. Well, of course we had the best one in the world with the rivers and bridges and that big shrine. There was no mistaking what it was.



Studs Terkel: So you had to have the right navigator to get it on the button.

Paul Tibbets: The airplane has a bomb sight connected to the autopilot and the bombardier puts figures in there for where he wants to be when he drops the weapon, and that's transmitted to the airplane. We always took into account what would happen if we had a failure and the bomb bay doors didn't open; we had a manual release put in each airplane so it was right down by the bombardier and he could pull on that. And the guys in the airplanes that followed us to drop the instruments needed to know when it was going to go. We were told not

to use the radio, but, hell, I had to. I told them I would say, "One minute out," "Thirty seconds out," "Twenty seconds" and "Ten" and then I'd count, "Nine, eight, seven, six, five, four seconds", which would give them a time to drop their cargo. They knew what was going on because they knew where we were. And that's exactly the way it worked; it was absolutely perfect. After we got the airplanes in formation I crawled into the tunnel and went back to tell the men, I said, "You know what we're doing today?" They said, "Well, yeah, we're going on a bombing mission." I said, "Yeah, we're going on a bombing mission, but it's a little bit special." My tail gunner, Bob Caron, was pretty alert. He said, "Colonel, we wouldn't be playing with atoms today, would we?" I said, "Bob, you've got it just exactly right." So I went back up in the front end and I told the navigator, bombardier, flight engineer, in turn. I said, "OK, this is an atom bomb we're dropping." They listened intently but I didn't see any change in their faces or anything else. Those guys were no idiots. We'd been fiddling round with the most peculiar-shaped things we'd ever seen.

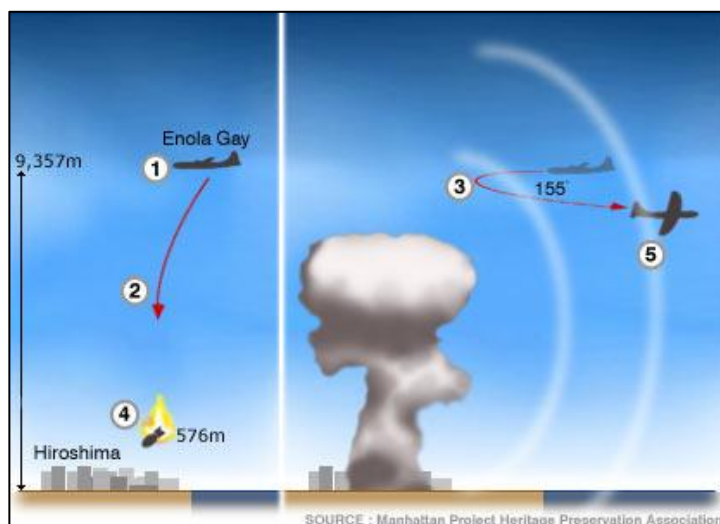
So we're coming down. We get to that point where I say "one second" and by the time I'd got that second out of my mouth the airplane had lurched, because 10,000 lbs had come out of the front. I'm in this turn now, tight as I can get it, that helps me hold my altitude and helps me hold my airspeed and everything else all the way round.. When I level out, the nose is a little bit high and as I look up there the whole sky is lit up in the prettiest blues and pinks I've ever seen in my life. It was just great. I tell people I tasted it. "Well," they say, "what do you mean?" When I was a child, if you had a cavity in your tooth the dentist put some mixture of some cotton or whatever it was and lead into your teeth and pounded them in with a hammer. I learned that if I had a spoon of ice-cream and touched one of those teeth I got this electrolysis and I got the taste of lead out of it. And I knew right away what it was. OK, we're all going. We had been briefed to stay off the radios: "Don't say a damn word, what we do is we make this turn, we're going to get out of here as fast as we can." I want to get out over the sea of Japan because I know they can't find me over there. With that done we're home free.



Then Tom Ferebee has to fill out his bombardier's report and Dutch, the navigator, has to fill out a log. Tom is working on his log and says, "Dutch, what time were we over the target?" And Dutch says, "Nine-fifteen plus 15 seconds.." Ferebee says: "What lousy navigating. Fifteen seconds off!"

Studs Terkel: Did you hear an explosion?

Paul Tibbets: Oh yeah. The shockwave was coming up at us after we turned. And the tail gunner said, "Here it comes." About the time he said that, we got this kick in the ass. I had accelerometers installed in all airplanes to record the magnitude of the bomb. It hit us with two and a half G. Next day, when we got figures from the scientists on what they had learned from all the things, they said, "When that bomb



exploded, your airplane was 10 and half miles away from it."

Studs Terkel: Did you see that mushroom cloud?

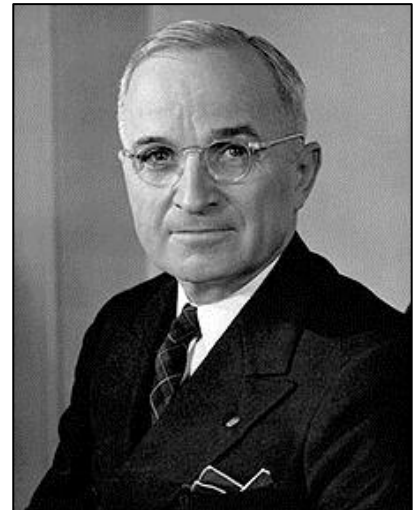
Paul Tibbets: You see all kinds of mushroom clouds, but they were made with different types of bombs. The Hiroshima bomb did not make a mushroom. It was what I call a stringer. It just came up. It was black as hell and it had light and colours and white in it and gray colour in it and the top was like a folded-up Christmas tree.

Studs Terkel: Do you have any idea what happened down below?

Paul Tibbets: Pandemonium! I think it's best stated by one of the historians, who said: "In one micro-second, the city of Hiroshima didn't exist."

Studs Terkel: You came back and you visited President Truman.

Paul Tibbets: We're talking 1948 now. I'm back in the Pentagon and I get notice from the chief of staff, Carl Spaatz, the first chief of staff of the air force. When we got to General Spaatz's office, General Doolittle was there and a colonel named Dave Shillen. Spaatz said, "Gentlemen, I just got word from the president he wants us to go over to his office immediately." On the way over, Doolittle and Spaatz were doing some talking; I wasn't saying very much. When we got out of the car we were escorted right quick to the Oval Office. There was a black man there who always took care of Truman's needs and he said, "General Spaatz, will you please be facing the desk?" And now, facing the desk, Spaatz is on the right, Doolittle and Shillen. Of course, militarily speaking, that's the correct order, because Spaatz is senior, Doolittle has to sit to his left.



Then I was taken by this man and put in the chair that was right beside the president's desk, beside his left hand. Anyway, we got a cup of coffee and we got most of it consumed when Truman walked in and everybody stood on their feet. He said, "Sit down, please," and he had a big smile on his face and he said, "General Spaatz, I want to congratulate you on being first chief of the Air Force," because it was no longer the air corps. Spaatz said, "Thank you, sir, it's a great honour and I appreciate it." And he said to Doolittle: "That was a magnificent thing you pulled flying off of that carrier," and Doolittle said, "All in a day's work, Mr. President." And he looked at Dave Shillen and said, "Colonel Shillen, I want to congratulate you on having the foresight to recognize the potential in aerial refuelling. We're gonna need it bad some day." And he said, "Thank you very much." Then he looked at me for 10 seconds and he didn't say anything. And when he finally did, he said, "What do you think?" I said, "Mr. President, I think I did what I was told." He slapped his hand on the table and said: "You're damn right you did, and I'm the guy who sent you. If anybody gives you a hard time about it, refer them to me."

Studs Terkel: Anybody ever give you a hard time?

Paul Tibbets: Nobody gave me a hard time.

Studs Terkel: Do you ever have any second thoughts about the bomb?



Paul Tibbets: Second thoughts? No. Studs, look, I got into the air corps to defend the United States to the best of my ability. That's what I believe in and that's what I work for.

Paul Tibbets died on the 1st November, 2007, aged 92

A bloke stopped at a petrol station out in the country and after he'd filled his tank he took a break beside his car while he drank a Pepsi. As he relaxed, he watches a couple of men working along the roadside. One man would dig a hole two or three feet deep and then move on. The other man came along behind him and filled in the hole. The men worked right past the bloke with the soft drink and went on down the road. Overcome by curiosity, the bloke headed for the first man. "Hey there," he said to the men. "Can you tell me what's going on here with this digging?" "We work for the government," one of the men said. "But one of you is digging a hole and the other is filling it up. Isn't that a waste of money?" "Well," one of the men replied, "normally there's three of us - me, Rodney, and Mike. I dig the hole, Rodney sticks in the tree, and Mike here puts the dirt back." Rodney called in sick today!!!

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Allan George's Gems

Tanks.

The following appeared in the Melbourne Herald Sun on the 2 August. It is reproduced here without comment.



Want proof of how the defence budget has been slashed to ribbons, leaving Australia almost defenceless? What you see in this Gladstone paddock is every tank we have that's ready for action - and not in mothballs, maintenance or training. One big bomb, and they're all gone.

It shows no less than 29 M1A1 Abrams main battle tanks of the Army's 1st Armoured Regiment awaiting transport back to Darwin following the conclusion last month of Exercise Hamel in Shoalwater Bay, Queensland. If ever there was an image that captures the paltry state of the Australian Army's much-anguished over heavy armoured capability in this Rudd/Gillard era of defence neglect, this is it.

We bought a total of 59 Abrams tanks from the US in 2005/06, with first deliveries in 2007. Of those 59 tanks, only 41 are actually available for operations – the remainder being set aside for training and attrition stocks. In time of conflict, 41 tanks are all we would have available to send on operations.

Those 41 tanks are operated by 1st Armoured Regiment in Darwin, which is our only tank unit. Now comes the Gov't intention, announced during the May Budget, [to 'mothball' a squadron of tanks](#), bearing in mind there are 14 tanks in a squadron. Therefore, 41 minus 14 = 27 tanks left.

So in fact the photo you see shows 2 tanks too many! The actual number will be 27 tanks.

Retired Major General Jim Molan confirms that this would indeed be our entire tank regiment in the field, and says no defence cut is more serious than those which have shredded our armored division.

"The centre of the army is firepower, and the firepower of the army centres on the tanks." For comparison, when Molan was chief of operations of all coalition forces in Iraq, fighting an insurgency, he had 400 tanks at his disposal, most of them US.

In Afghanistan, Australia had not one of its own.

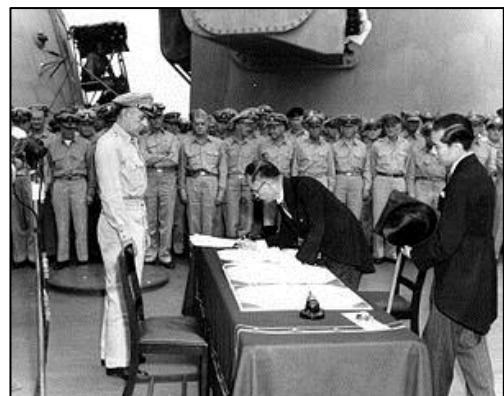
Look again at the picture. Think also that we're lucky to be able to deploy just two submarines at any one time, and that our fighters are ageing, but their replacements have just been delayed for budget reasons.

How defenceless do we now look?

Little Billy asks his Dad for a telly in his room. Dad reluctantly agrees. Next day Billy comes downstairs and asks, 'Dad, what's love juice?' Dad looks horrified and tells Billy all about sex. Billy just sat there with his mouth open in amazement. Dad says, 'So what were you watching?' Billy says, 'Wimbledon.'

Surrender.

The surrender of the Empire of Japan on the 2nd September 1945, brought the hostilities of World War II to a close. By the end of July 1945, the Imperial Japanese Navy was incapable of conducting operations and an Allied invasion of Japan was imminent. While publicly stating their intent to fight on to the bitter end, the Empire of Japan's leaders, (the Supreme Council for the Direction of the War, also known as the "Big Six"), were privately making entreaties to the neutral Soviet Union to mediate



peace on terms favorable to the Japanese. The Soviets, meanwhile, were preparing to attack the Japanese, in fulfillment of their promises to the United States and the United Kingdom made at the Tehran and Yalta Conferences.

On August 6, 1945, the United States dropped an atomic bomb on the city of Hiroshima. Late in the evening of August 8, 1945, in accordance with the Yalta agreements, but in violation of the Soviet–Japanese Neutrality Pact, the Soviet Union declared war on the Empire of Japan, and soon after midnight on August 9, 1945, the Soviet Union invaded the Imperial Japanese puppet state of Manchukuo. Later that day, the United States dropped another atomic bomb, this time on the city of Nagasaki. The combined shock of these events caused Emperor Hirohito to intervene and order the Big Six to accept the terms for ending the war that the Allies had set down in the Potsdam Declaration. After several more days of behind-the-scenes negotiations and a failed coup d'état, Emperor Hirohito gave a recorded radio address to the Empire on August 15. In the radio address, called the Gyokuon-hōsō ("Jewel Voice Broadcast"), he announced the surrender of the Empire of Japan to the Allies.

On August 28, the occupation of Japan by the Supreme Commander of the Allied Powers began. The surrender ceremony was held on September 2, aboard the United States Navy battleship USS *Missouri* (BB-63), at which officials from the Japanese government signed the Japanese Instrument of Surrender. Allied civilians and military personnel alike celebrated V-J Day, the end of the war; however, some isolated soldiers and personnel from Imperial Japan's far-flung forces throughout Asia and the Pacific islands refused to surrender for months and years afterwards, some even as far as into the 1970s.

The state of war between Japan and the Allies formally ended when the Treaty of San Francisco came into force on April 28, 1952. Four more years passed before Japan and the Soviet Union signed the Soviet–Japanese Joint Declaration of 1956, which formally brought an end to their state of war.

The US made a film of the surrender and you can see it [HERE](#).

Microwaves

Ever wondered how a microwave oven works. Bill, the Engineer Guy, shows in a small video how the, now common to every kitchen, microwave oven heats food. He describes how the special vacuum tube, called a magnetron, generates radio frequencies that cause the water in food to rotate back and forth and shows the standing wave inside the oven and how you can measure the wavelength with melted cheese. This is a very well done presentation.

See it [HERE](#)



Telstra.

There are lots and lots of enterprises who make their money by enticing you into buying a ring tone or a horoscope or joke of the week or whatever which they get you to download onto your mobile phone - at a huge cost to you. These little 'nasties' are called Premium SMS and if you don't watch it, you can be out of pocket big heaps. If you use Telstra as your phone provider you can block these little nasties from sneaking into your phone.

To do so, log onto www.telstra.com/psms-barring, fill in the form and click "Send." Telstra will put a bar on your phone, will email you to confirm the bar is in place and you won't get caught.

From the Ground Up!

For 45 years, from 1948 until 1993, the RAAF conducted an apprentice training scheme to provide skilled tradesmen for its engineering and radio musterings. The many thousands of youths who passed through the scheme comprised not just Australians but Pakistanis and New Zealanders too, and in its later years included girls as well as boys. For such a technical service as the RAAF, apprentice training was a key element in providing a solid foundation for supporting and maintaining an increasingly complex range of aircraft and other equipment systems.

A book, titled "From the Ground Up", was specially commissioned by the RAAF to commemorate the unique contribution apprentices made to the service over nearly half a century. It provides a documented record of the scheme's origins, rationale and development and traces the debate which gave recognition to the service's changing requirements and ultimately led to the termination of the apprentice training.

You can download a free copy [HERE](#).



Holden Volt.

Holden are about to release their much trumpeted electric car, The Volt. This medium sized car (about the same size as the Cruze) is all electric, it is not a Hybrid like the Prius but it does have a 1.4 litre 63kW petrol engine that drives a generator which can be used to charge the battery pack. And, it can also be recharged via a home powerpoint. If you use the power from your home to charge the batteries it will take about 6 hours provided you have a 15 amp supply. If you use the onboard petrol engine to charge the batteries, it will use (average) 4 litres of petrol per 100 klms. We got to thinking, if these things sell well (say 25,000 of them) and



everyone uses their home power to charge the batteries (cheaper than using the onboard engine) that would mean every night there would be 25,000 cars, all pulling (say) 10 amps from the grid, which is 60 megawatts per hour in total.

We wonder where that power is going to come from.

AND!!! Assuming the Volt takes 10 amps for the full 6 hours to charge (possibly the worst scenario) and you do 150 klms per day, the cost of charging the car (at 25 cents/kw) would be \$3.60 or 2.4 cents/klm. Compare that to the diesel powered Holden Cruze which around town would use about 6.5 litres for every 100klms or 9.75 litres for the equivalent 150 klms and would cost (at \$1.40 per litre) \$13.65 or 9.10 cents per klm.

But, the Holden Volt costs about \$50,000 whereas the Cruze costs \$28,500 - whoops!!!

A Moment of Truth.

A forgotten US Vietnam Veteran's sacrifice receives unexpected honour when he meets an active-duty soldier Click [HERE](#).

The man who rode the thunder

In the summer of 1959, Lieutenant Colonel William Henry Rankin was flying his F8 Crusader and had to climb to clear a thunderhead that peaked at 45,000 feet when, 47,000 feet and at mach 0.82, he heard a loud bump and rumble from the engine. The engine stopped, and a fire warning light flashed. He pulled the lever to deploy auxiliary power and the handle broke off in his hand. Though not wearing a pressure suit, at 6:00 pm he ejected into the -50°C air. He suffered immediate frostbite and decompression caused his eyes, ears, nose, and mouth to bleed. His abdomen swelled severely. He managed to make use of his emergency oxygen supply. While in the upper regions of the thunderstorm, with near-zero visibility, the parachute opened. Rankin was then carried by updrafts and was hit by hailstones. Violent spinning and pounding caused him to vomit. Lightning appeared, which he described as blue blades several feet thick, and thunder that he could feel. The rain forced him to hold his breath to keep from drowning. One lightning bolt lit up the parachute, making Rankin believe he had died. Conditions calmed and he descended into a forest. His watch read 6:40 pm. He searched for help and eventually was admitted into a hospital suffering from frostbite, welts, bruises, and severe decompression.



You can see a video of his experience [HERE](#).

HOW DOES HE DO THIS

Veterans Retreat

An old cattle station in Western Australia's Pilbara region has been transformed into a camping getaway for war veterans and servicemen and women from all around the country. Along the banks of the Nullagine River, near Marble Bar, is the new Meentheena Veterans Retreat. Vietnam veteran Bill Thompson describes it as beautiful country. "At the moment there's not even a cloud in the sky and you can see for distances around here, and the different colours of the hills, you get the sense of peace and tranquillity in the area, and it's nice," he said.

The idea was to develop a retreat where veterans could unwind and share their stories. Veterans' Retreats WA is a non-profit organisation which helps veterans cope with their experiences in past conflicts. It was the president Norm Whitburn, who came up with the idea to get permission to access a large section of the state-owned Meentheena station. "The purpose of the retreat is mainly to get veterans who are still suffering from their operational experiences and also veterans who are in Pakistan, Afghanistan, Iraq, navy, army, air force, police, fire fighters and ambulance", he said. Mr Whitburn hopes the retreat can act as a respite centre for veterans.



Norm Whitburn and Peter Fitzpatrick

"Meentheena is 75 kilometres east of Marble Bar and it's in a remote area," he said. "The veterans have got nothing else to do but sit down and talk, walk around, do a bit of fishing, sit down on the banks of the Nullagine River, catch a cat fish or two, talk to their mates or anyone who is there, it's really an ideal situation. "We have set it up as a camp, it's mainly a camp because people can relax a little bit better at a camp and it brings people closer together as a camp".

Among the many people who helped get the retreat up and running, were those from Meentheena's neighbouring station, Warrawagine. Robin Mills says it was great to be able to lend a hand. "They contacted us and said they needed to be able to lift some dongas, so we quite willingly organised for two loaders to come down, and we also have a grader which came down, and re-do the airstrip and clean up the camp," he said. "So, all in all, over a two year period we had quite a bit of equipment and people coming down and helping out with things." Mr Mills says it was all in the name of respect.

They said to us at the time, why do you do that and not charge for it?" "I said, I was never of an age to be a servicemen and so forth and you guys put your lives on the line and it's a little way that we can help to give something back for the effort you put in years ago so that's how

we came to be involved in it. "We now have the security of knowing that there's people you can rely on and keep an eye on this end of the property; it's a big relief to us."

At the official opening of the retreat, Regional Development and Lands Minister Brendon Grylls said he was pleased the State Government could help the VRWA make their vision a reality. "I am very heartened to see so many people here, some displaying medals, who might find some comfort from being able to come here and share some rest and relaxation," he said. "If that can help veterans move on, or people who have been in the services who have had difficult times, that's a great thing. "Hopefully this is some small recognition that your service was very much respected and valued. "As time goes on, the understanding of the Vietnam campaign becomes stronger and stronger, and that my little guys Tom and Jack and Oliver, they need to understand what people who served in Vietnam went through why and how. "I hope that Meentheena station veterans retreat can be a place for reflection but also for celebration and mateship and allows people to move on through difficult times in their lives."



Mr Whitburn says veterans and service men and women from around the country are invited to visit the site. "We do have facilities out there for disabled veterans, we have a four-bedroom donga it has a shower toilet and also air-conditioning," he said. "We have hot showers, toilets and a solar electrical system which is powering the camp. "This is stage one of the camp, and stage 2 on the other side of the river, I am hoping the veterans will take hold of it and develop that as well." Mr Thompson encourages fellow diggers to plan a visit to Meentheena. "Why wait until ANZAC Day, that's the major day, but if you can get together some time throughout the year and meet up with old faces, like the men you have served with," he said. "It's a comradeship, it's a place where you can come to and enjoy life as it's suppose to be."



You can see further info on the retreat [HERE](#).

Everybody repeat after me....."We are all individuals."

ACS

Many moons ago, the RAAF had an organisation called Aerodrome Construction Squadron. These people would be dropped into inhospitable places and be expected to build an airstrip for soon to arrive aircraft. They still have these people though these days they are called Expeditionary Combat Support Squadron and they still do a magnificent job.

Have a look at [THIS](#)

The GYM

Some people should just not go to the gym – see [HERE](#).

A young jackaroo from outback Queensland goes off to university, but halfway through the semester he foolishly has squandered all his money. He calls home. 'Dad,' he says, 'you won't believe what modern education is developing.. They actually have a program here in Brisbane that will teach our dog Ol' Blue how to talk. 'That's amazing!' his Dad says. 'How do I get Ol' Blue in that program? 'Just send him down here with \$2,000,' the young jackaroo says, 'I'll get him in the course. 'So his father sends the dog and \$2,000. About two-thirds through the semester, the money again runs out. The boy calls home. 'So how's Ol' Blue doing, son?' his father wants to know. 'Awesome! Dad, he's talking up a storm... but you just won't believe this. They've had such good results with talking, they've begun to teach the animals how to read. "Read?' exclaims his father. 'No kidding! How do we get Ol' Blue in that program? "Just send \$4,500. I'll get him in the class. 'The money promptly arrives. But our hero has a problem. At the end of the year, his father will find out the dog can neither talk nor read. So he shoots the dog. When he arrives home at the end of the year, his father is all excited. 'Where's Ol' Blue? I just can't wait to talk with him, and see him read something! "Dad,' the boy says, 'I have some grim news. Yesterday morning, just before we left to drive home, Ol' Blue was in the living room, kicked back in the recliner, reading the Wall Street Journal. Then he suddenly turned to me and asked, "So, is your Daddy still bonking that little redhead barmaid at the pub? "The father groans and whispers, 'I hope you shot that bastard before he talks to your Mother! "I sure did, Dad! "That's my boy!

The kid went on to be a successful lawyer and politician!

Models.

When I was a kid, we used to make model aircraft out of balsa wood. The engine was nearly always a length of rubber attached to the prop at the front with the other end anchored to the back of the model. You wound the prop backwards a few million times until there was a lot of energy stored in the rubber then you launched it. Provided it was correctly trimmed, it used to fly quite well and when all the energy was used up in the rubber, it would land itself.



When I got a bit older, I progressed to a model with a small glow plug engine which you controlled with two wires and the thing flew in circles around you.

Look what they have [TODAY](#).

Last year, I replaced all the windows in my house with those expensive, double-pane, energy-efficient kind. Today, I got a call from the contractor who installed them. He complained that the work had been completed a year ago and I still hadn't paid for them. Hellloooo,.....just because I'm blonde doesn't mean that I am automatically stupid. So, I told him just what his fast-talking sales guy told me last year...that these windows would pay for themselves in a year. Helllooooo? It's been a year, so they're paid for, I told him. There was only silence at the other end of the line, so I finally hung up. He never called back. I bet he felt like an idiot.

Imported fish.

The Mekong River in Vietnam is the source of much of the farmed catfish (aka basa) which is sold in North America, Europe and Japan. It is also one of the most overcrowded and polluted waterways on Earth, a place where cement plants and salt factories stand side by side with residential housing, agriculture and aquaculture. Where industrial pollutants, sewage and waste water drain freely from the river into the fish ponds and back again.

A short yet powerful video that may change the way you eat imported fish.

See [HERE](#).

Scamwatch

I thought that it might be a good time to remind everyone of some very real dangers. I might add

that I have received phone calls from people purporting to "fix" my computer, so be warned the scammers are there and they will call you.



If anyone calls me and claims to be from a charity I ask them to send the details to me by mail. If they won't do this then do not deal with them! Simple! The Australian Government's [SCAMwatch](#) is warning consumers and businesses to be on the look-out for carbon price scams, particularly calls asking for personal information in order to receive compensation.

Carbon price scams may come in a number of forms, targeting consumers and businesses.

- Beware of phone calls seeking your personal banking details to pay carbon 'tax' compensation into your bank account. These are very likely to be scam calls.

- Scammers may set up fake websites which look very similar to official Australian Government websites. The sites may ask you to enter your personal or financial details, or offer to sell you fake carbon credits.
- Scammers may also make telephone calls posing as government officers, asking for your personal information (such as banking details or identification numbers) in order to claim household assistance from the government. Tell them to buzz off.

The Australian Government will never call you to ask for your bank account details or to offer you carbon price compensation. Government services are never paid via wire transfer. The Australian Government website <http://australia.gov.au/> is a safe portal for finding government services.

Be alert to scam telephone calls which ask for personal, business or financial details. Hang up immediately if you receive a phone call out of the blue:

- asking for your bank account or personal details;
- claiming you need to pay or transfer money, or provide your banking details, to receive a compensation payment or tax payment;
- asking for personal details, such as your Department of Veterans Affairs/DVA client number or other identification or offering to sell you carbon credits or permits for a carbon pricing mechanism or emissions trading scheme.

Never provide or confirm your personal or business details over the phone (including banking details or identification numbers) unless you made the call using contact details you found yourself and you trust the information. If you think that a call might be a scam hang up and check by using official contact details which you have found independently. Never use phone numbers, email addresses or websites provided by the caller. If you receive a phone call or letter asking for personal information such as your DVA client number or banking details, do not answer straight away. Contact your nearest DVA office on 133 254 or 1800 555 254 from regional Australia to confirm the source is legitimate.

Never enter your credit card or banking details on a website unless you have checked it is authentic and secure. Legitimate websites which ask you to enter sensitive personal or business details are commonly encrypted to protect your details. This is usually identified by the use of “https:” rather than “http:” at the start of the internet address. This can also be identified by a closed or unbroken key or padlock icon at the bottom right corner of your browser window. If the ‘s’ is missing or there is an open padlock or broken key icon, your information may not be secure and the website could be a scam site.



If you think you have provided your account details to a scammer contact your bank or financial institution immediately.

You can report scams to the ACCC via the report a scam page on [SCAMwatch](#) or by calling 1300 795 995

My wife told me this morning that she just heard on the news that Davy Jones from the Monkees had died. I thought she was jokingThen I saw her face, now I'm a bereaver.
Sorry Rupe!



Velly Inteesting – but stupid!!!!

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Butterworth

Wilf Hardy has been following our stories on Butterworth. He's found some errors and has written to let us knowing where we had it wrong. We thank him for that.

"I would like to comment on the article appearing in [Volume 38](#) of the Radschool Magazine titled "Butterworth Revisited". The story is quite well researched and pretty well as I remember it. A Google search soon identified it as a precise of "Going Solo, The Royal Australian Air Force, 1946 -1971. The Emergency." Had the article concluded as per the original I would have nothing but praise for it. However a staggering error had been added, in that under 2 Squadron, it states: "Its arrival was too late to participate in the Malayan Emergency, by this time the insurgency was all over." This is totally and utterly wrong!



You published an article I wrote on my time at Butterworth in [Volume 29](#) of the magazine, which gives a fairly complete picture of the tasks 114 MCRU carried out associated with strikes on Communist Terrorist (CT) targets by Butterworth squadrons, 2 Squadron being our principal offensive arm. If I fabricated my tale, then I should have become a novelist after I left the RAAF! In searching for the origin of the misinformation I have found the Australian War Memorial pages misleadingly incomplete and am staggered by the omission of 2 Squadron from the list of RAAF units, or how anyone could interpret these pages as "....too late to participate in the Malayan Emergency," if indeed that was the source of the statement. Note:

1. 'Australian War Memorial, 2 Squadron RAAF.' This page states; "...by the time 2 Squadron arrived the communist insurgency was **all but** over. The squadron did however, fly some missions, including several large strikes....." and on service in Vietnam; "The squadron had conducted similar bombing missions in Malaya but refined its accuracy in Vietnam..."
2. 'Australian War Memorial, Malayan Emergency, 1948-60, Units.' "Air Force Units - 1 Squadron RAAF; 3 Squadron RAAF; 38 Squadron RAAF; 77 Squadron RAAF" **Note: 2 Squadron is not even listed!**



There is also an anomaly at the AWM pages on the Australian Army. It states “Although operating in the border region, 1RAR made no contact with the enemy and was forbidden to move into Thailand, even when the presence and location of communists was known”. Yet at ‘Australians Involved in South-East Asian Conflicts; The Malayan Emergency (1948-1960): Australians on Operations,’ it states “1RAR.... sometimes crossed the border into Thailand in order to follow communist guerrillas and drive them back into Malaya.” This latter statement is basically correct, but nowhere have I been able to find any statement that the RAAF carried out bombing strikes over the border in Thai sovereign territory, which happened on several occasions, starting well before the end of the Emergency and continuing for a number of years thereafter.

The AASM 1945 – 75 issued for service up until the end of the Emergency on 31 July 1960 has a 'MALAYA' clasp. From 01 August 1960, it has a 'THAI-MALAY' clasp for service on the border. Conceivably, some 2 Squadron aircrews may well have been issued with both clasps for strikes in the border area spanning these dates.

Interestingly, in 'Alias Chin Peng, My Side of History ISBN: 981-04-8693-6,' Chin Peng states ".....the effective British and later Australian patrolling in deep jungle areas..... made permanent base camps impossible to maintain.' Also, he states that by 1958, "Yet for all our problems, our military activities, though smaller in scale, remained functioning," and he states that Thailand had given permission for Malayan police and army to follow CTs over the border in "hot Pursuit", but not foreign troops. But British SAS and Australian troops did patrol deep into Thailand.

At the time of 2 Squadron's arrival at Butterworth, Chin Peng still had 350 hard core guerrillas in the northernmost Malayan states of Perak, Kedah and Perlis. Perak was a hotbed of communist activity right from 1948 until it was declared CT free in late 1959. Most of our air strikes were carried out in the vicinity of the township of Grik, directly to the east of Butterworth in almost inaccessible mountainous jungle. As I stated in my earlier article, you could hear the explosion of bombs to the East from the 114 MCRU compound.

But let's hear from other people who were there:

114 MCRU

"There were raids across the border into Thailand – illegal of course. Thailand was a fellow SEATO member – I reckon a lot of stuff was conveniently forgotten. S.E. Asia was very unstable at the time, with Chinese massacred in Indonesia and it was the period of the cold war. Everything was sensitive, especially with Indonesia, Sukarno and his relationship with Muslims, nationalists, communists and the border argument re Borneo. I seem to remember most of the air strikes occurred around dusk. RNZAF Canberras took part in strikes together with 2 Squadron." *Nothing like bombing another SEATO country without approval!*



"I recall one morning all the Canberras were bombed-up waiting to take off on a strike and one of the two search radar receivers was performing below spec. The Radio officer had me quickly swapping units at the radar head until we got the performance up. We held up the strike for about an hour."

"A mate who was in the army during our time, did his tour mainly around Grik. He tells me after weeks dragging around in the jungle they came into RAAF Butterworth for a meal after closing hours – all dirty and smelly – and the messing staff apologised and said they could only do a steak for them". *That must have been difficult to take after being on hard rations for weeks in the jungle!*

"An RAF officer once gave the wrong coordinates for a raid and the CTs were not affected but others were – he was sent home within 24 hours. There was a lot going on even we at MCRU didn't know about. I met up with an ex-NZ army bloke a few years ago who was 'blown-up' by the RAAF, who then rescued him, taking him straight to the boozier before taking him to the hospital. This fellow had two perforated ear drums."

“A Canberra bombed a CT target, navigating with the Doppler drift correction system Green Satin; the only problem was the aircraft was at 15,000 feet and dropped his stick right on top of the army observers, completely missing the CTs.” *We always seem to remember the stuff-ups. This may have been the same incident as in the foregoing. One would hope this didn't happen too often. There was no GPS in those days which is why it was so vital that aircraft were vectored into the target areas on many of these strikes by MCRU once we were operational.*

“The RAF also carried out regular strikes over the northern ops area of Malaya, mainly around the Grik area using Meteor NF14s out of Singapore, so MCRU tracked them. I will always remember their call sign – ‘Firedog’.” *Although the RAAF had responsibility for the Northern area of the country, the RAF was still carrying the fight to the CTs in '58-'60. 'Firedog' was the name of the anti-insurgent air operation carried out right up until the end of the Emergency.*

1RAR

“We did a lot of patrolling around the Grik area of Perak, on the Thai border around Kroh and over the border well into Thailand. Our usual patrol was up to 90 days at a time. We weren't supposed to be in Thailand and the Thais were not happy. We always had a RAAF fellow with us who handled calling in air strikes and supply drops. Most of the supply parachutes got caught up in the trees and if the Sakais (*Malayan aborigines*) we had with us couldn't climb the trees, we packed explosives around the trunk and blew the tree over. The Sakais sometimes trapped snakes and monkeys to supplement our rations.” *I never knew RAAF forward air controllers operated with our army in Malaya. They must have been brave souls to give up life at Butterworth for 3 months at a time in the jungle!*



“One time, around Grik, we caught a Chinese boy who was a CT courier and handed him over to the Malayan Police. A while later we were invited to witness the hanging, which we declined; he was only 12 years old.” *It was a dirty war on the ground. The Internal Security Regulations which served the country so well during the Emergency included indefinite detention without trial and is still in use in Malaysia today, together with capital punishment by hanging.*

2 Squadron

“I had three periods of operations in Malaysia; first one year on Lincolns flying out of Tengah in Singapore, that was serious, full-on heavy bombing almost daily and strafing with all machine guns. I had another go with the Canberras and *after* they left, flew Dakotas supply dropping to the Malay troops in their forts, where they were too deep in the jungle to get supplies through by land and that was a load of fun. My view as best as I remember, was that (*by 1958*) the whole affair was about all over, we didn't think it a big deal, we just enjoyed the flying, particularly the area bombing where we ran in and bombed in a tight formation. I do remember carrying out raids into Thailand but we didn't go far in. Not all our bombing runs were controlled by MCRU as we did a lot of visual run-ins on smoke markers dropped by spotter aircraft. I didn't keep details in my log book, just noted that they were ‘FIREDOG as briefed’”.

“I was flying the escort Canberra for the Sabre ferry (November 1958). We flew to Labuan the day before, then before the departure of the Sabres from Labuan, we would do a weather recce along the route, return to Labuan then fly 15 minutes ahead of the Sabres giving the weather and drift, so they could navigate themselves”.

In March 1960 a 2 Squadron Canberra aborted a take-off at about 90 knots and overshot the threshold at the southern end of the runway. The aircraft ploughed through swampy ground coming to rest on its belly among coconut palms. The Thorneycroft fire truck and the ambulance became bogged, but the WW2 blitz wagons made it to the wreck. The navigator (actually the pilot who provided these 2 Squadron comments) was uninjured.



“We had a couple of small bombs on board, but we were heavy, at max all up weight being full of fuel. We were off on a long range navex deep into S.E. Asia to be followed by a bombing run on Song Song Bombing Range on our return. When we came to rest, both engines were running, one near full power and because they were damaged, they were squirting large volumes of flame out the back. The pilot was all hysterical and useless, the floor had driven up forcing the pilot and ejection-seat through the canopy and jamming his legs under the instrument panel. I remember the doctor saying ‘we’ll have to cut his legs off’ and I said ‘don’t be stupid, just get him out of it’”.

Flt Lt Robert Wyatt (right) was awarded the George Medal for rescuing the pilot, whilst Sergeant Victor Anderson was awarded the British Empire Medal for climbing onto the wing and cutting through the fuel lines to stop the engines. The doctor missed out.



There are those who still believe Butterworth was a bit of a sinecure in those days, but in the words of the old song, ‘It ain’t necessarily so.....’

It is a disappointing fact that recorded history of that period can only at best be described as unreliable. To state that 2 Squadron arrived at Butterworth too late to participate in the Emergency is absolutely incorrect. I was just 20 years old when I arrived at Butterworth and am now 74. Obviously the ranks of those of us who served at that time are thinning rapidly. By trivialising the role of 2 Squadron, all of us who served at Butterworth, many in critical support roles are also dishonoured. It’s about time the record was set straight.

Wilf Hardy,
Radio Technician (Ground),
114 MCRU, RAAF Butterworth, July 1958 – Feb 1961.
AASM 1945-75 (MALAYA); ASM 1945-75 (S.E.ASIA); GSM 1918-62 (MALAYA); PJM.

My dad worked on the roadwork's for twenty years before he got fired for stealing!
At first I didn't believe it... but when I got home all the signs were there.

Sorry Rupe!

For Sale!



One very clean Hercules aircraft, undercarriage has been thoroughly cleaned, as is, where is, all offers considered.

Lionel goes to an outdoor show and wins a row boat. He brings it home and his wife looks at him and asks, "What you gonna do with that. There ain't no water deep enough to float a boat within 100 miles of here." He says, "I won it and I'm gonna keep it."

His brother came over to visit several days later. He sees the wife and asks where his brother is. She says, "He's out there in his row boat", pointing to the paddock behind the house. The brother heads out behind the house and sees his brother in the middle of paddock sitting in the boat with a fishing rod in his hand .



He yells out to him, "What are you doin'?" His brother replies, "I'm fishin'. What the hell does it look like I'm a doin'?" His brother yells, "It's people like you that give us Tasmanians a bad name, makin'

everybody think we're stupid.

If I could swim, I'd come out there and kick your backside!"

The C-17.

Early in May, 2012, the decision was made, Australia is to get 10 X C-17J Alenia Spartan aircraft as a replacement for the old Caribou.



The C-27J Spartan, which looks like a little Herc, will provide the ADF with an airlift capability that will fill the gap resulting from the retirement of the Caribou. The C-27J slots in nicely between the Army's Chinook and RAAF's Hercules and is expected to be fully operational by December 2016.

Way back in 1976, just 12 years after they had started work with the RAAF, it was recognized that a replacement would be needed for the Caribou. The RAAF had only recently introduced 12 X CH-47C Chinook helicopters and ordered 12 X C130H model Hercs to replace the old A models and it was thought that a Caribou replacement would be needed by the mid 1980's.



But it wasn't until the mid 1990's that anyone got serious. In May 1989, Ros Kelly, the Labor Minister for Defence, made the momentous decision to get rid of the Chinooks, thinking the Black Hawks could do the job. It soon became obvious that this was a stupid decision so the sale was cancelled and it was decided to swap the 11 C model Chinooks (one had been written off) for as many of the upgraded D models as could be negotiated. 4 X D models arrived in 1993 and another 2 more in 2001. They now operate out of Townsville with the Army's 5th Aviation Regiment.

In the mid 1990's, the RAAF had decided to retire the E model Hercs and replace them with the J model, the big C17's were coming and it was thought that it was time to add a light turboprop transport with improved range, speed and payload capability over the Caribou. The old Caribou had passed its 'Use by Date' some years previously, it had out-dated communications equipment, lacked electronic warfare self-protection and used old radial piston engines which required the now hard to get



100-130 octane fuel. Defence went looking for a replacement, but a replacement was not that easy to find. In 2000, with no clear winner in sight, it was decided to put the replacement program on hold for a while, so the old Caribou keep marching. When it finally got down to the short list, the two contenders were the CASA C295 (right) and the Alenia C-27.

As we now know, the C-27 eventually won!!!

Unlike the old Caribou, the C-27 is pressurised and air conditioned and the cargo compartment is equipped with a dedicated aero-medical oxygen supply and 12 power centres for medical or auxiliary equipment. For the para-troop role, it is equipped with door-jump platforms and static lines and para-troop jumps can be carried out from the para-troop doors on both sides of the cargo compartment or from the cargo ramp and rear door.



The cost to get the 10 aircraft into service will be \$1.4 Billion, \$320Million for the aircraft with the balance going to cover pre-delivery mods, GSE, training systems, spares, tech and training publications and electronics software support.

It has also been decided that 35 Squadron, which was put to sleep back in 1999, will once again be resurrected, dusted off and stationed at Richmond and will operate the C-27. Normally you would think the C-27 would be ideally suited for Townsville in the north of Australia, where most of its work will be carried out and where 35 Sqn used to live, but as a majority of the aircraft's electronics and engines/props are the same as the C-130J Herc, it is a smart move to base them where established repair facilities are already in place. Richmond will also have excess tarmac and hanger facilities with the retirement of the H model Herc.

It's funny when you think that the boys and girls who will work on and fly the C-27 weren't even born when the old Caribou came home from Vietnam.

I took the wife to a disco at the weekend. There was a guy on the dance floor giving it everything he had; breakdancing, moonwalking, back flips, the works. My wife turned to me and said, "See that guy? 25 years ago he proposed to me and I turned him down."
I said, "Looks like he's still celebrating!"

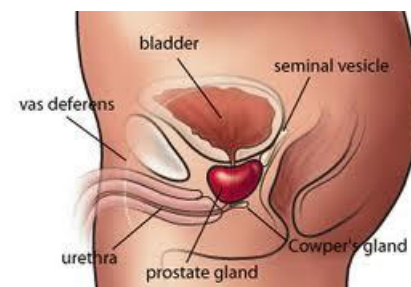
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The PSA Test.



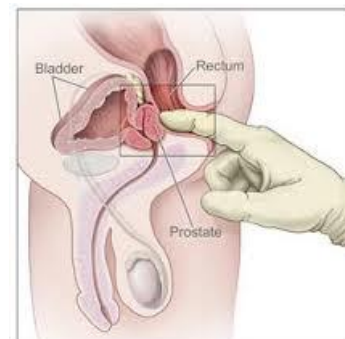
The PSA test is used primarily to screen for prostate cancer. It measures the amount of prostate-specific antigen (PSA) in your blood. PSA is a protein produced in the prostate, a small gland that sits below a man's bladder. PSA is mostly found in semen, which also is produced in the prostate. Small amounts of PSA ordinarily circulate in the blood.

The PSA test can detect high levels of PSA that may indicate the presence of prostate cancer. However, many other conditions, such as an enlarged or inflamed prostate, can also increase PSA levels. Use of the PSA test is controversial. It's important to discuss with your doctor whether you should get a PSA test and what the results may mean.



Prostate cancer is the most common nonskin cancer in men, and it's the leading cause of cancer-related death in men. Early detection may be an important tool in getting appropriate and timely treatment. Men with prostate cancer may have elevated levels of PSA but many noncancerous conditions can also increase a man's PSA level. Although the PSA test can detect high levels of PSA in the blood, the test doesn't provide precise diagnostic information about the condition of the prostate.

It is important to remember that the PSA test is only one tool used to screen for early signs of prostate cancer. Another common screening test, usually done in addition to a PSA test, is a digital rectal exam. In this intrusive test, your doctor inserts a lubricated, gloved finger into your rectum to reach the prostate. By feeling or pressing on the prostate, the doctor may be able to judge whether it has abnormal lumps or hard areas.



Neither the PSA test nor the digital rectal exam provides enough information for your doctor to diagnose prostate cancer. Abnormal results in these tests may lead your doctor to order a prostate biopsy. During this procedure, samples of tissue are removed for laboratory examination. A diagnosis of cancer is based on the biopsy results.

For men who have already been diagnosed with prostate cancer, the PSA test may be used to:

- Help decide if and when to begin treatment
- Judge the effectiveness of a treatment
- Check for recurring cancer

A PSA test is done by examining a blood sample

You might think that any test indicating whether you might have cancer would be beneficial. Indeed, a PSA test can often detect prostate cancer at an early stage but to judge the benefit of the test, it's important to know if early detection and early treatment will improve treatment outcomes and decrease the number of deaths from prostate cancer. Most experts argue that there isn't enough evidence to answer this question.

A key issue is the typical course of prostate cancer. If all cases of prostate cancer progressed rapidly and caused poor health and death, then early detection clearly would be a good thing. However, prostate cancer usually progresses slowly over many years, and the majority of cases are diagnosed in men older than age 65. Therefore, a man may have prostate cancer that never causes symptoms or becomes a medical problem during his lifetime.

Limitations of the test.

The limitations of the PSA test make it difficult to judge its benefits and risks. These limitations include:

- **PSA-raising factors.** Besides cancer, other conditions that can raise PSA levels include an enlarged prostate (benign prostatic hyperplasia, or BPH) and an inflamed or infected prostate (prostatitis). Also, PSA levels normally increase with age.
- **PSA-lowering factors.** Medications to treat BPH and some dietary supplements taken for prostate health can lower PSA levels.
- **Misleading results.** The test doesn't always provide an accurate result. A positive result on a PSA test (a PSA level high enough to suggest you may have cancer) doesn't necessarily mean you have cancer. And some men with negative results are later diagnosed with prostate cancer.
- **Overdiagnosis.** Studies have estimated that between 29 and 44 per cent of men with prostate cancer detected by PSA tests have tumors that wouldn't result in symptoms during their lifetimes. These symptom-free tumors are considered overdiagnoses, identification of cancer not likely to cause poor health or to present a risk to the person's life.

There are risks in taking the PSA test and these relate to the choices you make based on the test results, such as the decision to undergo further testing and treatment for prostate cancer.

The risks include:

- **Biopsy issues.** A biopsy is an expensive, invasive procedure that carries its own risks, including pain, bleeding and infection.
- **Psychological effects.** False-positive test results (high PSA levels but no cancer found with biopsy) can produce a significant amount of anxiety or distress. You may be inclined to worry about whether the PSA test or the biopsy was correct. If you are diagnosed with prostate cancer, but it appears to be a slow-growing tumor that doesn't result in illness, you may experience significant anxiety just knowing it's there.



Recommendations.

A number of major professional organizations and government agencies have weighed in on the benefits and [risks of PSA testing](#). The American Cancer Society, the American Urological Association, the American College of Preventive Medicine, the Centres for Disease Control and Prevention, and the U.S. Preventive Services Task Force all recognize the controversy surrounding screening with the PSA test and the lack of firm evidence that screening can prevent deaths from prostate cancer. Other points of agreement include:

- **Screening needs to be an individualized decision.** All of the organizations recommend that doctors discuss the benefits and risks of PSA testing with men at a certain age or in high-risk groups. Doctors should help men make their own decisions about screening, based on age, risk factors, life expectancy and personal preferences.
- **Older men generally don't need to be screened.** Most organizations recommend that screening isn't necessary for men age 75 and older or those who aren't expected to live more than 10 years. The American Urological Association advises that this decision should be made on an individual basis.
- **Men at high risk should discuss screening at an earlier age.** Some groups recommend earlier discussions for men in high-risk groups.

The American Cancer Society and the American College of Preventive Medicine recommend that doctors provide information about prostate cancer screening to men starting at age 50. These organizations also suggest that men in high-risk groups could benefit from this information at age 45 or 40, depending on their level of risk.

The U.S. Preventive Services Task Force (USPSTF) recommends against PSA-based screening for men who do not have symptoms that are highly suspicious for prostate cancer. The USPSTF states that PSA testing in healthy men, regardless of age, offers no net benefit or that the harms outweigh the benefits. The American Urological Association recommends that men talk to their doctors about getting a baseline PSA test at age 40. This could help them determine when to screen in the future and to understand possible future risk and test results. Results of PSA tests are reported as nanograms (one billionth of a gram) of PSA per millilitre of blood (ng/mL) but there's no specific cut-off point between a normal and abnormal PSA level. Your doctor might recommend a prostate biopsy based on results of your PSA test and a digital rectal exam, along with other factors.



Your doctor may use other ways of interpreting PSA results before making decisions about ordering a biopsy to test for cancerous tissue. These other methods are intended to improve the accuracy of the PSA test as a screening tool. As with the standard PSA test, there's little clinical evidence that these variations on the PSA screening test improve treatment outcomes or decrease the number of deaths. Researchers continue investigating these strategies to determine whether they provide a measurable benefit. Variations of the PSA test include:

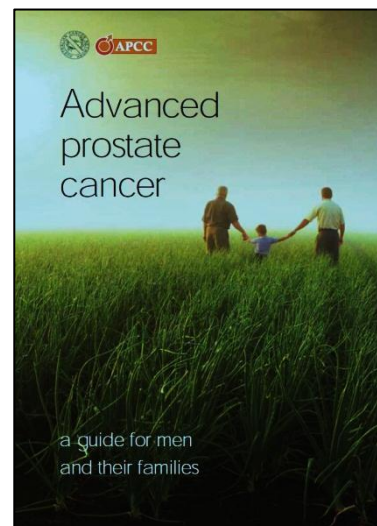
- **PSA velocity.** PSA velocity is the change in PSA levels over time. A rapid rise in PSA may indicate the presence of cancer or an aggressive form of cancer.
- **Per centage of free PSA.** PSA circulates in the blood in two forms, either attached to certain blood proteins or unattached (free). If you have a high PSA level but a low per centage of free PSA, it may be more likely that you have prostate cancer.

Before getting a PSA test, talk to your doctor about the benefits and risks. If you decide that a PSA test is right for you, ask your doctor:

- When you will discuss the results.
- What kinds of recommendations he or she might make if the results are positive.
- How often you should repeat the test if the results are negative.

Discussing these issues beforehand may make it easier for you to learn the results of your test and make appropriate decisions afterward.

There is an excellent book titled “Advanced Prostate Cancer” which was prepared by the Australian Cancer Network and Australian Prostate Cancer Collaboration and you can download a free copy [HERE](#).



Water: How much should you drink every day?



Water is essential to good health, yet needs vary by individual. These guidelines can help ensure you drink enough fluids.

How much water should you drink each day? It's a simple question with no easy answer. Studies have produced varying recommendations over the years, but in truth, your water needs depend on many factors, including your health, how active you are and where you live. Although no single formula fits everyone, knowing more about your body's need for fluids will help you estimate how much water to drink each day.



Functions of water in the body.

Water is your body's principal chemical component and makes up about 60 per cent of your body weight. Every system in your body depends on water. For example, water flushes toxins out of vital organs, carries nutrients to your cells and provides a moist environment for ear, nose and throat tissues. Lack of water can lead to dehydration, a condition that occurs when

you don't have enough water in your body to carry out normal functions. Even mild dehydration can drain your energy and make you tired.

Every day you lose water through your breath, perspiration, urine and bowel movements. For your body to function properly, you must replenish its water supply by consuming beverages and foods that contain water.

So how much fluid does the average, healthy adult living in a temperate climate need? The US Institute of Medicine determined that an adequate intake (AI) for men is roughly 3 litres (about 13 cups) of total beverages a day. The AI for women is 2.2 litres (about 9 cups) of total beverages a day.

What about the advice to drink eight glasses a day?

Everyone has heard the advice, "Drink 8 X 240 ml glasses of water a day." That's about 1.9 litres, which isn't that different from the Institute of Medicine recommendations. Although the 8 glasses rule isn't supported by hard evidence, it remains popular because it's easy to remember. Just keep in mind that the rule should be reframed as: "Drink at least eight X 240 ml glasses of fluid a day," because all fluids count toward the daily total.

You may need to modify your total fluid intake depending on how active you are, the climate you live in, your health status, and if you're pregnant or breast-feeding.



- **Exercise.** If you exercise or engage in any activity that makes you sweat, you need to drink extra water to compensate for the fluid loss. An extra 400 to 600 millilitres (about 1½ to 2½ cups) of water should suffice for short bouts of exercise, but intense exercise lasting more than an hour (for example, running a marathon) requires more fluid intake. How much additional fluid you need depends on how much you sweat during exercise, and the duration and type of exercise. During long bouts of intense exercise, it's best to use a sports drink that contains sodium, as this will help replace sodium lost in sweat and reduce the chances of developing hyponatremia, which can be life-threatening. Also, continue to replace fluids after you're finished exercising.
- **Environment.** Hot or humid weather can make you sweat and requires additional intake of fluid. Heated indoor air also can cause your skin to lose moisture during wintertime. Further, altitudes greater than 8,200 feet (2,500 meters) may trigger increased urination and more rapid breathing, which use up more of your fluid reserves.
- **Illnesses or health conditions.** When you have fever, vomiting or diarrhea, your body loses additional fluids. In these cases, you should drink more water. In some cases, your doctor may recommend oral rehydration solutions, such as Gatorade, Powerade or CeraLyte. Also, you may need increased fluid intake if you develop certain conditions, including bladder infections or urinary tract stones. On the other hand, some conditions such as heart failure and some types of kidney, liver and adrenal diseases may impair excretion of water and even require that you limit your fluid intake.

- **Pregnancy or breast-feeding.** Women who are expecting or breast-feeding need additional fluids to stay hydrated. Large amounts of fluid are used especially when nursing. The Institute of Medicine recommends that pregnant women drink 2.3 litres (about 10 cups) of fluids daily and women who breast-feed consume 3.1 litres (about 13 cups) of fluids a day.

Other sources of water.

Although it's a great idea to keep water within reach at all times, you don't need to rely only on what you drink to meet your fluid needs. What you eat also provides a significant portion of your needs. On average, food provides about 20 per cent of total water intake. For example, many fruits and vegetables, such as watermelon and tomatoes, are, by weight, made up of 90 per cent water. In addition, beverages such as milk and juice are composed mostly of water. Even beer, wine and caffeinated beverages, such as coffee, tea or soft drink can contribute, but these should not be a major portion of your daily total fluid intake. Water is still your best bet because it's calorie-free, inexpensive and readily available.

Generally if you drink enough fluid so that you rarely feel thirsty and produce 1.5 litres or more of colourless or light yellow urine a day, your fluid intake is probably adequate. If you're concerned about your fluid intake or have health issues, check with your doctor or a registered dietician. He or she can help you determine the amount of water that's right for you.



To ward off dehydration and make sure your body has the fluids it needs, make water your beverage of choice. It's also a good idea to:

- Drink a glass of water or other calorie-free or low-calorie beverage with each meal and between each meal.
- Drink water before, during and after exercise.

Although uncommon, it is possible to drink too much water. When your kidneys are unable to excrete the excess water, the electrolyte (mineral) content of the blood is diluted, resulting in low sodium levels in the blood, a condition called [hyponatremia](#). Endurance athletes, such as marathon runners, who drink large amounts of water, are at high risk of hyponatremia. In general, though, drinking too much water is rare in healthy adults who eat an average diet.

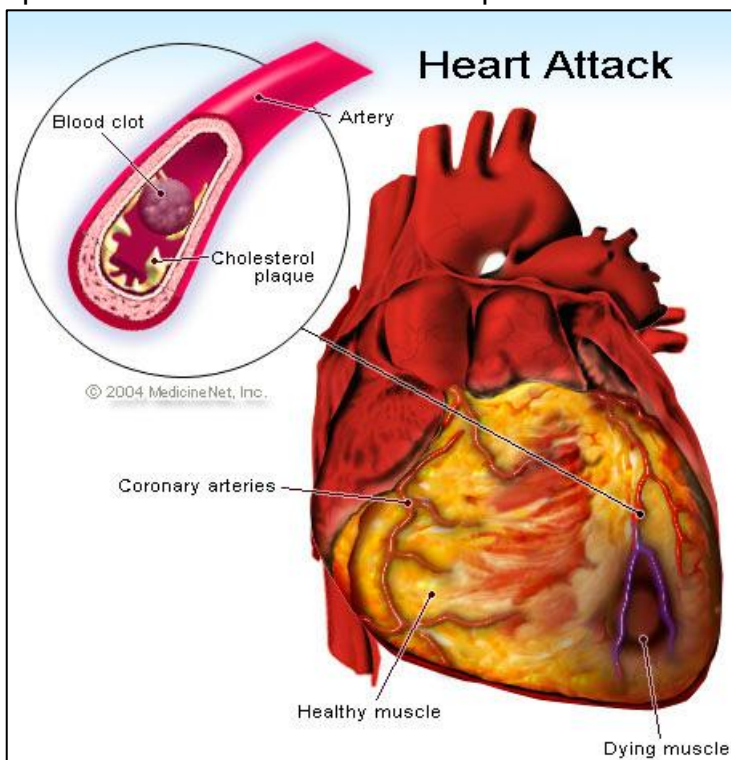
Why are they called "stands" when they are made for sitting?

Heart Attack.

A heart attack usually occurs when a blood clot blocks the flow of blood through a coronary artery, a blood vessel that feeds blood to a part of the heart muscle. Interrupted blood flow to your heart can damage or destroy a part of the heart muscle.

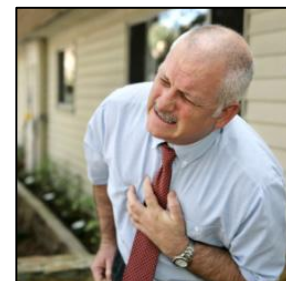
A heart attack, also called a myocardial infarction, can be fatal. This is often because people confuse their symptoms with a minor illness, like indigestion, and delay going to the hospital. They try to tough out their symptoms and receive treatment too late. Treatment for a heart attack has improved dramatically over the years. It is crucial to promptly recognize symptoms and call 000 or emergency medical help if you think you might be having a heart attack.

Your overall lifestyle, what you eat, how often you exercise and the way you deal with stress, plays a role in your recovery from a heart attack. In addition, a healthy lifestyle can help you prevent a heart attack by controlling risk factors that contribute to the narrowing of the coronary arteries that supply blood to your heart.



Common heart attack symptoms include:

- Pressure, a feeling of fullness or a squeezing pain in the centre of your chest that lasts for more than a few minutes.
- Pain extending beyond your chest to your shoulder, arm, back, or even to your teeth and jaw.
- Increasing episodes of chest pain
- Prolonged pain in the upper abdomen.
- Shortness of breath.
- Sweating.
- Impending sense of doom.
- Fainting.
- Nausea and vomiting.



Additional, or different, heart attack signs and symptoms in women may include:

- Heartburn or abdominal pain.
- Clammy skin.

- Lightheadedness or dizziness.
- Unusual or unexplained fatigue.

Heart attack symptoms vary. Not all people who have heart attacks experience the same symptoms or experience them to the same degree. Many heart attacks aren't as dramatic as the ones you've seen on TV. Some people have no symptoms at all. Still, the more signs and symptoms you have, the greater the likelihood that you may be having a heart attack.

A heart attack can occur anytime — at work or play, while you're resting, or while you're in motion. Some heart attacks strike suddenly, but many people who experience a heart attack have warning signs and symptoms hours, days or weeks in advance. The earliest warning of a heart attack may be recurrent chest pain (angina) that's triggered by exertion and relieved by rest. Angina is caused by a temporary decrease in blood flow to the heart.



Many people confuse a heart attack with a condition in which your heart suddenly stops (sudden cardiac arrest). Sudden cardiac arrest occurs when an electrical disturbance in your heart disrupts its pumping action and causes blood to stop flowing to the rest of your body. Heart attack is the most common cause, but not the only cause, of cardiac arrest.

When to see a doctor.

During a heart attack, act immediately. Many people wait too long because they don't recognize the important signs and symptoms. Take these steps:

- Call for emergency medical help. If you suspect you're having a heart attack, don't hesitate. Immediately call 000. If you don't have access to emergency medical services, have someone drive you to the nearest hospital. Drive yourself only as a last resort, if there are absolutely no other options. Driving yourself puts you and others at risk if your condition suddenly worsens.
- Take nitroglycerin, if prescribed. If your doctor has prescribed nitroglycerin, take it as instructed while awaiting the arrival of emergency medical personnel.
- Take aspirin, if recommended. If you're concerned about your heart attack risk, ask your doctor if chewing an aspirin tablet if you have heart attack symptoms is a good idea. Taking aspirin during a heart attack could reduce the damage to your heart by making your blood less likely to clot. Aspirin can interact with other medications, however, so don't take an aspirin unless your doctor or emergency medical personnel recommend it.

Why does "slow down" and "slow up" mean the same thing?

What to do if you see someone having a heart attack.

If you encounter someone who is unconscious from a presumed heart attack, call for emergency medical help. If you have received training in emergency procedures, begin cardiopulmonary resuscitation (CPR). This helps deliver oxygen to the body and brain.

Regardless of whether or not you've been trained, you should begin CPR with chest compressions. Press down about five centimetres on the person's chest for each compression at a rate of about 100 a minute. If you've been trained in CPR, check the person's airway and deliver rescue breaths after every 30 compressions. If you haven't been trained, continue doing compressions only.

In the initial minutes, a heart attack can also trigger ventricular fibrillation, a condition in which the heart quivers uselessly. Without immediate treatment, ventricular fibrillation leads to sudden death. The timely use of an automatic external defibrillator (AED), which shocks the heart back into a normal rhythm, can provide emergency treatment before a person having a heart attack reaches the hospital.

A heart attack occurs when one or more of the arteries supplying your heart with oxygen-rich blood (coronary arteries) become blocked. Over time, a coronary artery can become narrowed from the build up of cholesterol. This build up, collectively known as plaques, in arteries throughout the body is called atherosclerosis.



During a heart attack, one of these plaques can rupture and a blood clot forms on the site of the rupture. If the clot is large enough, it can completely block the flow of blood through the artery. When your coronary arteries have narrowed due to atherosclerosis, the condition is known as coronary artery disease. Coronary artery disease is the underlying cause of most heart attacks.

An uncommon cause of a heart attack is a spasm of a coronary artery that shuts down blood flow to part of the heart muscle. Drugs, such as cocaine, can cause such a life-threatening spasm. A heart attack can also occur due to a tear in the heart artery (coronary artery dissection). Other uncommon causes of heart attack include small blood clots or tumours that have travelled from other parts of the body (coronary embolism).

A heart attack is the end of a process that typically evolves over several hours. With each passing minute, more heart tissue is deprived of blood and deteriorates or dies. However, if blood flow can be restored in time, damage to the heart can be limited or prevented.

Why does "fat chance" and "slim chance" mean the same thing?

Risk Factors

Certain factors contribute to the unwanted build up of fatty deposits (atherosclerosis) that narrows arteries throughout your body, including arteries to your heart. You can improve or eliminate many of these risk factors to reduce your chances of having a first or subsequent heart attack.

Heart attack risk factors include:

- **Age.** Men who are 45 or older and women who are 55 or older are more likely to have a heart attack than are younger men and women.
- **Tobacco.** Smoking and long-term exposure to second-hand smoke damage the interior walls of arteries, including arteries to your heart, allowing deposits of cholesterol and other substances to collect and slow blood flow. Smoking also increases the risk of deadly blood clots forming and causing a heart attack.
- **Diabetes.** Diabetes is the inability of your body to adequately produce insulin or respond to insulin need properly. Insulin, a hormone secreted by your pancreas, allows your body to use glucose, which is a form of sugar from foods. Diabetes can occur in childhood, but it appears more often in middle age and among overweight people. Diabetes greatly increases your risk of a heart attack.
- **High blood pressure.** Over time, high blood pressure can damage arteries that feed your heart by accelerating atherosclerosis. The risk of high blood pressure increases as you age, but the main culprits for most people are eating a diet too high in salt and being overweight. High blood pressure can also be an inherited problem.
- **High blood cholesterol or triglyceride levels.** Cholesterol is a major part of the deposits that can narrow arteries throughout your body, including those that supply your heart. A high level of the wrong kind of cholesterol in your blood increases your risk of a heart attack. Low-density lipoprotein (LDL) cholesterol (the "bad" cholesterol) is most likely to narrow arteries. A high LDL level is undesirable and is often a result of a diet high in saturated fats and cholesterol. A high level of triglycerides, a type of blood fat related to your diet, also is undesirable. However, a high level of high-density lipoprotein (HDL) cholesterol (the "good" cholesterol), which helps the body clean up excess cholesterol, is desirable and lowers your risk of heart attack.
- **Family history of heart attack.** If your siblings, parents or grandparents have had heart attacks, you may be at increased risk. Your family may have a genetic condition that raises unwanted blood cholesterol levels. High blood pressure also can run in families.
- **Lack of physical activity.** An inactive lifestyle contributes to high blood cholesterol levels and obesity. People who get regular aerobic exercise have better cardiovascular fitness, which decreases their overall risk of heart attack. Exercise is also beneficial in lowering high blood pressure.



- **Obesity.** Obese people have a high proportion of body fat (a body mass index of 30 or higher). Obesity raises the risk of heart disease because it's associated with high blood cholesterol levels, high blood pressure and diabetes.
- **Stress.** You may respond to stress in ways that can increase your risk of a heart attack. If you're under stress, you may overeat or smoke from nervous tension. Too much stress, as well as anger, can also raise your blood pressure.
- **Illegal drug use.** Using stimulant drugs, such as cocaine or amphetamines, can trigger a spasm of your coronary arteries that can cause a heart attack.

Heart attack complications are often related to the damage done to your heart during a heart attack. This damage can lead to the following conditions:

- **Abnormal heart rhythms (arrhythmias).** If your heart muscle is damaged from a heart attack, electrical "short circuits" can develop, resulting in abnormal heart rhythms, some of which can be serious, even fatal.
- **Heart failure.** The amount of damaged tissue in your heart may be so great that the remaining heart muscle can't do an adequate job of pumping blood out of your heart. This decreases blood flow to tissues and organs throughout your body and may produce shortness of breath, fatigue, and swelling in your ankles and feet. Heart failure may be a temporary problem that goes away after your heart, which has been stunned by a heart attack, recovers over a few days to weeks. However, it can also be a chronic condition resulting from extensive and permanent damage to your heart following your heart attack.
- **Heart rupture.** Areas of heart muscle weakened by a heart attack can rupture, leaving a hole in part of the heart. This rupture is often fatal.
- **Valve problems.** Heart valves damaged during a heart attack may develop severe, life-threatening leakage problems.

Why do we say something is out of whack? What is a whack?

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Air Marshal Sir Richard Williams

Richard Williams is the most significant figure in the history of the Royal Australian Air Force. On a calm morning at Point Cook, Victoria in November 1914, he completed three brief flying tests in a Bristol Boxkite, thus qualifying as the first military pilot trained in Australia. Eight years later he became the first Chief of the Air Staff, a post he held for most of the difficult inter-war years when the Air Force's continuing existence as an independent service was frequently under threat from the Army and Navy.



A thin, intense man whose high forehead and penetrating gaze accurately indicated his probing intellect, Williams was born in Moonta, South Australia in 1890, the eldest child of a copper miner who laboured underground. Educated to junior certificate level in the State school system, Williams worked in a bank and served in the militia before joining the Permanent Forces in 1912. He was selected for pilot training in the budding Australian Flying Corps in 1914.

Strong minded and confident, Williams rapidly established himself as a leader in the new art of air warfare. After deploying to the Middle East in 1916, he was appointed firstly to command the AFC's No 1 Squadron, and then a wing of the Royal Air Force, a considerable achievement for a 'colonial' in those days. A brave and capable pilot, he was decorated with the DSO and OBE for his valour and leadership in combat and was twice mentioned in dispatches.



The Royal Australian Air Force was formed in 1921 against the express wishes of Australia's generals and admirals, who lacked the vision to foresee the dominant role air power would soon come to play in the defence of Australia. As Chief of the Air Staff, Williams needed all of his considerable political skills to keep his fledgling service from being dismembered by the Army and Navy. Sharp, even waspish in his manner, Williams worked shrewdly to preserve and promote his service. He established a personal correspondence with the British Empire's greatest and most influential airman, Marshal of the RAF Sir Hugh Trenchard. He developed a brilliant plan to defend Australia against the emerging threat of Japan by employing air power in the sea and air approaches which constitute the nation's

natural defensive barrier and fought tirelessly in the political battle against the Air Force's enemies.

Despite his somewhat puritanical, stiff-necked manner and legendary pedantic attention to detail - the latter characteristic which made his frequent inspection of Royal Australian Air Force units a severe trial for those on the receiving end - Williams' devotion to his service and his manifest intellect made him an admired leader.

Notwithstanding his great responsibilities and demanding administrative workload, Williams found time to burnish his operational reputation with a pioneering flight into the Pacific islands in 1926. He had also become the first Australian Air Force officer to complete staff college training when he graduated from the British Army and RAF courses in 1924; while ten years later he added attendance at the Imperial Defence College to his impressive qualifications.

By the early 1930s all threats to the Royal Australian Air Force's independent existence had been averted. Shortly afterwards the government approved a dramatic expansion of the Air Force, a decision which not only recognised the likelihood of war in the near future but also amounted to a tacit acknowledgment that Williams had been right.

That may have been cold comfort to Williams who in February 1939 was removed from office, ostensibly because of the allegedly high accident rate. A more likely reason for the dismissal was that, after almost 20 years of political in-fighting on behalf of his service, Dicky Williams had simply made too many enemies.

Air Vice-Marshal Williams spent most of World War II overseas, firstly in the United Kingdom and then as the Royal Australian Air Force's senior representative in Washington. He was retired against his wishes in 1946 by the Chifley Government, extraordinarily shabby treatment of a man who had contributed so much to his country. On leaving the Air Force he became Director-General of Civil Aviation. He published immensely interesting and invaluable (if understandably idiosyncratic) memoirs.

Air Marshal Sir Richard Williams, KBE, CB, DSO, died in 1980. He is properly remembered and honoured as the 'Father' of the Royal Australian Air Force.

Male or Female:

FREEZER BAGS: They are male, because they hold everything in,
but you can see right through them.

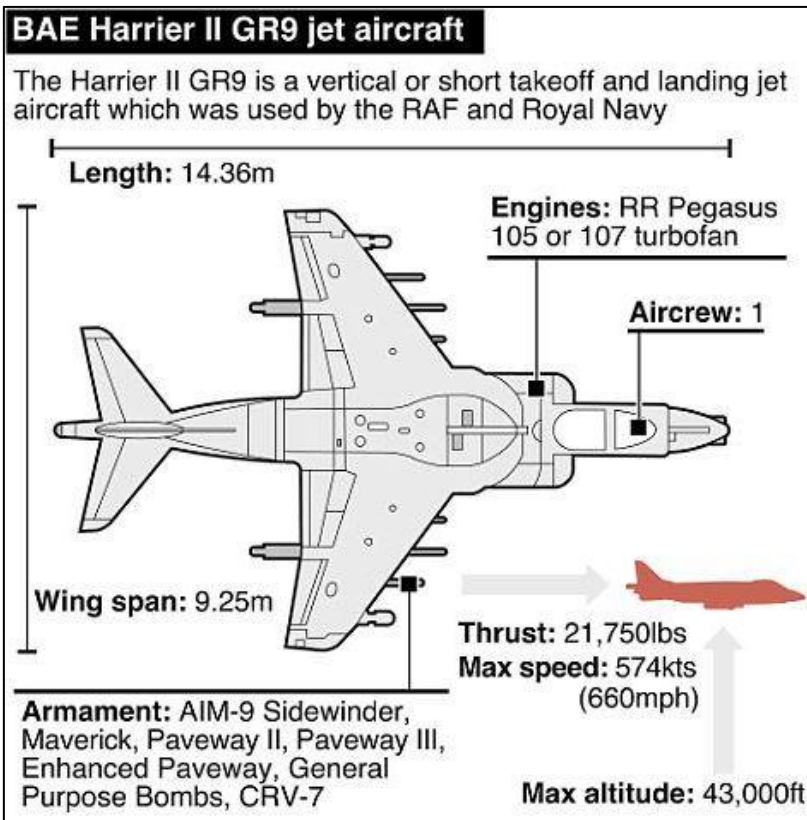
The Harrier.

Back in December, 2010, after 41 years of service, the UK Harrier "Jump Jets" took to the skies for their final farewell. The occasion was billed as a celebration but, for many, the mood was as sombre as the gloomy weather. The 79-strong Harrier fleet, the revolutionary aircraft that helped Britain defeat Argentina in the Falklands War in 1982, was being scrapped as a result of Government defence cuts.

Introduced by the RAF in 1969, they were famed for their ability to hover above the ground, a distinctive feature which enabled them to fly in and out of areas close to a battlefield that conventional aircraft could not reach although the weight of fuel required for vertical take-off limited its weapons load.



A cherished piece of British military and aviation history is now lost. The aircraft was described as a true icon and stood testament to the innovation and excellence of British design and engineering and the skill and courage of RAF airmen.



They played a crucial role in defending the UK's interests, seeing action in every conflict from the Falklands to the two Gulf Wars plus five hard years in Afghanistan. In the Falklands they were known as the 'Black Death' by Argentine pilots as they were responsible for shooting down 25 enemy aircraft without a single combat loss

Considered one of the country's greatest technological achievements, they were the first jets in the world to be able to take off and land vertically.

After a truly distinguished service life with the RAF and the Royal Navy, they must surely take their place in history as one of aviation's greats.'

Critics of the Gov't's decision to dump the Harrier were outraged as it means the Royal Navy will not have a sea-borne strike capacity until 2020 when a new aircraft carrier is kitted out with jets.



The last-ever sortie: Harrier pilots walk to their aircraft at RAF Cottesmore.

Having scrapped the aircraft, the UK Government then sold the lot to the US for the paltry sum of \$255 million (that's \$3,5M each) where they will be used as spare parts for the US Harriers as the US still considers them viable fighting machines. The UK will not have a replacement aircraft until the end of the decade when the US built F-35B jump jet will (should??) be ready. This now leaves Britain with two new super-carriers but no jump jets to fly from them. It is expected that the F-35 will cost as much as \$300 million each, more per plane than the Americans paid for Britain's entire Harrier fleet.

The US parked the aircraft at the Aerospace Maintenance and Regeneration Group boneyard (AMARG) in Tucson, Arizona which contains more than 4000 aircraft and is known as the world's largest military aircraft cemetery.



The US were very pleased with the deal and said it made sense because many of the British jets had recently undergone a refit and the US already had pilots who could fly them. One US Defence person said 'We are taking advantage of all the money spent on them. It's like we're buying a car with only 15,000 miles on it. These are very good platforms and we've already got trained pilots.' The US Navy, widely acknowledged as the world's most technologically advanced, believes that the purchase of the British Harriers will allow it to keep flying its own planes into the middle of the next decade.

As my old granny used to say, one man's trash is another man's treasure!!

THE REMOTE CONTROL; Female, It easily gives a man pleasure, he'd be lost without it, and while he doesn't always know which buttons to push, he just keeps trying.

Piggy Back.

Jack "Simple" Nickle was a NASA pilot and as a NASA pilot he got to fly some weird aeroplanes. Some years ago he flew a Boeing 747 from Columbus AFB in Mississippi back to the Kennedy Space Centre in Florida.

This is his story.

"Well, it's been 48 hours since I landed the 747 with the shuttle Atlantis on top and I am still buzzing from the experience. I have to say that my whole mind, body and soul went into the professional mode just before engine start in Mississippi, and stayed there, where it all needed to be, until well after the flight...in fact, I am not sure if it is all back to normal as I type this email. The experience was surreal. Seeing that "thing" on top of an already overly huge aircraft boggles my mind. The whole mission from take-off to engine shutdown was unlike anything I had ever done. It was like a dream...someone else's dream.



We took off from Columbus AFB on their 12,000 foot runway, of which I used 11,999.5 feet to get the wheels off the ground. We were at the 8,500 feet mark, throttles full power, nose wheels still hugging the ground, copilot calling out decision speeds, the weight of Atlantis now screaming through my fingers clinched tightly on the controls, tires heating up to their near maximum temperature from the speed and the weight, and not yet at rotation speed, the speed at which I would be pulling on the controls to get the nose to rise. I just could not wait, and I mean I COULD NOT WAIT, and started pulling early.

If I had waited until rotation speed, we would not have rotated enough to get airborne by the end of the runway. So I pulled on the controls early and started our rotation to the take-off attitude. The wheels finally lifted off as we passed over the stripe marking the end of the

runway and my next hurdle (physically) was a line of trees 1,000 feet off the departure end of Runway 16. All I knew was we were flying and so I directed the gear to be retracted and the flaps to be moved from Flaps 20 to Flaps 10 as I pulled even harder on the controls. I must say, those trees were beginning to look a lot like those brushes in the drive through car washes so I pulled even harder yet! I think I saw a bird just fold its wings and fall out of a tree as if to say "Oh just take me". Okay, we cleared the trees, duh, but it was way too close for my laundry.

As we started to actually climb, at only 100 feet per minute, I smelled something that reminded me of touring the Heineken Brewery in EuropeI said "is that a skunk I smell?" and the veterans of shuttle carrying looked at me and smiled and said "Tires"! I said "TIRES???" OURS???" They smiled and shook their heads as if to call their Captain an amateur...okay, at that point I was. The tires were so hot you could smell them in the cockpit. My mind could not get over, from this point on, that this was something I had never experienced. Where's your mom when you REALLY need her?

The flight down to Florida was an eternity. We cruised at 250 knots indicated, giving us about 315 knots of ground speed at 15,000ft. The miles didn't click by like I am used to them clicking by in a fighter jet at MACH .94. We were burning fuel at a rate of 40,000 pounds per hour or 130 pounds per mile, or one gallon every length of the fuselage. The vibration in the cockpit was mild, compared to down below and to the rear of the fuselage where it reminded me of that football game I had as a child where you turned it on and the players vibrated around the board. I felt like if I had plastic clips on my boots I could have vibrated to any spot in the fuselage I wanted to go without moving my legs...and the noise was deafening.

The 747 flies with its nose 5 degrees up in the air to stay level, and when you bank, it feels like the shuttle is trying to say "hey, let's roll completely over on our back"..not a good thing I kept telling myself. SO I limited my bank angle to 15 degrees and even though a 180 degree course change took a full zip code to complete,



it was the safe way to turn this monster. Airliners and even a flight of two F-16s deviated from their flight plans to catch a glimpse of us along the way. We dodged what was in reality very few clouds and storms, despite what everyone thought, and arrived in Florida with 51,000 pounds of fuel too much to land with.

We can't land heavier than 600,000 pounds total weight and so we had to do something with that fuel. I had an idea...let's fly low and slow and show this beast off to all the taxpayers in Florida lucky enough to be outside on that Tuesday afternoon. So at Ormond Beach we let down to 1,000 feet above the ground/water and flew just east of the beach out over the water. Then, once we reached the NASA airspace of the Kennedy Space Center, we cut over to the Banana/Indian Rivers and flew down the middle of them to show the people of Titusville, Port St. Johns and Melbourne just what a 747 with a shuttle on it looked like. We stayed at 1,000 feet and since we were dragging our flaps at "Flaps 5", our speed was down to around 190 to 210 knots. We could see traffic stopping in the middle of roads to take a look. We heard later that a Little League Baseball game stopped to look and everyone cheered as we became their 7th inning stretch. Oh, say can you see...

After reaching Vero Beach, we turned north to follow the coast line back up to the Shuttle Landing Facility (SLF). There was not one person laying on the beach...they were all standing and waving! "What a sight" I thought...and figured they were thinking the same thing. All this time I was bugging the engineers, all three of them, to re-compute our fuel and tell me when it was time to land. They kept saying "Not yet Triple, keep showing this thing off" which was not a bad thing to be doing. However, all this time the thought that the landing, the muscling of this 600,000 pound beast, was getting closer and closer to my reality. I was pumped up! We got back to the SLF and were still 10,000 pounds too heavy to land so I said I was going to do a low approach over the SLF going the opposite direction of landing traffic that day. So at 300 feet, we flew down the runway, rocking our wings like a whale rolling on its side to say "hello" to the people looking on! One turn out of traffic and back to the runway to land...still 3,000 pounds over gross weight limit. But the engineers agreed that if the landing were smooth, there would be no problem. "Oh thanks guys, a little extra pressure is just what I needed!"

So we landed at 603,000 pounds and very smoothly if I have to say so myself. The landing was so totally controlled and on speed, that it was fun. There were a few surprises that I dealt with, like the 747 falls like a rock with the orbiter on it if you pull the throttles off at the "normal" point in a landing and secondly, if you thought you could hold the nose off the ground after the mains touch down, think again...IT IS COMING DOWN!!! So I "flew it down" to the ground and saved what I have seen in videos of a nose slap after landing. Then I turned on my phone after coming to a full stop only to find 50 bazillion emails and phone messages from all of you who were so super to be watching and cheering us on! What a treat, I can't thank y'all enough.

For those who watched, you wondered why we sat there so long. Well, the shuttle had very hazardous chemicals on board and we had to be "sniffed" to determine if any had leaked or were leaking. They checked for Monomethylhydrazine (N2H4) and nitrogen tetroxide (N2O4). Even though we were "clean", it took way too long for them to tow us in to the mate-demate area. Sorry for those who stuck it out and even waited until we exited the jet. I am sure I will wake up in the middle of the night here soon, screaming and standing straight up dripping wet with sweat from the realization of what had happened. It was a thrill of a lifetime. Again I want to thank everyone for your interest and support. It felt good to bring Atlantis home in one piece after she had worked so hard getting to the Hubble Space Telescope and back."

You can see a video of how they load the thing [HERE](#) and of the landing [HERE](#).

A Special B-17 and her Crew In 1943.

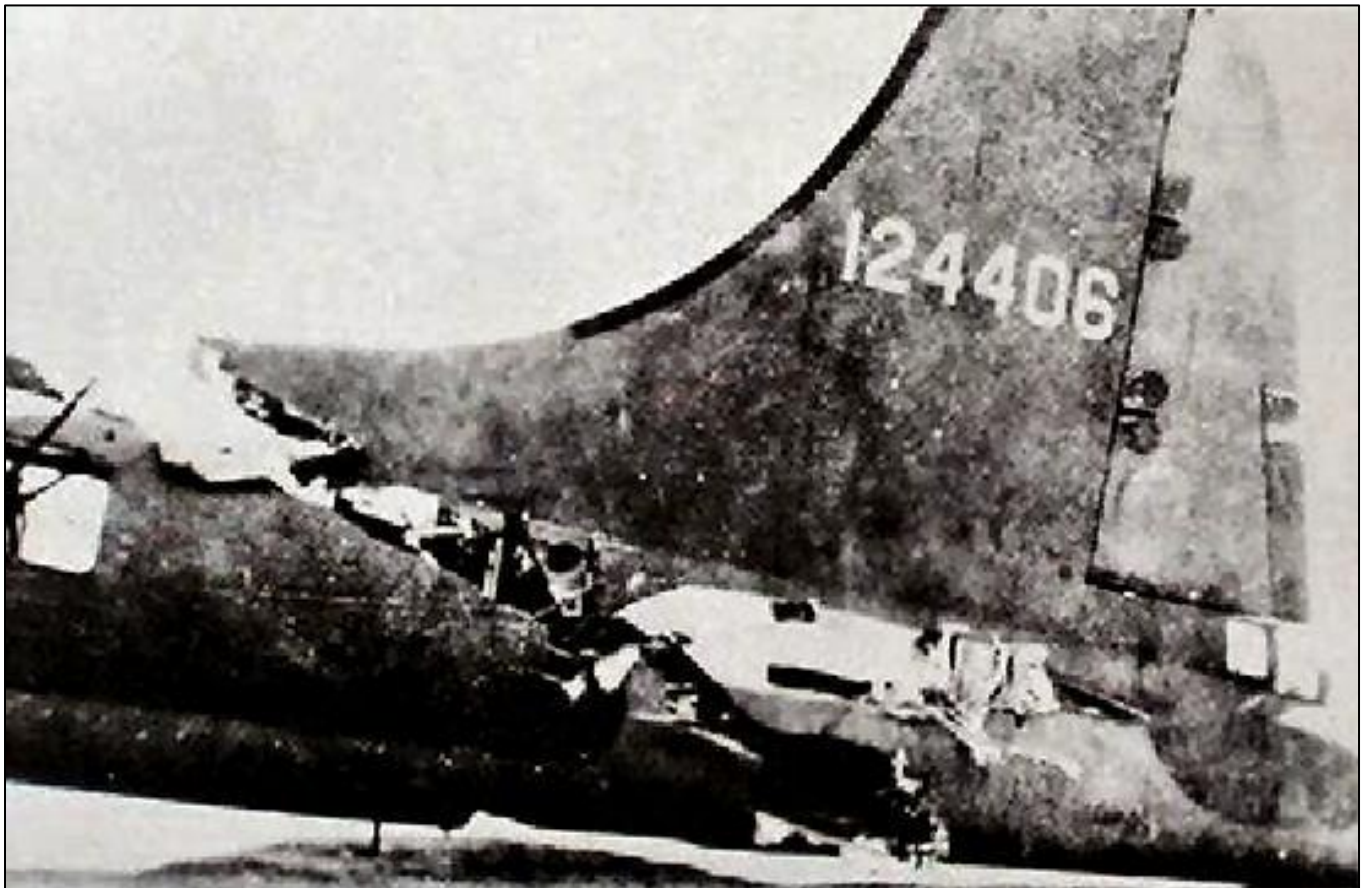
A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-



17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable which still worked, and the aircraft still flew - miraculously!

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.



When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signalled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

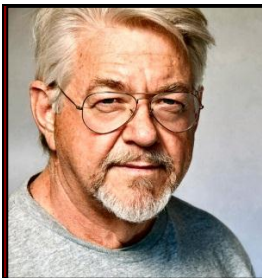
Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.



When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.

TRAINS: Male, because they always use the same old lines for picking up people.

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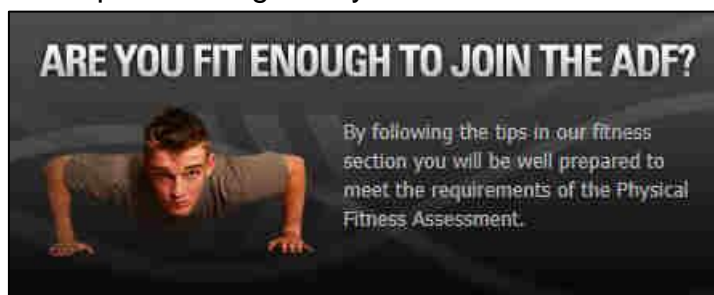
It's Elementary.

Anthony Element

I Wouldn't Have Missed It For The World.

Have you ever tried to explain to someone what it was really like in the RAAF, especially in those early days of your career? I had the experience recently. A nephew of mine, hoping to join up, wanted to know what to expect.

As an aside, how things have changed. Back in the day, you could get in as long as you had only one head and you weren't a serial killer. At least, not a convicted one. Nowadays, you have to have an IQ higher than the peak on the cap of that legendary DI who used to take his specially made bed on postings; and whose name I can't remember – yet another worrying sign of early senility. Actually, not so early now I think about it. And you have to be fit to be accepted. Who saw that coming?



Anyhow, back to explaining the RAAF.

"First," I said, "you have to do an aptitude test."

"What's that?"

"Well, they ask you a bunch of questions and from that they figure out what you're good at."

"I already know what I'm good at."

"Yes, but the military doesn't need....." He cut in abruptly. "Okay, so what sort of questions?"

"Well, I still remember the first one in my test. It said, 'You're walking along the road and you see a house on fire. What do you do:'

- A. Watch, while keeping a safe distance;
- B. Call the Fire Brigade;
- C. Call the police;
- D. Call your father."

The nephew looked at me with a weird expression. "So what's the answer?"

"Wow, you're going to be great," I told him. "Once you get accepted, you go to Rookies."

“What’s that?”

“It’s where you learn how to be an airman. People yell at you, you march up and down and then more people yell at you. You get to polish lots of stuff, and when you’re finished doing that, the same people yell at you some more.”

“Why?”

“I don’t know, they just do. But you get to carry a rifle.”

“Why?”

“Well that’s a bit hard to explain. It’s hardly ever loaded so it’s more or less useless most of the time. But back in my day, it was handy to fix your bayonet to.”

“What’s a bayonet?”

“It’s a... it’s a knifey thingy you stick on the end of your rifle.”

“But why would I have to know that kind of stuff? I want to be a technician.”

“Look,” I told him, “You can either become an airman or you can be logical. But you can’t do both.”

I got this strange sense that his enthusiasm wasn’t, well, as fired up as I’d expected, but I ploughed on, determined that he be fully informed.

“Once you finish being a Rookie, you have a graduation parade.”

“To celebrate?”

“Sort of.”

“So what happens?”

“You march for a bit. Then you stand really, really still for a long time. An officer makes a speech, which you can’t hear because they always put RAAF bases in windy spots and anyway he’s standing on a box too far away to be heard. And then, when his lips stop moving, somebody yells at you and you march some more.”

By this time, the nephew was looking pensive.

After graduation, you go to wherever your training course is held and then...”



“Yeah?”

“And then, you become a Poolie.”

“Well,” said the nephew. “That doesn’t sound so bad.”

“Don’t get ahead of the story, son. It’s not what you think and it’s definitely not like it sounds. It’s where you turn up for work each morning and someone draws straws to see who spends the day doing which crappy job somewhere on the base.”

“Like what?”

“You might scrub pots and pans, or wash floors.” I momentarily went all misty eyed as a memory came back. “Or you might get lucky like I did a couple of times and be the runner for the typing pool. There was this brunette...” I gave myself a good shake. “Anyway, I don’t think they have typing pools anymore. They suffered the same fate as bayonets.”

For some reason, the nephew was clearly beginning to have a few doubts. “Sounds like crap to me,” he said.

“Oh no, it gets better. Once you’ve done your trade training, you get sent to a unit. And then you do really fun stuff.”

“Really?”

“Oh, yeah. In my case, refuelling aircraft.”

“What’s that like?”

“Ever refuelled a car?”

“Yeah,” he replied, a bit cautiously I thought.

“Well,” I said. “There you go.”

“And how much training did you have by that time?”

I added it up. “About two and a half years.”

“To refuel aircraft?”

I was a bit taken aback. “Well, not only. You do other stuff. My favourite job was towing aircraft and reversing them into the hangar.



He didn't look impressed.

"It was fun," I said, trying to sound convincing. "Imagine backing a trailer into a parking space, only the trailer's got another trailer hanging on the back of it."

The nephew's eyes widened "That's impossible."

"Yeah, well, I didn't say it was easy." "And," I continued, "Once the aircraft are off on a mission, you get to sit in the hut and play Hunt The ... Oh, never mind."

"Hunt the what?" he asked. Clearly this had caught his interest.

"It's a card game. And I forget how you play it." I mumbled. Which is surprising, now I think about it, because out of twenty years in the service, I reckon I spent about a year of it altogether, playing... Hunt The... well, you all know what I'm talking about.

"But you do get to wear your uniform into town to score with the babes," he said. His voice was beginning to waver.

"God," I said, "you never wear your uniform into town."

"Why not?"

"Well, you don't want to look like a complete idiot, do you? And, anyway, all that would happen is someone would ask you what time the next train to Brighton leaves."

There was an uncomfortable silence for a while.

"So," I said, "When are you putting your app in?"

He looked down, and kicked at a loose nail in floor. "I dunno. I'm ah... I'm just thinking about it."

I can't understand why he wasn't excited. I had a great time.

Afterwards, the conversation got me thinking. I could be good at this. I wonder if the RAAF have got a vacancy for a soon to be geriatric recruiter.



"What I need is an exact list of specific unknown problems we might encounter."

Rod Faux.

Rod Faux, who was recently on a holiday through Cambodia, says it took him a while but he finally worked out how to use his phone to check his emails, about par for a well-trained Radtech!! He also learned to stay on the marked path. The sign was 2 feet from the path!!! Not much margin for error!

Click the pic to read the sign.



Froggers Reunion.



These blokes, who all went through the Academy at Frognall back in the 1960's, along with their lovely partners, meet every 5 years or so at various locations to catch up, swap yarns, compare how old the other bloke has got and generally have a good time. This year 124 of them went to Wagga and met at the Astor Inn on the 18th May, 2012, for a meet and greet, a few drinkies and, unlike the old days, most of them were still standing at lights out.

Laurie Lindsay, or L² to those who don't know him, says this is a sad reflection on the aging process, he reckons not so long ago at least half of them would have been comatose by the end of day and whereas a glass or red used to last no longer than 10 seconds, these days it tends to last half the night.

Sad really!!

Wally Nelowkin took most of these pics which are of the Friday night M&G, the walk in the Botanical Gardens, sips at the Wagga Winery, Wagga Gallery (what were we doing there??) and breakfasts at the Motel, all of which were nicked and sent to us by L² and just in case you don't understand RAAF abbreviations, L² has also sent us an explanation.

ENGAERO – aeronautical
ENGRAD - radio
ENGINST - instruments

ENGELEC - electrical
ENGARM – armament
ENGMECH –transport (mechanical)



L-R: Dave Edwards (EQUIPO), Chris Neil (AERO), Dick Jacobson (RADO), "Flash" Henry (ELECO)



L-R: Barry Knight (ELECO), Brontus Dudek (AERO), Frank Grimshaw (INSTO), Laurie Lindsay (RADO), Maureen Kerr, Carol Jewell, Carole Traise, Elva Edwards.



L-R: Carol Jewell, Carole Traise, Anita Giles



'E-mail is not to be used to pass on information or data. It should be used only for company business.



L-R: Helen Bukmanis, Carole Traise



L-R: Bill Mayne (GUNNY), Barney Knight (INSTO), Dick Jacobson (RADO)



L-R: Chris Neil (AERO), Col Giles (AERO), Dave Edwards (EQUIPO)



L-R:.. Evelyn Bennett, Bob Bennett (INSTO), Sue White, Barry White (AERO), Col Giles (AERO), Anita Giles.



L-R: Val Bukmanis (AERO), Bob Bennett (INSTO), Brontus Dudek (AERO), Barry White (AERO)



And just so there is no question as to who is the boss here,

You can see a lot more photos of the weekend [HERE](#).



'This project is so important we can't let things that are more important interfere with it



This (Serving) Life.

This article by Ted Strugnell was first published in
"The Weekend Australian - Review Magazine"
in the "This Life" series."

IT all began for us in Charleville in the early 60s, three brothers growing up in a typical south-west Queensland country town with me living next door. In those days, many young men - to seek employment or just to get out of the place - joined the armed services. I joined the air force, the oldest brother next door enlisted in the army shortly after and the other two brothers followed me into the RAAF.



Fast forward to Darwin. After more than 120 years of service between us including three tours of Vietnam, four of Malaysia, one of the Middle East, one of East Timor, and one of PNG, the youngest brother, the last to leave, is discharging from the RAAF. The elder brother, another ex-service mate and I have flown to Darwin to accompany him on this last sentimental journey from Darwin to Brisbane and out of the air force.

We drive by day and by night solve the problems of the world over a carton of beer. We sleep under the stars; travel through the lands of Henry Lawson and Banjo Patterson and legendary outback towns such as Daly Waters, Camooweal, Longreach and Winton.

As we drive through the heartland of the continent we'd served so long, we talk of airfields and steaming jungles, people we knew, a few no longer with us and others on pensions for life. As always a price was paid and many never grew this old to reminisce like this. We speak of the euphoria and the desperation; the good times getting better with each bar room retelling, never quite telling the whole truth about the bad.

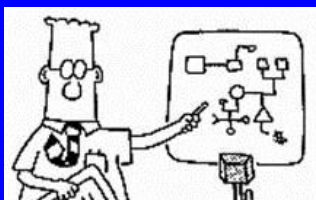
On the sixth day out, as we approach Charleville, we are all suddenly quiet, thinking of our own histories in the town. We think of first loves, good days at school, bad days at school, football games won and lost, fights we had and got out of and parents and siblings long passed away. In three days there by day we visit old neighbours and parents of long-left school friends, and we visit the cemetery. Even at that tender age we had left a few behind.



By night we hit the three remaining pubs to see if there is anybody else we know still alive.

Day eight out of Darwin and at 2359 hours - just before midnight - youngest brother is officially discharged from the RAAF. It is no coincidence we chose to be in Charleville on this day, back where it all began. The next morning we awaken, hung over, with the usual hackneyed jokes: "You've finally reached the highest rank in the air force. It's Mister." Now it's only a short 800km leg home to families and it's finally over, or is it?

As we drive I think of those who have gone before us and my daughter, who served a tour in East Timor, a nephew who served in Afghanistan and is still in the army, and another nephew who is thinking of joining the RAAF and I realise: it will never be over.



Doing it right is no excuse for not meeting the schedule.'

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Djinnang Reunion – 2012.

The Djinnang Association held their 2012 reunion/AGM on the 27th May, once again at the Public Service Club in Brisbane. As usual, they had a very good roll up with about 80 blokes and blokettes making the effort, some from a long way off, to get to the annual event and meet and catch up with mates from a long time ago and to marvel how all their mates had got old.

The President, Mick Lawson called the meeting to order about 3.30pm and as per the rules, all committee positions were declared vacant. Mick informed everyone that he would not contest the Presidential position as he had a self-imposed posting to Townsville and would not be on hand to carry out the duties.



The Outgoing Committee.



L-R: Ron Faulkner, John Carruthers (Treas), Mick Lawson (Pres), Alison Cridland (Sec), Alyn Hawkes, John Cridland

Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.

After nominations for positions were sought from the floor, and voting held, the Committee for the following 12 months was elected.

The New Committee.

Back, L-R: Ron Faulkner, Ian Greenacre, Mick Lawson, Alyn Hawkes,
Front, L-R: John Carruthers, Gavin Smith (Pres), Alison Cridland, Brian Webb

Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.

John Cridland decided he also needed a break, having been on and off the Committee for the past 28 years, so he declined the nomination for committee member. He will, however, continue to oversee publications for a while – a gradual hand-over take-over.

Ernie Gimm also decided it was time to bring in some new blood and he also declined a nomination, “after all”, he says, “when you get to the ripe old age of 45, like me, it’s time to start taking it easy”.

This year’s event was a little different from previous years, in that it included a dinner which was served to all around 6.00pm. The Treasurer, John Carruthers, then reported that the financial position of the Association was very rosey and it was decided that next year’s reunion will be free to all Financial Members. You will, of course, still have to buy your own drinks.

Alison Cridland, the Sec for the next 12 months, reminded members that the Association still has caps for sale which can be bought for \$25 each, including postage. If you want one, email her [HERE](#).

There being no further business, the Pres, Gavin Smith, declared the meeting over at about 4.00pm, stuck his hand in his pocket, tossed a bunch of money on the bar and joined all his new found mates for another coldy.

Mick Lawson thought it would be a good idea to take and record photos of everyone at the reunion and to classify everyone as per their past job. Here are the pics:

TRINOPS



Front L-R: Beth Golden (Gray), Thelma Beilby (Lightfoot), Lillian Coxhedge (Weber), Mary Windsor (Moore).

Rear L-R: Roslyn Smith (North), Sylvia Hodges (Bell), Pat Green (Elder), Ace Vernon (McDowell), Lalee Jagielo, Noreen Barry (McCabe), Alison Cridland (Swindley), Shirley Watson (Strub), Jeanette Kiorgaard, Jenny Gimm (Hickey).

Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.



L-R: Noreen Barry, Iris Bellert



L-R: Ace Vernon, Lillian Coxhedge

COMMSOPS



L-R: Lisa Murray, Sue Cully, Lalee Jagiello, Alison Cridland.

Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.



Janet Gray



Pat Green

SIGSOPS, 3 TELU.



Front L-R: Ron Amos, Rex Raph, Col Mallett.

Back L-R: Mick Fargher, Ron Bellert, Glen Muller, Roy Green.

Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.

The boggy pilot said "I was proud and excited on the first day of my Air Force pilot training. As I walked toward the instruction facility I could see large letters looming over the entrance: "Through these doors pass the best pilots in the world." My pride was quickly deflated, however, as I reached the threshold and read the small, scribbled cardboard sign that had been taped to the glass by an Erk. It said "Please use the other door."

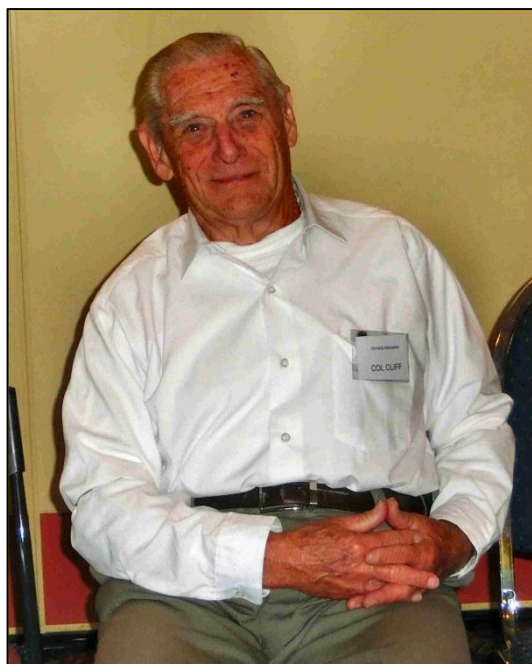
Telegs



Back L-R: Brian Webb, Ken Marsh, Alyn Hawkes, RG Thompson. Glen Muller, Mick Fargher, Col Mallett, Howard Donald, Ron Ames, Lyn Bielby, John Cridland.

Front L-R: Ron Vernon, Rex Ralph, Mike Cook, Ian Greenacre, Roy Green.

Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.



Col Cliff.

Col, an ex-Telsop, who was about a week off his 77th birthday the day the reunion was held, is surely an inspiration to us all. Col is a swimmer and swims with Pan Pacific Masters Swimming which is a non-government, not for profit organisation and is the peak body for adult swimmers in Australia.



At the moment, Masters Swimming has about 6,500 members from 190 clubs located throughout Australia.

Col has been competitively swimming since 1992 and for the past 2 years he has been, for his age group,

amongst the top 10 swimmers *in the world*. His distance is 1500 metres and to be that good is a marvellous achievement and something of which he can be rightly proud.

Col's time for the 1500 metres is 26 mins, 36 secs. That's an average swim at 3.38 klms per hour – a good walking pace.

In September this year, he will try and better his time at a meet in Sydney, we wish him well.

Col was at Frognall many years ago, he's in the pic at right, and can be seen standing far right. Seems to have had a bit more hair back then too. (Click [HERE](#) for names of the people in the pic)



Telstechs



Back L-R: Bob Mietus, Bob Arthars, Bob May, Bob Daunt, Gary Butler, John Carruthers, Ron Faulkner, George Mellick, Les Coxhedge.
Front L-R: Jack Khan, Frank Hodges, Kerry "Kero" Harrington, Roy Smeaton, Dennis Greig, Mick Lawson, Brian Flux.

Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.

Commsops



Back L-R: Kevin Kochevatkin, Mick Conyard, Gary Hogan, John Isaacs, John O'Loughlin, John McAllister, Allan Essery, "Buck" Buchanan
Front L-R: Ray Graham, Rick Smith, John Brell, Ernie Gimm.

Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.



L-R: Betty Yardley, Thelma Beilby, Dianne Webb, Lalee Jagiello, Shirley Watson.



L-R: Marg Greenacre, Roz Smith, Sylvia Hodges, Jenny Gimm.



L-R: Mary Windsor, Ron Vernon, Ace Vernon, Helen Donald.

If Coles are continually lowering prices, how come nothing is free yet??



L-R: Ian Greenacre, Rick Smith, Angie Smith



L-R: John Khan, Bob Mietus, Bob Daunt, Bob Arthars, Brian Flux.



L-R: Helen Daunt, Robin Arthars, Marg Khan.

Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.

All the girls.



Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.

All the boys.



Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.



L-R: Roy Green, Col "Limpy" Mallett, RG Thompson, Pat Green (Elder).

Click [HERE](#) for a bigger copy of the pic and click [HERE](#) to print it out.

3 Sqn Reunion.

On the 14th July. Redlands RSL is situated in Cleveland, one of Brisbane's Bay-side suburbs. The Association holds regular reunions and to make it 'fair' on their many members, they rotate the venue each time, with the Summer reunion, which will be held on the 24th November, 2012, planned at the Caloundra RSL Club. Past reunions have been held at Currumbin RSL (Gold Coast) and Greenback RSL (south Brisbane suburb).



About 25 blokes and their ladies attended the reunion, some coming down from Pomona, others from Ipswich, the Gold Coast and Rosewood..



3 Squadron started life at Point Cook back in September 1916 and moved to England for training before deploying to France the following year. Squadron aircraft were used for bombing and reconnaissance missions in support of British, Canadian and ANZAC forces and, by the end of WW1, the unit was regarded as the best allied reconnaissance squadron in the war.

One of the most unusual incidents of World War I occurred in December 1917 when a No 3 Squadron RE8 was attacked by six Albatross scouts. After bringing down one enemy aircraft, the gunner was mortally wounded by a bullet which passed through his chest before striking the pilot in the head, killing him instantly. Although damaged, the RE8 continued to fly by itself until it ran out of fuel and landed relatively intact in a snow drift some fifty miles from the scene of the combat. The Albatross brought down in this engagement was presented to Australia as a war trophy and is now on display at the Australian War Memorial, Canberra.

When WW2 broke out, the Sqn sailed for Egypt, where, despite being heavily outnumbered, they provided air support to the 8th Army during the ebb and flow of the desert campaign. It later participated in the liberation of Italy and Yugoslavia where the squadron was well regarded for its highly accurate attacks against enemy shipping. With a score of 217 enemy aircraft destroyed, No 3 Squadron remains the highest scoring fighter squadron of the Air Force.

After deploying to Malaya in 1958, 3 Squadron Sabres and, later, Mirages, operated from the Butterworth as part of the five-power defence arrangement.

Following its return to Australia in 1986, 3 Squadron received its first Hornets and, with these state-of-the-art aircraft, the squadron continues its role as one of the nation's most vital defence assets. In early 2002, 3 Squadron performed air defence operations from Diego Garcia in the Indian Ocean as part of the coalition in the International War Against Terrorism.

It is now based at Williamtown.

Some of the people at the reunion, which was organised by Jim Hall, the Association's President and Treasurer, are: All pics left to right:



Anne Lollback and Carol Hall



Sheena Millar and Lois Jamieson.



Leslie King, Lisle Pryor.



Max Lollback, Scott King.



Daryl "Deefa" Millar, Mal Jamieson.



Jim Hall, Dick Jones.



Margaret and Grant Small.



"Bushy Trimble, Dave Henkel.



Gerry O'Sullivan and Roger "Hap" Pryor.



Back Row L-R: “Bushy Trimble, Scott King, Grant Small, Roger Clarkson, Neil Handsley, Max Lollback, Jim Hall, Bob Rae.

Front Row L-R: Ned Wark, “Hap” Pryor, Dick Jones, “Deefa” Millar, Mal Jamieson.



Back Row L-R: Margaret Small, Lisle Pryor, Sheena Millar, Carol Hall, Anne Jones,

Front Row L-R: Leslie King, June Handsley, Lois Jamieson, Anne Lollback.



"Deefa Millar and Mal Jamieson.

History.

If you're interested in the history of 3 Sqn, there are two excellent sources of material.

1. Neil Leybourne Smith has written a comprehensive and very interesting history of 3 Sqn, you can read it [HERE](#)., and
2. Neil Handsley, (right) who was at the reunion at the Redlands RSL, has produced a wonderful 30-minute DVD featuring many fascinating glimpses of 3 Squadron history. You can see a sample of the DVD [HERE](#). If you would like to order a copy, you can do so by emailing Jim Hall, President of the Qld branch, [HERE](#). The cost is \$15 per copy, which includes postage.



Welcome home Huey 771.

Over the weekend 20 – 22 July, more than 200 members of the 9 Squadron Association got together at the Ipswich RSL Services Club to celebrate the 'bringing home' of Iroquois A2-771. The 'get together' was exceptionally well planned by Graeme Chalmers, the President of the 9 Sqn Association, with considerable help from his lovely wife Heather and of course from Bob Redman, Charlie Brown and Steve Hartigan, the national Secretary, all of which gave up considerable time and effort to ensure the weekend went off without a hitch.



The weekend was also an opportunity to commemorate all who died on Unit Operations between July 1925 and February 1989 and to celebrate the 40th Anniversary of 9 Squadron's end of Vietnam commitment.



On the Friday, members from all over Australia and some from as far as New Zealand, along with their beautiful ladies, met in the Coral Sea room at the Club for a meet and greet. This was an opportune time for some who hadn't seen each other for many years to renew old acquaintances and in a lot of cases, to just take up where they left it many many years ago.

It's funny how friendships made in Service Life don't seem to stop when each go their different ways – when separated, Service Friendships just go into a holding pattern and continue unabated when the friends meet up again.



On Saturday morning, about 9.30am, everyone met and formed an orderly parade out the front of the Club waiting to board the 4 Southern Cross coaches for the short ride out to Amberley for the dedication and 'Welcome Home' ceremony. Most blokes who spent some time at Amberley would be familiar with the 'mad mile' from Ipswich to the base, a stretch of road that brought many to grief with the law. Luckily, the coach drivers had no need to 'see *what she'll do*' and the huge box of lamingtons made it undamaged."



Most blokes who spent some time at Amberley would be familiar with the 'mad mile' from Ipswich to the base, a stretch of road that brought many to grief with the law. Luckily, the coach drivers had no need to 'see *what she'll do*' and the huge box of lamingtons made it undamaged."

You can click a lot of these photos to get a bigger view.





The buses were stopped at the gate to the Base but passes had all been pre-arranged and entry to the base was accomplished without a hassle. A young RAAF bloke hopped onto the first bus and directed everyone to the Museum and Restoration Facility, which, for security reasons, has been closed to the public since the 9/11 atrocity back in 2001.



One by one, the buses dropped everyone at the Museum where A2-771, the centre of attention, had been parked pride of place. Seating and marquees had been set up by the [Aviation Heritage centre](#) under the leadership of Sqn Ldr Dennis Deering, (the OIC of the Museum), who did a wonderful job and was seen here, there and everywhere and managed the day like a trooper. Dennis also managed the layout of the aircraft and shanghaied a number of Heritage volunteers to assist. The layout of the tables and the ladies behind them facilitating the drinks and eats was provided by Spotless Catering and the wonderful and very welcome food was provided by a business named Fig Jam in Ipswich.



It is a shame that the mindless killing spree of middle eastern terrorists has forced the closure of the museum, countless hours have been spent in restoring some magnificent machines and it is indeed sad that they are denied to the public.



On arrival, people met and chatted with some of the distinguished guests, including Air Marshall Geoff Brown, the Chief of Air Force; Angus Houston, retired ACM and patron of the Association; Air Commodore Tim Innes, Commander Combat Support Group; and Alison Stanley, the Deputy Commissioner for the Department of Veterans Affairs, which so generously

provided funding through the [“Saluting Their Service Program”](#) to allow the ceremony to go ahead.



Andy Plunkett, (Instrument Fitter), Ted McAndrew, (Photographer)

People inspected the ‘chopper,’ had their photos taken with it, had a quick look through the museum then went looking for a seat to watch the ceremony. A2-771 had been stored at the Army’s Damascus Barracks which is near Brisbane Airport and on the 19th October, 2010, it was moved to the Museum for restoration. The job was done by a group of volunteers from both the 9 Sqn Association and the Heritage centre, under the leadership of Ken Bischof. It now belongs to the association and is on permanent loan to the Heritage centre.

At 10.30am, the gathering was called to order and The Welcome Address was given by the National President of the Association, Graeme Chalmers.

Graeme thanked everyone for giving of their time and making the effort to attend the ceremony. He also made mention of times when RAN and RNZAF pilots flew with 9 Squadron, and thanked many of those aviators who also made the effort to be there on the day. He thanked the DMO, (Department of Materials Organisation), for their gift of A2-771 to the Association, through DMO’s Iroquois Disposal Plan, and the aircraft will now be on static display at the Amberley Museum.

A hot dog is the cleverest dog in the word, it feeds the hand that bites it.



Graeme then passed the batten to Air Marshall Geoff Brown who delivered the Keynote Address.

Geoff, who grew up in Toowoomba and learnt to fly in a glider over the Darling Downs, is the RAAF's 19th Air Marshall. He joined the RAAF in 1980 and after completing 111 Pilot's Course in 1981, was posted to 12 Squadron at Amberley – 12 Sqn then had the Chinooks. In 1985 he was posted to Pearce as an Instructor, then in 1986 it was off to Sale where he became a member of the Roulettes aerobatic team which back then flew the Macchis. In 1990, it was up to Willytown for conversion to the F/A-18. In 1991 to 1993 he was Flight Commander of 75 Sqn, then as a Sqn Ldr Exec Officer of 77 Sqn then in 1995 it was off to the RAAF's Staff College for another tour of the books.

In 1995 he was promoted to Air Commodore and became the OC of 82 Wing. He was Officer Commanding Airborne Early Warning and Control Systems Program Office from June 2003 until December 2004 and spent 2005 at the Centre for Defence and Strategic Studies. He then commanded Air Combat Group throughout 2006. From Jan 2007 until Jun 2008 he was Director General Capability Planning in Air Force Headquarters. He was the Deputy Chief of Air Force from 30 June 2008 to 3 Jul 2011

He was appointed Chief of Air Force on the 4th July 2011.



Geoff reminded the gathering of the wonderful heritage of 9 Sqn, a Squadron that began life back in January 1939 at Point Cook. Back then it operated Seagull V amphibious aircraft, which were commonly referred to as the Walrus, and which were designed to be embarked on Navy cruisers to provide reconnaissance, anti-submarine and artillery-spotting.

After the declaration of war in September, several Walruses and their crews found themselves in the Mediterranean, where they continued to serve until early 1942. With the entry of Japan into the war in December 1941, the Australian cruisers returned to the Pacific theatre to play a direct role in the defence of Australia.

During the war, No 9 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.

No 9 Squadron's combat record continued with its deployment to Vietnam in 1966. Equipped with Iroquois helicopters the unit provided essential support for Australian and New Zealand forces. In late 1967, No 9 Squadron was re-equipped with the more capable 'D' and 'H' models and, for the first time, Royal New Zealand Air Force and Royal Australian Navy pilots joined the unit. In order to provide vital suppression fire during the "hot" extraction of troops under fire, a number of No 9 Squadron Iroquois were converted into attack helicopters or "gunships". These helicopters often came under enemy fire and on several occasions gunships were either shot down or badly damaged.

In early 1982, eight Iroquois and a contingent of personnel deployed to the Middle East on peace-keeping duties as part of the Multi-National Force and Observers - a commitment which was maintained until 1986. In February 1988, No 9 Squadron began to re-equip with S-70A Black Hawk helicopters, but after conversion training had been completed, the unit moved to Townsville where it disbanded on 14 February 1989. The squadron's personnel and helicopters were then used to form the nucleus of the Army's 5th Aviation Regiment.

Geoff assured everyone who had been involved with 9 Squadron, over the years, that they should be rightly proud their squadron's achievements. Click [HERE](#) for a list of the Squadron's performance statistics in Vietnam.



Graeme then asked Chaplain Paul Goodland to lead the gathering in prayers to remember all those who lost their lives in carrying out their duties and to keep those still serving out of harm's way. Chaplain Goodland asked Flight Lt Tiffany Scott to call the roll of deceased members.

Click [HERE](#) for the list of names.

A number of Wreaths had been provided and everyone was invited to lay one in honour of the fallen.



Angus Houston, ACM retired, laying a wreath.



Heather Chalmers laying a wreath

After the wreath laying ceremony, Graeme Chalmers called everyone to attention, than asked Flt Lt Steve Finch, from 23 Squadron, to play the Last Post and the Rouse. It was obvious, listening to Steve, that he had done this many times before. It was an excellent rendition.

It was only fitting, of course, that Steve chose to pay the tribute in front of one of the RAAF's real aeroplanes.

A2-771 then proved how smart an aeroplane it really was by telling the gathering its life story, albeit through the lips of Graeme Chalmers.

"A2-771 is an H model Iroquois and was delivered to the RAAF in Vietnam in July 1968.

Prior to joining the RAAF, 771 flew under the colours of the US Army. On joining the RAAF, 771 was configured as a "Slick", or troop carrier and operated under the call sign "Albatross". It was armed with two M60 machine guns, one mounted on each side of the aircraft, at the rear of the doorways, with one gun being operated by the crewman and the other by the gunny.

771 flew in Vietnam for the last time in November 1971 when it was loaded onto HMAS Sydney, and on the 19th December, with Sydney anchored off Caloundra, 771, being flown by Nick Le Ra-Meyer, lifted off the ship, along with 15 other Iroquois and headed for Maroochy Airport. After refuelling, all aircraft left Maroochy for their new home in Amberley.



Once settled in at Amberley, 771 provided general support to the Army and RAAF and urgent support to the civilian community during natural disasters such as the floods in 1974 which inundated Ipswich, much of Southern and Western Queensland and Northern New South Wales.

Earlier, in 1972, it was rewired and reconfigured and often flew as a Bushranger Gunship and took place in many live firing exercises at Evans Head, on the coast in northern New South Wales.

In 1988-89, the decision was made to replace the Iroquois with Black Hawk helicopters and 771 was retired. “

That closed the formal part of the day. Graeme Chalmes thanked everyone who had helped organize the day, and invited everyone to have a look at, to hop in or climb all over 771, to mingle, to participate in the food and drink and to have a look through the museum.

It was announced that at 1.30pm, an early bus would take anyone who wished to leave early, back into Ipswich, where they could have a nana nap before the evening's proceedings.



Official stand-down at the Museum was set for 2.30pm.

3 proofs that Jesus was a woman:

1. He fed a crowd at a moment's notice when there was virtually no food.
2. He kept trying to get a message across to a bunch of men who just didn't get it.
3. And even when He was dead, He had to get up because there was still work to do!

Some of the hundreds who attended the ceremony, all names L-R:



John Paule, Ted Bach, Bruce and Judy Lane



Steve and Beth Russell, Paul and Pamela Hickerton



Guy Badgery, Steve and Vera Hartigan.



Ian Taylor, John and Rhonda Robson.



Claire Innes, Tim Innes, Ian Foster, Bob Upham



Barry and Fran Bircham, Karen Thompson, Paddy Sinclair, Dell Tyler, Karen Haslewood, Pat Sinclair



Margaret and Doug "Strawb" Ellis, Eileen Bischof



Ken Bischof, Peter Howe.



Russell Bennett, Wendy Rider, Robert "Spider" Rider, Peter Shambrook, Alan Spiller, Peter Johnson.



Dennis "Harry" Harrison, Allan Greig, Elaine Greig, Dick Joyce, Kathy Powell, Peter Howe.



Dove Field, Roger “Blue” Wilde, Nina Ford, Dennis Freeman, Ray Townsend.



Sue Grigson, Enid Glasgow.



Earle Murray, Beverly More



Helen Vidler, Fred and Marlene Brown

Late in the day, with the beer and wine running free, the ever vigilant Heather Chalmers, noticed a few old 9 Sqn pilots lecherously eyeing off the aircraft. Heather first came across and got to know RAAF aircrew when she was a teacher at the RAAF school in Penang (back in the good old days), and knowing full well what antics they could and would get up to and fearing the worst, she assumed the role of aircraft protector. She did a good job too, when we left 771 was still on the ground.



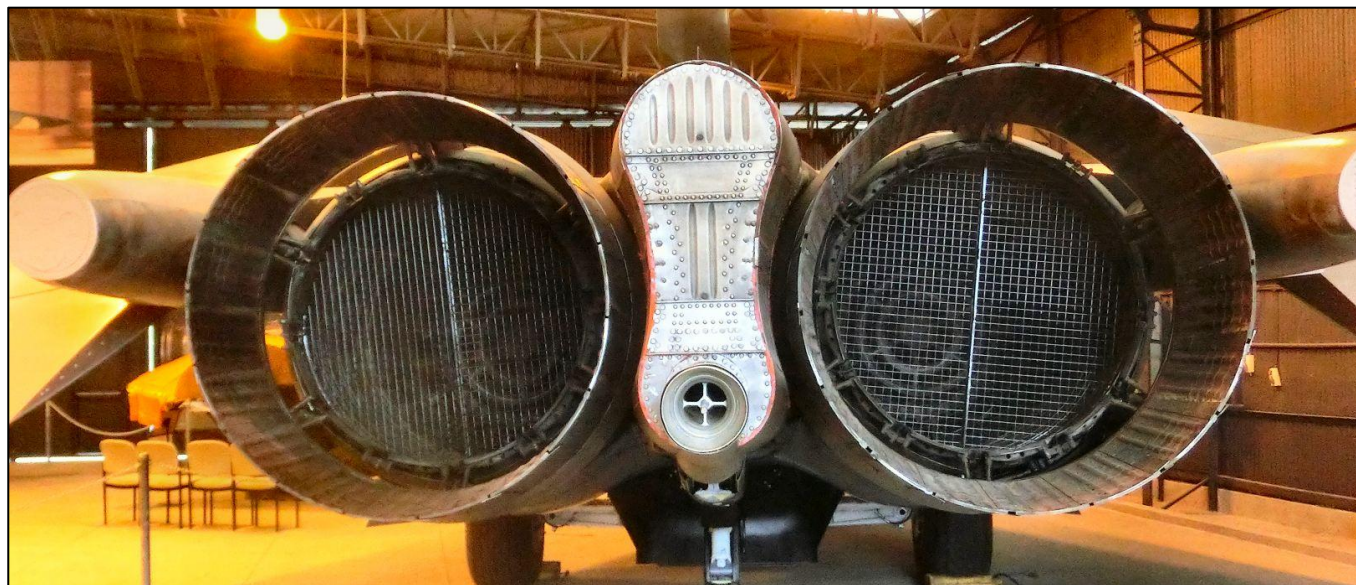
The interior of the wonderfully restored A2-771, a sight sure to bring back a heap of fond memories for a lot of blokes.



Monty Jesinowski and Jo Sheffield. Monty, being an ex Chinook driver, couldn't resist climbing aboard the only real aeroplane on the tarmac and luxuriating in the wonderfully comfortable aircraft seating provided by one of De Havillands's finest.



One of the F-111's on display at the museum.



The noisy end of the F-111, the vent in the centre is where the fuel is pumped out and ignited by the after-burner to provide the spectacular ‘dump and burn” so familiar with attendees of special nights – in most major cities.



The Douglas A20G Boston Bomber which was recovered from the jungles in PNG and lovingly restored.



And while all this was going on, one of 6 Sqn's remaining F-111C aircraft sat quietly out in the weather just waiting and hoping someone would come along and take it away and give it a nice warm home somewhere.

What an ignoble end for such a majestic aircraft!

At 2.30pm, the buses arrived and everyone boarded for the short trip back to Ipswich. For most it was a quick tub, a much needed 40 winks, then back to the RSL for the official dinner.

Sunday morning was dedicated as the official Sick Parade with lots of greasy bacon to soak up the previous night's imbibings.

A wonderful weekend was had by all and appreciation must go to the organisers.



An elderly Scotsman lay dying in his bed. While suffering the agonies of impending death, he suddenly smelled the aroma of his favourite scones wafting up the stairs.

He gathered his remaining strength and lifted himself from the bed. Leaning on the wall, he slowly made his way out of the bedroom and with even greater effort, gripping the railing with both hands, he crawled downstairs.

With laboured breath, he leaned against the door-frame, gazing into the kitchen. Were it not for death's agony, he would have thought himself already in heaven, for there, spread out upon the kitchen table were literally hundreds of his favourite scones.

Was it heaven? Or was it one final act of love from his devoted Scottish wife of sixty years, seeing to it that he left this world a happy man? Mustering one great final effort, he threw himself towards the table, landing on his knees in rumped posture.

His aged and withered hand trembled towards a scone at the edge of the table, when it was suddenly smacked by his wife with a wooden spoon

Nick off she said, they're for the funeral.

George Jones.

Air Marshal, George Jones retired on 13 January 1952 after a 10-year term as Chief of the Air Staff (CAS), second only to that of the first CAS, Air Marshal Sir Richard Williams, who had filled the post, off and on, for 17 years. When appointed in May 1942, Jones held the substantive rank of Wing Commander and was an acting Air Commodore. The first five years of his term were spent as an Air Vice-Marshal, although his Service had expanded in size during that time from 9000 to a peak strength in August 1944 of 182 000 personnel. He was promoted Air Marshal in January 1947, although by next year the RAAF had demobilized to only 8000 full-time members.



Twelve months after his retirement he was appointed a Knight Commander of the Order of the British Empire (KBE), starting the practice which saw each CAS for the next 30 years receive a knighthood.

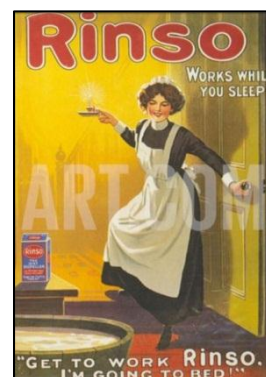
Ballarat.

Col O'Brien was at the 2011 Ballarat reunion which was held from the 23 March to the 27 March. After the event, the committee produced a little booklet in which they got people to put down their memories of their time at Ballarat and Col has sent us a copy. These are his memories.

The clothes washing facilities.

In those days we still had copper boilers and they were not electric. At least I was fully experienced, having had the job of preparing the 'copper' every week when I was working on the sheep station. (A chore I hated incidentally). The 'Missus' out there was extremely fussy about the cleanliness of the boiler and if the copper had the least bit of oxide remaining on it, I had to do it again. We weren't that fussy at Ballarat but seeing as I had been drilled well, my copper was always clean. I cannot say the same for anyone else though. Also I had no trouble lighting a fire, but some of the blokes who were brought up with the notion that washing was part and parcel of secret women's business had to be helped. Some of course didn't want to know, and tried the ignoramus act a few times too many.

I saw one of the more inexperienced bods burn one of his drab khaki shirts one day. He tossed his clothes into the copper, then spent an inordinate amount of time preparing a fire and trying to get it started. On standing back gazing at the flames and admiring his new found skill, he suddenly realised that he had not put any water in.



He quickly grabbed the hose and squirted it in but in the meantime the back of one of his good shirts was scorched so badly that it was ruined. We got issued with clothing free in those days, but unfortunately the 'L' Store Corporal was not to be convinced that the black burn mark was fair-wear-and-tear.

Another who ruined his good khakis found himself in double trouble. His practice was to wash only when there was nothing left to wear in his locker, and to make it worse, because some of these were exceptionally dirty, his overalls and bedside mat, he added extra 'Rinso' (washing powder) to compensate. By this time we had been given 2 'Lighburn' front loading washing machines in the laundry so we were just a little concerned when the front lid was pushed up spewing out enormous quantities of soap suds which, by the time I got there, were oozing out the front door.



Then when he eventually extracted his wash he was amazed to find that his white singlets and underpants were a nice shade of grey. Similarly his khaki uniforms had assumed a mottled appearance. Panic was the order of the day until he was advised to do the whole wash over again, this time separating the linen from the rest, add no more than a handful of powder and finish off by thoroughly rinsing the clothes in fresh water. We live and learn.

Arthur "Gus" Comer was there too, he remembers a CO's parade in November 1949. He says, that morning we all turned out for parade in our summer drabs, first Tuesday of the month. On this particular Tuesday, the parade ground was covered with shiny white stuff, a frost like you've never seen, the temperature was several degrees below freezing and everyone was very very cold and very unenthusiastic. Except for one dearly loved person!!



The parade that morning was inspected by our dear old friend, Wng Cdr Joseph Reynolds – the only man on the parade ground wearing a greatcoat.

We'll reproduce a few more of those memories in the coming editions of the RAM

During a commercial airline flight an experienced RAAF Caribou Pilot was seated next to a beautiful young mother with a baby in her arms. When the baby began crying during the descent, the mother began breast feeding the infant as discreetly as possible. The pilot pretended not to notice, and, upon disembarking, he gallantly offered his assistance to help with the various baby-related items. When the young mother expressed her gratitude, the pilot responded, "Well, that's a good looking baby, and he sure was hungry!" Somewhat embarrassed, the mother explained that her paediatrician said that the time spent on the breast would help alleviate the pressure in the baby's ears. The Air Force Pilot sadly shook his head, and exclaimed, "And all these years, I've been chewing gum."

Butterworth remembered.

Back in 2008, a lot of people went back to Butterworth to celebrate the 50th anniversary of the RAAF's continuous combat support role in the country and to commemorate the occasion, 324 Combat Support Squadron produced a magazine in which they asked those involved to remember their experiences.

Air Marshall Geoff Shepherd, who was the Chief of Air Force from 2005 to 2008, was asked to write the forward for the magazine and being an old Butterworthington, he couldn't resist adding some recollections of his own.

As a boggy pilot, he spent 3 years at Butterworth flying Mirages with 3 Squadron. He and his wife lived on the base in the married quarters, near the pool, and he says he can still remember the fascinating smells, the tastes of the variety of foods and the alluring way of life in the tropics.



Other fond memories include having a quite beer at the Hong Kong Bar in Chulia Street, grabbing a bargain at Ned Kelly's on Penang Road, a suit or shirt from Wai Kee's or a hair cut and shave at Vincents.



At its peak, the largest of the three Combat Support Squadrons, Base Squadron Butterworth, had a total establishment of 601 persons and well over 1,000 locals were employed in various areas around the base and on the Island. The airfield supported a mixed population of over 2000 RAAF, ARA, British Army, RAF and RMAF people, it had a vehicle fleet of over 250 vehicles of different size and types, and administered over 1,000 married quarters. 4 RAAF hospital was the only RAAF hospital that had its own maternity

wing and the base had its own radio station (known as radio mouth). RAAF Butterworth was once the RAAF's largest base.

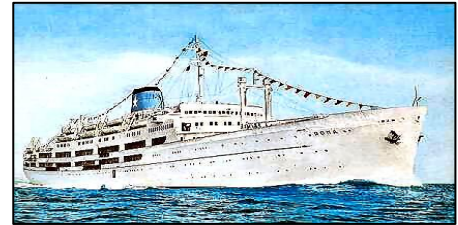
Ted Ilton.

One of the Air Force's great characters, Wing Commander Ted Ilton, was posted to Butterworth on the second wave in July 1960. He recalls his time spent there.

He openly admits a posting to Malaysia was on everyone's preferences because of the great conditions of service, opportunity for indulgence travel in Asia and in FLTLT Ilton's case, a very pleasant sea voyage, first class, on the Flotta Lauro



Line's M.V. Roma. In those days a number of ships were on the Europe/Australia run jammed with migrants and invariably the ships were half empty on the return voyage so the 14 day trip was a great luxury for Ted, his wife Mattee and their young children Gary and Robyn.



By 1960 Base Squadron Butterworth was 'up and running' and Ted fitted quickly into the routine. His fellow admino was a pilot (in those days the RAAF had a surplus of pilots) who would slip off for an hour or so to keep his flying skills current. The extra workload created by the flying Admino did 'erk' the staff a bit as the Base was extremely busy at that time.

The extra workload placed on Ted by the "flying Admino" didn't go unnoticed and the OC, Air Cdr Phil Ford appointed him the protocol officer for the visit of the King and Queen of Thailand, the first visit to Malaysia by foreign royalty and in those days key positions in the military were given to British or Australian senior officers. For example the Malaysian CNS was Commodore Bill Dovers RAN and the CAS was a RAF Gp Capt. Ted had to gather all his diplomatic skills to ensure the visit's success.

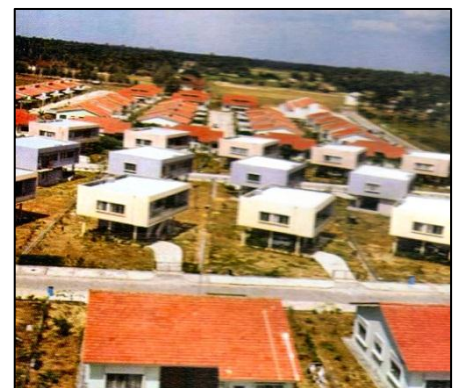
There was great concern that the Royals would not get wet on departure on the Malaysian Airlines Viscount. The Malaysian King had engaged a *Bomoh* (witch doctor) to ensure the regular afternoon downpour would only erupt after the Royals had departed. "We all watched anxiously as the storm clouds built-up as the formal farewells were underway but the *Bomoh* must have done his job well because the heavens only erupted after the door closed on the Viscount and the aircraft started to taxi!"



Ted said he recalled another incident which had a young pilot very smartly sent back to Australia on the next available Hercules. The OC at the time was Air Cdr Geoff Hartnell and he had arranged for a permanent memento to be presented to the departing RAF Commander. An exquisite pennant highlighting the three RAAF squadrons had been carefully embroidered and it was planned to present it at a formal dining in night. With a great flourish, the OC unveiled the pennant to the assembled. However, the young pilot who didn't like the Poms, had arranged for 'ALL POMMIES ARE BASTARDS' to be emblazoned on the back facing the dining throng. The RAF Wing Commander thought it was a great joke but the OC was not amused. The young pilot found himself back in Australia with his antics duly noted on his docs."

Butterworth married quarters, 1966

He also recalls another incident — typical of the Butterworth lifestyle in the early sixties. The Wng Cdr SMO at the time owned a rather 'swish' yacht and he wanted to lift it on the dry dock for maintenance. In those days the SMO was an officer of considerable influence and he was offered the use of the multi-wheeled, heavy lift crane, to carry out the task. While the crane was being placed in an appropriate position for the lift, it got stuck in the soft sand leaving the panicking driver



attempting to extricate the machine before a rising tide. In spite of his frantic efforts the tide forced the driver to leave the crane to its fate. With a normal diesel motor there might not have been a problem, but the crane's wheels were independently driven by electric motors. The salt ingestion resulted in a few red faces and some very embarrassing explanations!

As a keen golfer Ted was frustrated there was little opportunity to hone his skills. There was a small course on Penang Island, which was always busy, and a couple of local plantation managers had built a few holes on their land, which officers occasionally used. So it was put to the Base Sqn CO, Grp Capt Jack Dowling, to build a three-hole course on some vacant land. He agreed and although it was a little boring playing three holes, six times, it did provide an outlet for golfers. More importantly the golf club became the centre of social life on Saturday night.



When Ted returned 10 years later the course had 'grown', there were 18 tees, nine greens with bunkers, a lovely clubhouse and a caddy shed. Today it is on the tourist list as a "must see".

Another perk of a posting to Malaysia was buying a car. Ted recalled during his first posting the wealthy Chinese always wanted the latest American cars. This meant there were a considerable number of second hand American cars on the market which the locals could not afford. Ted bought a beautiful four year old Dodge for 400 pounds. He ended up taking it back to Australia on the Orient liner, Oronsay, and running it for another 8 years. And on his second posting to Butterworth he bought back a Humber Super Snipe.

Ron Ledingham.

On 17 December 1967 our chartered Qantas B707 aircraft landed at Butterworth Air Base; I was just 20 years old. The doors opened and we were hit with a wall of very humid and hot air, the likes of which I had never experienced before - 32 degrees, warm and humid. The aircraft was full of RAAF personnel posted to Butterworth; in the main they were family units and there was only two or three who were single; I being one of them.



Some 40+ years later, 15 January 2008, a Wednesday, 32 degrees warm and humid, not much change. My wife and I have been invited to the 50 ' anniversary lunch for 324 CSU at the "Boatie" which is now known as the Australian Sports Club. The memories come flooding back. We are standing alongside Terry Taft, a long term local Malaysian Chinese friend of mine who has a sign writing business which has served the Base and local community with signs and paintings for many years.

In 1967 I was posted to RAAF Base Squadron Radio Section Butterworth as a Ground Radio technician to work on the then installed GCA radar system known as an AN/CPN-4 which I had been trained on at USAF Billoxi Mississippi USA some months before. I was young, naive and

very excited to be in Malaysia. Remember that this was a time when the Vietnam War was at its peak; communist terrorism activities were very common in Malaysia and generally this region was rather unstable. I had come from the protected environment of Moree country north-western NSW; joined the RAAF as a radio apprentice on 16 January 1964 - what a contrast.



I still vividly remember my arrival and time in Malaysia from Jan 1967 to June 1970. I celebrated my 21st birthday in Penang on 23 November 1968 and not long after married Suzy a local Malaysian Hokkien Chinese girl on 19 April 1969 in the local chapel on the base near the base swimming pool.

As was the custom, on my first night, one of the RAAF staff who also worked on the GCA radar (Ray Noak), took me out on the town. I still have a very clear memory of driving along a jungle lined road in pitch darkness when the headlights of the vehicle we were in, lit up a road sign which was a skull and cross bones. I was already nervous and this really worried me. When I asked my companion he informed me that this sign was to indicate where a terrorist attack had taken place and people had been killed; which was not true, but how was I to know any different. I was very worried the rest of that evening. The next day I found out the real meaning of the sign which was just a caution sign for a section of bad road prone to traffic accidents.

In 1967 the base was a very active place and the RAF still had a strong presence on the base. I lived in the single quarters on the base directly behind the airman's mess. We had a "pet" monkey chained to a tree near the quarters, could get a hair cut for RM1 and had an exchange rate of about 3.5 to 1. I also recall the RAF Malcolm club, the NAFI and Sheriffs general shop.

We were also provided with a hut "room boy" who, for a low fee would wash, iron, polish our shoes and clean our rooms every day. I also recall the light bulbs installed in our small cupboards which were to reduce the growth of fungus on our cloths in the warm, humid conditions.

Not far from the base outside the perimeter fence we also frequented the Jumbo Bar in Robina Park and the Butterworth Cafe both providing an air conditioned environment with cold beer and European as well as local food; a home away from home for lonely RAAF single servicemen.

All new comers were provided with a familiarisation brief in their first week. I recall that I was there to work on the GCA radar which sat at one end off to one side of the air strip generally remote from the rest of the base infrastructure. During the introductory brief it was mentioned that the most vulnerable facility on the base was the GCA radar, again i was very fearful for my safety.



During 1969 the old GCA radar was to be decommissioned and replaced with a Plessey PAR/AR1 system by the RAF. In the intervening period I then worked on the Base Radio Transmitters and Receiver station alongside the Boatie. Part of my duties were to also provide technical support for the installations on the remote bombing site islands on the north west coast near the Thailand border known as Bidan and Song Song - very interesting set up. We used to do a rotating shift duty roster for about one to two weeks at a time as required to

service the island installations. Transport to and fro was via RAF SAR patrol boats fitted with huge Rolls Royce engines-magnificent.

My first period of duty on the island was just before I was to marry. An RAF serviceman, married with a few children, decided to go for a moonlight swim with one of the RAAF members following a day of heavy drinking. Later that evening he was dragged from the water dead with indications that he may have trodden on a stone fish as one of his feet had numerous puncture marks. Only the day before he had encountered local fishermen's nets with the boats which had fouled the propeller. Fishermen had been warned many times not to lay their nets in our area of operations. The RAF



serviceman took to the nets with a small axe and cut them to shreds. To this day I do not really know if he died as a result of a genuine accident or he was "disposed of by the local fishermen? Life was like that back then.

Not long after I married we were accommodated in the RAAF Hostel in Penang as there was a shortage of suitable on base married quarter housing for us. Along came May 13th 1969, the race riots which resulted in many racial fights and many dead as well as a full 24/7 curfew where the orders were shoot first, ask questions later. As I was residing in the Hostel and had an RAAF drivers licence I was ordered to work with local RAAF Service Police as a driver to leave the Service Police free to use their weapons as needed to carry out their responsibilities of both enforcing the curfew and protecting Australian personnel. If I was scared upon my arrival in Malaysia, it was nothing to how I felt as we drove around a totally deserted Penang in the dark evenings not knowing what to expect.

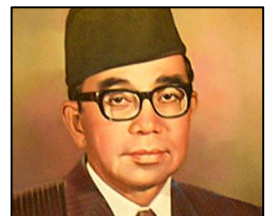
Australian servicemen and women were instructed that under no circumstances were they to leave the immediate confines of their yard and if they had a need for assistance they were to leave a front external light on and a towel draped over front gate.

During this period communists were still active. One very upsetting incident was when a number of brightly coloured flags were placed around the area, these were attached to an explosive device. Two young children of an RAF serviceman living with his family in Penang were attracted by the bright colours, pulled at the flags and although they survived the subsequent explosion, they sustained major injuries.



At this time there was also a fairly large contingent of Gurka servicemen under the command of a British Army Officer. On one dark evening whilst patrolling the curfew I recall that this bunch of Gurkas came out of the pitch black and approached us, we had absolutely no idea they were there. Thank heavens they were on our side. During the curfew, emergency plans for a mass evacuation back to Australia were underway and I recall the RAAF Hostel in Penang being stocked with emergency rations.

I still have a copy of the book "May 13, Before and After" written by the then Malaysian Prime Minister who became known as the father of Malaysia, Tunku Abdul Rahman.



I was posted back to Australia in June 1970 and decided I would undergo some studies to better myself. In March 1981, I was posted back to 3 Sqn in Malaysia but by this time I had completed a Degree of Engineering and was a Flt Lt EngElec. I did another 3 years at Butterworth with 3 Sqn and eventually retired from the RAAF in 1987.

When the tsunami struck SE Asia in December 2004, my wife and I were in Penang and were having breakfast at a café in Gurney Drive. We had only finished breakfast and left the café when the water hit that area, killing several Malaysians just north of where we had been sitting.

I still have very fond memories of my time at Butterworth – before I went there the strongest curry I had ever eaten was Keens curry – now the only one we use is Durian. What is not to love about their vast array of hot and spicy foods.



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Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out.



Ted Ilton.

Ted hasn't been all that well lately, he's had a repeat of an earlier pneumonia type bug which knocked him for a six - but he says he's definitely on the mend and is slowly but surely coming good. Although he's not far off getting a cake with 86 candles on it, he reckons he's not ready for the Board of Survey just yet.



Get and stay well mate.....

Peter DeJonge.

That shy and retiring gentleman, Mr Peter DeJonge has not been well of late. It is believed that Mr DeJonge has for far too long ignored the howls of protest emanating from his overworked body and in the end it could just not keep up with the demands he would place upon it. Finally, bits of it have started to fail. First to go was an important piece of plumbing that is essential in supplying his overextended heart muscle with the blood that must be distributed to all extremities of his once youthful body. The RAM has discovered that doctors needed a 10mm reamer to clean out these essential pipes and to keep them open and uncongested it was necessary to implant a stent. It is believed that a 100mm section of an old Caribou augments tube was used. The sisters and nursing staff at the Alamanda Hospital on the Gold Coast, where this life saving procedure was performed, all said they were amazed at the wear and tear inflicted upon Mr DeJonge's body and all wondered that it had kept functioning at all.



After the E servicing was signed off and a good cut and polish applied to the frame, Mr DeJonge was allowed to leave the hospital and once again take his place amongst the general populous.

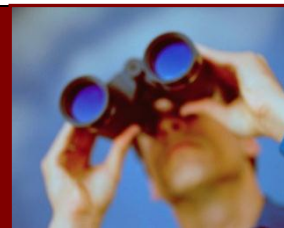
When interviewed by the RAM, Mr DeJonge said he knew there was something wrong with the old bod – he said lately he had been struggling to put away his second carton of VB by morning smoko, whereas 12 months ago he would have been well into his third. His WOE, who goes by the name of Mrs DeJonge said she will now keep a close eye on the fatigue meters and ensure he is restricted to light duties. She said she has an assured method of enforcing the order by restricting Mr DeJonge to non-pleasures should he fail to comply. We know that will work.

Mr DeJonge is now on conditional servicing and will need further work to ensure all his bits continue to function as and when required.

From all of us - Stay well mate.....

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Where are they now?



Eoin Delaney.

Ted McEvoy tells us that the mother of a Vietnam veteran wants help to locate her son who she hasn't seen for years. His name is Eoin Delaney and he was an ADG with 1OSU/9Sqn from Sept 1968 to Sept 1969. He would be 64 years old now and his last known address was Seville Grove in W.A.

If you can help, let us know here and we'll pass on the info to Ted. We do have the mother's phone number but we won't publish it here

Matt Daley.

The delightful Chrissy Hart (right) is looking for Matt Daley. Chrissy and Matt went through rookies together in '87 and were then both based at RAAF Laverton, I was on the MEDASST course whilst he was at Radschool.

If you can help, let us know and we'll pass on the info. (You lucky duck Matt - tb)



Ron Tree.

John Upton is looking for Ron Tree who was from Bowen and who said his old man was the Police Sergeant there. John also says, re [Ken "Killer" Bryant](#), I served with Ken at 1AD, TIMS section. Killer was an ex-appy and was always a good laugh. It's sad he's no longer with us.

Ray Arlott.

John Richards got in touch, he says he saw John Elliott's request in [Vol 39](#) for info on Ray Arlott. JR says Ray, who was a Teleg, was posted to 2 Sqn in April 1967 and go back to Australia early (June 1967). After he had been at Phan Rang for about a month, he went to the Orderly Room and asked when would he be going back home. The Reply was "You are here for 12 months". He replied "No, I did not re-engage!" They checked and discovered that Townsville forgot to re-engage him. He had already signed up with DFAT and was posted to Vientiane to operate the Morse link back to Darwin (RAAF) at Lee Point (VMHA5). After 5.5 years he came back. Ray then went on several DFAT postings overseas as a COMMS

Operator and Diplomatic Courier. He now lives in Canberra. I had not seen him for some years, however, I rang him about 20 mins ago. He is happy to have a yarn with you. (We have his phone number and have passed it onto John – tb)

Ray Arlott

Erni Gimm writes, he says, I had a few beers with Ray Arlott at Back Beach Vung Tau in late 66 or early 67 but for the life of me, I cannot remember the circumstances. I thought he was a civvy then actually. I heard he married a local girl and was working for Foreign Affairs.

Jack Humphries.

Mia Christophersen says Eddie Young sent you a picture of some graduates of the [Radio Servicemans Course](#) (1947). I am trying to find some information on a person in that photo, Jack Humphries. I know Eddie mentioned he did not know if many of the men were still with us, but I wonder how I go about finding some information of where people went after their graduation, or whether Eddie knows anything about where Jack went? Thanks for your assistance and I look forward to hearing from you.

We put Mia's request to Laurie Lindsay who says "Jack was commissioned and completed OTS and a Basic Engineer Officers' course in 1969. Prior to that I was told that he was the WO in charge of Base Radio at Laverton (in 1968). Apparently, he had three beautiful daughters and spent most of his time trying to keep his troops away from them. You can see a bit more info [HERE](#).

If you can help, please let us know and we'll pass on the info.

Des Politch

We're looking for Des Politch, Des was a Toowoomba boy and was a Clerk with 1OSU in Vietnam from February 1970 to Feb 1971. If anyone knows where Des is these days please let us know.



My wife likes to talk on the phone during sex. She called me from Townsville last night.

Your say!



Denise Lawson.

Hello to everyone, I thought it was time for a quick hello and maybe some of you are busy working BUT I'm not - just sitting back in this glorious weather we are experiencing up here in Townsville at the moment. Days like this you quickly forget to horrible heat of Summer. Ha! I hope this finds you all well and happy and finally settled after that wonderful trip we all shared. I had my home painted while I was in Canada so it was great to come home to a lovely fresh house, and now I am busy getting into my garden and doing some other minor tasks around the place.



Janine Jeansch

Gary Broughton writes, "in reference to Janine Jeansch mentioned in the mag ([Vol 39 p 19](#)), her first posting out of Radschool was to 1AD Telecommunications Installation and Maintenance Squadron (TIMS) TELEG Flight. TIMS was also known as Skippy Squadron. I did not know Janine at all well, but I remember the preparations we in Radio Flight, (which was right next door to TELEG flight), had to make pending her arrival.

As you can imagine, an all-male workshop like these two flights was really, really blokey. I mean the combined strength of ORs was more than 20. There were inappropriate pictures on walls, language, all sorts of things that we would not be expected to impose on a female.



I had been at Radio Flight out of Radschool for about a year or two before we got word that Janine was posted in. Although she was joining the secret squirrels next door, there was a large connecting door between the workshops, so both had to clean up their act.

Jimmy Mullins was the Radio WOFF at the time, Matt Howden the FSGT and Colin Wayne Goodwin my SGT. They had to embark on an education and clean-up program that was probably as much targeted at themselves as the rest of us. Freddy Chilco was the WOFF occupying the front office, but he was always the consummate gentleman and never seemed to be phased by anything.

After Janine arrived, we were all used to the "new way" and it did not seem like such a big deal. I was transferred to another flight (CMRTF) shortly thereafter to work on SURAD and really heard very little more about her until the speculation started in our mag.

A sign on Washington's Route 8, features an illustration of a police car with lights flashing, and reads...
"If you drink and drive, we'll provide the chasers."

SURAD Radar.

[Last issue](#) Owen Veal wanted some info on the SURAD radar system, seems a lot of people worked on that bit of gear as we got lots of replies, here's a few:

Terry Haebich (ex 22 Appy). Surad (**S**urveillance **R**ADAR) - was used for airfield ATC as it only had a 100Km range. I was on the original team that went to France to train on the Surad system. I worked mainly on the SDGS (cannot remember what the acronym stood for at the moment) and the SSR digital equipment both on maintenance and training.



And

Gary Broughton says, "With reference to [Page 19 of Vol 39](#) "SURRAD Antenna", as a RADTECHG I worked on the SURAD installation in Darwin between Jan 1980 and Feb 1983.

Before that, I worked at 1AD's Centralised Maintenance and RADAR Training Facility (CMRFT) initially in maintenance of SURAD and then as an instructor on this equipment, specifically the "head" (the angry end). I recall sitting on the feed horn doing maintenance on this gear in Darwin 90' above the ground.

There are actually two reflectors associated with this gear, primary and secondary. At an operating frequency of around 1.3 GHz (L band), the primary reflector had a horizontal beam at around 1.2 degrees at the 3 db points. The shape of the reflector was referred to as a "modified cosecant squared". The bottom of the reflector was deformed upward to reflect some

radiated power upward giving a vertical beam height of something like 80 degrees. The overall radiation pattern looked a bit like a table tennis bat with no handle and part of one side cut off. The primary reflector was huge. I forget the exact dimensions, but I reckon it would have been about 3.5 m on a side. It came in a top and bottom section that had to be bolted together onto the supporting structure.

The primary transmitter used frequency diversity with two transmitters feeding the duplexer through a high power duplexer. The sole purpose of this was to eliminate blind speed. The Moving Target Indicator (MTI) system detected any phase change imposed on a reflected signal (a different way of looking at the Doppler Effect) with respect to the incident signal to determine whether or not a target was moving. At certain target speeds, the phase change is one or more multiples of 180 degrees, so the MTI eliminates the target as not moving. This is radiated frequency dependent, so having two transmitters running at different frequencies means that the two MTIs have different blind speeds, so every moving target will always be seen by one or other system.

Having two primary systems side by side meant that we could have one down for routine maintenance while the other kept humming away. L band was chosen as it is less prone to weather effects. There were occasions though, given suitable weather conditions in Darwin, when the second time around reflections would show us aircraft at more than double the operational range of the RADAR.



The secondary RADAR reflector was essentially just a wide strip box radiating element sitting on top of the primary and did the usual secondary RADAR stuff, sending out interrogation pulses and receiving active responses. The secondary RADAR head equipment was reasonably uncomplicated compared to the primary and rarely gave us any maintenance issues.

The whole kit was fed by waveguide and cabling from the head in a building at the base of the tower. It sat at the top of the tower on a turntable that could rotate the whole lot at either 7.5 or 15 rpm, although it was only ever used at 15 rpm in Australia. The secondary waveguide passed through the primary waveguide at a rotating junction in the centre of the base of the turntable.

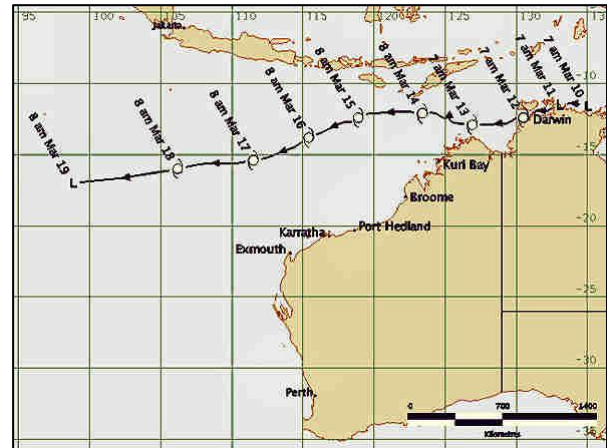
There was an enclosed room at the top of the tower below the turntable that housed the drive motor, locks and some switch gear. It had double sliding doors with a gantry that was used to lift heavy gear up and down. The stairs were not appropriate for moving equipment.

The last time I looked, the head building still sits on the base at Darwin near the new domestic terminal (which is sited on our pistol range, damn them all), but the tower is long gone.

The RADAR video information was sent across the airfield by cable to Area Approach Control for processing by the display equipment into a raster, TV style picture for presentation to the controllers (an air traffic controller with a screw driver in his pocket was a man to be feared).

SURAD was not a defence RADAR, its purpose was strictly air traffic control surveillance and variations of it can be seen at any of the major domestic airports. It superimposed maps and secondary RADAR data (such as aircraft designation, the colour of the pilot's socks etc) onto the Plan Position Indicator (PPI) representation provided from the primary RADAR.

There was a clear demarcation between the "head" and "display" technicians. We head technicians were regarded by the display techs in much the same fashion as one might regard a monkey. We regarded the display guys as the "glamour boys". However, we had our own world as the only people ever seen at the head were the head technicians, while absolutely anybody could walk around the display area, even air traffic controllers and head technicians. They were all good guys though. Phillip Baldock and Terry Haebich were display techs at 1AD and I hold them in very high regard.

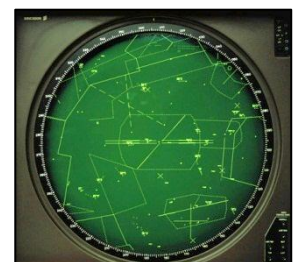


I was on duty at the head on the night cyclone Max passed over Darwin (March 1982 I think) and was watching the PPI display for the eye of the cyclone until the wind got to the maximum load for a rotating reflector of that size. Then I shut it down until the cyclone had passed. My family (wife and three kids) was sheltering in the control tower on the other side of the airfield. There was an almighty bang when I tried to power it all up in the morning. Despite the fact that we had steel covers over the external vents from the cooling gear, water got in to the 3 phase fan motor. I thought the world had ended. A motor changeover soon had it going again though.

It was pretty good technology for the time although it was designed in the 60's. The display computer was made from discrete components (nothing like a fully integrated CPU we see today) and had an 8k ferrite bead memory core that was made by hand somewhere in South America and was worth (or cost) a couple of hundred thousand dollars. The video conversion (PPI to raster) used a very expensive device that looked like two 4" CRT tube stuck face to face. I think it had a very early CCD membrane in the centre. One end projected the PPI display onto the membrane while the other essentially used the membrane as the active component of a TV camera providing a rasterised version of the image.

At the head we only had a standard orange phosphor PPI display, although this was quite large and provided a pretty good view on the data we sent to the display end. There was a similar PPI display at the display end too.

I think the SURAD designation was AF/FPN-802. I should remember that because I ended up working at the publication sponsor for it in TELENG at



HQ Support Command a few years later. Unfortunately, even that was quite a while ago now (1985).

The SURAD was built by the French company Thompson-CSF (now the Thales Group) and purchased by Australia at a time when the French were out of favour with the Australian public due to nuclear testing in the Pacific. When the first reflector arrived in Australia for delivery to 1AD, the wharfies observed the French markings and deliberately dropped it. The "modified cosecant squared" shape was not so (it was a mess when I saw it) and had to be repaired by 1AD's Ground Equipment Maintenance Squadron (GEMS). Those guys were magicians. Alas, they are no more. The only people affected by the wharfies less than informed action were the Australian tax payers.

I have no idea what happened to the CMRTF installation at Laverton. I've not been down that way for many years."

(Sambo - We'll be asking questions later – tb)

And

Trevor Wilkinson. Re the Surad antenna, I was on the second course that went to Paris for training on the SURAD Thomson CSF radar in 1974/75. There were two courses, one for the Radar Head and one for the display. I was on the display course. The Surad antenna was a dual primary and secondary radar antenna array, driven by a 2.2MW L band dual diversity primary transmitter with high and low coverage. The secondary antenna system mounted on top of the primary antenna comprised of a switchable omni and directional antenna for sidelobe suppression-how's that for memory! (Pity about the short term stuff).

The history of radar usage is a long and twisting one. The raw science behind radar was discovered all the way back in the 19th century by Heinrich Hertz. Although he demonstrated in his lab that radio waves could be reflected off solid objects, he didn't continue with the research in a meaningful way. Later, in 1895, Alexander Popov developed a radar-based device that was used to detect lighting strikes—it was the first time radar was put into application detecting things at a distance.



Popov was also the first to observe that you could use radar to detect ships out at sea when he noticed he could detect ships passing between his apparatus and the distant lighting strikes he was recording. While he wrote of how his lighting strike detector could be used for detecting ships and such, he didn't pursue the topic either.

The relative non-pursuit of radar for civilian and military application would continue for nearly half a century. In 1917, Nikola Tesla outlined research on how radar could be used to detect ships and their speed. In 1922, A. Hoyt Taylor pitched the idea of a 60 MHz radar system to the Navy arguing that it would be excellent for detecting ships in foggy and poor weather conditions. The Navy

remained uninterested until, years later, they wanted to apply the technology to tracking aircraft.

Around the world research on radar continued in a fragmented and halting fashion until the 1930s when research by Robert M. Page, at the Naval Research Laboratory, demonstrated the first modern pulse-based radar system. By the time World War II was underway, most of the world's super powers like the United States, Britain, France, and the Soviet Union had independently developed radar-based defence systems.

While modern systems keep civilian air planes safe and detect enemy vessels at sea, they all can trace their family tree back to the designs of a Russian scientist that really just wanted those pesky merchant ships to get out of the way so he could go back to tracking storm heads and lighting strikes.

Jim Lander.

Jim writes, re the Black Goonie mentioned in [Vol39](#), I was in Butterworth at this time and vaguely remember that Goonie, it was the cleanest Goonie I ever saw, not a drop of oil leaked out. It was rumoured to belong to the CIA run Air America, or did it not happen and I had another dream.

A man was riding a bus, minding his own business, when the gorgeous woman next to him started to breastfeed her baby. The baby wouldn't take it, so she told the child, "Come on, eat it all up or...or... I'll have to give it to this nice man here." Five minutes later, the baby was still not feeding, so she said, "Come on, honey. Take it, or I'll give it to this nice man here." A few minutes later, the anxious man blurted out, "Come on, kid. Make up your mind! I was s'posed to get off four stops ago!"

The Continuing DFRDB disgrace

Graham Crawford

Hi everyone, I've just got my DFRDB pension info for the next six months. I got a 75 cent increase in the pay, but my tax went from \$63 to \$93!! That means I have had \$30 cut out of the pension. Anybody else get this sort of surprise, or have the powers-that-be slipped up with just mine? I'd hate to be in the defence minister's shoes if this is across the board, and if it's because of Julia's carbon tax, she mightn't win the next election!! At least I'm working full-time, so the impact is rather small, but what about the pensioners who aren't working? That's quite a wallop, on a monthly basis - \$60. I've already sent an email to pensions@dfldb.gov.au, asking for an explanation, so if I'm not the only one, someone's getting a very large in-box tomorrow.

And

Karl Cameron-Jackson.



(TPI veteran of Malaya 1963-4, South Vietnam 1964, 1966-67).

Today in the mail I received notification that *"the Australian Bureau of Statistics (ABS) has recently announced an upward movement in the Consumer Price Index (CPI) over the past six month period from September 2011 to March 2012.*

As a result your DFRB pension will increase by 0.1% on 12 July 2012. I have written to many Federal Ministers on this and other unrelated topics and I wonder what currently serving men and women think about this kind of "UPWARD MOVEMENT" when they put their lives on the line in AFGHANISTAN - TIMOR - and in other war zones to which they have been sent.

I retired from the Royal Australian Infantry as a General Staff Officer in 1972, following two major heart attacks. Since that time I have had surgery for two triple bypass operations, 1984 and 1992 and a STENT, 2001. I have recorded nine heart attacks and three spinal fractures. ALL are recorded as war related injuries. Most Ministers have heard of Lt Col John Graham who died two years ago. Almost to his last breath he fought to get some rationale into the DFRBF etc. on our behalf. He and Rob Haas got a petition together on the DFRBF subject listing almost 5,000 names almost 3 years ago ... to NO effect. Retired Generals have also "joined the ranks". Recently Industrialists and Executives have joined voice on our behalf with Ms Rinehardt and others. There are a rising number of Ministers and Senators who are starting to realize the anger and resentment "in the ranks" among both serving and retired personnel. Rarely do I receive an answer from Fed Ministers/Senators on this topic. When I do it is a scripted letter or email with little or no "reasonable" investigation of the facts. Many actually voted DOWN a "reasonable raise" last year.

To align our request (SERVICEMEN WHO HAVE BEEN SERIOUSLY INJURED ON WAR SERVICE) including other recipients of Military Super/DFRBF etc with the AGED PENSION (who get theirs by attrition, NOT by effort) ***is an insult***. Military Service men and women in ALL arms and services deserve specific consideration for the exceptional risks they take. Yet political promises made have NOT been kept. More often broken.

But some raise, e.g. parallel to AGED PENSION, is better than the pittance vide the last CPI "UPWARD MOVEMENT"

And

The following letter was recently sent to Gary Gray, member for Brand in WA.

Dear Mr Gray,

As my local member of parliament I would like to draw your attention to the windfall that we DFRDB recipients received today. Mine was an increase in payment of \$0.78 per fortnight. In my network the examples are similar.

I recall your conversation with Air Vice Marshall Peter Criss on Howard Sattler's afternoon programme on radio 6PR earlier this year. The essence of your message was the the DFRDB system was a great system. I have had reports that your Foreign Affairs minister also spoke eloquently about the system recently.

Perhaps you could explain to my wife (who does the shopping) how \$0.78 per fortnight covers the cost of living over the last six months. Oh! That's right. It's not supposed to do that.

Well then perhaps you could explain to the 27 Bcc addressees on this e-mail (and to the thousands of others when it goes feral - as the saying goes) what this pittance is supposed to do for our income? At the same time perhaps you could explain to us what measures your government has in place to provide the DFRDB/MSBS with a buffer against the carbon tax when it is introduced shortly?



Perhaps you could spare some cash from *your* more substantial increase in the last few months.

We will not forget.

No comment necessary!

And

Adrian Heinrich recently wrote to Victorian Senator Michael Ronaldson and got an undated reply – you can read it [HERE](#).

Two golden agers were discussing their husbands over lunch. One said:
"I do wish that my John would stop biting his nails. He makes me terribly nervous."
My Fred used to do the same thing," the other woman replied. "But I broke him of the habit."
"Really, how?" asked the first woman. "Easy, I hid his teeth."

Ken Corkill.

Hi Guys and Galls, just wondering if any of your DFRDB pension increase advices showed an increase in your withholding tax? Mine showed an increase of \$32 per fortnight which seems to defy the government's claim that taxes were coming down this year.

A check of the ATO tax tables seems to indicate that for me this should have been a fall of \$40.00 per fortnight.

I have contacted the DFRDB site and they directed me to the tax tables which certainly showed there should have been a decrease. I have sent my figures back to them using the ATO figures and am awaiting a reply.

Will keep you informed.

James Potter wrote, HI guys can we help this ex pongo out? Anyone have any Idea what Australian Operation Service is all about? Just for your information it is still raining here in Scotland I blame bloody Ron Clayton ex Rad Tech over here playing in the Squash Masters. He goes home in about a week or so bet the rain goes with him.

(Scotty, re Aust Operation Service - see [HERE](#). tb)

Ian Muldoon wrote, Would anyone have a photo(s) of Radio RAAF Butterworth c 1960s external shot, but particularly an internal shot of the studio. I was an announcer in 1968 and did the Jazz Programme.

(Ian, tThere's info [HERE](#) and if you can help Ian, please contact him [HERE](#))



A file picture of Mark Wilmott, 15, who was the voice behind Radio Raaf Butterworth's Countdown Top 40 aired every Sunday.

A senior citizen goes to his doctor and says, "Doctor, I have sex only once a week." The doctor asks, "How old are you ?" The patient replies "Seventy-five. "Wait now. You're 75 and have sex once a week. I think that's wonderful. What are you complaining about ?" "My neighbour is almost eighty years old, and he says he has sex three times a week, every week. "The doctor smiled and said, "I can easily solve your problem. From now on, you say the same thing

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News and Reunions!



Avalon Air Show.

Avalon is gearing up for another monstrous Air Show (Feb next year) and if you haven't been to one, you should have it on the top of your bucket list – it is something not to be missed.



The Australian International Airshow and Aerospace and Defence Exposition is an event unlike any other in the Australasian region. It is the result of many years of passion and enthusiasm by a dedicated group of aviation enthusiasts.

It has grown from a country airshow at Schofields in outer Western Sydney in 1976, to what is now a biennial event with an enviable reputation on the world airshow calendar. It comprises two separate, but concurrent major international events which are staged at Avalon Airport near Geelong in Victoria.

The Australian International Airshow, is a three day, action packed public event, with public flying displays and an amazing array of static aircraft to view up close.

The Australian International Aerospace and Defence Exposition is a major trade event for Australia's aviation, aerospace and defence industries, with some 600 participating exhibitor companies showcasing their products, services and technologies to a national and international audience.

Together these events are one of the most exciting attractions on the Australian tourism events calendar. Airshow 2013 will be the eleventh in the series of events staged at Avalon Airport.

General Admission Tickets will be on sale soon, details are as follows:

- | | |
|---|--------------|
| • Adult (15 years and over) | \$60 |
| • Child (5-14 years) | \$30 |
| • Concession (Pensioner, HCC, Student Card Only) | \$50 |
| • Family (2 adults & 4 children) | \$120 |
| • Children under 5 | Free |

On the public days (1-3 March) a car parking fee of \$10 per car per day applies and is payable at the gate upon entry. A group discount of 10% is available for advance bookings of 10 or more of the same ticket type for any one day.

Tickets will be available through Ticketmaster shortly. If you would like to register your interest in purchasing General Admission tickets for AIRSHOW 2013 or would like to be notified once tickets are available, please email your details to airshow@amda.com.au

If you would rather see the show a little more comfortably, you can always buy a Gold Pass, see details [HERE](#).



BUT!!!! There is another way to see the Air Show and that is as a Volunteer. If you have an interest in aircraft, and if you can spare a few days, then, not only will you get to see the exciting show for free, you will also meet new people, all with similar interests to yourself and also have a lot of fun along the way.

As a Volunteer you will receive the following benefits.

- Airshow Family Pass.
- Free access to Airshow campsite (if required).
- Free car parking in designated personnel car park.
- Meals provided as per roster.
- Uniform Provided.
- Post Event Recognition, and best of all,
- Post Event Party.



Garry Jarvis, who is an ex RAAF apprentice (Arab), manages the Aircraft Ground Operations area (tarmac) at the Airshow and he is always on the lookout for ex RAAF Techo's with tarmac awareness who would like the occasional fix of being around aircraft. Garry says there are many ex RAAF "grey nomads" who use the Airshow as part of their holidays and treat it as a reunion. All comment on the memories of the smell of burnt AVTUR, the scream of jets and the rumbling of radials that come flooding back.

At the 2011 Airshow the "Tarmacers" handled over 1,400 aircraft movements from 600 different visiting aircraft.

There are plenty of different jobs going. No matter what your background – there's sure to be a great job just for you. If you would like to know more about volunteering, click [HERE](#). That will take you to the registration page which has a description of each job.

What's the difference between a man and a bottle of whisky?
Whisky improves with age.

Not funny girls!! - tb

A2-110 Arrives.

A2-110 has arrived at the [National Vietnam Veterans Museum](#) (NVVM), Phillip Island, Victoria. Work will soon commence on transforming this aircraft from its current ARMY Livery back to 9 Squadron Vietnam Livery. For this to occur, the NVVM is seeking former 9 Squadron personnel to assist with the task.

If you are able to assist please forward an email to David Streatfeild, the Restoration Manager. (streatfeilds@bigpond.com) advising your availability. Unfortunately, at this time, David is not able to advise when the restoration will actually commence as it is dependent on other activities being finalised.



The NVVM is interested in obtaining colour photographs of 110 in its Vietnam Livery so if you can help please email them to David.

A2-110, which is an H model, had been at Oakey prior to being transported to Phillip Island. It was delivered to 9 Sqn in Vietnam in December 1969 where it operated as a Bushranger. It was involved in an unusual incident in 1970 when it was discovered that a 1.6 metre long snake had taken up residence, requiring considerable dismantling of the aircraft before the snake could be removed.



It was transferred to the Army and on retirement was stored at the Army Aviation centre at Oakey. In June 2012, it was loaded onto one of the Army's Leopard Tank Floats and transported to the Museum.

AWM.

If you, or a family member, were involved in a conflict in which Australia was involved, there's a good chance that the Australian War Memorial has a record of that achievement. They have a very good search facility that you can access. You will find it [HERE](#).

REOA.

Noel Hadfield advises that the REOA is arranging a visit to the Vietnam Veterans' Museum at Phillip Island for Wednesday 19 September 2012. Transportation will be by bus and lunch on the island will be included.

This "early warning" is issued for diary purposes. Further details such as pick-up locations/times will be sent out as we get nearer the event.

Advocate/Pensions/Welfare Officer.

If you live in the Coffs Harbour (NSW) area, and you need some assistance in the Welfare, Pensions, Advocacy, War Widows, SRCA and MRCA areas, Trevor Williams, who went through Radschool in 1968/69, could possibly help. Trevor is a trained Advocate and works out of the Coffs Ex-Services Club on Wednesday afternoons. If you would like an appointment with Trevor, just contact the Coffs RSL Sub-Branch on 02 6652 3888.

Ex-WRAAF reunion.

Rosalyn Curran would like all ex-WRAAF's to make an entry in their diaries to remind them that the next WRAAF reunion will be held in Perth WA (not the real Perth in Tassy) on the 11, 12 and 13 October next year (2013). It's still a way off but the organisers would like to get some idea of how many girls are interested in attending. If you are thinking about it (in a positive way) please email your details, ie name, address, email, phone, maiden name, recruit course number (if you can remember it) to wraaf2013@hotmail.com. This of course is not binding, it just gives the organisers some idea on what to plan.



The reunion will be held at the [Rydges Hotel](#) in Perth.

A Gathering of Eagles.

The Royal Australian Air Force Association, Tasmania Division, extends to all Royal Australian Air Force members, past and present and their guests, an invitation to attend "*A Gathering of Eagles*" to be held in Hobart on Saturday 15th and Sunday 16th of September 2012 to commemorate the deeds and sacrifices of the Royal Australian Air Force, the Royal Air Force and Allied Air Forces in all conflicts past and present.

Activities planned are:

REMEMBRANCE SERVICE.

Saturday 15th September at [St David's Cathedral](#) at 1500 hrs.

DINING IN NIGHT.

Saturday 15th September at [Tattersall's Park, Elwick Function Centre](#). 1900 hrs to 1930 hrs.
Cost \$90.00 each all inclusive. Dress: Mess Kit, Dinner Suit or Lounge Suit with medals.

Guest Speaker: Air Chief Marshal Angus Houston AC, AFC, RAAF (Rtd).

Also attending: Chief of Air Force Air Marshal Geoff Brown AO.



CENOTAPH SERVICE and WREATH LAYING.

Sunday 16th September at the Hobart Domain Cenotaph at 1100 hrs.

Commemorative Address: His Excellency the Honourable Peter Underwood AC, Governor of Tasmania.

BARBEQUE LUNCHEON.

Sunday 16th September at the RAAF Memorial Centre, 61 Davey Street, Hobart at 1200 hrs.

RAAF SUPPORT.

The Australian Flying Corps and Royal Australian Air Force Association is most grateful to the Chief of Air Force, Air Marshall Geoff Brown AO for the provision of RAAF support, including the Air Force Band, to these commemorative activities.

The RAAF Association also acknowledges the valuable contribution given to these commemorative activities by the Commanding Officer and Members of No 29 (City of Hobart) Squadron.

If you are interested in obtaining further details about these events, contact the State Secretary, RAAF Association, Tasmanian Division by email to raafatas@netspace.com.au

Pensions.

A lot has been written about the state of DFRDB pensions granted to Australian Service men and women and there is a vigorous campaign to try and right the wrong that has and is still inflicted on Ex-Service persons. The Australian pensions pale when compared to those given to UK Service men and women.

See below:

New Armed Forces pension proposed.

31 July 1912

UK Armed Forces personnel will continue to receive one of the best and most valuable public service pensions under a new scheme proposed today by the Ministry of Defence.

The scheme will also deliver on the approach set out in Lord Hutton's Independent Public Service Pensions Commission report to reform pensions and ensure that they are more affordable and sustainable in the long-term. Changes will not affect accrued rights of those currently serving or the age at which their accrued benefits can be drawn.



Unlike other public service pension schemes, Service personnel will still not have to make personal contributions and will still receive a lump sum if they leave the Armed Forces at age 40 if they have served the required number of years, again unlike any other public service pension.

The Normal Pension Age will be 60, whereas for other public service pensions the Normal Pension Age will be linked to the State Pension Age, which is considerably higher. The Minister for Defence Personnel, Welfare and Veterans, Andrew Robathan, said: "The Government has had to make some tough decisions to ensure sustainable public service pensions which provide a fair deal for both Service personnel and for the taxpayer. We recognise the unique commitment made by the Armed Forces and we have done all we can to protect them and make these changes in the fairest way possible. The proposed new scheme will remain among the very best available in the public or private sector, with no individual contributions required by Service personnel."

Benefits of the proposed new scheme include:

- it creates one scheme for all - including reservists. There are currently several different Armed Forces pension schemes.
- Service personnel won't have to make any personal contributions to their pension.
- Service personnel will receive a tax-free lump sum and monthly income if they leave the Armed Forces at age 40 and have served for over 20 years. No other public service makes any pension payment that early.

- as recommended by Lord Hutton, the Normal Pension Age will be 60 - considerably lower than for other public service pensions.
- accrued pension rights have been protected so there is no change to the age at which those currently serving can draw their accrued benefits, which are based on final rank and salary.
- it is in line with Lord Hutton's recommendations and other public service schemes, moving to a pension based on career average earnings rather than final salary.
- all members of the Armed Forces Pension Scheme who were within ten years of their Normal Pension Age on 1 April 2012 will receive transitional protection and see no change in their pension age or the amount they receive at retirement.

The scheme was designed after extensive consultation with over 17,500 personnel both in the UK and overseas, including in Afghanistan, Germany, Gibraltar and the Falkland Islands. There will now be a further period of consultation for personnel to make comments before the new scheme design is finalised.

Isn't it a shame our Government (s) don't follow the UK system.