

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 Chrissy Hart.

See Page 3



There are some terrible computer viruses out there, Sam tells us how to beat them.






See Page 4

The first intake of WRAAF's was in 1952.

See Page 5



	<p>Ted has the latest Pension levels and he has a story on a bloke who owns a Harrier.</p> <p>See Page 6</p>	<p>Allan O'Connor tells us his story and a US Navy Sub "sinks" a train.</p> <p>See Page 7</p>	
	<p>Why don't Pommy Cops wear guns? And should service at Butterworth be recognised?</p> <p>See Page 8</p>	<p>Allan George has a look at North Korea's defences and then there was one – the RAAF now only operates one model C-130.</p> <p>See Page 9</p>	
	<p>By serving at Ubon were you "Agent Oranged?"</p> <p>See Page 10</p>	<p>Cold remedies, what works and what doesn't.</p> <p>See Page 11</p>	
	<p>Boeing's 787 Dreamliner has had some teething problems – but are they fixed?</p> <p>See Page 12</p>	<p>Tony Element reminisces on his previous Christmas Dinner and its tendency to surreptitiously expand one's girth.</p> <p>See Page 13</p>	
	<p>DVA Queensland held their annual end of year get together and we meet a remarkable man.</p> <p>See Pages 14</p>	<p>Just who was Hedwig Kiesler and what did she do? And are mobile phone ticking time bombs?</p> <p>See page 15</p>	

	<p>Paul Spackman takes us on a tour of Fairbairn and we have a look at Edinburgh.</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 each 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.

Course Photos

We intend to eventually have copies of as many RAAF courses (with names) as it is possible to obtain. When finished you will be able to search by course name and/or personal name and if your course is there, get a copy. Availability is the big problem, some photos are easy to get others we have to travel to copy but over the coming months we intend to do so. We did hope to be able to get copies of all WRAAF Recruit Courses later this year but time has beaten us and we can't now until next year (sorry Mary). At the moment we don't want you to send us any photos as it is better if we get them all in one lump but we would appreciate it if you would

check what we have and if you see any errors let us know or if we're missing any names and you can provide them - please do.

Over time the list we've started will be expanded, we hope to be able to include courses that were held at Wagga, Frogers, Pt Cook, Sale etc.

This is definitely a "Work in Progress" and will take some time to complete. To see where we are you click the "Course Photos" link on the [Main Menu](#) - or you can go there from [HERE](#)

DFRB/DFRDB.

There has been an awful lot of email activity over the past few months on the topic of ADF Superannuation, and rightly so, as it affects many many people. There are many groups fighting for what most consider to be fair and equitable increases in their retirement pension and it seems at last someone is listening.



On the 29th April we attended a morning tea held by the Hon Teresa Gambaro MP. Teresa's guest of Honour was Senator Michael Ronaldson, Shadow Minister for Veterans' Affairs who spoke on the Coalition's plans for fixing this dreadful injustice.

I had a private discussion with Senator Ronaldson after the morning tea and was told that if elected, this is what the Coalition has promised.

1. DFRB/DFRDB

DFRB and DFRDB superannuants aged 55 and over will have their superannuation pensions indexed in the same way as aged and service pensions. This costing will be budgeted in their first Budget which will be set down in May 2014. The increases will take effect from the 1st July 2014.

2. TPI and other Disability payments.

Senator Ronaldson said he has held discussions with the Directors of the TPI Federation and they have agreed to hold further discussions again after the election should the Coalition be elected. Although Senator Ronaldson is aware of the situation, nothing was or could be promised until the Coalition had access to Treasury's figures.

Reading between the lines we would suggest this could be a ways off yet and will hinge on the state of the nation's finances.

This magazine tries to be non-political and non-religious, but if you're in receipt of a DFRB/DFRDB pension (which we're not) and you want your pension to be fair and equitable you now have a clear choice which way to cast your vote.

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.

Merchandise.

We've now got a merchandise page, the link is on each page, but you can go there [HERE](#) too. If you've got something you want to sell, send us a photo and a description and we'll add it to the page. We take 10% to cover our running costs.

Reunions.

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.



IN MEMORY OF

Don Lynch.

Rod McLaren told us the sad news that Don Lynch, a mate from years ago, and who was on 41 RADTECHS course back in 1967, passed away in Scottsdale Arizona, in December 2012. Don worked for Amalgamated Wireless (AWA) in the 80's and had married and settled down in Arizona USA.

Unfortunately, we have no further details.

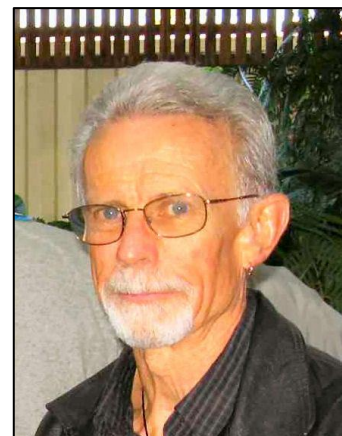


Barry Allen.

Bob Hambling has advised that Barry Allen (RadtechG from 16 Appy Course) passed away on 14 Dec after a traumatic battle with cancer.

Ken McDougall.

John McCormack advises that Ken McDougall, ex Telstech, succumbed to Cancer on the 23rd December 2012. Ken's funeral service was held on the 3rd January at the Salvation Army Hall in Mandurah, south of Perth.



Trevor "Babe" Richardson,

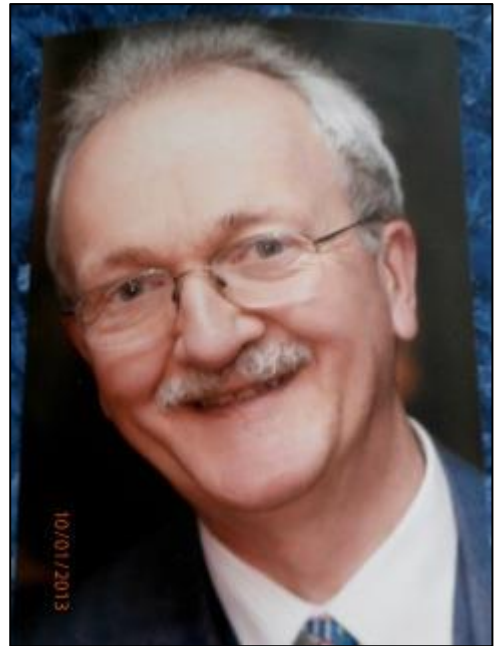
Gerry Hemy advised of the sad passing of Trevor "Babe" Richardson. Unfortunately, no further details at hand.

John Campbell.

Mick Lawson advised that John William Campbell, former Telstech 1TMT (1966/67), passed away on New Year's eve. John's funeral service, which was well attended, was held on Tuesday 8th January at Warrigal Road, Burwood Vic after which he was taken to Cowes on Phillip Island for burial. Philip Birch, a long-time friend, had been asked by the family to be a pall bearer and he said it was very pleasing to see how many locals attended the funeral as a

mark of respect to John. Sue, John's wife, asked Phil to thank all ITMT members who contacted her and showed concern for John.

John joined the RAAF in 1965 and was inducted into 1TMT (1 Telecommunications Mechanic and Technician). He later applied for and gained a place at the DCS (Diploma Cadet Squadron) based at Frognall to undertake a diploma in Radio Engineering at RMIT (Royal Melbourne Institute of Technology) after which he was employed at Headquarters Support Command. He served for 12 years in the RAAF and on leaving joined NEC. He left NEC after a few years and worked for a number of other similar companies including IBM until he and his wife Sue bought and operated a Muffin Break franchise in Melbourne. After a few years John undertook a Diploma in computer technology and worked as a system engineer. His final job was with Fujitsu in Melbourne.



John loved to read and learn. He was a very keen cyclist and used the various Victorian cycle paths on a regular basis. He was also a very keen pilot owning three aircraft over the past 40 years. He leaves behind his wife Sue and three sons, David, Gary and Ross, and their families.

Paddy McCormick.

Harry Allie advised the sad news that Steve "Paddy" McCormick passed away on Sunday the 13th Jan. He had suffered from Lung Cancer and was in Hospital in Melbourne at the time. He was posted to East Sale back in the 1960's as a Cook's Assistant and ended up doing 20 years, his latter years were spent as a butcher.



His funeral was held at the Delbridge Funeral Chapel in Sale on the 21st January.

Roger Heady

Bob Hambling advised the sad news that Roger Heady (ex RadtechG from Course 9) passed away on the 31st January, after suffering a heart attack. For the last 30 odd years Roger worked at the ANU in Canberra. He was responsible for electron microscope work and was awarded a PHD there.

Bruce Cooper

Brian Dirou advised us of the sad passing of Bruce Cooper who left us on the 25th January due to the further effects of Alzheimers and other ailments.

Bruce joined the RAAF in July 1940, served during WW2 and stayed with the RAAF until October 1975.



Some years ago, the Queensland University of Technology recognised Bruce for his work in the early development of radio and IT systems. He was a pioneer in information technology and was part of the team responsible for giving four hours' notice of the Japanese air raids on Townsville. He was a member of 6WU regarded as being vital to Douglas MacArthur during the war and the Americans later credited him with shaving two years off the Pacific War due to his work in the RAAF Wireless units.

Bruce initially joined the 5th Corp of Army Engineers, an army reserve unit, in 1938 and when war was declared, he found himself constructing World War 1 type slit trenches on Dee Why Beach. Being a young healthy bloke and seeking adventure, he didn't want to spend the rest of the war doing that so he joined the RAAF as a wireless operator. He flew with 6 Sqn at Richmond in Hudson bombers until it was decided that wireless operators should also be air gunners. He wasn't keen on that either, so he managed to have himself posted

to Townsville as a wireless operator. When Japan entered the war, he was working on cathode ray high frequency direction finders and was able to fix an aircraft's position through the Direction Finders they were using. When the Japanese headed for Townsville, Bruce spotted them and worked out where they were headed and alerted operations who, at first, did not believe him.

A remarkable man.

Bruce's funeral service was held on the Gold Coast on the 31st January. He was 92.

Graham Peatey

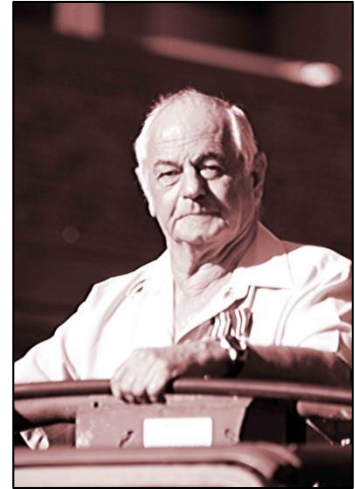
"Dick" Tracey advises the sad news of the passing of Graham Peatey on the 22nd January, Graham was a Sumpie on 17 (Lizards) intake. His funeral was held on Friday the 25th January.

Bill Coyer

We heard from Bill's son (Bill the 4th – ex Telstech) that Bill (the 3rd) had passed away just after Christmas 2012. Bill (the 4th) said "Prior to his passing, Bill's health deteriorated considerably mainly due to his heart and as his blood circulation was poor, last year he ended up losing one of his legs. He was quite philosophical about it because he knew it was the only thing he could do to stay alive. He loved me making jokes about it so he kept his sense of humour."

Bill at the ANZAC Day march, Darwin 2007.

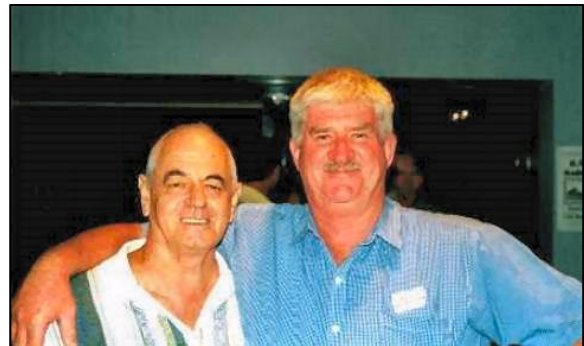
"After the operation he spent several months in hospital but eventually went home to live with Mum and my sister Wendy and her son David. We enjoyed another 8 months with him before his heart gave out for good. He died in his sleep in hospital not long after Christmas. The nurse tells us she checked on him about 5:30 PM and he was happily snoring and when she went back in at nine PM he was gone."



We knew Bill from our days at 38 Sqn. Back in 1967, 4 Radtechs, straight out of Laverton, Allan George, Dave Lugg (both ex Brats) and Laurie Gray and myself (Thicks) were posted to 38 where Bill was the Cpl Radtech. With our heads full of theory and absolutely no desk experience, we needed someone to show us the ropes and Bill was volunteered.

Bill and me at the 2001 reunion in Brisbane.

We remember him as a caring and very patient bloke who took us all under his wing and helped us through those scary early months. He was also very good at local geography and showed us how and the quickest way to get to the Fitz, Mar's and the Richmond RSL where we spent the odd Wednesday "Sporty". Bill and his wife Win, loved the odd party and we can remember one such event where they had the 18 in the back laundry and as usual, everyone knew the correct gas setting and up and up it went. The spear eventually left the keg followed very quickly after by the rest of the brown liquid.



Bill was also the 'foreigner' champion for the Sqn and I can remember the back room containing numerous B&W TV's, one of which was watched by most of the Squadron in July 1969. He also developed a TV antenna which was made from two pieces of aluminium and a bit of plastic – most people had one.

Bill will be sadly missed.

Edward Park

Gary Olsen advised that Eddy Park, who served with 2 Sqn during WW2, died on the 27th Feb 2013.

In the very early hours of 19 Feb 1942, after the departure of the last Hudson, LAC Eddy Park and a party of 2 Sqn volunteers were left behind at the Penfoei Airfield in Timor when the Squadron was recalled to Darwin. Later that morning, they received news of the Darwin raid and that the Japanese had commenced their invasion on the coast at Koepang and at Dili. The airfield later came under shell attack from Japanese warships.

So started the heroic, inspiring and epic story of the Penfoei Pedestrians, so well told by John Bennett in his book *Highest Traditions, The History of No 2 Squadron*. Refer pages 134 – 146.



Under the command of FLTLT Bryan Rofe, the party set about the demolition of the Bomb dump and planned their departure to the coast for a possible pick up by flying boats. Subsequently, the survivors were picked up by the submarine USS Searaven, on 17th and 18th April and they headed for Fremantle arriving on 26 April after much drama during the dangerous voyage.

Gary says “I am sure those of you who knew Ed and met him at the many reunions he attended, will be much saddened by this news and will mark his passing with many kind thoughts. Eddy’s funeral was held at the John Alison Funeral Parlour, Mt Alexander Rd, Essendon, on Wednesday 6th March 2013”

Henry Ernest (Max) Page

John McDougall advised the passing of “Max” Page who died on the 6th Feb. Max was on the 5th apprentice intake (Buttercups) and was a FSGT Airframe fitter at 35 Sqn. from 9 July 1970 to 7 June 1971. On return from Vietnam he obtained his commission and was SENGO at 38 SQN in the mid 1970's

“Scotty” Croaker

Barrie O'Callaghan advises that Scotty Croaker passed away on Sunday (3 Feb 13). He had a very large gathering of family and friends at the funeral, followed by a similarly large wake at their home at Mount Eliza .

Jim Dilworth.

Laurie Lindsay advises that Jim Dilworth passed away last year, unfortunately, he doesn't have any further details. Laurie says: “Jim joined the Air Force in 1956 as an apprentice radio technician on No.10 Course. He graduated as a RADTECHA and he was one of my corporals at BFTS when I was posted there in 1962. He subsequently went to Diploma Cadet Squadron and graduated as a pilot officer in 1965. He reached the rank of group captain before his retirement. I worked for Jim at BFTS and I worked with him at the School of Radio. He was the same person as a corporal as he was a group captain. At the School of Radio, he worked in

the same office as Francis Jeffreys. Francis liked to have a sleep after lunch and Jim used to sneak up to the door and throw it open suddenly to wake him up.

Jim was a fine man and will be missed.

Page 3 Girl.



Our page 3 girl this issue is the delightful Chrissy Hart, spotted here holidaying in the Canadian Rockies back in 2012.

Christina Martin, as she was back then, joined the RAAF in 1987, at the ripe old age of 19 and after Rookies, was posted to 6 RAAF Hospital at Laverton to undergo 6 months training as a Medical Assistant. She then spend a further 15 months at 6 RAAF “on the job training.”

In 1989 she was posted to Williamstown, with a brief attachment to 3 RAAF Hosp at Richmond, and then in 1990 it was off to Darwin where she stayed for 3 years.

Chrissy (right) just 21 and loving the flying suit.

While in the north, she led a fairly quiet life and did nothing out of the ordinary apart from:

1. being involved in international and tri-services exercises
2. flying in Navy Sea King and Blackhawk helicopters,
3. chopper winching in Darwin harbour,
4. flying in a USAF KC-135 and watching mid-air refuelling of F111's,
5. sitting on the back of a Hercules attached to a harness, with the ramp door open, flying over Kakadu National Park,
6. performing aeromedical evacuations, flying in Caribous to remote areas of the Kimberley region in Western Australia,
7. diving with Royal Australian Navy clearance divers searching for artillery shells and human remains on the many World War II wrecks in the Harbour, and
8. playing with B1 bombers during exercise Kangaroo in 1992.



Just the sort of things all healthy young girls get up to.....



In 1993, after completing her 6 years, she elected to discharge and spent a year in the UK and Europe backpacking and visiting relatives.

Writing up nursing notes at 3 RAAF in 1989.

She returned to Oz in 1994, joined the RAAF Reserve (21 Sqn in Melbourne) where she met “the man”, got married and started a family.

She completed her Nursing degree in 2011 and now works with Western Health at the Footscray and Sunshine Hospitals in Melbourne.



Chrissy on Anzac Day 1997, with her Grandfather and Great Grandfather’s medals.

The photo was taken after the service at the Shrine of Remembrance in Melbourne. Chrissy was in 21 Squadron (Reserves) based at RAAF Williams at Laverton at the time.

The British service medals she is wearing belonged to her Grandfather, who served in the Wiltshire regiment and saw active service in WWII in British Palestine (now Israel) and India. Her Great Grandfather served in the Somerset Light Infantry and was killed in action in the Somme, March 1918.



We don't know where this was taken, but we wish we had been there to see it.

Until I was thirteen, I thought my name was SHUT UP!



Rod Ward, a GEM (Ground Equipment Maintenance) hard at it, taking a ball-pein and cold chisel to a poor little Clarktor.

Hut 157, WAGGA.



Bert Denovan sent us this photo of the blokes who were on the 10th Appy intake at Wagga back in 1958. We're not sure of all the names – to see who we have, click the pic above. Perhaps you can help!!

2 CRU, 1985



Scott Lowry sent us the photo above, click it to see a bigger view along with names.

Did you know??

The 26th December was traditionally known as St Stephen's Day, but today it is more commonly known as Boxing Day. This expression came about because money was collected in alms-boxes placed in churches during the festive season. This money was then distributed during to the poor and needy after Christmas.



Someone sent us this, but unfortunately, we can't find who did so we don't know where, when or why it was taken. Can anyone help??

A couple was Christmas shopping at the mall on Christmas Eve and the mall was packed. As the wife walked through the mall she was surprised to look up and see her husband was nowhere around. She was quite upset because they had a lot to do. Because she was so worried, she called him on her mobile phone to ask him where he was. In a calm voice, the husband said, "Honey, you remember the jewellery store we went into about 5 years ago where you fell in love with that diamond necklace that we could not afford and I told you that I would get it for you one day?" The wife choked up and started to cry and said, "Yes, I remember that jewellery store." He said, "Well, I'm in the bar right next to it."



Bonnie Lambie (left) and Lynn Bennett, outside the WRAAFERY at Brookvale (about May '68)



Diane Court at Rookies Feb 1975.

Pearce girls, all frocked up – May 1969

We're a bit short on names here, can anyone help??



L-R: Unknown, unknown, Jackie Rodgers, Robyn Griffin, Jenny Wren, Glenda Punt, unknown.



Berys Broadley, Heather Brooks, Patricia Haynes, 1965. Canberra.

6 Clerk Medical Course, 1974

We don't have all the surnames, can anyone help??



Back L-R: Carol Ann Wilson, Bev, Rose Holst, Denise, Cathy, Val, Robyn,
Front L-R: Missy Vanroon, Denise Ranger, Barbara, Sgt Des Anderson, Lidia, Maureen Mitchel.

Chicken-man Frank Perdue's slogan, "It takes a tough man to make a tender chicken," got terribly mangled in another Spanish translation. A photo of the late Perdue with one of his birds appeared on billboards all over Mexico with a caption that explained "It takes a hard man to make a chicken aroused."



Jeanette Brookes and Ros Curren, on the "Kookaburra Queen" on the Brisbane River, January, 2011



Missy Vanroon.

75 Sqn Assoc

Peter Nelms sent us this pic, it is a photo from the 75 Sqn AGM held in conjunction with Anzac Day (in Sydney).



L-R: Geoff Peterkin (ex Radio Officer & secretary of Fighter Squadrons Branch), **Peter Nelms** (ex Radtech and president of 75 Sqn Assn), **Ken Vandenberg** (ex 75 Sqn Radtech), **Matt Wegman** (current 75 Sqn Avionics Tech and ex Radtech).

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Computers and Stuff.

Sam Houlston.

New computer virus causes havoc.

A powerful new computer virus has been causing havoc with e-mail systems on computers running Microsoft Windows – right across the world.

Experts described the virus, called [Goner](#), as one of the fastest-spreading they had yet seen and warned computer users (Windows) to immediately delete it if they received it. It spreads with tremendous speed and thousands of users across the world have already been infected.

The virus mass mails itself out through e-mail by grabbing all your addresses in your address book and re-sends the mail in which you received the virus to all those addresses. These processes are repeated over and over again very swiftly and before long millions of computers are infected. It also attempts to destroy any anti-virus software on your computer.

The infected e-mail has the word "Hi" as its subject and the body text reads something like "You won't believe this" followed by a link.

It was first detected a few weeks ago in the US but experts believe it was created somewhere in Europe. The US, the UK and France were the worst hit but it caused havoc in Australia as well.

A criminal investigation has been launched in an effort to track down the person responsible for the virus – good luck we say!!.

Unfortunately, the Radschool computers got mixed up in it too and a lot of you were sent an infected email before we realized what was happening and pulled the computers off line. We keep our anti-virus software up to date but it still got through, probably before the anti-virus people has time to write a 'block' for it - though you can bet they all have now.

Once our machines were cleaned up we sent out an email advising you of the problem and suggesting you use our favourite "fix" – Trend HouseCall. If/when you receive a virus or Trojan, it is no good running your anti-virus software to try and get rid of it – this is because if the virus has got through, you can bet the bank it has also negated your software which will look at the virus and think it is a legit file. An up to date anti-virus program will



normally stop most viruses getting through, but for those that do, you need to use an independent un-affected program.

We've been using Trend HouseCall for some years and find it an excellent fix. It is not an anti-virus program, it doesn't sit in the background and check each file coming in but instead will check every file already on your computer and remove those that are infected. The big difference with these programs and the anti-virus program that sits on your computer is this: to use them, you have to download or run them from the developer's site which means they are clean and unaffected.

There are a number of these free to use programs around, such as Microsoft's "Malicious Software Removal Tool" but HouseCall is good, it is quick and it too is FREE to use.

It's probably a good idea to run it every now and then – you will find a link to it on our [Links](#) page.

Paddy took 2 stuffed dogs to Antiques Roadshow " Ooh!" said the presenter, "This is a very rare set, produced by the celebrated Johns Brothers taxidermists who operated in London at the turn of the last century. Do you have any idea what they would fetch if they were in good condition?"

"Sticks?" said Paddy.

Anti-Virus software.

Anyone who has a Windows PC and who uses the internet will have some sort of anti-virus software on their machine, if they don't, well, they are just asking for trouble – big big trouble.



But!! How does Anti-virus software work??

There are two types of antivirus program. These programs are powerful pieces of software and are essential on any computer running Windows.

On-Access Scanning.

This type runs in the background on your computer, checking every file you open and is also called background scanning, resident scanning, real-time protection, or something else, depending on your antivirus program. When you double-click an EXE file, it may seem like the program launches immediately – but it doesn't. Your antivirus software checks the program first, comparing it to known viruses, worms, and other types of malware. Your antivirus software also does "[heuristic](#)" checking, checking programs for types of bad behaviour that may indicate a new, unknown virus.

Antivirus programs also scan other types of files that can contain viruses. For example, a .zip archive file may contain compressed viruses, or a Word document can contain a malicious macro. Files are scanned whenever they're used, if you download an EXE file, it will be scanned immediately, before you even open it.

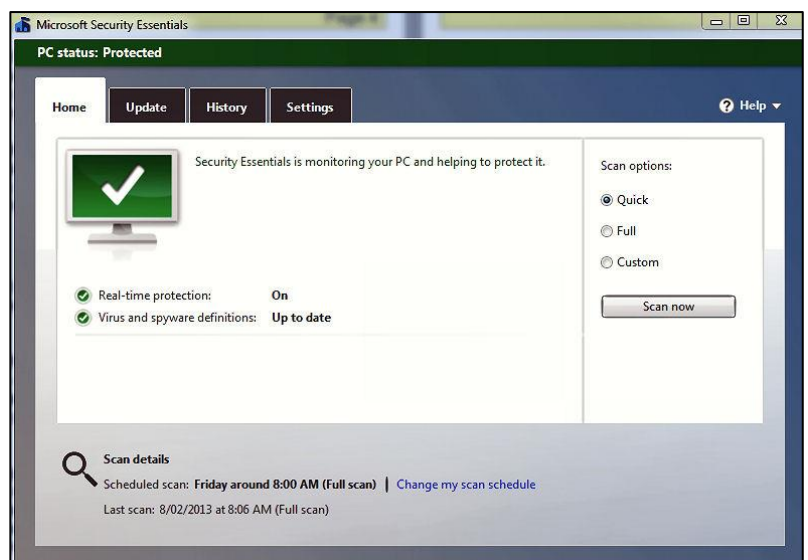
It's possible to use an antivirus program without on-access scanning, but this generally isn't a good idea as viruses that exploit security holes in programs wouldn't be caught by the scanner. After a virus has infected your system, it's much harder to remove. (It's also hard to be sure that the malware has ever been completely removed.)

Full System Scans.

Because of the on-access scanning, it isn't usually necessary to run full-system scans. If you download a virus to your computer, your antivirus program will notice immediately – you don't have to manually initiate a scan first.

Full-system scans can be useful for some things, however. A full system scan is helpful when you've just installed an antivirus program – it ensures there are no viruses lying dormant on your computer. Most antivirus programs set up scheduled full system scans, often once a week. This ensures that the latest virus definition files are used to scan your system for dormant viruses.

Full disk scans can also be helpful when repairing a computer. If you want to repair an already-infected computer, inserting its hard drive in another computer and performing a full-system scan for viruses (if not doing a complete reinstall of Windows) is useful. However, you don't usually have to run full system scans yourself when an antivirus program is already protecting you – it's always scanning in the background and doing its own, regular, full-system scans.



Virus Definitions.

Your antivirus software relies on virus definitions to detect malware. That's why it automatically downloads new, updated definition files – once a day or even more often. The definition files contain signatures for viruses and other malware that have been encountered in the wild. When an antivirus program scans a file and notices that the file matches a known piece of malware, the antivirus program stops the file from running, putting it into "quarantine." Depending on your antivirus program's settings, the antivirus program may automatically delete the file or you may be able to allow the file to run anyway, if you're confident that it's a false-positive.

Antivirus companies have to continually keep up-to-date with the latest pieces of malware, releasing definition updates that ensure the malware is caught by their programs. Antivirus labs

use a variety of tools to disassemble viruses, run them in sandboxes, and release timely updates that ensure users are protected from the new piece of malware.

Heuristics.

Antivirus programs also employ heuristics. [Heuristics](#) allow an antivirus program to identify new or modified types of malware, even without virus definition files. For example, if an antivirus program notices that a program running on your system is trying to open every EXE file on your system, infecting it by writing a copy of the original program into it, the antivirus program can detect this program as a new, unknown type of virus.

No antivirus program is perfect. Heuristics can't be too aggressive or they'll flag legitimate software as viruses.

False Positives.

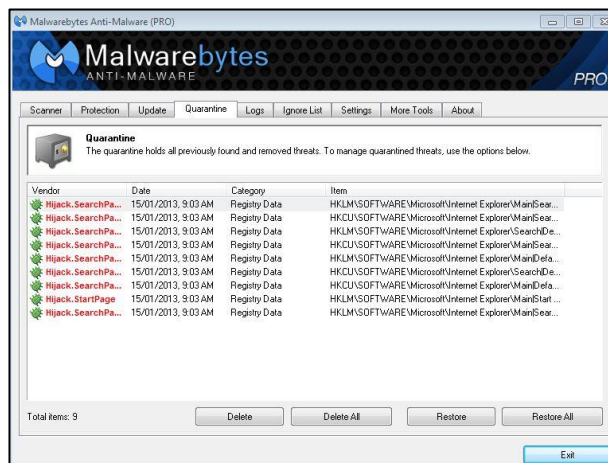
Because of the large amount of software out there, it's possible that antivirus programs may occasionally say a file is a virus when it's actually a completely safe file. This is known as a "false positive." Occasionally, antivirus companies even make mistakes such as identifying Windows system files, popular third-party programs, or their own antivirus program files as viruses. These false positives can damage users' systems – such mistakes generally end up in the news, as when Microsoft Security Essentials identified Google Chrome as a virus, AVG damaged 64-bit versions of Windows 7, or Sophos identified itself as malware. Heuristics can also increase the rate of false positives. An antivirus may notice that a program is behaving similarly to a malicious program and identify it as a virus.

Despite this, false positives are fairly rare in normal use. If your antivirus says a file is malicious, you should generally believe it. If you're not sure whether a file is actually a virus, you can try uploading it to [VirusTotal](#) (which is now owned by Google). VirusTotal scans the file with a variety of different antivirus products and tells you what each one says about it.

Detection Rates.

Different antivirus programs have different detection rates, which both virus definitions and heuristics are involved in. Some antivirus companies may have more effective heuristics and release more virus definitions than their competitors, resulting in a higher detection rate.

Some organizations do regular tests of antivirus programs in comparison to each other, comparing their detection rates in real-world use. [AV-Comparatives](#) regularly releases studies that compare the current state of antivirus detection rates. The detection rates tend to fluctuate over time – there's no one best product that's consistently on top. If you're really looking to see just



how effective an antivirus program is and which are the best out there, detection rate studies are the place to look.

Testing an Antivirus Program.

If you ever want to test whether an antivirus program is working properly, you can use the [EICAR test file](#). The EICAR file is a standard way to test antivirus programs – it isn't actually dangerous, but antivirus programs behave as if it's dangerous, identifying it as a virus. This allows you to test antivirus program responses without using a live virus.

Torrents.

These days millions of people are downloading music and movies “illegally” using a Torrent, (also called a BitTorrent) - but what is a Torrent?

A Torrent is a “system” that allows you to very quickly copy large files, via the internet, from someone else's computer to yours. It does it by copying bits of the file from as many computers as it can, crunching all the bits together and putting the completed file on your machine. It's called "swarming and tracking".

It works like this.

Let's assume you want to get a copy of a movie. You open your search Torrent (there are lots of them, [THIS](#) one is good) and in the search window you type the name of the movie (or song) you want. The Torrent then searches all the computers on the Internet that also have a Torrent installed and shows you a list of possible copies. Some could be DVD quality, some Blue Ray, some copies taken from the TV, you select the one you want. You then tell the Torrent to download the movie (or song) and it grabs chunks of the file from as many computers as it can and a 'torrent' of data starts coming into your machine. When all the data has been downloaded, the Torrent puts it all together and voila, you have your movie.

It all started back in 2001 when a bloke named Bram Cohen wrote and released the first Torrent program. Today, it has been estimated that the at least a quarter of a billion people are using a Torrent each month – and at any given moment, there are more people using a Torrent than are using YouTube and Facebook combined. It's called P2P (peer to peer) file sharing.

It is now the primary means to trade software, music, movies, and digital books online and although Torrents are extremely unpopular with the film, music and other media producers they are much loved by millions of people across the planet.



Because torrents strive to screen out dummy and corrupt files, are mostly free of adware/spyware and achieve amazing download speeds, torrent popularity is still growing fast and by straight gigabytes of bandwidth used, Torrent networking is the most popular activity on the Internet today.

However, you have to be careful, there is an extremely good chance that by downloading a file from someone else's computer you could be downloading a nasty virus – if you do use a Torrent – be very very careful.

And – as you could be violating a copyright law, you could be sued for downloading a movie or song - be very very careful.

HDMI Cables.

CNET

HDMI cables are an excellent way to connect your TV to a media source, with HDMI you get sound and picture all in the one cable and as everyone knows, wives hate cables so using the one HDMI cable instead of separate RCA cables makes for a happy household – and what more could you ask for. But!! - as anyone who has bought a HDMI cable recently knows, there are huge differences in price out there, with a typical 2 metre cable ranging in price from \$15 at the bottom of the range to \$200 at the top.



So, what's the difference??

We don't reckon there is one – a cheap \$15 cable will produce the exact same picture and sound quality as a \$200 one.

HDMI cables come in 4 different varieties,

- High speed with Ethernet
- High speed without Ethernet
- Standard speed with Ethernet
- Standard speed without Ethernet

Forget standard speed cables as they cannot handle the definition you want, but today, the vast majority of cables sold are high-speed anyway and very few "black boxes" have Ethernet-over-HDMI compatibility, so you don't need to pay extra for that feature in the cable either.



And you can forget all that mumbo jumbo the sales people will tell you, there is no such thing as an "HDMI 1.4" cable, nor do you need a special cable for 3D, 120 or 240Hz, or Audio Return Channel (ARC) but cable length is a bit of a killer, you shouldn't use an HDMI cable much longer than 3 metres. If you need to go longer you

should use an active cable, these (obviously) cost a bit more than a 3 metre cable but if length is your thing, go active.

If you're happy buying stuff on the Internet, you could try this site <http://www.monoprice.com/>, apart from a lot of other things, they have an excellent range of cables, are cheap and as the dollar is high, are good value.

Buy inexpensive high-speed HDMI cables. Online is cheaper by far and will be available in whatever length you need. Only buy from a physical store if you absolutely have to, and if you do, certain stores do better than others. At the very least, if you're in a bind, check the Web sites of the various stores in your area. They'll at least give you an idea which store offers the best in-store price.

The things that come to those who wait, may be the things left by those, who got there first.

Computer.

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 gotten a better model.

The women won.

Let your PC start the New Year right!

A little time spent now on preventive maintenance can save hours of PC troubleshooting later — and provide better computing all year long.



Use the following steps to give your PC (running Windows) an annual check-up — and ensure it starts 2013 as healthy as possible.

Consider what your PC has been through in the past 12 months: Windows Update added dozens of patches to your operating system; you've likely installed some new third-party software, uninstalled other programs and upgraded or patched apps and utilities. You've probably altered, tuned, and tweaked various aspects of your system's user interface and software settings and you've undoubtedly created and deleted myriad new emails, documents, photos, MP3s, videos, spread sheets, and such.

All during that time, your hard drive spun hundreds of millions of revolutions and the system fans rotated for hundreds of hours. Heat, dust, and chemical degradation did their inevitable damage, reducing the remaining physical life of your system's components. In short, just as we're a year older, our PCs are not the same machines they were a year ago.

To ensure your system runs smoothly for another year, now's a good time to perform some extra maintenance. It'll help prevent new errors from piling on old ones and keep your system fundamentally sound.



Preserve and protect system data.

As with all significant changes to a PC, start any serious system maintenance with a full system backup — if anything goes bung, you can recover quickly. (You should regularly back up anyway, it is good insurance against all manner of ills that might bring down a PC, power spikes, hard-drive crashes, malware infestations, cockpit error, and many other calamities.)

All current versions of Windows provide the means to make reliable backups, though each new generation of the OS has added enhancements to its archiving capabilities

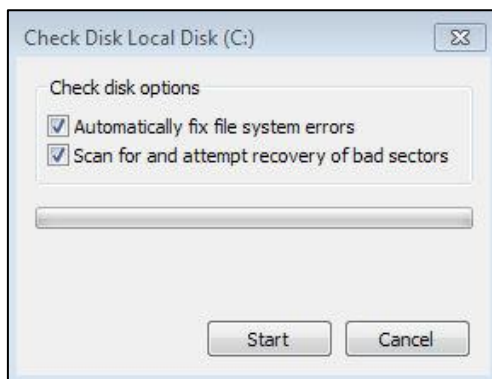
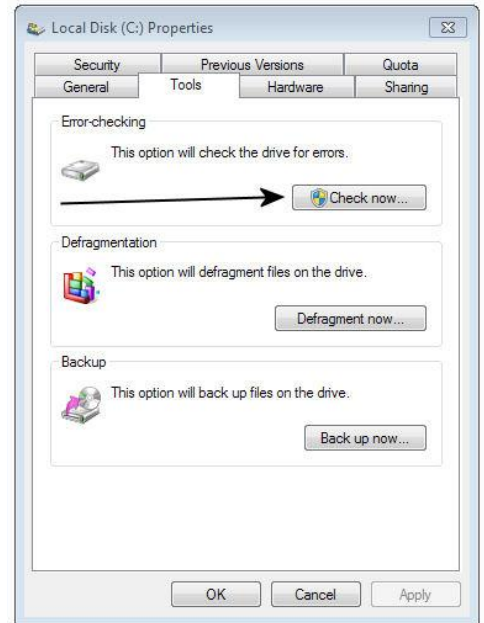
Check the hard drive's physical/logical health.

Traditional hard drives are possibly the hardest-working components in PCs. Their spinning platters can rack up hundreds of millions of rotations per year, and their read/write heads chatter back and forth millions of times, moving chunks of files in astronomical quantities. It's a

testament to hard-drive technology that they work as well, as long, and as reliably as they do. But as sure as death and taxes, all drives eventually wear out. Take a few minutes to check your drive's physical health via the Self-Monitoring, Analysis, and Reporting Technology (aka SMART) subsystem built into most current hard drives. You can do that [HERE](#).

Although SMART tools monitor the *physical* health of drives, Windows' built-in tools check on the *logical* health of the files on the drive.

Every version of Windows, from XP on, has **CHKDSK** (as in "check disk") for exactly that purpose. The basic version of **CHKDSK** is a simple point-and-click operation. In Windows Explorer, right-click the drive that you want to check and select Properties.



Click the Tools tab and then, under Error-checking, click the **Check now** button (arrow right).

You will then be offered the option (left) of selecting whether to fix any errors and/or to try and recover any bad sectors, select both.

If the drive you wish to check is the one which you are using, **CHKDSK** will not be able to do its magic until you log off, it will offer you the opportunity to schedule a check next time you start your computer, if it does, click **Schedule disk check**. Then next time you start your computer, Windows will run CHKDSK before starting up.



If you've got two hard drives on your machine, (say Drive C [main] and Drive D) and you want to do a check on drive D, Windows will go straight into **CHKDSK** and check drive D without requiring a restart.

Patch and update all software and the OS.

Next step is to make sure all software updates are installed — especially security-related patches! Start by opening Windows Update and clicking **Check for updates**, then review the list of patches Microsoft wants installed. (Not all Windows patches are necessary.)

If you're using XP, Vista and Win7, start by opening the Control Panel, in XP, click on **Automatic Updates**, in Vista and Win7, click **Windows Update**.

If you need help with Windows Update, Microsoft has more info for [XP](#), [Vista/Win7](#), and [Win8](#).

With Windows fully up to date, it's time to check your other software. Most applications let you check for updates manually via menu options such as Help, Help/About, or Help/Update.

Do a thorough review of your PC's defences.

Passwords: As PCs have become more powerful, passwords that were once virtually uncrackable might now fall to various free, easily used, and surprisingly fast hacker tools. Verify that your most important passwords are still secure by testing them (or a variant of them) on any of the many good password-checking sites, such as:

- [How secure is my password?](#)
- Gibson Research Corporation's [How big is your haystack?](#)
- [Password Meter](#)
- Microsoft PC Security [page](#)

Firewall: Put your firewall through its paces to ensure that your PC is not visible or potentially accessible to Internet-based hackers. The following sites offer free, easy-to-use, firewall-testing tools and services.

- HackerWatch [Probe](#)
- SecurityMetrics' [Port Scan](#)
- Gibson Research Corporation's [ShieldsUP](#)



Antivirus: As we've discussed earlier, your anti-virus software is very important if you use the internet – but it's no good if it is not regularly updated, you should check it every day. Verify that your system is free of worms, viruses, Trojans, and other malware by running a full scan with a standalone security tool such as Trend Micro's HouseCall ([site](#)), ESET's Online Scanner ([site](#)) or Microsoft's Safety Scanner ([site](#)).

Wi-Fi Router: Many current Wi-Fi routers contain a flaw in their implementation of **Wi-Fi Protected Setup** (WPS). Hackers might easily breach your Wi-Fi defences, regardless of what encryption and password you use. Click [HERE](#) to see how to check if your router is affected and what to do if it is.

Take out *all* the rubbish accumulated in Windows.

Windows is something of a packrat (as are most PC users when it comes to their systems), it can accumulate truly astounding amounts of digital debris, including temporary files that sometimes become all too permanent. Fortunately, there are many excellent disk-clean-up tools available. Windows' own **cleanmgr** is one — if you know how to access its hidden settings. If you want to know how it use it, see [HERE](#).

One clean-up tool that we use and which we've spoken about previously is CCleaner. There are 3 versions of CCleaner available these days, one of which is still free and we think it takes a lot of beating. You can get a copy [HERE](#).

Defrag (or optimize) data on hard disks.

A major hard-drive clean-up often results in *fragmentation* — files and pieces of files scattered across the hard drive that can waste drive space. Defragmenting can improve drive performance on all spinning-platter drives, but it's not needed (or wanted) on solid-state drives. Microsoft has online instructions for using the Windows disk defragmenter tool in [XP](#), [Vista](#), and [Win7](#) though if you're using Windows 7 or 8, you need not bother and these systems schedule their own defrag.

Once your system is updated, cleaned, defragged, and otherwise optimized, make a new full backup or system image to preserve your new setup. This way, if anything goes wrong in the coming months, you'll be able to return your PC to its fully cleaned and optimized condition in just a few clicks.

Physical clean up.

We think of our PCs as electronic devices — and they are — but they're also mechanical systems. Most PCs have cooling fans that constantly draw in room air. Over time, the inside of your PC can become astonishingly choked with dust, resulting in poor air flow, higher temperatures, and shorter component life.

Most motherboards, CPUs, and hard drives have temperature sensors built in, but oddly, most operating systems largely ignore them. However, there is a handy little program that you can download for free that will keep an eye on things and let you know if the temps inside your computer are a bit high, It's called SpeedFan and you can get it [HERE](#). Look under the Download section and click the Speedfan (x.xx) link.

The 50-50-90 rule:

Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.

The “cheap” iPhone.

It has been reported that apple will release a cheap iPhone in the second half of 2013. It isn't the first time this report has surfaced as speculation has been rampant for months that Apple would soon roll out a low-cost iPhone aimed primarily at the emerging markets. The iPhone market is very volatile and very robust, Google gives away its Android operating system for free and lets many hardware makers use it to power their devices which means there are many different Android handsets available at a variety of price points.

The cheaper Android-powered phones have appealed to consumers in emerging markets, who simply lack the purchasing power to afford Apple's iPhone. Even though the iPhone is wildly popular in the U.S., it has a paltry share of the global market, with Android commanding a solid 70+ percent.

Like the mini iPad, a cheaper iPhone might simply be a strategy Apple undertakes to protect its operating system. The more people use iOS, the more attractive it is for app developers to code for it. The more apps iOS has, the more attractive the devices are to users – elementary!!

Despite the lower price point, it is also claimed that the cheaper iPhone will have a larger screen, following the trend pioneered by Samsung and other Android makers. For Apple investors, the question will be one of margin: How much, if at all, will a cheap iPhone reduce Apple's margins?

For Apple consumers, it will be of availability: Will this cheaper iPhone make its way to Australia, perhaps as an option for those who stay on prepaid mobile plans? And, if the device is sporting a larger screen, does this mean that the next version of the flagship iPhone will as well?

Time will tell!!

If you want to test your memory,
try to recall what you were worrying about one year ago today...

Some tips!

A while ago my work PC was running very slowly. The problem was a large amount of data in the form of big zip files which I was using as point-in-time backups. My antivirus program was scanning these files, which is a lot of effort since it was effectively unzipping them before scanning. End result was that by the time it finished the scheduled scan that I couldn't avoid, it was just about time for the next one. Moving these big zip files (at least the ones I still wanted) to an external hard drive and then removing the external drive from the computer made a huge difference.

So – if you have large zip files on your computer, it is a good idea to move them onto a removal drive and then disconnect it from your computer, that way your anti-virus program can and will do its scan more quickly and your computer will not bog now and will run faster.

MS-WORD

One of the annoying things about MS-Word is that when you reopen a document you've been working on, it opens at the top of the document. Unlike Excel, which takes you to the spot where you left off last time, Word's short-term memory always wants to start you off at the beginning again. You can work around this if you press [Shift][F5] as soon as the document opens. [Shift][F5] is the Go Back shortcut, which cycles you between your four most recent edits during a Word session. But if you can remember to hit it immediately after opening a document, Word will jump to the last thing you changed before saving and closing that doc.

Reunion.

Justin Baldwin sent us this. These blokes were at Radschool from 1982 to 1984..



L-R: Steve Creese, Greg Fuller, Justin Baldwin, Gavin Healy, David Jensen

RAAF Williamtown Base Medical Flight. Christmas, 1989.



Click the pic for a bigger view and to see names.

SAR helicopter crew.

Exercise Kangaroo '92, Darwin.



Click the pic for a bigger view and to see names.

The Moral Leadership course, Ballarat 58

Arthur Comer sent us the photo below but he is unsure of 2 names, can anyone help and he would like to get in touch with anyone on the course – if you are, let us know and we'll put you in touch with him



Back row L-R: LAC McLauchlin, LAC Smallwood, unknown, LAC Horton, F/SGT Comer, LAC McCoan, AC Impson, LAC Smith, LAC Bone

Centre Row L-R: FLT/LT Warnock, F/OFF Morrissey, SQN/LDR Henderson, LAC Albiston, LAC Russell, Wng.Cdr Dennet, FLT/LT Arnold, FLG/OFF Casey

Front Row L-R: LAC Watts, LAC Fletcher, Cpl Cyril Cyster, W.OFF Laming, LAC Tickner, unknown, LAC Daley?

158 RTC

17 August 1982



Back Row L-R: Dave Marchant, Markus Guido?, Steve "Snow" Roberts, Neal Tully, Bruce Bellamy, Richard Smithdale, Michael Meacham, Bryan Morgan.

Front Row L-R: Peter Connolly, Rod Taylor, Peter McGrath, SGT ?, Craig Brook, Gary Smitham, Doug Wilson, David Street.

127 RTC.

Bill Beaton sent us the photo below, but unfortunately, we don't have any names. Can anyone help??





Course 2-87 Medical Assistants.



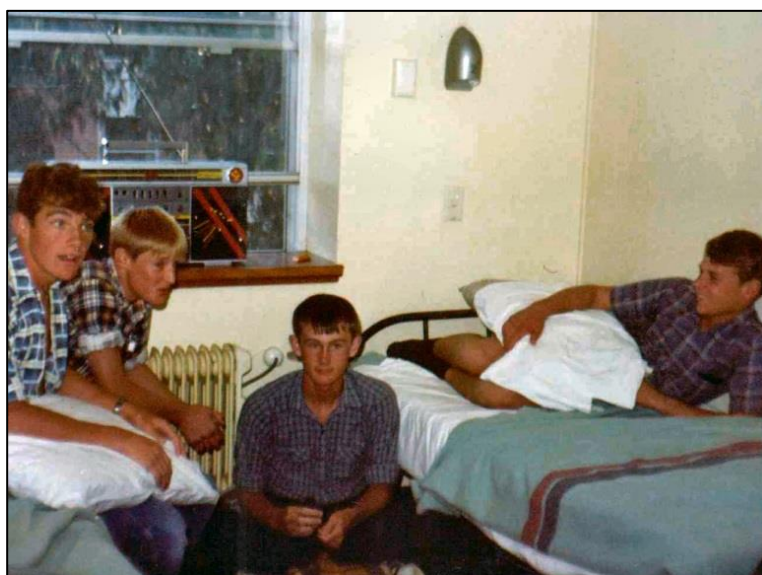
Front L-R: Tracey Thomas, Carrie Hussin, Shirley Bouma, Cheryl Neal, Vikki Harbour, Christina Martin
Back: Rod Lana (civvy).

The girls had just completed their plaster cast application training at 6 RAAF Hospital. Laverton, back in 1987 and were sporting casts on their arms

Darwin 1976 Inter Service BBall



Back L-R: Rita Tomba, Julie Blackwell, Helen Bird, Pam Nelson Don Edwards (coach)
Front L-R: Kate Lung, Rosie Manison (nee Staniforth), not known.
(The dog belonged to Pam Nelson.)



37 Radio Appy.

L-R: Rod Ward, Mick Cates,
Allen Field, Dave Walsh

37 Radio Appy reunion.



Would someone give us the where, the when and the who please!!

First Appy reunion in Melbourne, June 1959.

Gene Fisk sent us this.



Back Row L-R: Errol Fisk (10th intake), Gene Fisk (5th intake), Kevin (saltbush) Burns (5th intake).

Centre Row L-R: Alan Woodbridge (5th intake), unknown woman, unknown man, W/O Hec Crooks (ex WOD Apprentices).

Front Row.L-R: Bill Frost (7th intake.his initials are actually K J, but was called Bill), unknown man.

The reunion was held at Reception House, 9 Darling Street, South Yarra. Gene says the two un-named blokes are either 6th or 7th intake. If you can ID them, please let us know.

I recently saw a condom vending machine in a toilet, which had a sign on it which read:
 "Tested to British Safety Standards".
 Underneath someone had scrawled: "So was the Titanic."



680 RTC

July/October 1964.



Back Row L-R: Norm Brown, Roger Bailey, John Cross, Lindsay Shipard, John Hamilton, Bob Angel, ? Murphy, Kev Blair, Bob Reid, Barry Leeson

Middle Row L-R: Robert Fraser, Neville Whetter, Stan Megaw, Reg Brooks, Ray Edwards, Frank McCarthy (DI), ? Rinaldi, Neal ?, ? Grinham, / Moore, Allan Jones

Front Row kneeling L-R: Dennis Clunes, Mick Johnson, George Spriggins, Bob McIntosh, Roger Treadwell, Allan Robertson, ? Wilson, Phil Clifford, Gary Culbert, Rod Meldrum

Front Row sitting L-R: Chris May, Clive Renshaw, Brian Feeney, Bob McKenzie.

51 RMC

October 64/June 65.



Back Row L-R: Ken Marks, Peiter Geurtjens, John Strauss, Liam Rossister, Terry Boyle, Bob Mietus, Col Beveridge, Mick Johnson, Phil Clifford, Geoff Byles, Rod Phillips, John Kemp.

Front Row L-R: Terry Walters, Ray Shales, Brian Calder, Phil Carne, John Callaghan, Glen Stevens, Les Ramsay, Mick Paget, Roger Bailey, Dave Ramsay, Murray Gill.

34 RTC

May 66-- 67.



Back Row L-R: John Venn, 'Hoot' Gibson, Bob Watts, Phil Bentley, Geoff Ryan, Bob Lutzow, Col Bolin, Geoff Waterson

Middle Row L-R: Geoff Turpin, Leon Friend, Theo Jansen, Dan Slattery, Terry Boyle, Doug Meyer, Sid Ruskin, Roger Bailey

Front Row L-R: John Parker, Geoff Byles, Dick Shipman, ? Sullivan, 'Woofers' Lynch, Peiter Geurtjens, John Negus.

2 CRU, December 1965



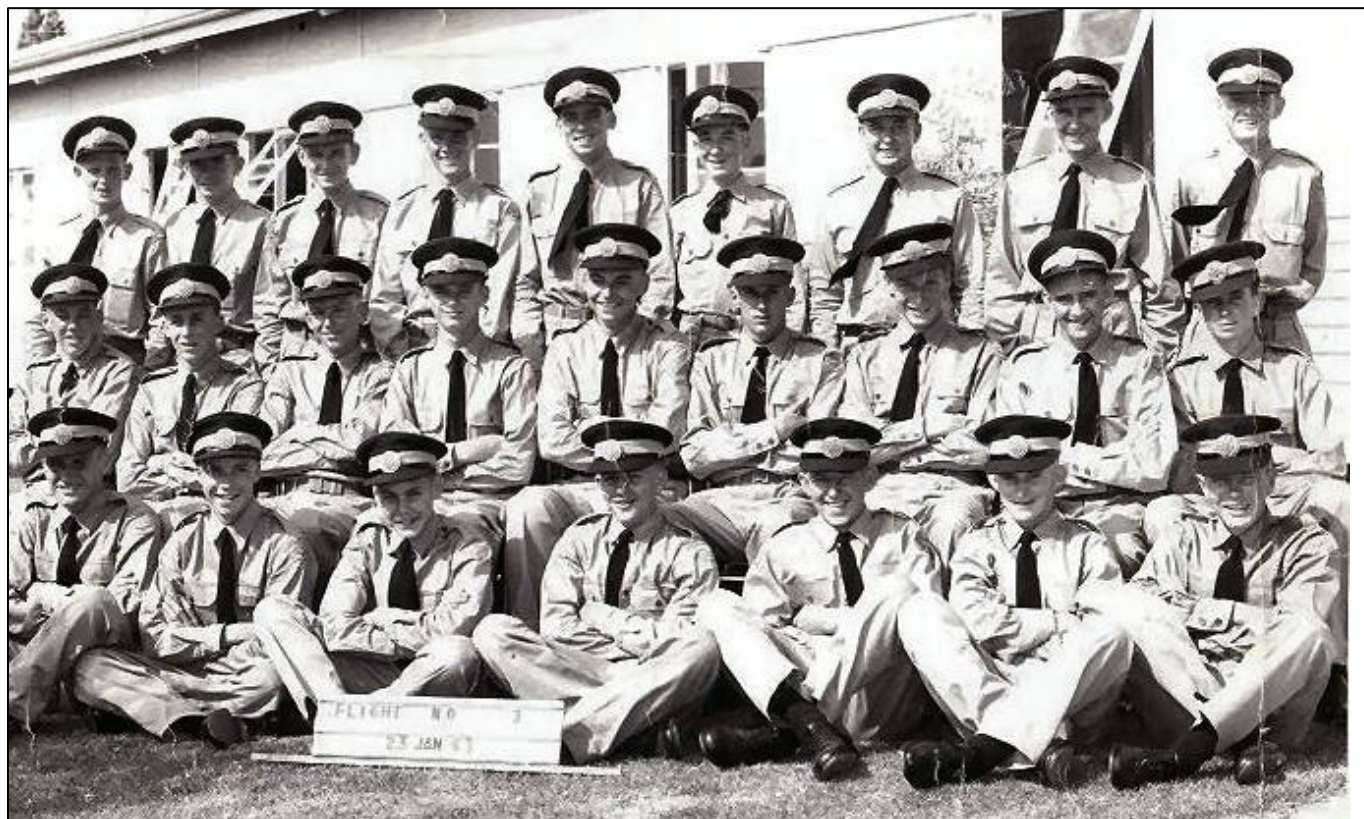
Click [HERE](#) for a bigger pic and names.

The teacher said "While reviewing math symbols with my third grade pupils, I drew a greater-than ($>$) and a less-than sign ($<$) on the board and asked, "Does anyone remember what these mean?"

A few moments passed, and then a boy confidently raised his hand. "One means fast-forward," he exclaimed, "and the other means rewind!"

Lizards Appy Flight 3, 1963 (Wagga)

George Hatchman, who is an Historian and a member of the No 23 Sqn Association, sent us these pics.



Back Row L-R: Geoff Hall, Don't know, Russ Haw, Dave Jimmieson, Bill Lingard, Reg Jones, Fred Fellowes, Barry Hatchman, Jeff Davies.

Middle Row L-R: Don't know, Don't know, Don't know, ?? Kulkiewicz, Neil Imlay, Don't know, Mike Jackson, George Hatchman, Ivan Henry.

Front Row L-R: Paul Neesham, Laurie Hulse, Jimmy George, Bob Ireland, ? Green, Brian Hill, Bob Lee.

1st intake of WRAAFs.

These two photos are of the first WRAAF course which was held after WW2 – in 1952. (Click the pics for a bigger view)



20th Anniversary.

These two photos were taken at Richmond, in February 1972 to commemorate the 20th anniversary of the formation of the WRAAF.





Out in the shed with Ted.

Ted McEvoy

Pension Rates.

On the 20th March 2013, the current pension rates relating to compensation benefits that are paid under the Military Rehabilitation and Compensation Act 2004 (MRCA) were increased.

Although the total increase is much larger than in previous increases, unfortunately, it is not all from increases in the pension rate. Part of the increase can be attributed to the “Clean Energy Supplement”. As an example, the TPI rate rose by \$56.20 per fortnight, but \$20.70 of that is the Clean Energy Supplement. The TPI pension itself rose by \$35.50 or 3%, as did all the others.

The old and new rates are now:

Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,182.00	\$1,238.20	\$56.20	4.8%
Extreme Disablement Adjustment	\$652.70	\$683.70	\$31.00	4.7%
100 per cent General Rate of Disability Pension	\$420.00	\$440.00	\$20.00	4.8%
50 per cent General Rate of Disability Pension	\$210.00	\$220.00	\$10.00	4.8%
Intermediate Rate Disability Pension	\$802.30	\$840.40	\$38.10	4.7%
Service Pension - Single	\$772.60	\$808.40	\$35.80	4.6%
Service Pension - Couples	\$1,164.80	\$1,218.80	\$54.00	4.6%
War Widows/ers Pension	\$783.60	\$820.70	\$37.10	4.7%
Income support Supplement	\$234.40	\$241.50	\$7.10	3.0%

The Carer’s Allowance (caring for a person 16 years or over) is unchanged at \$115.40 per fortnight. Persons receiving a Carer Allowance payment on 1 July each year, will also receive an annual Carer Supplement of up to \$600 for each person in their care.

D.I.Y. HARRIER

Art Nalls, a retired U.S. Marine colonel, has bought the ultimate boys' toy: he's the only private owner of a Royal Navy Sea Harrier, which he rebuilt with a little help from a 400,000 page manual. The paint may be peeling in places and it has clearly seen better days, but to its proud owner, the gunmetal-grey Sea Harrier remains a thing of beauty.



Art Nalls reclines in front of his Sea Harrier at St Mary's County Regional Airport in Maryland.

'She's a little bit like having a mistress - only more fun and way more expensive,' he said.

The British-built jet, once a potent symbol of technological prowess, now startles the neighbours and the local Cessna pilots whenever it emerges from its hangar at the tiny St Mary's County Regional Airport in Maryland, some 50 miles south-east of Washington, DC. 'When people see it in flight it inspires awe,' booms Art Nalls 'People can't believe ten tons of aluminium can float motionless on a sea of noise. I get a kick out of watching the crowds at air shows.

'As soon as I gun the engine, people put down their hot dogs and look upwards with their mouths wide open, like a bunch of baby birds waiting to be fed. 'You don't get the same kick looking at a jet sitting on the ground in a museum.



Nalls's refurbished Sea Harrier at an air show in Virginia in 2010.

Practice safe eating – always use condiments.

It's 30 years since the Harrier's finest hour, when it helped the UK win the Falklands War. The aircraft entered service in 1969, but it was in the South Atlantic in 1982 that it came into its own. The Argentines nicknamed it *La Muerte Negra* – the Black Death.

During the conflict, Harriers shot down at least 20 Argentine planes without a single loss in aerial combat (ten were lost to ground fire, accidents or mechanical failure). With its superior manoeuvrability and armament – including the latest AIM-9L Sidewinder missiles and Blue Fox radar – the British jet outclassed the enemy Mirage III and Dagger aircraft, even though the Argentine planes were considerably faster.

It went on to see action in both the Gulf War and the Iraq War, as well as in Bosnia, Kosovo, Sierra Leone and Afghanistan. But since then its star has faded. The UK Government caused wide-spread outrage in October 2010 when it announced it was axing the remaining Harriers as part of the Strategic Defence Review.

The entire fleet of 74 aircraft (minus two allocated to museums) has since been bought by the U.S. – whose Marines still fly the Harrier regularly in Afghanistan – in a deal worth around US\$177 million.

The RN Harrier pilots were very upset as they considered their aircraft was better suited to combat operations in Afghanistan than the RAF's Tornado, which is almost as old yet has survived the defence cuts relatively unscathed.

Admiral Lord West, who was head of the UK Navy from 2002 to 2006, spearheaded an unsuccessful campaign begging the Prime Minister to reconsider his 'bonkers' decision to scrap the iconic aircraft. In an open letter to David Cameron, he wrote that the PM was a 'victim of bad and biased briefing'. Following the Government's announcement, one senior Harrier pilot

said, 'We have been under relentless pressure from an Air Force system that simply wanted us to fail.

He said: 'There is absolutely no doubt that the RAF has been working against us (the RN) from the start of the whole process. This is all about service politics rather than making decisions based on the suitability of the aircraft for this particular combat environment'.



Attaching the wing after the plane's arrival in the U.S. in 2006.

'The Harrier was doing a brilliant job in Afghanistan and then suddenly it was withdrawn so that the RAF could deploy their Tornados, simply so that the RAF could justify their existence. You need three Tornados to do the same work as one Harrier in Afghanistan. Where's the sense in that?' 'What makes the Harrier unique is its ability to take off vertically, hover on the spot, fly backwards and pirouette like a dancer in the air. That made it deadly in combat and thrilling to watch.

It was an ignoble end for an aircraft that was once the pride of Britain's armed forces and one which has left Nalls as the self-described 'defender' of the Harrier's legacy. 'It's a travesty that the UK Government scrapped the Harrier fleet. I will keep my Harrier airworthy for as long as I'm physically capable of flying her.' He said.

Nalls, who lives in Virginia, won't divulge exactly what he paid for his 'bird', but says reports of US\$3.8 million 'are not wide of the mark'.



Staggeringly, it costs US\$235 a minute to fly it.

'It's the ultimate boys' toy,' says Nalls, who made his fortune in property development after retiring from the Marines due to an ear injury. 'When the British do it right, they do it best. The Harrier is the greatest flying machine ever. Technology-wise, it pushed back the boundaries of science. I dreamed of owning my own Harrier. When it came on the market I snapped it up.'

His love affair with the plane began during his days as a Marine pilot. He says: 'I flew 65 different types of aircraft but was less than enthused when I was chosen to fly the AV-8A Harrier. It had a horrible reputation as a difficult and busy aircraft. 'I was apprehensive, but that all changed when I took one up for the first time. There is something poetic about the quality of the engineering,' said Nalls.

'I strapped in and everything after that was a blur. The Harrier accelerated forward like a rifle shot, and by the time I'd reached the end of the runway I was going 450 knots. I was amazed at what this plane could do. I was hooked!'

He went on to work as a test pilot at Edwards Air Force Base, where one of his jobs was to take Harriers to 45,000ft and shut down the engine.

'I have more than six hours of flight time in single-engine jets without the engine running,' he grins. 'At 45,000ft I'd shut everything down, glide down to 25,000ft and then restart. Thankfully for me the Harriers always restarted.'



The seat and controls.

After retiring in 1989, due to an injury sustained when he broke up a bar-room brawl, Nalls began investing in property and built a multi-million dollar empire. He started buying planes – a Russian Yak-3 fighter and a Czech L-39 Albatros, then in 2006 he learned that the RAF was selling an aircraft that was due to be retired.

'When I heard about her being for sale through a trade publication, I immediately flew to England and went to RAF Bentwaters airbase in Suffolk . When I saw her sitting there in the hangar, it was love at first sight. I got straight on the phone to my bank and arranged payment the next day.' Once he'd obtained clearance from the authorities, the Harrier was transported to Maryland by sea. 'I had to go through a mountain of red tape to get her over to the U.S, and she arrived in pieces'.

'When I asked the RAF for manuals to help me rebuild her, after doing security checks they sent me the manuals which ran to 400,000 pages.' Then began the arduous process of making the plane airworthy again.



The centre control stick and instruments.

Nalls said: 'It was a labour of love. I had a team of volunteers and we worked around the clock for two years before I took her up for the first time. The weapons systems had been removed and we replaced some of the heavy radio equipment and wiring.'



Harrier wings and aircraft at Everett Aero in Suffolk

He says: 'Every time I needed a part I either had to find someone to make it for me or I had to scour the internet. There were many times I'd lie awake in bed at night wondering if I'd bought myself an expensive toy that would never leave the hangar.'

'The lowest point came after the end of its second flight.'

'The nose landing gear dropped but unknown to me it failed to lock. The nose was crushed on landing. That set us back months.' But Nalls says the effort was worth it.

It's an expensive habit, though. Nalls has spent more than US\$1.5million getting the plane back in the air – and its Rolls-Royce engine guzzles one gallon of fuel every six seconds.

He says: 'I use up 50 gallons of fuel just getting from the hangar to the runway. At the beginning I was fuelling up so often the local aviation authorities got on to me wanting to know



why I required so much jet fuel. When I told them it was for my Harrier, there was silence at the end of the phone.

'This plane can roll, climb, dive and turn, but what's staggering is how you can go from traveling through the air at 600mph to hovering at a standstill in a matter of seconds,' said Nalls.

'I've had her long enough now that word has got around. The world of air shows and those of us who own private jets is pretty small, and once I got the

SHAR the news spread like wildfire. 'It's the ultimate in bragging rights. Other pilots come up to me constantly wanting to know about her.'

The jet's controls include a conventional centre stick and left-hand throttle, but with the addition of a lever for controlling the four vectoring nozzles – pointed backwards for horizontal flight and downwards for vertical take-offs and landings. Otherwise, the cockpit is unremarkable. 'There are no mod cons in the aircraft – no cup-holders in the SHAR! This is a performance plane,' says Nalls proudly. 'I'm the only guy in the world with my own Harrier, and I intend to enjoy it just as long as I can..

'The Smithsonian has expressed interest in buying it, but I believe this is a plane which deserves to keep flying – even if the British Government doesn't.

The Harrier played an important part in the Falklands War – but it was the Vulcan that set the scene for a British victory. Not a lot of people knew the full story of the Vulcan's contribution in that war until a movie was made. This story began at the opening of the war, as a task force sailed towards the Falklands to regain control after the Argentinian invasion and occupation. In order to minimize the air threat to the task force, it was necessary to make the airstrip on the island unusable. The RAF brass proposed an audacious plan -- to send a Vulcan bomber down to drop ordinary bombs on it, rather than the nuclear variety they were originally designed to deliver. It makes a gripping story, and a great watch. Click on the aircraft.



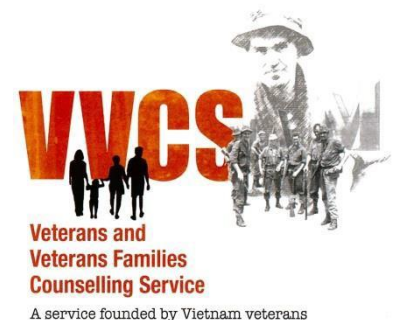
It was the first and last active service mission for Vulcans -- they were due to be scrapped and were, 6 months later!

Privacy

There has been some talk recently that Vietnam Veterans Counselling Service (VVCS) records can be accessed by FOI. This is not fully accurate but the matter is before the court and as such it is inappropriate to comment on that specific matter.

However, it is important to make some general comments about access to VVCS records.

VVCS clients are advised at their initial appointment of the circumstances in which counselling records may need to be disclosed in accordance with the law. Where a subpoena is validly served for the purpose of obtaining VVCS counselling records, there are a number of factors to be considered prior to the release of records to a court.



Importantly, the VVCS has always operated on a basis of confidentiality between the client and his/her counsellor. Maintaining such confidentiality, so far as is legally allowable, is essential to the integrity of the service. However, in criminal matters or some matters involving children, VVCS materials may need to be provided to a relevant court in response to valid court directions. These matters are infrequent.

As a medical practitioner, there may be instances when it is appropriate that information be provided by health practitioners in such situations in response to Court directions. The need to ensure these records remain as confidential as possible is highlighted to Courts in these rare instances. In all other cases, the Department strongly resists the release of VVCS records. Any suggestion that VVCS records will be available to third party applicants under the Freedom of Information Act 1982 (FOI Act) is not correct. VVCS records are exempt under FOI on the basis that their disclosure would be an unreasonable breach of personal privacy.

Clients and potential clients of VVCS can be assured that the VVCS is committed to preserving and upholding client's rights to privacy and confidentiality. Building and sustaining the trust and rapport with their clients is important to them.

There may be times when in exceptional circumstances, it is possible that certain information may have to be released in accordance with the law. This would only occur where a client's safety or the safety of others is at risk; in serious criminal matter, including war crimes; or in response to a court direction.

A guy approached a girl in a library and asked, "Do you mind if I sit beside you?" The girl answered in a very loud voice, "I DON'T WANT TO SPEND THE NIGHT WITH YOUUU!!!" All the students in the library stared at the guy and he was embarrassed. After a couple of minutes, the girl walked quietly to the guy's table and she told him, "I study psychology and I know what a man is thinking. I guess you felt embarrassed right?" The guy responded in a loud voice, "\$200 JUST FOR ONE NIGHT!!!? THAT'S TOO MUCH!!!"...and all the people in the library looked at the girl in shock and the guy whispered in her ear, "I study Law and I know how to make someone feel guilty!"

There are some really nice people in this world – Larry the Flaggerman is one of them, see [HERE](#).

Alcohol Dependence.

Many veterans are claiming compensation from taxpayers, blaming war service for their drinking problems. Official statistics reveal 393 claims for "alcohol dependence" were lodged last financial year, and the Veterans' Affairs Department approved half of these. Alcoholism is the twelfth most common disability for which veterans claimed lump-sum compensation or pension payments last financial year. (This, in my opinion, is not surprising as in our day, it was practically compulsory to spend as much of your off duty time as possible in the boozier.) Another 428 veterans claimed payments for depressive disorder, with 54 per cent of claims granted. 579 claims were lodged for post-traumatic stress disorder, with 75 per cent approved.



[Osteoarthritis](#) tops the list of the 15 most common war injuries, followed by hearing loss and tinnitus. Skin cancers accounted for 726 claims, with 97 per cent approved. Heart disease made up 500 claims, but one third were rejected. Veterans' Affairs approved 62 per cent of the 20,703 disability claims lodged by veterans last year. The departmental data coincides with a spate of veterans' applications to the Administrative Appeals Tribunal, seeking to overturn knockbacks from Veterans' Affairs.

Elderly veterans have been blaming bad diets, smoking and alcoholism on their war service. The AAT most recently ruled that a heart attack that killed a World War II veteran at the age of 90 was a "war injury" caused by anxiety and racist taunts half a century earlier. It found that Italian-born soldier Joseph Onorato died of a "war injury" in 2008 - 62 years after the end of World War II. Anxiety triggered by Mr Onorato's war service between 1942 and 1946 gave him hypertension, which caused the ischemic heart disease that killed him at the age of 90.

The ruling means his widow, Carmel Onorato, can now be paid a war widow's pension and given a gold card for free medical treatment. The Veterans' Affairs Department yesterday said it would not appeal against the ruling, after fighting the case in tribunals and courts for the past four years. A spokesman said appeals to the Federal Court against AAT rulings could only be made on questions of law. The AAT decision relied upon expert medical evidence "and does not appear to have involved any errors of law". "As a result, there is no plan to lodge an appeal for this decision," he said.

The spokesman said the department was "not concerned that the AAT's decision ... sets a precedent". The AAT also granted a war pension last month to a veteran who blamed the air force for his fatty food addiction. It ruled that Colin King's prostate cancer and erectile dysfunction were "war-caused" because his military service during the 1950s gave him a taste for stodgy English foods, like greasy bacon and eggs and fatty steaks.

RSL president Rear Admiral Ken Doolan yesterday said veterans of all wars and conflicts were entitled to lodge claims for injuries or ailments, even decades after the event. "We support all legitimate claims and our advocates work tirelessly to get them approved," he said. "Obviously we would be nice to have them solved in a more expeditious fashion."

The H model Hercs.

Recently the C130H's were retired and A97-005 was the last C130H to be flown by the RAAF. The Tail Art was applied by the 37SQN Surface Finishers and depicts a C130H flying into the sunset.



Military Compensation.

It was in the early 1970's that Military Compensation was changed from payment by Rank to the standard rates of compensation. The Veteran's Entitlements Act (VEA) compensation has no mechanisms that reflects increases in community prosperity such as wages increases. Military and civilian pay rates have increased greatly since the inception of the Veterans Entitlements Act in 1986, but VEA compensation has not followed the increases in Military or civilian pay scales.

This shows up as an obvious oversight or deliberate intent in keeping VEA compensation tied into Centrelink style welfare. This is most noticeable when assessing Service pension payments, by the adding of the taxation payment from other sources, onto the already paid non-taxable compensation.

The costs of living has increased greatly since 1986 to that of 2011 and shows clearly that VEA compensation has stagnated. Stagnated by the fact that a TPI could buy more items off the supermarket shelf in 1986 than they can for their same percentage of payment today!



An ex- soldier under the VEA, is compensated 100% of the General Rate (\$10,920 a year) tax-free whilst in the workforce. When the ex-soldier stops work for accepted injuries, that \$10,920 a year remains as the non-economic compensation and the ex-soldier only gains \$19,812 a year for loss of income, loss of future income, loss of superannuation accumulation and rent assistance. Then welfare in the form of the Service pension is offered, in the very same manner as the aged pension from Centrelink - apart from Rent Assistance.

The Clarke Review grouped both the TPI payment with the Service pension and presented to government a view of “adequacy”. (Clarke Review: Vol. 3., 29.105-106). But the minute a TPI’s partner is in the workforce, that view of compensation “adequacy” for that TPI, with no other income, is no longer.

In today’s ever changing world, in making VEA compensation appear adequate, the partner’s income should not affect TPI “adequacy of compensation” as stated by the Clarke Review. It’s well past time in making TPI compensation adequate for all TPI’s, not just TPI’s fortunate enough to have income in their own right, such as superannuation or self-generated wealth. In the case of a partner in the workforce and adequate compensation, no considerations are given towards a TPI with no other income as is the same, no considerations are given towards that partner.

A TPI partner’s workplace income should remain that – the partners workforce income.

St Andra’s Day

Although a bit late, I would like to wish everyone a Happy St Andra's Day. St Andra’s Day is the 30th of November and St Andrew is the patron saint of Scotland.

St Andrew is also the patron saint of Greece, Romania, Russia, Ukraine and the Ecumenical Patriarchate of Constantinople.

In some areas in Austria, young women would drink wine and then perform a spell, called *Andreasgebet* (Saint Andrew's prayer). They would do this by



stripping nude and then kick a straw bed. This was supposed to magically attract the future husband – (don't knock it if you haven't tried it!!).

I imagine, however, that if the spell was performed in front of a window without curtains it would undoubtedly attract a veritable swarm of potential husbands.

This old custom has possibly died out by now, rendered unnecessary by the iPhone and similar devices.

What a shame.

I hate sex in the movies. Tried it once.
The seat folded up, the drink spilled and that ice, well, it really chilled the mood.

Men are from Mars!!

Let's say a guy named Roger is attracted to a woman named Elaine. He asks her out to a movie; she accepts; they have a pretty good time. A few nights later he asks her out to dinner, and again they enjoy themselves. They continue to see each other regularly, and after a while neither of them is seeing anybody else. And then, one evening when they're driving home, a thought occurs to Elaine, and, without really thinking, she says it aloud: "Do you realise that, as of tonight, we've been seeing each other for exactly six months?"

And then there is silence in the car. To Elaine, it seems like a very loud silence. She thinks to herself: Geez, I wonder if it bothers him that I said that. Maybe he's been feeling confined by our relationship; maybe he thinks I'm trying to push him into some kind of obligation that he doesn't want, or isn't sure of.

And Roger is thinking: Gosh. Six months.

And Elaine is thinking: But, hey, I'm not so sure I want this kind of relationship, either. Sometimes I wish I had a little more space, so I'd have time to think about whether I really want us to keep going the way we are, moving steadily toward . . . I mean, where are we going? Are we just going to keep seeing each other at this level of intimacy? Are we heading toward marriage? Toward children? Toward a lifetime together? Am I ready for that level of commitment? Do I really even know this person?

And Roger is thinking: . . . so that means it was . . . let's see . . . February when we started going out, which was right after I had the car at the dealer's, which means . . . lemme check the odometer . . . Whoa! I am way overdue for an oil change here.

And Elaine is thinking: He's upset. I can see it on his face. Maybe I'm reading this completely wrong. Maybe he wants more from our relationship, more intimacy, more commitment; maybe he has sensed-even before I sensed it-that I was feeling some reservations. Yes, I bet that's it.



That's why he's so reluctant to say anything about his own feelings. He's afraid of being rejected.

And Roger is thinking: And I'm gonna have them look at the transmission again. I don't care what those morons say, it's still not shifting right. And they better not try to blame it on the cold weather this time. What cold weather? It's 7 degrees outside, and this thing is shifting like a goddamn garbage truck, and I paid those incompetent thieves \$600.

And Elaine is thinking: He's angry. And I don't blame him. I'd be angry, too. God, I feel so guilty, putting him through this, but I can't help the way I feel. I'm just not sure.

And Roger is thinking: They'll probably say it's only a 90 day warranty. That's exactly what they're gonna say, the scumbags.

And Elaine is thinking: Maybe I'm just too idealistic, waiting for a knight to come riding up on his white horse, when I'm sitting right next to a perfectly good person, a person I enjoy being with, a person I truly do care about, a person who seems to truly care about me. A person who is in pain because of my self-centred, schoolgirl romantic fantasy.

And Roger is thinking: Warranty? They want a warranty? I'll give them a goddamn warranty. I'll take their warranty and stick it right up their

"Roger", Elaine says aloud.

"What?" says Roger, startled.

"Please don't torture yourself like this", she says, her eyes beginning to brim with tears.

"Maybe I should never have . . Oh God, I feel so....." (She breaks down, sobbing.)

"What?" says Roger.

"I'm such a fool," Elaine sobs. "I mean, I know there's no knight. I really know that. It's silly. There's no knight, and there's no horse."

"There's no horse?" says Roger.

"You think I'm a fool, don't you?" Elaine says.

"No!" says Roger, glad to finally know the correct answer.

"It's just that . . . It's that I . . . I need some time," Elaine says.

(There is a 15-second pause while Roger, thinking as fast as he can, tries to come up with a safe response. Finally he comes up with one that he thinks might work.) "Yes," he says.

(Elaine, deeply moved, touches his hand.) "Oh, Roger, do you really feel that way?" she says.



"What way?" says Roger.

"That way about time," says Elaine.

"Oh," says Roger. "Yes."

(Elaine turns to face him and gazes deeply into his eyes, causing him to become very nervous about what she might say next, especially if it involves a horse. At last she speaks.)

"Thank you, Roger," she says.

"Thank you," says Roger.

Then he takes her home, and she lies on her bed, a conflicted, tortured soul, and weeps until dawn, whereas when Roger gets back to his place, he opens a bag of Doritos, turns on the TV, and immediately becomes deeply involved in a rerun of a tennis match between two Czechoslovakians he never heard of. A tiny voice in the far recesses of his mind tells him that something major was going on back there in the car, but he is pretty sure there is no way he would ever understand what, and so he figures it's better if he doesn't think about it. (This is also Roger's policy regarding world hunger.)

The next day Elaine will call her closest friend, or perhaps two of them, and they will talk about this situation for six straight hours. In painstaking detail, they will analyse everything she said and everything he said, going over it time and time again, exploring every word, expression, and gesture for nuances of meaning, considering every possible ramification. They will continue to discuss this subject, off and on, for weeks, maybe months, never reaching any definite conclusions, but never getting bored with it either.

Meanwhile, Roger, while playing squash one day with a mutual friend of his and Elaine's, will pause just before serving, frown, and say "Norm, did Elaine ever own a horse?"

Java

The following article recently appeared in a magazine called PC Pitstop in the US. We're not suggesting you delete or keep Java, we've just republished the article – you can make up your own mind.

Uninstall Java Now!

The Department of Homeland Security recently recommended that everyone disable Java. We at PC Pitstop will go one step further and recommend that everyone uninstall Java immediately. Here is why Java is such a threat to your computer, security, data and your identity.



First a little history. Back in the late 90's, Java represented one of the core technologies that brought the web together. Java could run on Linux, Macs and of course Windows, seamlessly. A developer did not need to create a separate

version for each platform and this simplicity drove a lot of Java's adoption on the web.

As time has gone on, other technologies such as Flash and now HTML5 have essentially replaced Java as the standard for "web" applications. Every once in a while, we all come upon an old web site that still relies on Java, and that's how Java gets on our machines.

The problem, and it is a big problem, is that Java has many security holes in it. If you have Java installed on your system and you browse to a compromised web site, your computer is immediately infected. Let me repeat that. You don't have to execute any malicious software, the malware enters through the security hole without your consent or knowledge. In the security business, this is defined as an exploit – a compromised web site and a vulnerable computer. I have heard outrageous numbers from associates in the security industry. Industry insiders are speculating that over 90% of all modern malware is distributed through exploits. There are security holes in many products such as Chrome, Firefox, Adobe Reader and many others, but the most porous, security-hole-ridden software out there is Java.

Think about it. Java is an old technology that you rarely use in your day to day browsing experience. Once a blue moon, you come upon a site that requires Java and you install it and continue browsing. But now, you have created a huge security hole in your system just because Java is installed on your computer.



In a recent PC Pitstop study of 155,745 computers, Java was present on 29.6%. That's right, Java is up there with Firefox in terms of popularity. The problem is that the bad guys know it and they have created a whole industry on finding new holes in Java and others.

Here's the next news flash. The PC Pitstop study had only 16% of Java users on the most recent version. This is relevant because Oracle, the makers of Java, have announced that there is a new version of Java that plugs the hole. The problem is that there is a lot of work in keeping all your software up to date. First, you must download the software, then install it, and then most likely reboot. You are looking at 15 minutes minimum. Most people don't have the 15 minutes, and even more people are unaware that it should be updated.

So our recommendation is to just remove Java from your system. Even if you visit an old web site that requires Java, you can still install it again. A better idea would be to contact the site administrator and tell them to update to other technologies. It's easy to uninstall Java. Just go into Control Panel and find the application that allows you to manage the software. It is called Programs and Features in Windows Vista, 7, & 8, and Add/Remove Programs in Windows XP. Note: quite often there will be multiple line items for Java. Make sure that you remove all of them.

So the conclusion is to uninstall Java. There might be a web site you won't be able to use in its entirety, but you can feel a lot safer and sleep better at night.

Want to know your Biological Age??

Be honest, then click [HERE](#)

And if you believe [THIS](#), you'll believe anything!!

Special Rate and Intermediate Rate pension claims

Special Rare and intermediate Rate (IR) disability pensions are payable to veterans who are severely incapacitated and unable to earn a normal wage, solely due to their service-related disabilities.

The Full Federal Court decided in the case of Connell that a reduction in work hours was sufficient to meet the Intermediate Rate test of being "*prevented from conducting to undertake remunerative work that the veteran was undertaking*".

This decision means veterans are no longer required to have completely ceased the work they were undertaking in order to satisfy the requirement of the *prevented test*. For example, if due to a service related disability alone, a veteran reduced his work hours from full-time to part-time, or from part-time to 20 hours a week or less, and this results in a loss of earnings, he will satisfy the *prevented test* for IR.

It is important to remember that a veteran must still satisfy all of the other eligibility criteria including the *alone test*, which requires that the veteran's service-related disabilities alone are the reason they are unable to work for more than the relevant working hours thresholds.

The Repatriation Commission decided that the interpretation of the *Prevented Test* taken by the Full Federal Court should also apply to Special Rate provisions.

For more information on Special and Intermediate Rates, refer to the DVA Factsheet (DP29) which you can get [HERE](#).

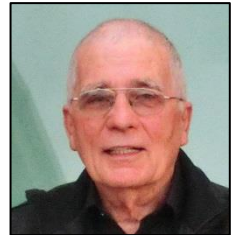
The secret to being happy is having a good sense of humour!
and a dirty mind!

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My Story

Allan O'Connor



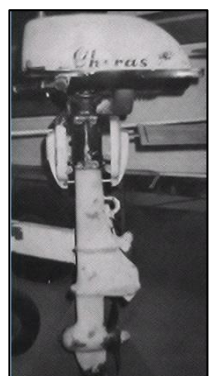
I grew up on a dairy farm at Maleny, Queensland. (Maleny is on the Sunshine Coast, up on the range about 30 klms inland from Caloundra). That meant early mornings, and nearly always late for the bus to school. The bus being a converted ex-army blitz which did double duty delivering empty cream cans and produce on the outward trip, and collecting the school-kids on the way back to school at Maleny. The seats were installed on the return trip and consisted of hardwood planks which were slotted into grooves in the sides of the truck.

I was able to coast through primary school and from memory nothing proved difficult at that level. The only homework I did, was on the way to school, helping some of the kids with compositions and arithmetic. Things changed radically though when I moved from grade eight to high school. I received my first taste of the real world when I found I had a personality clash with one of the teachers. It so happened that he taught Maths one and two, as well as chemistry and physics. I guess I contributed in some respects to my own problems, as I was caught reading novels during his lessons on more than one occasion. He encouraged his own circle of DL's who would start him off on cars or whatever, and off he would go.

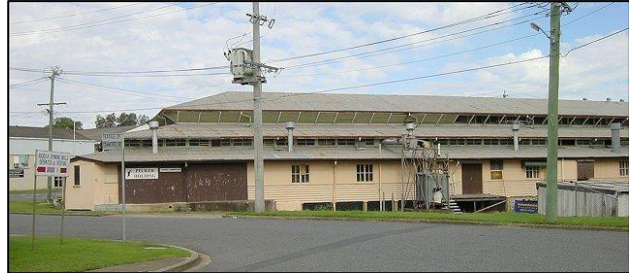
I did not realize how stupid I was, being independent and not playing along. I managed to pass nine subjects at Junior level, with only one C pass. No prizes for guessing it was Maths A. I had determined that there was a better life to be found outside of cows and Maleny. I acquired all the paper-work to join the Air Force, just before completing High School.

I required my maths teacher to provide references for the RAAF application and left it in his hands to complete. Second major awakening in life - don't rely or trust others with anything of importance to oneself, especially when we had not exactly been friends during my time in High School, (he missed me by inches with a high-speed black-board duster, on more than one occasion when he caught me reading.) The end result was after months of waiting for a reply, I found I had not even applied. I was too stupid to re-apply, and go through all the paper-work again. After all I was a shy country boy and did not relish a confrontation with my former teacher. I joined the legion of the great, un-skilled and looking for work, I travelled to Brisbane to board with an Aunt at Salisbury and started door-knocking businesses in Hamilton to find employment.

I was after a trade, and was offered a fitter and turner apprenticeship position with Cheras Industries. They manufactured outboard motors which were similar to the bare-bones "Seagulls" of today. I started at the bottom where masses of



machine dust and assorted rubbish thrived. When I had lasted about three weeks at this menial job, I had to re-consider my options. I could not live away from home, travel across the city from Salisbury to Hamilton and expect to have enough for a train trip back home at Maleny each weekend. The wages were in the order of three pounds (\$6.00) a week. I could not survive on that. I quit my hopes of getting trade qualified and started work in the old Munitions area at Salisbury, mainly feeding a conveyor chain with new number-plates on their way to be painted and cooked. The pay was about double the apprentice wages and I could walk to work. The joys of being a Process worker - again not to my liking.



My parents urged me to apply to the Bank of New South Wales, (Westpac in a former era), so being a good country boy who always did as he was told, I did!! My first posting was to Proserpine where I found everyone else had all the money, you handled it in bulk and never kept very much at all for yourself. I earned enough to purchase an old BSA motor-cycle, and this started me on another path to self-destruction. I joined the Army Reserve (Citizens Military Forces) while living in Proserpine and learned a lot of things to avoid. When a couple of years later, I had a choice of which service to apply for, after carrying comms gear as well as heavy barrels etc. no contest really!! I stayed three years in the Bank's employ with further postings to Cloncurry, Tully and Atherton.

While still employed at Tully, I did a rush trip back to Atherton, just for a weekend visit. I failed to negotiate the "S" bend over the rail line just outside Mareeba on the return trip and spent the next month in the local hospital, eighteen days in a coma. I was left more than a little bit mixed-up in the thinking department from this encounter and consequently could see no future for myself working in the bank, (back in Proserpine again.) I quit this "secure" job and decided I would go cane-cutting to make real money.



My first attempt at cutting green cane for planting, left me with blisters and some advice from the cocky. His words were to the effect that I would never make a go at it. I suppose it is a bit of a "seachange" to use a modern term, going from banking to manual labour. I ended up with a "cut" of my own for my first season, at Giru. Hand cutting, hand-loading onto a flat-top truck, driving a couple of miles (those days), starting an engine-powered derrick, hand moving a five ton (empty) weight QR FJS wagon under the derrick and loading it, with about six tons of sugarcane. Good fun. I think not. Cane-cutting for two seasons with trips to Victoria to follow the fruit picking in the off season. I had many other short term jobs in between. It was another learning curve when I was fencing on a property at Rolleston. Those cockys think they are God. Again not for me.

I was working in deep trenches for the Brisbane City Council Sewage Department, when my application to join the RAAF was successful – all I had to do was to wait a while until they called me up. I was back at my adopted home in Bowen when the time came. The date of enlistment

in Brisbane, was 31 July 1965. I reported to the RTO as ordered and then began a series of uncomfortable train trips from Brisbane down to Edinburgh. The difference in temperature from t-shirt dress in Bowen, to Edinburgh SA was a bit of a shock. My first evening meal in the mess at Edinburgh was another, as lo and behold, who should I see but my best mate from Bowen, Peter “Jack” Nicholls. He was a couple of courses ahead of me, and we both were unaware of each others intention to join up.

Recruit Training was uneventful as I was a very fit individual in those days. I bought a pair of hand-clippers and offered emergency haircuts of a Sunday evening for two bob a time. I must have saved a lot of blokes from falling foul of our course DI, Sgt Chris McNolty. My dad always claimed there was only a week between a good and a bad haircut anyway. “Jack” was again a couple of courses ahead of me when we arrived in Laverton to start on Number 62 RMC.

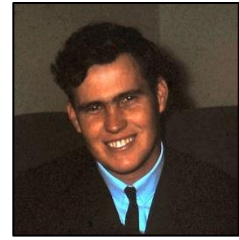
Somehow during 42RTC I also managed to squeeze in the odd beer with Johnny Mathwin.



The Maths proved to be a problem for me. I swear I had never seen such stuff before in my life. There definitely was some new concepts and I gained a Supp-Fail. That scared me, as the only option left would be off-course and GH. I studied very hard for my Supp, and creamed it so to speak. Time flew by, and off to my first choice of posting to Amberley to No.3AD working on Canberras and Sabres. Nine months later and it was back to Laverton to meet the motley crew making up Number 41 RTC.



I am gifted with 20-20 hindsight, and I wish now that I had not spent so much of the course time weekends interstate with John “Tommo” Thomson (now deceased), at his home in Corowa. That part was great, although the hard bit was being on time for Monday morning parades, after arriving back on base mere hours earlier.



The heated class-rooms were not good for staying awake and concentrating on the subject matter in hand. I can remember more than one person studying with their eyelids closed. My memories of Laverton’s cold and drizzling rain has not dimmed.

My next posting after successful completion of RTC, was again following the sun to Townsville and the Neptunes. What a monster to keep serviceable. Working on the things allowed me to build up more leave-in lieu than I could use, with trips to Richmond, exercises in Darwin and a swan to Hawaii. Five years in, and I was off to Amberley again, this time to 2 SQN who were busy with Canberras in Vietnam. My contribution to the cause was mostly stuck on a desk bay servicing the Green Satin Radars sent back. By now it was getting close to the end of my six year enlistment period and I had found a lovely lady from a dairy farm at Allora (near Warwick, Qld). We decided to get married and even though I had just been given a posting to 77 Sqn, I decided to pull the pin.



I had a discussion with our section Sergeant about my intentions to get out, (sorry but I have forgotten names these days). He said “you’ll be back - guaranteed. They all do” he said!! I had to prove how immature I was by leaving the Service on 30th July, 1971. Six years and out to the reserve with the rank of Corporal.

I remember getting enough from the DFRB to replace my mother’s hot-water system which had broken down. I was living at home in Hendra, (suburb of Brisbane) and doing a very fast trip to and from Amberley each day using my trusty steed, a green Triumph Trident. It would make a person wonder how I have lived to old age. Luck of the Irish, I guess.

It was a long time later before I remembered that I had agreed to meet Trevor Benneworth in the main street of Launceston, when we both were out in July 71. It did not happen. I think I was too taken up with the thoughts of the up-coming marriage to remember my promise to Trevor. My first civilian job was as a black and white television technician in Brisbane. (I should have enlisted as a ground radio tech when I joined the Air Force, as they had plenty of time available for the required civilian OJT). The money was way less than the RAAF, so I headed for a mine job in Weipa as a radio technician.

Comalco owned everything there, and provided a service for all domestic repairs. This was my apprenticeship to becoming a real technician having to fix everything from radio networks to a

tape replay TV station using Ampex tape machines. Four years later, I joined the staff as foreman in charge of communications section. This encompassed the above, as well as the Industrial Instrumentation, telephone and computer IT systems.

I carried out minor repairs on the IBM mainframe computer, and system such as the repair of modems from lightning damage, as well as the terminals and printers. Thirteen years in the cape and kids in high school. The standard of education in Weipa is pegged by the majority, so off to boarding school in Townsville initially for one, but found two was too costly. This prompted a move to the east coast. I opted for Cairns, but the boss wanted Brisbane. I could not agree to this, so we met half-way and went to Townsville. I bought a small radio shop there, and accepted anything electronic that broke on land or sea, for repair. Another mistake in that there is more profit in constantly repeating similar products rather than a huge variety.



I passed the RAAF base quite often, and wondered about the number of Neppies parked in the swamp over near the fire station. They were not using them for fire training as I had witnessed was the fate of the Lincoln at Amberley. In hindsight, they would have gained more value from them if they had. I decided to join 27 Sqn and did so after an absence of fifteen years, retaining the rank of Corporal. I quite enjoyed the difference I found in the service attitude. I made friends at 35 Sqn and spent many hours working on Iroquois and Caribou aircraft.

Rappelling in Lamington National Park and scaling Mount Warning in SEQ, was the type of hard work I was not used to in the PAF. Adventure training was my cup of tea. Up and down Mount Bartle Frere, near Innisfail (in one day), and doing the climb to the top of Mount Stralus on Hinchinbrook Island, to commemorate the 50th anniversary of the crash of the American bomber at the summit, was my line of work. We did a trip to the summit of Mount Warning, including the crash-site of the Lincoln bomber in the Lamington National Park. This was lost

during lousy weather, on a mercy flight from Townsville. The wreckage of the Stinson lost there many years ago, was included on this work episode.(O'Reilly, for those who know the story.).

There was one memorable weekend when the RAAF were due to hand over our Hueys to the green machine The whole Squadron took to sea in the RAAF crash launch to camp at Rattlesnake Island. Thrashing around the island in the Huey, before winching down to the ground, was great. Live firing from a Huey gunship was something I never expected to experience either, although this was arranged by my gunnie friend W/O Mick Wallace. This made my career in 10Sqn appear dull.

I worked a lot with ground radio – W/O Bruce Hurst, W/O Noel Hartigan, to name but two. We provided comms for Combat Survival, at feature 790, Bluewater, north of Townsville. When the Bou's began to be phased out, 35 Sqn had already gone that way, and 38 Sqn had taken over in Townsville. I ended up doing Squadron History computer work with my mentor in this field W/O Boyd Kelton. – ex Instruments - PMEL.

My service career ended when I left in 2002, with the rank of FSGT and a LS and GCM. I have worked as a contractor for Telstra (ND&C) for most of ten years on and off. What a great way to see the country and drive, using someone else's fuel card. Broome, Cape Leveque, Ularu, Kakudu and all of Qld and NT. I now work as a comms rigger for a contractor to Telstra, doing a variety of jobs such as painting the upper 80m of a 130 m mast (alternating red and white sections), installing replacement masts and, electronics for station and remote properties and updating mobile systems. Dual qualifications as a rigger and technician can be useful. I still like the travel side of this life.



These days I work in Townsville as an Austel licensed cabler for another ex RAAFie. I first met him as a radio Cpl in 35 Sqn, although he turned Flight Engineer on Caribou. He is ex FSGT Alex Jenkins, who now runs his own business – Jendata.

All my life I thought air was free...until I brought a bag of chips.

WWII US Navy Submarine Destroyed a Japanese Train!!

In 1973 an Italian submarine named Enrique Tazzoli was sold for a paltry \$100,000 as scrap metal. The submarine, given to the Italian Navy in 1953 was actually an incredible veteran of World War II service with a heritage that never should have passed so unnoticed into the graveyards of the metal recyclers.



The U.S.S. Barb was a pioneer, paving the way for the first submarine to launch missiles and flying a battle flag unlike that of any other ship. In addition to the Medal of Honour ribbon at the top of the flag identifying the heroism of its captain, Commander Eugene "Lucky" Fluckey, the bottom border of the flag bore the image of a Japanese locomotive.



The U.S.S. Barb was indeed, the submarine that "SANK A TRAIN".

July 18, 1945, in Patience Bay, off the coast of Karafuto, Japan .

It was after 4 A.M. and Commander Fluckey rubbed his eyes as he peered over the map spread before him. It was the twelfth war patrol of the Barb, the fifth under Commander Fluckey. He should have turned the submarine's command over to another skipper after four patrols, but had managed to strike a deal with Admiral Lockwood to make a fifth trip with the men he cared for like a father.

Of course, no one suspected when he had struck that deal prior to his fourth and should have been his final war patrol, that Commander Fluckey's success would be so great he would be awarded the Medal of Honour.

Commander Fluckey smiled as he remembered that patrol. Lucky Fluckey they called him. On January 8th the Barb had emerged victorious from a running two-hour night battle after sinking a large enemy ammunition ship. Two weeks later in Mamkwan Harbor he found the mother-lode, more than 30 enemy ships.

In only 5 fathoms (30 feet) of water his crew had unleashed the sub's forward torpedoes, then turned and fired four from the stern. As he pushed the Barb to the full limit of its speed through the dangerous waters in a daring withdrawal to the open sea, he recorded eight direct hits on six enemy ships.

What could possibly be left for the Commander to accomplish who, just three months earlier had been in Washington ,DC to receive the Medal of Honour? He smiled to himself as he looked again at the map showing the rail line that ran along the enemy coastline.

Now his crew was buzzing excitedly about bagging a train!

The rail line itself wouldn't be a problem. A shore patrol could go ashore under cover of darkness to plant the explosives, one of the sub's 55-pound scuttling charges. But this early morning Lucky Fluckey and his officers were puzzling over how they could blow not only the rails, but also one of the frequent trains that shuttled supplies to equip the Japanese war machine. But no matter how crazy the idea might have sounded, the Barb's skipper would not risk the lives of his men.

Thus the problem, how to detonate the explosives at the moment the train passed, without endangering the life of a shore party.

PROBLEM ?

If you don't search your brain looking for them, you'll never find them. And even then, sometimes they arrive in the most unusual fashion. Cruising slowly beneath the surface to evade the enemy plane now circling overhead, the monotony was broken with an exciting new idea: Instead of having a crewman on shore to trigger explosives to blow both rail and a passing train, why not let the train BLOW ITSELF up ?

Billy Hatfield was excitedly explaining how he had cracked nuts on the railroad tracks as a kid, placing the nuts between two ties so the sagging of the rail under the weight of a train would break them open. "Just like cracking walnuts," he explained. To complete the circuit, [detonating the 55-pound charge], we hook in a micro switch and mounted it between two ties, directly under the steel rail. "We don 't set it off, the TRAIN will." Not only did Hatfield have the plan, he wanted to go along with the volunteer shore party.

After the solution was found, there was no shortage of volunteers; all that was needed was the proper weather, a little cloud cover to darken the moon for the sabotage mission ashore. Lucky Fluckey established his criteria for the volunteer party:

- No married men would be included, except for Hatfield.
- The party would include members from each department.

- The opportunity would be split evenly between regular Navy and Navy Reserve sailors.
- At least half of the men had to have been Boy Scouts, experienced in handling medical emergencies and tuned into woods lore.
- And Lucky Fluckey would lead the saboteurs himself.

When the names of the 8 selected sailors was announced it was greeted with a mixture of excitement and disappointment.

Members of the submarine's demolition squad were:

- Chief Gunners Mate Paul G. Saunders, USN.
- Electricians Mate 3rd Class Billy R. Hatfield, USNR.
- Signalman 2nd Class Francis N. Sevei, USNR.
- Ships Cook 1st Class Lawrence W. Newland , USN.
- Torpedomans Mate 3rd Class Edward W. Klingsmith, USNR.
- Motor Machinists Mate 2nd Class James E. Richard, USN.
- Motor Machinists Mate 1st Class John Markuson, USN.
- Lieutenant William M. Walker, USNR.

Among the disappointed was Commander Fluckey who surrendered his opportunity at the insistence of his officers that as commander he belonged with the Barb, coupled with the threat from one that "I swear I'll send a message to ComSubPac if the Commander attempted to join the demolition shore party."

In the meantime, there would be no harassing of Japanese shipping or shore operations by the Barb until the train mission had been accomplished. The crew would 'lay low' to prepare their equipment, practice and plan and wait for the weather.

Waiting in 30 feet of water in Patience Bay was wearing thin the patience of Commander Fluckey and his innovative crew. Everything was ready. In the four days the saboteurs had anxiously watched the skies for cloud cover, the inventive crew of the Barb had crafted and tested their micro switch.

When the need was proposed for a pick and shovel to bury the explosive charge and batteries, the Barb's engineers had cut up steel plates in the lower flats of an engine room, then bent and welded them to create the needed digging tools.

The only things beyond their control were the weather and the limited time. Only five days remained in the Barb's patrol.

Anxiously watching the skies, Commander Fluckey noticed plumes of cirrus clouds, then white stratus capping the mountain peaks ashore. A cloud cover was building to hide the three-quarters moon. So, this would be the night.

MIDNIGHT, July 23, 1945

The Barb had crept within 950 yards of the shoreline. If it was somehow seen from the shore it would probably be mistaken for a schooner or Japanese patrol boat. No one would suspect an American submarine so close to shore or in such shallow water.

Slowly the small boats were lowered to the water and the 8 saboteurs began paddling toward the enemy beach. Twenty-five minutes later they pulled the boats ashore and walked on the surface of the Japanese homeland.

Stumbling through noisy waist-high grasses, crossing a highway and then into a 4-foot drainage ditch, the saboteurs made their way to the railroad tracks. Three men were posted as guards, Markuson assigned to examine a nearby water tower. The Barb's auxiliary man climbed the tower's ladder, then stopped in shock as he realized it was an enemy lookout tower, an OCCUPIED enemy lookout tower. Fortunately the Japanese sentry was peacefully sleeping. And Markuson was able to quietly withdraw to warn his raiding party.

The news from Markuson caused the men digging the placement for the explosive charge to continue their work more quietly and slower. Twenty minutes later, the demolition holes had been carved by their crude tools and the explosives and batteries hidden beneath fresh soil.

During planning for the mission the saboteurs had been told that, with the explosives in place, all would retreat a safe distance while Hatfield made the final connection. BUT IF the sailor who had once cracked walnuts on the railroad tracks slipped or messed up during this final, dangerous procedure his would be the only life lost.

On this night it was the only order the sub's saboteurs refused to obey, and all of them peered anxiously over Hatfield's shoulder to be sure he did it right. The men had come too far to be disappointed by a bungled switch installation.

1:32 A.M.

Watching from the deck of the submarine, Commander Fluckey allowed himself a sigh of relief as he noticed the flashlight signal from the beach announcing the departure of the shore party. Fluckey had daringly, but skilfully guided the Barb within 600 yards of the enemy beach sand. There was less than 6 feet of water beneath the sub's keel, but Fluckey wanted to be close in case trouble arose and a daring rescue of his bridge saboteurs became necessary.

1:45 A.M.

The two boats carrying his saboteurs were only halfway back to the Barb when the sub's machine gunner yelled, 'CAPTAIN !' there's another train coming up the tracks! The Commander grabbed a megaphone and yelled through the night, "Paddle like the devil !", knowing full well that they wouldn't reach the Barb before the train hit the micro switch.

1:47 A.M.

The darkness was shattered by brilliant light and the roar of the explosion! The boilers of the locomotive blew, shattered pieces of the engine blowing 200 feet into the air. Behind it the railroad freight cars accorded into each other, bursting into flame and adding to the magnificent fireworks display. Five minutes later the saboteurs were lifted to the deck by their exuberant comrades as the Barb eased away, slipping back to the safety of the deep.

Moving at only two knots, it would be a while before the Barb was into waters deep enough to allow it to submerge. It was a moment to savour, the culmination of teamwork, ingenuity and daring by the Commander and all his crew. Lucky Fluckey's voice came over the intercom. "All hands below deck not absolutely needed to manoeuvre the ship have permission to come topside." He didn't have to repeat the invitation.

Hatches sprang open as the proud sailors of the Barb gathered on her decks to proudly watch the distant fireworks display.



Members of the sabotage team pose with the Ships Flag.

The train mission is noted at the centre bottom of the flag. The Barb had sunk a Japanese TRAIN !

On August 2, 1945 the Barb arrived at Midway, her twelfth war patrol concluded.

Meanwhile United States military commanders had pondered the prospect of an armed assault on the

Japanese homeland. Military tacticians estimated such an invasion would cost more than a million American casualties.

Instead of such a costly armed offensive to end the war, on August 6th the B-29 bomber Enola Gay dropped a single atomic bomb on the city of Hiroshima , Japan . A second such bomb, unleashed 4 days later on Nagasaki , caused Japan to agree to surrender terms on August 15th. On September 2, 1945 in Tokyo Harbor the documents ending the war in the Pacific were signed.

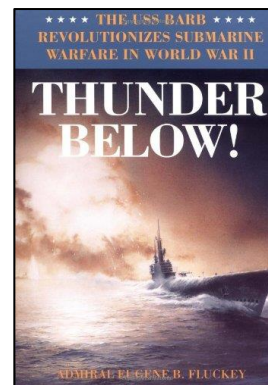
The story of the saboteurs of the U.S.S. Barb is one of those unique, little known stories of World War II. It becomes increasingly important when one realizes that the [8] eight sailors who blew up the train near Kashiho conducted the ONLY GROUND COMBAT OPERATION on the Japanese homeland during World War II.

Footnote:

Eugene Bennett Fluckey retired from the Navy as a Rear Admiral, and wore in addition to his Medal of Honor 4 FOUR Navy Crosses, a record of heroic awards unmatched by any American in military history.

In 1992, his own history of the U.S.S. Barb was published in the award winning book, THUNDER BELOW. Over the past several years proceeds from the sale of this exciting book have been used by Admiral Fluckey to provide free reunions for the men who served him aboard the Barb, and their wives.

He graduated from the US Naval Academy in 1935 and lived to age 93.



Qantas milestone!



ONE OWNER-1,000 DRIVERS

A milestone was recently reached at Qantas with B747-400 VH-OJG reaching a record 100,000 flight hours. B747-438 registered as VH-OJG, first flew on 11 July 1990 at Paine Field, Everett. After 4 Boeing test flights and 2 Qantas Customer Acceptance flights, it was accepted by Qantas on 15 August 1990 in Las Vegas, Nevada.

VH-OJG was the 7th 747-400 to be purchased by Qantas and the 801st B747 built by Boeing at the Everett factory in Washington State. On 19 May 2012 it achieved 100,000 flying hours, operating the QF24 service between Bangkok and Sydney. It ceased revenue operations on 20 July 2012 and was prepared for return to the lessor on 14 August, 1 day short of its 22nd birthday. The aircraft departed Sydney on 21 August 2012 at 13:25 on its final flight to Marana in Arizona.

It arrived at Marana having accrued 100,612 air hours and 12,489 cycles making it the highest time aircraft to have operated in the Qantas fleet. Over its 22 year operational life VH-OJG has flown an average of 12.5 hours per day, accumulated a total of 100,612 flight hours and 12,489 flight cycles. Carrying over 3.8 million passengers, VH-OJG has travelled over 85 million kilometres, which is equivalent of 110 return trips to the moon !

ADF Numbers.

There has been talk recently concerning the numbers of personnel in today's ADF and how those numbers have been drastically reduced since 2007. We thought we'd check and get the true numbers so we wrote to the ADF and asked.

This is their response.

The Department of Defence has received your request for information regarding ADF data for input into the RAAF Radschool Association Magazine. In response to your questions the following information is provided, note however, December 2012 data has yet to be cleared so we have provided you with the current Nov 2012 data. I hope that this information is of assistance to you.

Permanent Force	2007	Nov 2012	Percentage increase
Navy	13,013	13,974	7.38%
Army	26,827	29,402	9.60%
AirForce	13,699	14,107	2.98%
ADF total	53,539	57,483	7.37%

Note: Data includes paid and unpaid permanent strengths and Reservists serving on Continuous Full Time Service.

Regards

*AIRCDRE Tony Needham
Director General
Workforce Planning Branch*

So – the truth is, the numbers in the ADF have actually increased by 3,944 or 7.4% since 2007.

Should I Really Join Facebook?

Robin Haynes

A smile for people in the over 60 group!

When I bought my iphone, I thought about the 30-year business I ran with 1,800 employees, all without a mobile phone that plays music, takes videos, pictures and communicates with Facebook and Twitter. Recently I signed up, under duress, for Twitter and Facebook so my seven kids, their spouses, 13 grandkids and 2 great grand kids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space. That was before one of my grandkids hooked me up for Tweeter, Tweetree, Twirl, Twitterfon, Tweetie and Twittererific Tweetdeck, Twitpix and something that sends every message to my cell phone and every other program within the texting World. My phone was beeping every three minutes with the details of everything except the bowel movements of my entire next generation.

I am not ready to live like this.

I now keep my iPhone in the garage in my golf bag. The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the supermarket or library. I keep that in a box under my tool bench with the Blue tooth [it's red] phone I am supposed to use when I drive. I used it once when I was standing in line at Coles talking to my wife and everyone within 50 mtrs was glaring at me. I had taken out my hearing aid to use it, and I was talking little loud! I mean the GPS looked pretty smart on my dash board, but the lady inside that gadget was the most annoying, rudest person I had run into in a long time. Every 10 minutes, she would sarcastically say, "Re-calc-u-lating." You would think that she could be nicer. It was like she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn when possible. Then if I made a right turn instead, well, it was not a good relationship..



When I get really lost now, I call my wife and tell her the name of the cross roads and while she is starting to develop the same tone as Gypsy, the GPS lady, at least she loves me. To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I can lose three phones all at once and have to run around digging under chair cushions and checking bathrooms and the dirty laundry baskets when the phone rings.

The world is just getting too complex for me. They even mess me up everytime I go to the supermarkets. You would think they could make a decision themselves, but this sudden "Paper or Plastic?" every time I check out just leaves me confused. I bought some of those cloth reusable bags to avoid looking stupid, but I never remember to take them with me. Now when they ask me, "Paper or Plastic?" I just say, "Doesn't matter to me. I am bi-sacksual." Then it's their turn to stare at me with a blank look.

I was recently asked if I tweet. I answered, No, but I do fart a lot. We senior citizens don't need any more gadgets. The TV remote and the garage door remote are already more than we can handle.

The Ho Chi Minh trail in Laos.

The Ho Chi Minh Trail is arguably one of the greatest feats of military engineering in history, a Goliath of ingenuity and bloody determination. At its peak this 20,000km transport network spread like a spider's web through Vietnam, Laos, and Cambodia, an indestructible labyrinth through which the North Vietnamese fed the war in the South. Without the trail, there could have been no war, a fact the Americans knew only too well. In a sustained eight-year campaign to destroy it they flew 580,000 bombing missions, dropped more than two million tons of ordnance on neutral Laos, denuded the



jungle with chemicals, and seeded clouds to induce rain and floods. At one point Nixon even mooted the notion of deploying nuclear weapons.

There is an excellent site dedicated to the trail – you can see it [HERE](#)

Why British police don't have guns.

BBC News Magazine

The deaths of two female police constables on the 18 September last year, have brought into focus the unarmed status of most British police. Why does Britain hold firm against issuing guns to officers on the beat? It's the single most obvious feature that sets the British bobby apart from their counterparts overseas. Tourists and visitors regularly express surprise at the absence of firearms from the waists of officers patrolling the streets.



But to most inhabitants of the UK - with the notable exception of Northern Ireland - it is a normal, unremarkable state of affairs that most front-line officers do not carry guns. Unremarkable, that is, until unarmed officers like Nicola Hughes (right) and Fiona Bone are killed in the line of duty. There are always those who question why Britain is out of step with most of the rest of the world, with the exceptions of the Republic of Ireland, New Zealand, Norway and a handful of other nations.



For a heavily urbanised country of its population size, the situation in Great

Britain is arguably unique. Film director Michael Winner, founder of the Police Memorial Trust, and Tony Rayner, the former chairman of Essex Police Federation, have both called for officers to be routinely armed. But despite the loss of two of his officers, Greater Manchester Chief Constable Sir Peter Fahy (right) was quick to speak in support of the status quo. "We are passionate that the British style of policing is routinely unarmed policing. Sadly we know from the experience in America and other countries that having armed officers certainly does not mean, sadly, that police officers do not end up getting shot."



But one thing is clear. When asked, police officers say overwhelmingly that they wish to remain unarmed. A 2006 survey of 47,328 Police Federation members found 82% did not want officers to be routinely armed on duty, despite almost half saying their lives had been "in serious jeopardy" during the previous three years. It is a position shared by the Police Superintendents' Association and the Association of Chief Police Officers.

The British public are not nearly so unanimous.

An ICM poll in April 2004 found 47% supported arming all police, compared with 48% against. In 2007, the centre-right think-tank Policy Exchange found 72% of 2,156 adults wanted to see more armed police patrols. For decades there have been incidents that have led to calls for issuing all officers with firearms. Cases like those of Sharon Beshenivsky, shot dead during a robbery in 2005, or of the three plain-clothes officers murdered by Harry Roberts in west London in 1966, or the killing of PC Sidney Miles in the Derek Bentley case of 1952.



Few expect the system to change even after widespread public horror at the deaths of PCs Bone and Hughes. For one thing, incidents such as that in Greater Manchester are extremely rare. Overall gun crime, too, remains low.

In 2010-11, England and Wales witnessed 388 firearm offences in which there was a fatal or serious injury, 13% lower than the previous 12 months. In Scotland during the same period, there were two fatal and 109 non-fatal injuries during the same period, a decade-long low. Additionally, officers, chief constables and politicians alike are wary of upsetting an equilibrium that has been maintained throughout Britain's 183-year policing history.

"There's a general recognition that if the police are walking around with guns it changes things," says Richard Garside, director of the Centre for Crime and Justice Studies. Arming the force would, say opponents, undermine the principle of policing by consent - the notion that the force owes its primary duty to the public, rather than to the state, as in other countries. This owes much to the historical foundations of British criminal justice, says Peter Waddington, professor of social policy at the University of Wolverhampton.



"A great deal of what we take as normal about policing was set out in the early 19th Century," he says. "When Robert Peel formed the Metropolitan Police there was a very strong fear of the military - the masses feared the

new force would be oppressive." A force that did not routinely carry firearms - and wore blue rather than red, which was associated with the infantry - was part of this effort to distinguish the early "Peelers" from the Army, Waddington says.

Over time, this notion of guns being inimical to community policing - and, indeed, to the popular conception of the Dixon of Dock Green-style bobby - was reinforced. While some in London were issued with revolvers prior to 1936, from that date only trained officers at the rank of sergeant or above were issued with guns, and even then only if they could demonstrate a good reason for requiring one.

Today only a small proportion of officers are authorised to use firearms. Latest Home Office figures show there were just 6,653 officers authorised to use firearms in England and Wales - about 5% of the total number.

None of which implies, of course, that the British police are somehow gun-free. Each police force has its own firearms unit. Police armed response vehicles have been deployed since 1991. In addition, trained officers have had access to Tasers since 2004 despite controversy about their use. Met Commissioner Bernard Hogan-Howe called for police response officers to be routinely armed with the weapons in November 2011.



Particularly in London, the sight of armed officers at airports, embassies and other security-sensitive locations has become a familiar one, especially since the 11 September attacks. However much firearms become an accepted part of British life, former Met deputy assistant commissioner Brian Paddick doubts police themselves will ever support a universal rollout. For one thing, the sheer cost of equipping all personnel with weapons as well as providing regular training would be prohibitive at a time of public spending cuts, he says.

In addition, Paddick adds, front-line officers would not be keen to face the agonising, split-second decisions faced by their counterparts in specialist firearms units. "In terms of the police being approachable, in terms of the public being the eyes and ears of the police, officers don't want to lose that," he says.

"Every case in which a police officer has shot someone brings it home to unarmed officers the sheer weight of responsibility that their colleagues face." Cases like that of Jean Charles de Menezes, shot dead by a Met firearms officer after he was wrongly identified as a terrorist, illustrate Paddick's point. For now, at least, that starkest of all distinctions between British officers and those abroad looks secure.

Commenting on a complaint from a Mr. Arthur Purdey, in the UK Midlands, about a large gas bill, a spokesman for North West Gas said, 'We agree it was rather high for the time of year. It's possible Mr. Purdey has been charged for the gas used up during the explosion that destroyed his house'.

F111's last sortie.

On the 6th April, 2013, the world's last operational F-111C left its Amberley base for a new home near Sydney. The jet is being driven to a museum run by Historic Aircraft Restoration Society (HARS) at Wollongong. Wing Commander Clive Wells said everyone at Amberley was sad to see it go. "It was the home of the F-111 so of course everyone that works here and has worked on the aircraft is disappointed to see them go," he said.



"Some of these people have spent their whole career flying and looking after the aircraft so it's a second family. It certainly was a very unique aircraft. Who knows what technology will bring forth into the future? Maybe there'll be something like that again."

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

Irish police are being handicapped in a search for a stolen van because they cannot issue a description. It's a Special Branch vehicle and they don't want the public to know what it looks like.

Service at Butterworth Air Base, 1970 – 1989

Prepared in Support of the RCB Claim for Recognition of Service

Ken Marsh

Introduction.

In many ways Butterworth in the 1970s and 80s was an ideal posting. It offered air force families, in particular, the chance of an overseas posting with additional allowances and on the surface it appeared exotic and peaceful. Because of strict press censorship and the desire of the Malaysian Government not to unduly alarm the local populace or harm the economy, little was said about the existing and serious communist threat. As the local population generally had little to fear from the communists from 1951 on, this decision seems well founded. It is perhaps because of this decision that little has been written on the subject and that the nature of the insurgency and its impact on the country is not generally understood.



Australian personnel on strength at Butterworth Air Base (BAB) during the period of the second communist insurgency were exposed to 'objective danger' and as such their service should be recognised as 'war-like'.

The Threat.

The second insurgency commenced on 17 June 1968 when 'the Malaysian Communist Party (MCP) launched an ambush against the Security Forces in the area of Kroh–Bentong in the northern part of the Malaysian Peninsular. They achieved a major success, killing 17 members of the Security Forces. Kroh-Bentong is less than 80 kilometres in a straight line from Butterworth. In the lead up to the second insurgency the communists had 'developed new techniques of guerrilla warfare and learned much from the Vietnam War on the techniques of fighting guerrilla warfare.

The modus operandi of guerrillas is hit and run attacks by small groups against much larger military forces. Tactics involve sabotage, ambush, raids and petty warfare. The elements of surprise and 'extraordinary mobility' are used to harass the enemy. Following the communist split in the early 1970s Chin Peng's group 'sent out "Shock Brigades" – small units which moved south down the peninsula not only to pick off isolated police posts and Security Forces, jungle patrols but also through propaganda to rekindle support for the M.C.P. from their base on the Thai-Malaysian border.

A 1973 report prepared by the United States' Central Intelligence Agency describes a careful and methodical re-establishment of a very competent communist guerrilla force in North West Malaysia.

By mid-1968, some 600 armed Communist insurgents began to move gradually from inactive to active status under stimulation from Peking. They moved back across the border (from Thailand), first to reconnoitre and then to permanently position themselves in small base areas in northern West Malaysia. The Communist Terrorists (CTs) or members of the Malayan National Liberation Army (MNLA) which numbered about 600 regular armed men at the close of the Emergency (1948-1960), expanded to about 1,000 by 1968, to about 1,600 in mid-1970, and to about 1,800 in mid-1972. The slow upward progression in the number of armed insurgents represents a positive gain and the existence of small bases capable of accommodating about 40-60 CTs points toward a long-term potential expansion.



The Peking-inspired revival of the armed insurgency can be fixed to the date of 17 June 1968 when a force of the MNLA, for the first time since the late 1950s, attacked a Malaysian security force unit on Malaysian territory. This well-trained Communist force numbered about 40 armed and uniformed men and their ambush was effectively carried out. The evidence is that the revival of the insurgency in mid-1968 reflected from the start considerable military competence: good planning, tactical caution, good execution. CT units were armed and given uniforms in Southern Thailand and were infiltrated skilfully into Malaysian territory with the initial mission of reconnoitring and re-establishing contacts with underground insurgents. Their mission later became that of making selective attacks on Malaysian security force units and undertaking selective sabotage of key installations in West Malaysia.

Toward the end of 1968, the number of NMLA (or CT) incursions from southern Thailand gradually increased. In late 1970, it was solidly confirmed that small groups of CT infiltrators had permanently established small bases for inside Malaysia operations, a development occurring for the first time since the late 1950s. Later, the base camps were reported to be capable of supporting 40-60 CTs, as they included food caches.

The CTs were still building their units and were not in a phase of general offensive operations, but they did engage in selective strikes against government forces. A major incident involving

the mining by CT forces of the main west coast road linking Malaysia and Thailand took place in late October 1969. On 10 December, a strategic installation was hit when a group of CTs blew up the 100-foot-long railway bridge on Malaysian territory about two miles southwest of Padang Besar, Perlis Province, severing for a few days the main railway link between Thailand and Malaysia. Gradually the CTs increased the number of cross-border incursions, their calculation having been to demonstrate their ability to operate on Malaysian territory without suffering extensive combat losses. They wanted to test their own ability to safely infiltrate, to hit important installations and roads and to move bigger units across undetected. Their planning was careful, the pace deliberate, and the actions generally low risk.

By 1971 guerrilla strength had grown to an estimated 1,200 with another 3,000 in the villages. They had infiltrated their former village-bases in Kelantan, Kedah and Perak and were operating along the same lines as they had done in the 1950s. Penang's Province Wellesley (now Seberang Perai), in which BAB is located, shares its northern and eastern borders with Kedah and its southern border with Perak. Kedah is identified as an area where the communists were most active, while Perak is described as being an 'important and vital bastion in the war against the communists during the second insurgency.

The communist's 8th Assault Unit with a strength of between 60 and 70 CTs, was active in South Kedah, including the area around Kulim, until forced to withdraw by Malaysian security forces in 1978. Kulim is less than 30 kilometres by road from Butterworth.



By October 1974 the MCP leadership had split into three different factions following internal conflicts going back to early 1970 with each faction tried to outdo the other in militancy and violence.

Penang Attacked During 'New Emergency.

In September 1975 the Malaysian Prime Minister, Tun Razak, described the recent resurgence of communist guerrilla activity in Peninsula Malaysia as the "New Emergency". By making the comparison [to the 48-60 Emergency], the Prime Minister clearly signalled the seriousness with which the Malaysian Government viewed the renewal of the communist threat. Not only had there been a number of spectacular terrorist attacks – the bombing of the capital's War Memorial; the assassination of Perak's Chief of Police; and the grenade and rocket attacks on the Police Field Headquarters, Kuala Lumpur military air base and several camps in Johore, Port Dickson and Penang – but also, and perhaps more ominously, there had been a steady increase in the preceding three years in the number of



police and security force personnel killed and injured. Moreover, the communists seem to have been able to attract recruits and solicit at least some support throughout the peninsula.

There are two times when a man doesn't understand a woman.
Before marriage and after marriage.

Communist Successes.

At the initial stage of their second insurgency, the MCP achieved a significant amount of success. Their actions at this stage were more bold and aggressive and caused considerable losses to the Security Forces. These successes were due to their preparation and the training that they received during the “lull periods” or the reconsolidation period after the end of the first insurgency. By this time, they also had significant numbers of new members who were young and very aggressive. They had learned from the past that they could no longer rely on sympathizers from the poor or village people for their food and logistics.

1971

- Major B. Selleck, the OC of the first RCB deployment to Butterworth, reported that on his second tour of Butterworth in June 71: ‘The CT threat was more serious on this occasion, with training activity limited to the Base and Penang. The CTs were very active, blowing up a bridge five miles North of the Base, and daily skirmishes with the local military and police forces’.

1974

- A communist mortar attack destroyed an RMAF Caribou aircraft at Sungai Besi RMAF airbase on 31 March 1974.
- Malaysia’s third Inspector-General of Police, Tan Sri Abdul Rahman Hashim was assassinated on 7 June 1974 by communists on Mountbatten Road (now Jalan Tun Perak), in the centre of Kuala Lumpur, on the order of Chin Peng[19].
- On October 1974 the Marxist-Leninist Faction proclaimed its existence by displaying banners and anonymously distributing leaflets throughout Peninsula Malaysia. Numerous terrorist incidents in major urban areas were attributed to its Faction and their efforts certainly troubled the Government.



1975

- Malaysia’s National Monument in Kuala Lumpur was damaged by an explosion set by CTs.
- Perak’s chief police officer was murdered by CTs. Subsequently 3 attempts were made on the life of his successor.

1987

- Two of the factions from the earlier split surrendered to Thai troops in December. Following the surrender 'it was reported that only 1300 guerrillas of the original CPM's 8th, 10th and 12th Regiments remained active. Peace finally came on 2 December 1989.

Malaysian Government Response.

In response to Communist inspired fatal race riots in Kuala Lumpur in May 1969 the Government acted promptly by reintroducing counter insurgency measures that proved effective during the Emergency years [1948 – 1960]. To guarantee internal security, the government maximised the employment of police and provided additional powers to the military to conduct police operations by revisiting the Internal Security Act of 1960. They then gradually reintroduced counter-guerrilla measures that proved effective during the Emergency years. These included 'short-term curfews and food-denial programmes in those areas thought to be targeted by CTs.

The Malaysian Government also introduced a new strategy for fighting the MCP. It was known as Security and Development, or KESBAN, the local acronym, and focused on civil military affairs. KESBAN constituted the sum total of all measures undertaken by the Malaysian Armed Forces and other (Government) agencies to strengthen and protect society from subversion, lawlessness, and insurgency which effectively broke the resistance.

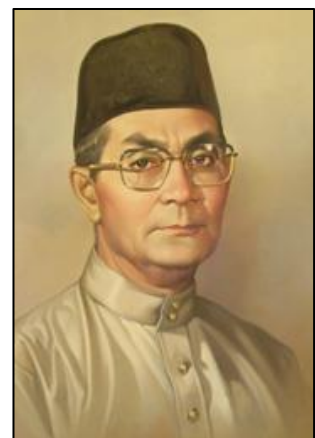
The government also instituted other security measures in order to meet the MCP menace, including strict press censorship, increasing the size of the police force, resettling squatters and relocating villages in "insecure" rural areas. By mid 1975, when the MCP militant activities were at a peak, the government promulgated a set of Essential Regulations, without declaring a state of emergency. The Essential Regulations provided for the establishment of a scheme called a 'Rukun Tetangga,'50 'Rela' (People's Volunteer Group). The concept of "Rukun Tetangga" (Neighborhood Watch) had made the Malays, Chinese, and Indians become closer together, and more tolerant of each other.

The Government decided against declaring a state of emergency during the second insurgency. The reason was a desire to avoid the fears of the populace (leading to increase in ethnic antipathy) and to avoid scaring away needed foreign investment.

Crisis in the Malaysian Government.

While the government responded to the emergency effectively, as demonstrated by its final victory, the Communists did manage to unsettle the government.

These allegations arose in the heat of UMNO politics during the party's annual elections for top posts, and were taken so seriously that two UMNO deputy ministers and several Malay journalists were detained for communist activities.



The communist threat was so serious during the administration of the third Prime Minister Hussein Onn (1976-81) that it was alleged the government had been infiltrated and there was communist influence among United Malays National Organisation politicians (UMNO – Malaysia's largest Political Party).

Contrast to 48 – 60.

In June 1948 the murder of three planters in the state of Kedah marked the start of the Malayan Emergency, or first insurgency. From the start the communists looked to the local population for support with food and money and coerced cooperation with acts of murder and violence. By 1951 [Chin Peng](#) had recognised that terrorism against the civilian population had backfired and gave a directive that there be no more attacks on civilians or the infrastructure on which they relied for their livelihood and well-being.



The British Army's General Sir Harold Briggs arrived in Malaya in 1951 and shortly thereafter developed and implemented the 'Briggs Plan. This brought about a serious food crisis for the insurgents because it isolated them from their food suppliers – the Chinese squatters living on the jungle fringes who were forcibly removed by the government and transferred to fenced-in 'new villages' that came under government control. This, along with other military initiatives, saw the guerrillas driven "deeper and deeper into the jungle.

In the spring of 1953 Chin Peng, the communist leader, fled Malaya to direct operations from Thailand. This had a devastating impact on the morale of the CTs and to many in many ways it seemed that the heart had gone out of the cause.

Before the end of 1953 General Sir Gerald Templer, British High Commissioner to Malaya, expressed the view that the 'military war's nearly over' and that only 'the political one remains.' It was in this year that Malacca was declared the country's first 'white area'. A white area was one considered 'out of the war'. All restrictions such as curfews, rationing and police checks were lifted. By 1955, 14,000 square miles of Malaya had been declared 'white'. Almost half the country was 'white' by the end of 1956 and the communists had been reduced to 3,000 fighting personnel.



By the time the Second Battalion, Royal Australian Regiment arrived in Penang in 1955 it was a white area. After 1955 'when it was evident that the communists were on the run and the government had gained the upper hand', Penang was a popular 'rest and relaxation centre' for many Commonwealth troops and support personnel', many of whom drove from Kuala Lumpur while others caught the overnight train.

At the time the RAAF received ownership of Butterworth Air Base (BAB) in 1957, the Australian government decided to base three operational units there, which meant providing accommodation for the families of RAAF members. This despite Malaya being ‘an ‘operational’ zone, albeit a fairly benign one.

RAAF School Penang was established in 1958. Prior to 1958, the Australian commitment at Butterworth was the Airfield Construction Unit. The few primary school-aged dependants of these men attended either the [RAF School at Butterworth](#) (which closed when the RAF returned to England in 1960) or the British Army Children's School at Georgetown, Penang. Secondary pupils attended either the British Secondary School at Cameron Highlands or at Singapore.

It is worth noting the difference between the above circumstances and those at Johore which remained one of the few ‘black’ areas in 1955. The area was considered too dangerous for army wives and they remained in Singapore, but would occasionally be invited to spend a weekend in Kluang if the police could guarantee the safety of the houses in which they would stay.



By September 57 only 1,360 CTs remained in Malaya, with another 470 over the border in Thailand. This had reduced to 250 active CTS in the country by the end of 1958.

While it seems the number of active terrorists during the first insurgency were significantly more in the early years, history shows they were effectively defeated early on, with Chin Peng fleeing the country in 1953. The picture painted by Noel Barber in ‘The War of the Running Dogs’ and other sources is of an demoralised enemy being forced further and further into the jungle where they were hunted down by the security forces. From 1953 on more and more areas were declared ‘white’, meaning they were effectively ‘out of the war’.

By the middle of 1970 there were around 1,600 well trained, bold, aggressive and competent CTs active in Malaysia supported by a greater number of cadres. The CIA estimated that by 1972 this number had risen to around 1800. Richard Stubbs, in his 1977 paper, estimates the number of guerrillas at around 2,600 with Ching Peng’s group being around 2000. It is further estimated that there were approximately 15,000 supporting cadres in Peninsula Malaysia. From the start of the insurgency they targeted security forces, including military establishments, and public infrastructure with their activities peaking in 1975. They successfully conducted terrorist activities from the Thai border in the north to Johore in the south and penetrated areas that had been declared white – and therefore out of the war – since the mid-1950s.

These forces had learned to operate without reliance on the support of the local population – a factor that had contributed to their defeat during the Emergency. Following the surrender of two factions in 1987, around 1300 guerrillas remained active. For almost 20 years they had maintained numbers at a higher level than at any time since the end of 1957 and were not contained in the jungles as they had been for much of the first insurgency.

Butterworth Air Base.

Seberang Perai (Province Wellesley) where BAB is located , has an area of approximately 700 square kilometres on the mainland of North West Malaysia. It shares its northern and eastern borders with Kedah and its southern border part with Kedah and the remainder with Perak. The communists were active in both these states during the second insurgency.

It was against this background that a 1971 intelligence assessment of the threat to the Base (until the end of 1972) considered it 'possible, but still unlikely, that the CPM/CTO could take a decision to attack the Base. However, it also concluded that; 'There is definitely a risk that one or more CTs, or members of subversive groups, could regardless of CPM/CPO policy and/or acting on their own initiative, attempt an isolated attack on or within the Base at any time. It was believed these 'isolated' attacks could occur at 'any time' without advanced warning.



Anticipated methods of attack included penetration of the base at night by one or more (up to 20) CTs, sabotage, booby traps, small arms fire or mortar attacks 'if the CTs acquired this capability. It must be noted that communist activities continued to escalate after the date of this assessment and that following the split in the early 70s 'each faction tried to outdo the other in militancy and violence.

Against this background it seems highly unlikely that an Australian military commander would do anything less than take all necessary precautions appropriate to the assessed level of risk to defend Australian assets and personnel. Documents cited in the Rifle Company Butterworth's submission clearly indicate an increased concern regarding base security and this is supported by the testimony of members of the Company. Confirmation of the existence of Australian intelligence reports indicating several incidents involving CT and Australian troops is contained in a note sent by a Mr Allan Hawke. Armed patrolling and rules of engagement authorising lethal force can only mean one thing – these men were on a combat footing. Any other conclusion denies the evidence.

In the February 2000 *Review of Service Entitlement Anomalies in Respect of South-East Asian Service 1955-1975* Justice Mohr addressed the matter of 'objective danger'. Mohr stated:

"To establish whether or not an 'objective danger' existed at any given time, it is necessary to examine the facts as they existed at the time the danger was faced. Sometimes this will be a relatively simple question of fact. For example, where an armed enemy will be clearly proved to have been present. However, the matter cannot rest there.

On the assumption that we are dealing with rational people in a disciplined armed service (ie. both the person perceiving the danger and those in authority at the time), then if a serviceman

is told there is an enemy and he will be in danger, then that member will not only perceive danger, but to him or her it will be an objective danger on rational and reasonable grounds. If called upon, the member will face that objective danger. The member's experience of the objective danger at the time will not be removed by 'hindsight' showing that no actual enemy operations eventuated.

It seems to me that proving that a danger has been incurred is a matter to be undertaken irrespective of whether or not the danger is perceived at the time of the incident under consideration. The question must always be, did an objective danger exist? That question must be determined as an objective fact, existing at the relevant time, bearing in mind both the real state of affairs on the ground, and on the warnings given by those in authority when the task was assigned to the persons involved."

Clearly, in relation to service at BAB, an armed enemy clearly existed. There was an 'objective danger'. Additionally, evidenced tendered by members of the Rifle Company Butterworth (RCB), 'rational people in a disciplined armed service', were 'told there is an enemy' and that they were 'in danger'. According to the precedent established by Mohr, this 'objective danger' cannot 'be removed by 'hindsight' showing that no actual enemy operations eventuated'.

Mohr had earlier stated:

"I am fully conscious of the provisions governing the award of medals, qualifying service, etc, in Warrants, Acts and guidelines, The point is however, that so many members of the ADF served in South-East Asia during the period of the Review had no idea of the necessity for themselves or their unit to have been 'allotted' before they received qualification for a medal or repatriation benefits and now find themselves disadvantaged years later because those who ordered them to do their duty, which they did, took no steps to ensure the required allotment procedures were attended to when quite clearly they should have been.

There is a procedure available for retrospective allotment but this appears not to have been followed in many cases".

It seems unfair that members of the ADF in this situation should be denied the opportunity to put forward for consideration the nature of their service, which would in many cases, amount to operational and/or qualifying service because of this action, or rather lack of action, of their superiors.

This statement has relevance for the [RCB claim](#).



Reasons for Denying Active Service Classification.

Three documents are referred to that provide reasons for rejection of the claim for recognition of 'war-like service' at BAB in the period 1970-89:

- A letter from the Vice Chief of the Defence Force, Lieutenant General D.J. Hurley, AC, DSC *Inquiry into the Recognition of Members of Rifle Company Butterworth for Service in Malaysia between 1970 and 1989*, 23rd June 2010, file reference VCDF/out/2010/492;
- *2011 Nature of Service Branch Review ADF Service at RAAF Butterworth 1970-1989*, Nature of Service Branch, 14 October 2011; and
- *Background Information Paper Nature of Service Classification – ADF Service at RAAF Butterworth*, Nature of Service Branch, 14 Oct 2011,

Lieutenant General Hurley's letter, in paragraphs 8 and 9, cites the March 1994 [Report of the Committee of Inquiry into Defence and Defence Related Awards](#), that considered 'service at Butterworth was clearly or markedly no more demanding than normal peace time service. The reason for this conclusion is no doubt the comment cited in paragraph 8, 'Some of these submissions argued that a low level communist threat continued to exist until 1989.

This 'low level communist threat' took 21 years to defeat, compared to the 12 taken to defeat the first insurgency. The communists maintained their numbers throughout the duration of that 21 years at levels in excess of those that had existed in the Malay Peninsula from the end of 1957 (more than two years prior to the end of the first Emergency) and their success in being able to effectively strike at targets in urban areas stands in stark contrast to the 1953 statement of General Sir Gerald Templer that the 'military war's nearly over'. This was clearly a dangerous threat that the Malaysian Government considered serious. It was, in the words of the former Prime Minister Tun Razak, the 'New Emergency'.

While the second document cites a number of documents purported to support the above conclusion, those cited by the RCB clearly indicate real concerns regarding security at the base were not addressed. This evidence should not be discounted.

Paragraph 30 of the second document states that the Ground Defence Operations Centre 'was never activated due to a shared defence emergency' and therefore retrospectively concludes that 'service at Butterworth must have remained as peacetime service subsequent to 8 Sep 1971'. This statement violates the precedent established by Mohr above.



Reference is also made in paragraphs 32 to 36 to the civilian and domestic environment in the Butterworth region. Evidence provided shows that much of the Malay Peninsula had been declared white by 1955, including Penang which was a popular recreation area for troops serving in Malaya at the time. The author remembers armed police and military roadblocks in Butterworth on more than one occasion during the period July 1977 to January 1980. These would not have been in place in White Areas during the first insurgency.

At paragraph 52 the writer says that the Governor-General cannot make a declaration in regards to the nature of service without prior determination by the Government and a declaration by the relevant Minister. Paragraph 53 then states:

“The Minister will only act after firstly considering the informed advice of the CDF, and secondly having obtained the agreement of the Prime Minister. The briefing provided by the CDF would be expected to take into account the impact of collateral financial benefits costed by the Department of Defence, the Department of Veterans’ Affairs and the Department of Finance and Deregulation, and any views expressed by these agencies”.

The document *Background Information Paper Nature of Service Classification – ADF Service at RAAF Butterworth*, at paragraphs 73 and 80 make reference to cost, with paragraph 80 stating: ‘The cost of including this service in the DVA budget is assessed as significant.’

Compare this with the following enunciated in Principle 10 of the March 1994 *Report of the Committee of Inquiry into Defence Awards (CIDA)*.

Matters relating to honours and awards should be considered on their merits in accordance with these principles, and these considerations should not be influenced by the possible impact, real or perceived, on veterans’ entitlements.

It would appear reference to ‘significant’ costs in the above mentioned document was designed to influence the decision of the Minister and the Prime Minister in violation of this principle.

In a letter to Mr Robert Cross, dated 19 May 2012, Senator the Hon David Feeney, Parliamentary Secretary for Defence, states on page 3:

For any ADF service at Butterworth from 1970 onwards to meet the original intent of hazardous service, the service would need to be shown to be “substantially more dangerous than normal peace time service” and “attract a similar degree of physical danger” as “peacekeeping service”. Peacekeeping service generally involves interposing the peacekeeping force, which may be unarmed, between opposing hostile forces. The immediate threat to peacekeepers is by being directly targeted or by being caught in the crossfire of the opposing forces.

Senator Feeney correctly points out that service at Butterworth was not peacekeeping service. ADF personnel were not interposed ‘between opposing hostile forces’. Rather, they shared the facility at BAB with members of the Malaysian Security Forces who were prosecuting a war against a competent and deadly enemy who during the second insurgency successfully attacked military and police targets, including the air base at Kuala Lumpur. Regardless of any security action taken or not taken by Australian Defence Authorities members of the ADF were opposed to an ‘objective danger’ as discussed by Mohr above, whether they were being ‘immediately targeted or by being caught in the crossfire of the opposing forces’. This danger existed ‘irrespective of whether or not the danger was perceived at the time’ by Australian Forces.



The Minister also notes on page 4 that the 'Clarke Report accepted that RCB was involved in armed patrolling to protect Australian assets, but concluded that training and the protection of Australian assets were normal peacetime duties.' The author of this paper has had 20 years military experience, including guard duty at Williamtown and Richmond air force bases. While service rifles were carried on after hours patrolling no ammunition was available and there were no rules of engagement. Further, the author is unaware of sentries at the entrance to any defence establishment in Australia carrying weapons – with or without ammunition. In the author's five years of service at Butterworth sentries always carried weapons. The Clarke statement does not ring true.

Any fair assessment of the facts can only conclude that Australian personnel at Butterworth during the second insurgency were serving in conditions that meet the criteria for 'war-like service'. The risk to those personnel serving within the confines of BAB was significantly higher than those who served in the same location from at least the mid-1950s to the end of the 1948 – 1960 Emergency who were granted qualifying service for repatriation benefits as a consequence of that service.

Principle 3 of the CIDA principles states: *'To maintain the inherent fairness and integrity of the Australian system of honours and awards care must be taken that, in recognising service by some, the comparable service of others is not overlooked or degraded'*.

This 'inherent fairness and integrity' will remain compromised until ADF members serving at BAB during the second communist insurgency are recognised as having participated in 'war-like service'.

Click [HERE](#) to print out this story.

**There are 3 kinds of men in the world:
Some remain single and make wonders happen.
Some have girlfriends and see wonders happen.
The rest get married and wonder what happened!**

The People I meet!!



Fiona is training to retain her Personal Trainer certificate which is now administered by the Australian Institute of Personal Trainers. She hopes to have it all completed and hanging on the wall in about 6-8 weeks and will then take up a position as a personal trainer at the GoodLife gym (right) at Carseldine, north of Brisbane. Now if that doesn't increase the gym's membership, nothing will!!

Fiona has been working out for about 12 years so she is one fit little lady.

Ah well - this is one tough gig, meeting all these people, but as they say, someone has to do it!!!



Allan George's Gems

North Korea.

I think, perhaps, that there is more than just a little bit of propoganda about North Korea's nuclear arsenal. It suits both sides to overstate this threat. However, it is worth looking at their non-nuclear stuff. There are lots of 'jokes' doing the rounds of the email circuit, most depicting Kim Jong Eun as a dope leading a country with toys as weapons, but nothing could be further from the truth. It seems North Korea will not be the 'push-over' these emails suggest.



See [HERE](#).

BugBots.

Another story doing the email circuit concerns the U.S. military. This story says the US Air Force has been working for a while on tiny, bug like drones, to serve as miniature flying spies. There is a video, supposedly from the US Air Force Research Laboratory, that shows the military is also interested in turning these "Micro Air Vehicles," or MAVs, into biomorphic weapons that can lie in secret for weeks at a time ~ and then strike an adversary with lethal accuracy. "Individual MAVs may perform direct-attack missions," says the video's gravelly voiced narrator. "They can be equipped with incapacitation chemicals, combustible payloads or even explosives for precision-targeting capability."

You can see the video [HERE](#) – but as Mr Ripley once said, “Believe it or not!!”

Veteran Mental Health training for Community Nurses.

Minister for Veterans' Affairs, Warren Snowdon, recently launched a new online, interactive professional development course for community nurses who will care for more than 325,000 veterans, war widows and widowers.

“The *vetAWARE* course increases nurses' understanding of the common mental health challenges faced by veterans, and how to best support them and their families. The Department of Veterans' Affairs (DVA) contracts hundreds of community nurses around the country to provide health services to former and current servicemen and women, and war widows and widowers.

Community nurses see our most vulnerable veterans and war widows in their own home and so are uniquely placed to recognise signs of mental distress. Even the most experienced nurses will benefit from knowing where to refer their patients, and newer nurses will gain an insight into the mental health issues associated with war and war-like service.

vetAWARE has been endorsed by the Royal College of Nursing Australia, and nurses who complete the course will achieve points towards their professional development requirements.

Click [HERE](#) for more information about *vetAWARE*.

Broken pencils are pointless.

Qantas Boeing 747.

Ever wondered about the life cycle of an aeroplane. For them to be made, someone has to order them. Boeing, Airbus, Lockheed, Cessna and the others don't just make a batch of aeroplanes, stick them in a showroom and hope someone buys them (like Ford or Holden do with cars). Aeroplanes are made to order.



See [HERE](#).

Payments to Asylum Seekers.

There has been a lot of talk about the level of financial assistance given to the Asylum Seekers who arrive in Australia by boat. Some emails doing the rounds would have you believe they are given ten times the aged pension, free phones, cab charge vouchers, 5 star hotel rooms, etc etc, – not true!!

Rob Messenger, who was an Independent member in the Queensland Government has also seen these emails and while in Parliament he commissioned the Qld Parliament Library to do a study (2011) to find out the truth.

This is what he found:

“Australian Government financial assistance to eligible asylum seekers is currently set as 89 percent of the basic [Centrelink Newstart Allowance](#) or Special Benefit Allowance.”

According to today's Newstart Payment Rates, that means an eligible single asylum seeker with no child receives \$439 per fortnight and \$474 for an adult with a single dependent child. The Parliamentary Library study summary continues,

“Other financial assistance may be provided through the Asylum Seeker Assistance Scheme (ASAS) and the Integrated Humanitarian Settlement Strategy (IHSS). Newly arrived holders of

humanitarian visas may also receive a one-off Crisis Payment from Centrelink equal to 1 week's extra payment."

The official Parliamentary Library summary concludes with:

"Refugees in Australia receive the same benefits as any other permanent resident. In addition, according to the Refugee Council of Australia, refugees are exempt from the newly arrived resident's waiting period for Social Security benefits, receive 510 hours of free English language instruction and some access to post-arrival assistance."

You can read the full Parliamentary Library report on Financial assistance for asylum seekers on Rob Messenger's website www.robmessenger.com

Operational Service Medal.

If you log onto the [defence website](#) you'll find reference to the new Operational Service Medal (OSM) that replaces both the Australian Active Service Medal (AASM) and the Australian Service Medal (ASM). The Australian Operational Service Medal (OSM) recognises Defence people, both Australian Defence Force (ADF) members and Defence Civilians, who willingly and ably perform their work as part of an operation or within other specific hazardous environments and conditions that has been recommended by the Chief of the Defence Force (CDF) and which have been approved by the Governor General for declaration as an operation warranting recognition through a medal.

The OSM will replace the AASM and the ASM for future operations. For ADF members the OSM will be awarded as the standard medal with a unique ribbon for each operation, similar to the practice in place for the United Nations Medal. Provision also exists for the award of an accumulated service device to denote those who undertake multiple tours on a particular operation. Those operations currently recognised by the AASM or ASM will continue to be recognised with those medals while the operations are active, for example Operation SLIPPER.



The current medals for service in Afghanistan will continue to be issued.

City life is millions of people being lonely together.

How does he do [THIS](#)

Energex

"Energex" is a Queensland Government-owned/Queensland Tax Payer owned electricity Supply company, this is a Queensland Energex truck.



Of course, this has nothing to do with the increase in electricity prices.

Defamation.

People say things about each other all the time. So much so, that we have a variety of ways to describe this very common human behaviour. We call it gossiping, scandal mongering, backbiting...but where it involves a statement about another person which:

- is communicated verbally or in writing to another person;
- has the potential of causing damage to that other person's reputation; and
- is false.

The legal term for this behaviour is "defamation".

These days, people access and use the internet and communicate by way of e-mails and social networking with increasing frequency. As a result, defamatory statements are becoming increasingly common, including when:

- a person sends an e-mail containing a defamatory statement to a number of people, and this e-mail has been brought to the attention of the person defamed; and

- a person sends a private e-mail containing a defamatory statement to one person, and that person then forwards this e-mail to third parties which then comes to the attention of the person defamed.

There have been many cases where people have been defamed using the internet. It is easy, in a moment of anger or frustration, to state a little too frankly what you think about someone else. In fact, it is so easy to do this that it can be dangerous. E-mails can be quickly written and sent to many people simultaneously. Once sent, they are permanent and cannot be retrieved. If you send an e-mail to another person that contains defamatory statements, you may be liable to pay damages to the person defamed.



You may also be liable to pay damages to the person defamed if you receive an e-mail that contains defamatory comments and:

- forward that e-mail to others; or
- reply to the e-mail and copy other recipients into the reply.

If that happens, you may receive a letter from a lawyer and be forced to retain your own lawyer to respond and potentially apologise for making the defamatory statements or passing them on. Be aware that it is very easy for someone to edit an e-mail originally sent by you when they forward that e-mail. If your e-mail has been edited you may find yourself being accused of defamation and you may be required to produce evidence to show that the edited e-mail was not sent by you.

If you are concerned that someone may edit an e-mail sent by you it is best to ensure that you always keep a copy of the sent e-mail for yourself. You can keep an electronic copy or print the e-mail. To avoid being accused of defaming someone else or re-publishing someone else's defamatory statements, it is always best to ensure:

- you do not forward emails which contain controversial comments sent to you by others;
- you read through and satisfy yourself that you are comfortable with, everything contained in an email sent to you by someone else before you forward it;and
- you avoid making statements that others could interpret as damaging to their reputation.

If in doubt, either seek profession advice – or better still, don't do it!!

Australia's Fuel Holdings

Australia's current fuel holdings are a concern, a real concern. At our current rate of consumption we have about 3 weeks' worth!!!

A report, written by ex-Deputy Chief of the RAAF, now retired, Air Vice-Marshal John Blackburn, was released in Feb this year. Being released in February, it predates the recent

announcement of the pending closure of Shell at Geelong - the case is worse than originally thought.

His executive summary is:

As the world's ninth-largest energy producer, Australia has abundant renewable and non-renewable energy resources. Despite these resources, we are heavily dependent on imports of refined petroleum products and crude oil to meet our liquid fuel demand. This import dependency has increased in recent years.



Our transport systems are wholly oil dependent. The reasons for this dependency may be economically sound due to the relative lower cost of oil but the lack of fuel diversity significantly impacts our resilience if we experience supply interruptions or a reducing availability of affordable oil supplies in the future.

The very small consumption stockholdings of oil and liquid fuels in Australia, combined with what appears to be a narrow assessment of our fuel supply chain vulnerabilities, does not provide much confidence that the strategic risks to our fuel supply chain are well understood and mitigated by our nation's leaders, the business community or the population at large.

In essence, we have adopted a "she'll be right" approach to fuel security, relying on the historical performance of global oil and fuel markets to provide in all cases. Unfortunately, as a result of our limited and decreasing refining capacity, small stockholdings and long supply chains, our society is at significant risk if any of the assumptions contained in the vulnerability assessments made to date prove false.

We would not be the first country to get our assumptions wrong. In that respect, history can be relied upon.

Click [HERE](#) to hear an interview between AVM John Blackburn and radio 2GB's Ross Greenwood. Click [HERE](#) to read the full report

Fake Medals.

With ANZAC Day upon us, it is fitting that we mention a scam which is unfortunately growing in activity. The scam happens when you have your medals mounted at (some) private mounting businesses.

A few of these unscrupulous businesses are substituting your real medals with replicas and then mounting the replicas. This is more difficult with full-size medals because the member's

details are engraved on the edge (of most). Miniatures are the most common victim of this scam as it takes a keen eye and experience to detect a substitution, a task made difficult when you have no other set for comparison.

For some years now it has been a requirement that replica medals have an identifying mark to indicate they are replicas. By the nature of a medal, it is important that the medal looks authentic when worn, so the "replica" marking is made in a position which is not on display, like the reverse side but not all replicas comply with this requirement. When court mounted the replica indication cannot be seen. Detection of replica miniatures is easy enough in all but one case. Because they are usually cast and not minted the edge is a bit rounded whereas the originals have a flat edge with a well-defined angle at the front and back. For the scammer, full-size medals which have the engraving on the back can be substituted more easily than those engraved on the edge because the engraved area on the back is covered by the court mounting but are detected in the same way.

The proprietor of a long established militaria company in Brisbane said that collecting medals is a growing "superannuation strategy" which can net even the legitimate collector a retirement nest-egg. It seems that some collectors have found a way to increase their profit margin by this substitution scam. The extent of substitutions ranges from sloppy work - one replica clasp amongst originals - to a complete set of five miniatures.

Anyone who will have medal work done by private businesses should:

- take clear, close-up photos of the originals so you can recognize a substitution; obtain a receipt detailing, individually, what medals you are presenting for work and that they are originals and what work is to be done;
- be prepared to explain why you require a receipt and what information is required on it (without making accusations); and
- be prepared to walk away if you don't get it.

Dutch Department Store Ad

HEMA is a Dutch department store. The first store opened in November 1926, in Amsterdam and today there are 150 stores all over the Netherlands. This company has a sense of humour and a great computer programmer, who has far too much time on his hands. Click [HERE](#) to see one of their commercials - don't click on any of the items in the picture, just wait a couple of seconds and watch what happens.

And who says romance was [DEAD](#)??

And [THIS](#) has to be the best mixture of old and new we've ever seen!

**Wanted: A heavy lifter with a big boot.
Result: The C130 series!**

The old Herc, in one form or another, has served the RAAF for 55 years. As someone once said, "If the F-111 was the most significant aircraft the RAAF has ever operated since World War II, at least the Hercules is close behind. It is difficult to overstate the importance of the Hercules to national defence. Today, over 70 countries operate the Herc.

During the Korean War, the U.S. Air Force quickly discovered that their piston engine transport aircraft (the C47, C-119 flying boxcar, Curtis C-46 and C-124 Globemaster 2) were very ill-equipped for the missions at hand. What was needed was an aircraft that could be loaded and unloaded quickly and efficiently, haul large bulky equipment over long distances, land in tight short and unprepared strips, fly as slow as 125 kt for paradrops, and fly, if needed, on one engine. In 1951 they issued a requirement for such a vehicle to Boeing, Douglas, Fairchild, Lockheed, North American, Northrop, Martin and Airlifts and asked them to come up with a design. Fairchild, North American, Martin and Northrop declined to participate but the remaining companies tendered a total of 10 designs: Lockheed two, Boeing one, Chase three, Douglas three, and Airlifts Inc. one.



The Lockheed design, which was selected in July 1951, was unlike the other offers which were derived from passenger airliners. It was designed from the ground-up as a combat transport with loading from a hinged loading ramp at the rear of the fuselage and was called the YC-130. Initially the aircraft had a blunt nose but this was replaced with a radome on later production models and its lack of suitable range became apparent and additional fuel capacity was added in the form of external pylon-mounted tanks at the end of the wings.

A key feature of the Lockheed design was the introduction of the T56 turboprop which at the time was a new application of turbine engines. These used exhaust gases to turn a shafted propeller which offered a greater range at propeller-driven speeds compared to pure turbojets, which were faster but thirstier. Turbojets produced much more power for their weight than piston engines. The aircraft first flew in August 1954.



Back then the latest Holden was one of these.

Later officially nicknamed Hercules, the prototype had a cargo deck that was capable of carrying an astonishing 300 pounds per square foot and could lift into the air after a ground roll of a mere 855 feet, an astoundingly short distance considering most aircraft of that size required 5,000 feet.

It was designed with 23 cockpit windows allowing for clear visibility on steep approaches and high wings to operate from rough fields. It had a low centre of gravity, reached 310 kts, and boasted a large, easily accessible cargo area that could carry 18,000 kilograms. The inclusion

of four turboprop engines provided surplus power to pressurize the fuselage of the aircraft which was necessary to fly efficiently at higher altitudes. The strengthening of the airframe to accommodate pressurization added an extra layer of durability that eventually protected the plane for its unprecedented six decades – and counting – of military and humanitarian service.

Throughout the more than 70 variants and more than 2,400 aircraft, the Hercules has more than proven its worth. There is quite literally a Hercules airborne somewhere in the world every minute of every day.



Twelve C-130A models (the real Hercs) were ordered by the RAAF and were delivered to 36 Squadron at Richmond in 1958/59. These replaced the aging DC3.



Australia was the first country, outside of the US, to order and operate the C130 and it didn't take them long to realize its huge potential. In 1965, with Vietnam on the horizon, 12 more Hercules, this time the C-130E model, were ordered and delivered in 1966/67 to 37 Squadron, also at Richmond.

In 1978 the old A models were starting to show their age and it was decided to replace them with the H model. These aircraft arrived in Australia between July and October 1978 and the A

models, that had served the country so well, were sent to Laverton where they sat for a while until it was decided what to do with them. Some went to museums, some overseas.

The 'H' model uses basically the same airframe as the A model, but with upgraded engines, props and electronics – bit like the favorite axe. With large low-pressure tires and an excellent short take-off and landing capability, the 'H' is able to operate into remote areas on unpaved airstrips without support equipment. This flexibility is a great asset, particularly when operating in the north of Australia. Air-crew used night-vision goggles to amplify the low levels of ambient light at night, allowing the aircraft to operate close to the ground.



In 2006, the H models were handed over to 37 Sqn which then operated 24 Hercs. 36 Sqn packed their bags and

moved to Amberley to take delivery of the C17.

In 1999, 37 Sqn decided to replace their E models with the "Super" Herc – the J model.



The C-130J is a comprehensive update of all previous models with new engines/props, flight deck, and other systems. Externally similar to earlier models, the J-model features considerably updated technology. These differences include new Rolls-Royce AE 2100 D3 turboprops with Dowty R391 composite scimitar propellers, digital avionics and reduced crew requirements. These changes have improved performance over its C-130E/H predecessors,

such as 40% greater range, 21% higher maximum speed, and 41% shorter takeoff distance. The J-model is available in a standard-length or stretched -30 versions which is 15 feet longer.

The C-130J's crew includes two pilots and one loadmaster (no navigator or flight engineer).

The 'J' is highly automated and contains state-of-the-art avionics technology. The flight-deck features two head-up displays (HUDs), four large multi-function displays, five monochrome displays and fighter-style controls on the control columns. The glass-cockpit technology also includes an automatic flight control system, auto-throttle, head-down display, traffic collision avoidance system, ground-collision-avoidance system and a stick-pusher to prevent inadvertent aircraft stall. Integrated navigation equipment provides the pilots with an automatic navigation solution from the inertial navigation system and global positioning system, as well as regular ground-based navigation aids. All automation has multiple levels of redundancy for the tactical environment. The aircraft is night-vision goggle compatible and is fitted for, but not with, electronic counter-measure equipment.

Once again, Australia was the second international customer for the C-130J-30 model, with an initial order of twelve aircraft.

Comparisons:

Model	Length	Range	Pay-load
C130A	29.7M	1,800 nm	
C130E	29.7M	2,085 nm	
C130H	29.7M	2,050 nm	20,412 kg
C130J	34.4M	2,835 nm	33,000 kg

Today, 37Sqn has 12 Hercules aircraft (C-130J) and still operates out of Richmond – and the way the mighty Herc is going, it could still be operating somewhere, 50 years from now.

On a personal note, in January 1965 I notched up a few 'firsts'.

On the 11th January, in Perth, I got my 1st job, I had enlisted in the RAAF and signed on for training plus 12 years, (effectively 15 years) and was now on my way to join 19 Radio



Apprentice intake at Laverton.

We were going to get on the train that night for the 4 day trip to Melbourne, but at the last minute plans were changed.

Instead, we over-nighted at the YMCA Perth (another 1st) then on the 12th January my 1st flight in an aircraft, a C130A from Pearce to Richmond. I don't recall the serial number, but on the Wednesday we flew to Laverton on A97-209 and it is pictured here departing Air Movements Laverton (near 1AD hangers) on the 13th Jan 1965. The young lad is one Ric Toholka about 15 and a bit and been in the RAAF for a total of 2 days.

Shorty after then we got out 1st uniforms and told to have our 1st shave !!!!

Today's city is the most vulnerable social structure ever conceived by man.

Police Chase.

This could be the greatest police chase in the history of beer and police chases. The TV ad for Carlton Draught entitled "Beer Chase" features a crew of bank robbers who just happen to stop into a bar to celebrate the heist and a cold one. The bar just happens to be the local watering hole for the local cops...the great chase ensues, and of course the bad guys win...it's worth the 90 seconds you'll spend watching it. Click [HERE](#).

Exercise physiology.

Exercise physiology is a specifically designed physical activity program that assists people to recover from major injury or illness and manage chronic disease. DVA Introduced funding for exercise physiology treatment in 2007. In recent months, a number of questions have been received by DVA in relation to exercise physiology treatments and gym memberships for DVA health card holders. If you have a Gold Card. DVA will pay for your exercise physiology treatment based on your clinical need. If you are a White Card holder, DVA will pay for exercise physiology if it is a clinically necessary treatment



for an accepted disability, for example. knee surgery. In order to access this service, you will need a referral from your General Practitioner (GP). Your GP determines the services you require.

Exercise physiology is not intended to be an ongoing form of treatment, but rather, it is designed to give you the skills to independently manage your health condition through an appropriate exercise regime. If you feel you would like to continue with a generalised exercise regime following your treatment cycle, it becomes a private arrangement between you and your gym or exercise physiologist. DVA does not pay for general gym programs or gym memberships under Gold and White Card arrangements.

For more information see Factsheet HSV30 Exercise Physiology available [HERE](#).

Farewell to the Drabs.

WEF 21th April 2013, the RAAF will officially farewell its Tropical Dress, uniformly called Drabs, a uniform worn by male RAAF members over the last 75 years.

Based on a similar uniform worn by British military personnel, Tropical Dress was introduced shortly before the Second World War and widely worn during the conflict by RAAF personnel deployed to the Middle East, North Africa, South East Asia and Northern Australia.

The wearing of Tropical Dress endured following the war.



L-R: Squadron Leader Clayton Wilson, Squadron Leader Dennis Deering, Flying Officer Shane Hohensee, Squadron Leader Tony Radford, Squadron Leader Dallas Haggarty, Flight Sergeant Peter Smith, Squadron Leader Rod Orrock, Flight Sergeant Darrin Howe, Warrant Officer Glenn Lyons and Flight Lieutenant Timothy White.
At Amberley, in front of another recently farewelled item - the old Caribou.

The moon.

A photographer, Mark Gee, captured a remarkable 3 minutes of nature at its best.

It is a video clip of the full moon rising over Mt Victoria in Wellington (NZ) and was shot on a calm summer evening, as people gathered on the lookout point to watch the moon rise. This stunning video is one single real-time shot, with no manipulation whatsoever. The camera was placed on a hillside over 2 kilometres from the Lookout point, and was shot with the equivalent of a 1300mm lens.

The amount of planning, trial and error, and luck that went into this are mind blowing. He has been trying to capture this for over a year with many failed attempts. But last January it seems everything was on his side and it all came together in a way even he couldn't have hoped.

Honestly can't say enough good things about this video - from the magnitude of the visuals, to the intimate stories playing out with the people, to the sheer humbling nature of seeing the awe-inspiring reality of this giant rock in the sky that we so often don't stop to appreciate.

Sit back and watch mother nature at her best - enjoy.

<https://vimeo.com/58385453>

Agent Orange.

Mick Morrissey, who served at Ubon twice, has sent us the following, he says:

“Attached is the warning re Agent Orange which should be of interest to all who served at Ubon. It is my belief (served there twice) that our camp area was on the perimeter! I think the RAAF camp area was made after shifting the fence, we had the original fence line along the roadway in front of the camp, then another fence line that went at an angle of about 60 degrees from the roadway back and intersected the fuel farm fence, or near enough. This fence along the airfield boundary, near the runway, kept the aircraft out! Anyway if there was Agent Orange on the ground you can bet we were walking in it. I remember the camp as mainly red dirt in 1963 and 1965 when I was there as a RadTechG.”

“I have written to the Minister for Veterans Affairs, the Honourable Warren Snowdon MP, and advised him of the USVA warning. The Minister wants me to advise the Repatriation Medical Authority of this USVA warning. I find this request to be a bit bizarre, however I will do so. I have also advised the Department of Veterans Affairs by phone and email re this matter.”

“Chaps who feel they may have medical problems related to exposure to Agent Orange should advise DVA and any treating physicians, plus any RSL or other Pension Officer or advocate of the USVA warning.”

“I have had something to do with two blokes who served at Ubon and are suffering from prostate cancer. One bloke was in his words 'well treated. The other bloke was subjected to questioning over the veracity of his claim, that he was subjected to exposure to agent orange at Ubon. That is when I decided to have a look around on the Internet and turned up the USVA warning.”

The following was taken from the US Department of Veterans Affairs site.



Vietnam-era Veterans whose service involved duty on or near the perimeters of military bases in Thailand anytime between February 28, 1961 and May 7, 1975 may have been exposed to herbicides and may qualify for VA benefits.

The following Veterans may have been exposed to herbicides:

U.S. Air Force Veterans who served on Royal Thai Air Force (RTAF) bases at U-Tapao, Ubon, Nakhon Phanom, Udorn, Takhli, Korat, and Don Muang, near the air base perimeter anytime between February 28, 1961 and May 7, 1975.

U.S. Army Veterans who provided perimeter security on RTAF bases in Thailand anytime between February 28, 1961 and May 7, 1975.

U.S. Army Veterans who were stationed on some small Army installations in Thailand anytime between February 28, 1961 and May 7, 1975. However, the Army Veteran must have been a member of a military police (MP) unit or was assigned an MP military occupational specialty whose duty placed him/her at or near the base perimeter.

To receive benefits for diseases associated with herbicide exposure, these Veterans must show on a factual basis that they were exposed to herbicides during their service as shown by evidence of daily work duties, performance evaluation reports, or other credible evidence.

Report on defence tactics in Thailand

A recently declassified Department of Defence (DoD) Report written in 1973, "Project CHECO Southeast Asia Report: Base Defence in Thailand 1968-1972," (8.3 MB, PDF) contains evidence that there was a significant use of herbicides on the fenced-in perimeters of military bases in Thailand to remove foliage that provided cover for enemy forces.

VA determined that herbicides used on the Thailand base perimeters may have been tactical and procured from Vietnam, or a strong, commercial type resembling tactical herbicides.

Paddy caught his Wife having an affair and decided to kill her and himself.
He puts the gun to his head, looks at his Wife and says "Don't laugh, you're next!!"

Open Source Software.

How to Geek (HTG) explains: What Is Open-Source Software and Why You Should Care

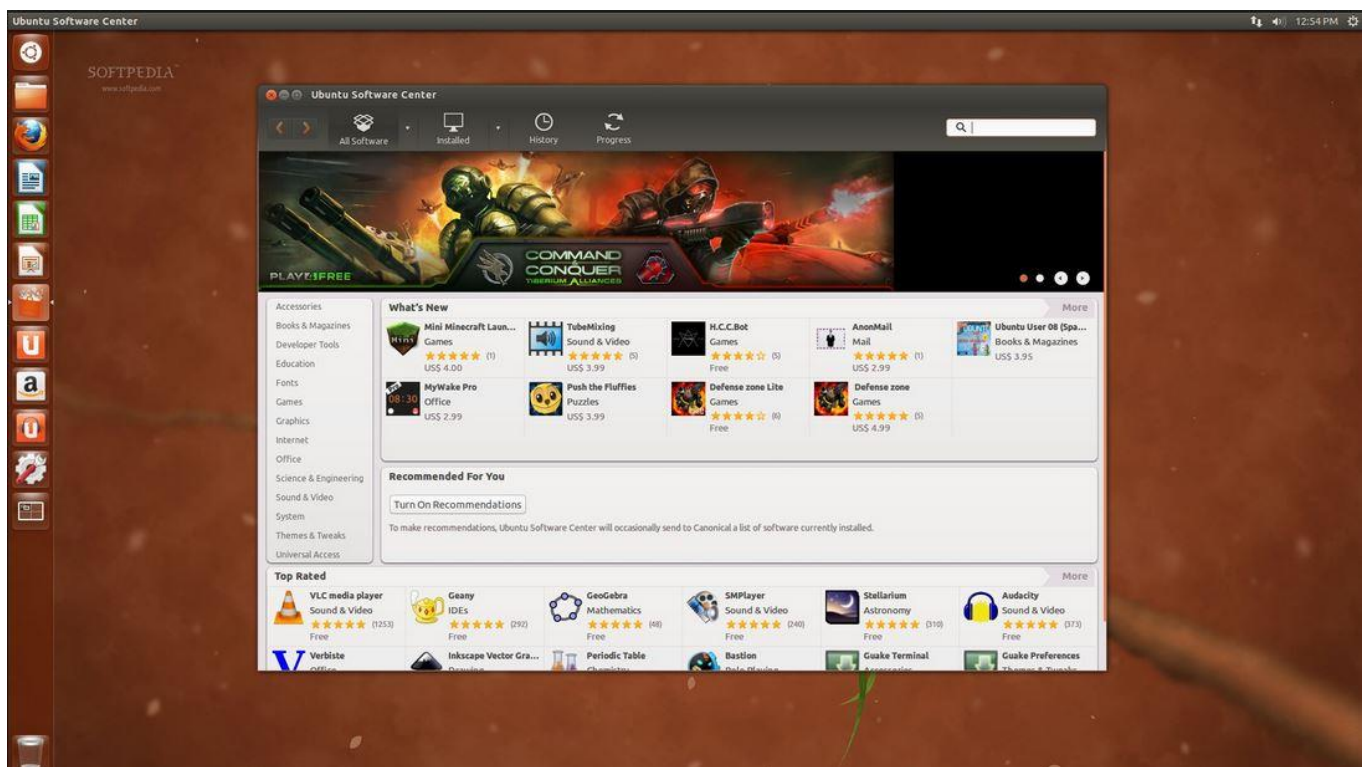


The Definition of Open Source.

If a program is open-source, its source code is freely available to its users. Its users – and anyone else – have the ability to take this source code, modify it, and distribute their own versions of the program. The users also have the ability to distribute as many copies of the original program as they want. Anyone can use the program for any purpose; there are no licensing fees or other restrictions on the software. Geeks often describe programs as being “open source” or “free software.” If you’re wondering exactly what these terms mean and why they matter, read on. (No, “free software” doesn’t just mean that you can download it for free.)

Whether a program is open-source or not doesn’t just matter to developers, it ultimately matters for users, too. Open-source software licenses give users freedoms they would not otherwise have.

For example, Ubuntu Linux is an open-source operating system. You can download Ubuntu, create as many copies as you want, and give them to your friends. You can install Ubuntu on an unlimited number of your computers. You can create remixes of the Ubuntu installation disc and distribute them. If you were particularly motivated, you could download the source code for a program in Ubuntu and modify it, creating your own customized version of that program – or of Ubuntu itself. Open-source licenses all allow you to do this, while closed-source licenses place restrictions on you.



The opposite of open-source software is closed-source software, which has a license that restricts users and keeps the source code from them.

Firefox, Chrome, OpenOffice, Linux, and Android are some popular examples of open-source software, while Microsoft Windows is probably the most popular piece of closed-source software.

Open Source vs. Free Software.

Open source applications are generally freely available – although there's nothing stopping the developer from charging for copies of the software if they allow redistribution of the application and its source code afterwards. However, that's not what "free software" refers to. The "free" in free software means "free as in freedom," not "free as in beer." The free software camp focuses on the ethics and morals of using software that can be controlled and modified by the user. In other words, the free software camp focuses on user freedoms.

The open-source software movement was created to focus on more pragmatic reasons for choosing this type of software. Open-source advocates wanted to focus on the practical benefits of using open-source software that would appeal more to businesses, rather than ethics and morals. Ultimately, both open-source and free software advocates are developing the same type of software, but they disagree on the messaging.

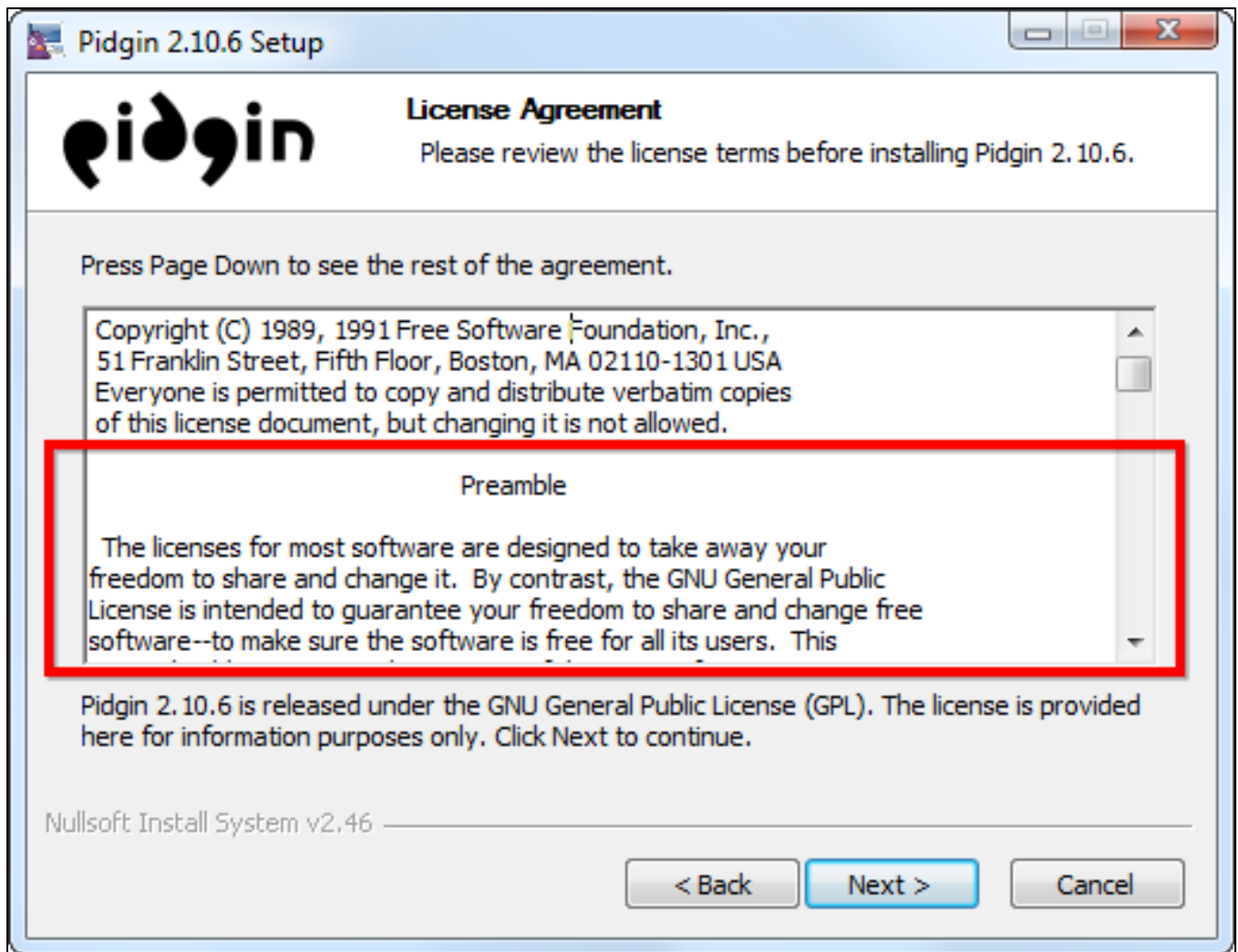
Types of Licenses.

There are many different licenses used by open-source projects, depending on which the developers prefer for their program. The General Public License (GPL) is widely used by many open-source projects, such as Linux. In addition to all the above definitions of open-source, the terms of the GPL specify that, if anyone modifies an open-source program and distributes a derivative work, they must also distribute the source code for their derivative work. In other words, no one can take open-source code and create a closed-source program from it – they must release their changes back to the community.

Microsoft referred to the GPL as being "viral" for this reason, as it forces programs that incorporate GPL code to release their own source code. Of course, a program's developers can opt not to use GPL code if this is a problem.

Some other licenses, such as the Berkeley Software Distribution (BSD) license, place less restrictions on developers. If a program is licensed under the BSD license, anyone can incorporate the program's source code into another program. They don't have to release their changes back to the community. Some people see this as being even more "free" than the GPL license, as it gives developers the freedom to incorporate the code into their own closed-source programs, while some people see it as being less "free" because it takes rights away from the end users of the derived program.

Are the "good things that come to those who wait"
really just the left-overs from the people who got there first?



Benefits for Users

This isn't all dry, unimportant stuff that only matters to developers. The most obvious benefit of open-source software is that it can be had for free. The example of Ubuntu Linux above makes that clear – unlike Windows, you can install or distribute as many copies of Ubuntu as you want, with no restrictions. This can be particularly useful for servers – if you're setting up a server, you can just install Linux on it. if you're setting up a virtualized cluster of servers, you can easily duplicate a single Ubuntu server. You don't have to worry about licensing and how many instances of Linux you're allowed to run.

An open-source program is also more flexible. For example, Windows 8's new interface disappointed many long-time desktop Windows users. Because Windows is closed-source, no Windows user can take the Windows 7 interface, modify it, and make it work properly on Windows 8. (Some Windows users are trying, but this is a painstaking process of reverse engineering and modifying binary files.)



When a Linux desktop like Ubuntu introduces a new desktop interface that some users aren't fans of, users have more options. For example, when GNOME 3 was released, many Linux desktop users were equally turned off. Some took the code to the old version, GNOME 2, and modified it to make it run on the latest Linux distributions – this is MATE. Some took the code to GNOME 3 and modified it to make it work in a way they preferred – this is Cinnamon. Some users just switched to existing alternative desktops. If Windows was open-source, Windows 8 users would have more choice and flexibility. Just take a look at CyanogenMod, a popular, community-driven distribution of Android that adds features and support for new devices.

Open-source software also allows developers to “stand on the shoulders of giants” and create their own software. Witness Android and Chrome OS, which are operating systems built on Linux and other open-source software. The core of Apple's OS X – and therefore iOS – was built on open-source code, too. Valve is furiously working on porting their Steam gaming platform to Linux, as this would allow them to create their own hardware and control their own destiny in a way that isn't possible on Microsoft's Windows.

Some people do some really stupid things – check [THIS](#) out.

Normandy.

Someone has put together a collection of photos taken during the D Day invasion and made them available in a PowerPoint Presentation. The presentation was obviously done in France and most of the language is French but you can understand it.

It is only when you see photos like this that you realise the scale of the D Day invasion and the amount of organisation and planning that went into it. It was an absolutely amazing feat.

How they organised food, accommodation, medical requirements, fuel, ammunition, spares etc for all these people and had them available where and when required is just unimaginable.

You can see the PP Presentation [HERE](#)

Normally you'll need Microsoft PowerPoint to open and read this file but if you don't have PowerPoint, you can download the Reader which will allow you to at least read it. You can download it for free [HERE](#).

The first 40 years of childhood are always the hardest.

The Collingwood Shipyards, Canada.

Collingwood Ontario (Canada) was once known for its shipbuilding. The Collingwood Shipyards built huge Lakers and they were all launched sideways, usually at about 12 o'clock noon. School children would get out of school early, walk with their teachers, down the main street of Collingwood to watch the latest ship being launched. An amazing sight. As you can imagine the set-up and launch was finely tuned and a dangerous thing to do. Many workers were injured or killed during this event. The shipyard closed many years ago and Collingwood's major place of employment disappeared forever.

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

And you thought everything had been invented – see [HERE](#).

Such an unfair world:- When a man talks dirty to a woman its considered sexual harassment.
When a woman talks dirty to a man its \$2.50/min (charges may vary).

ANZAC Day – Brisbane.

The ANZAC Day march in Brisbane was another triumph – the crowds just keep getting bigger and bigger. All ages were represented, we saw older people (older than us) with their fold up chairs, mid age mums and dads, teen ages and youngens – all content to sit or stand in the sun for two to three hours as a mark of respect to those that have made the supreme sacrifice, to those that have served and are still on God's earth and to those that are serving now. There is nothing like marching through the streets of a city with thousands of people clapping, cheering and/or holding up "thank you" posters for you – it fills you with an immense feeling of pride – this old Australia, she ain't a bad place to live I can tell you.



35 Squadron was very well represented once again and that can be attributed to the huge amount of work put in by the association's secretary - John Sambrooks.

ANZAC Day is a time for old mates to meet up again, most come from all corners and each year after the march, they get together over a cold ale and swap tall stories and wonder at just how much the other bloke has aged in the past 12 months.

After the march and the debrief at the Port Office hotel, it was time to take a breather and recoup. Two old mates headed off to Caloundra to do a bit of fishing, have a drink or two, play the pokies, watch the girls go by, and generally do nothing strenuous.

We'll have a full coverage of Brisbane's ANZAC Day 2013 in our next issue.



John Broughton and Trev Benneworth

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Veterans Health.

The Australian
12th February, 2013

Retired army surgeon Susan Neuhaus says veterans should have access to government-funded healthcare, without a test of eligibility.



A retired army surgeon has called on the government to fund all the medical costs of Diggers returning from Afghanistan and Iraq, regardless of whether their illnesses stemmed from their deployment.

Colonel Susan Neuhaus, who served in Afghanistan, Bougainville and Cambodia, said yesterday the current system was creating "secondary trauma".

The general surgeon and surgical oncologist, now working in Adelaide, said veterans were forced to prove their injuries were caused by their service. Veterans suffering post-traumatic stress disorder years after service might commit suicide while having their claims processed, she warned. And she urged the removal of such procedures to have an "uncontested" system akin to the "Gold Card".

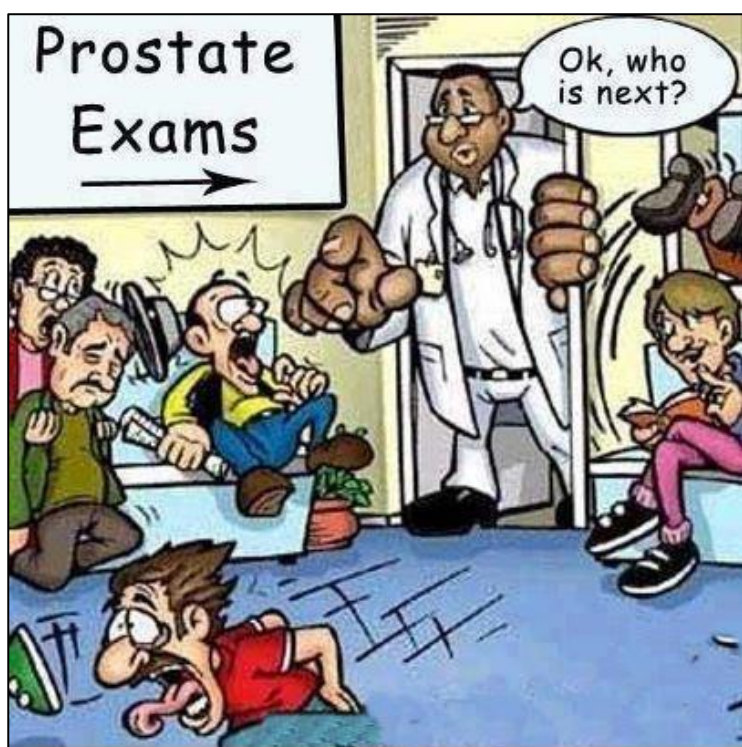


The Department of Veterans' Affairs issues Gold Cards - which allows holders to have all of their medical costs covered by the government - to ex-prisoners of war, veterans with certain disability pensions and those who served in World War I and World War II.

"Let's go with 'gold-card' equivalent," Dr Neuhaus said of the proposal she made in a submission to a parliamentary inquiry into the care of defence force personnel. "It's the idea of an uncontested healthcare liability for those that have served on active duty overseas."

The increased medical costs for government would be largely offset by "huge layers of bureaucracy" being removed: "The idea that you would actually accept an uncontested liability means that not only would you potentially garner cost savings, you de-link this issue of entitlement from care. "You decrease all of the secondary trauma that goes with people, who

are sick and are trying to put in claims years after the event, who have this enormous burden."



A spokesman for Veterans' Affairs Minister Warren Snowdon said the Australian Defence Force met health costs for all serving members, while those severely injured may receive a Gold Card. "For individuals who are not eligible for a Gold Card but have a service-related condition, treatment is provided for those conditions through the DVA White Repatriation Health Card or through reimbursement of costs," he said.

Opposition veterans' affairs spokesman Michael Ronaldson said he would consider the findings from the inquiry, being conducted by the joint standing committee on foreign affairs, defence and trade. "We will await the committee's report with great interest. However it is impossible from opposition to ascertain the current or future costs of such a proposal," Senator Ronaldson said.

The lady said: "Needing a man is a bit like needing a parachute.
If he isn't there the first time you need him,
chances are you won't be needing him again."

Cold remedies: What works, what doesn't, what can't hurt.

Mayo Clinic

With the onset of winter, it is time we looked at the common cold – as the odds are pretty good we're all going to catch one over the next few months. Unfortunately, there's still no cure for the common cold but what about cold remedies that claim to make you feel better faster?

Cold remedies are almost as common as the common cold, and many are nearly as ancient. The use of chicken soup as a congestion cure dates back centuries. But is longevity any guarantee that a cold remedy works? Do effective cold remedies even exist? Here's a look at some common cold remedies and what's known about them.

If you catch a cold, you can expect to be sick for one to two weeks. But that doesn't mean you have to be miserable. These remedies may help:

Water and other fluids. Water, juice, clear broth or warm lemon water with honey helps loosen congestion and prevents dehydration. Avoid alcohol, coffee and caffeinated sodas, which can make dehydration worse.

Salt water. A saltwater gargle — 1/4 to 1/2 teaspoon salt dissolved in an 235 ml glass of warm water — can temporarily relieve a sore or scratchy throat.

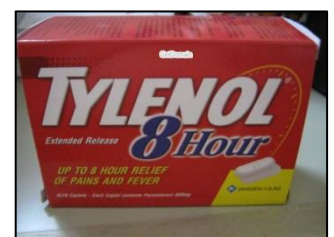
Saline nasal drops and sprays. Over-the-counter saline nasal drops and sprays combat stuffiness and congestion. In infants, experts recommend instilling several saline drops into one nostril, then gently suctioning that nostril with a bulb syringe. To do this, squeeze the bulb, gently place the syringe tip in the nostril about 1/4 to 1/2 inch (about 6 to 12 millimeters) and slowly release the bulb. Saline nasal sprays may be used in older children. Unlike nasal decongestants, saline drops and sprays don't lead to a rebound effect — a worsening of symptoms when the medication is discontinued — and most are safe and non irritating, even for children.



Chicken soup. Chicken soup might help relieve cold and flu symptoms in two ways. First, it acts as an anti-inflammatory by inhibiting the movement of neutrophils — immune system cells that participate in the body's inflammatory response. Second, it temporarily speeds up the movement of mucus, possibly helping relieve congestion and limiting the amount of time viruses are in contact with the nose lining.

Over-the-counter cold and cough medications in older children and adults. Non-prescription decongestants and pain relievers offer some symptom relief, but they won't prevent a cold or shorten its duration, and most have some side effects. If used for more than a few days, they can actually make symptoms worse.

Experts agree that these medications are dangerous in children



younger than age 2. The US Food and Drug Administration (FDA) is evaluating the safety of over-the-counter cold and cough medications in older children. Keep in mind that acetaminophen (Tylenol and others) can cause serious liver damage or liver failure if taken in doses higher than recommended. It's common for people to take Tylenol in addition to flu medications that may also contain acetaminophen, which can lead to acetaminophen overdoses. Read the labels of any cold medication carefully to make sure you're not overdosing.

If a cough lasts after your other cold symptoms have resolved, see your doctor. In the meantime, try soothing your throat with warm lemon water and honey and humidifying the air in your house. Don't give honey to infants.

Antihistamines. First-generation (sedating) antihistamines may provide minor relief of several cold symptoms, including cough, sneezing, watery eyes and nasal discharge. However, results are conflicting and the benefits may not outweigh the side effects.



Humidity. Cold viruses thrive in dry conditions — another reason why colds are more common in winter. Dry air also dries the mucous membranes, causing a stuffy nose and scratchy throat. A humidifier can add moisture to your home, but it can also add mould, fungi and bacteria if not cleaned properly. Change the water in your humidifier daily, and clean the unit according to the manufacturer's instructions. If your infant has a cold, sitting in a steamy bathroom for a few minutes before bedtime may also help.

Cold remedies: What doesn't work.

The list of ineffective cold remedies is long. A few of the more common ones that don't work include:

Antibiotics. These attack bacteria, but they're no help against cold viruses. Avoid asking your doctor for antibiotics for a cold or using old antibiotics you have on hand. You won't get well any faster, and inappropriate use of antibiotics contributes to the serious and growing problem of antibiotic-resistant bacteria.

Over-the-counter cold and cough medications in young children. OTC cold and cough medications may cause serious and even life-threatening side effects in children. The US FDA warns against their use in children younger than age 2. The Consumer Healthcare Products Association has voluntarily modified consumer product labels on OTC cough and cold medicines to state "do not use" in children under 4 years of age, and many companies have stopped manufacturing these products for young children. The FDA is evaluating the safety of these medications in older children.



Zinc. The cold-fighting reputation of zinc has had its ups and downs. That's because many zinc studies — both those that find the mineral beneficial and those that do not — are flawed. The highest quality randomized trials generally show no benefit. In studies with positive results, zinc seemed most effective taken within 24 hours of the onset of symptoms. Taking zinc with food may reduce side effects, including a bad taste and nausea. Intranasal zinc may result in permanent damage to the sense of smell. The US FDA issued a warning against using three zinc-containing nasal cold remedies because they had been associated with a long-lasting or permanent loss of smell (anosmia).

Cold remedies: What probably doesn't hurt.

In spite of ongoing studies, the scientific jury is still out on some popular cold remedies, such as vitamin C and echinacea. Here's an update on some common alternative remedies:

Vitamin C. It appears that for the most part taking vitamin C won't help the average person prevent colds. However, taking vitamin C before the onset of cold symptoms may shorten the duration of symptoms. Vitamin C may provide benefit for people at high risk of colds due to frequent exposure — for example, children who attend group child care during the winter.

Echinacea. Studies on the effectiveness of echinacea at preventing or shortening colds are mixed. Some studies show no benefit. Others show a significant reduction in the severity and duration of cold symptoms when taken in the early stages of a cold. One reason study results have been inconclusive may be that the type of echinacea plant and preparation used from one study to the next have varied considerably. Research on the role of echinacea in treating the common cold is ongoing. In the meantime, if your immune system is healthy and you aren't taking prescription medications, using echinacea supplements is unlikely to cause harm.



Take care of yourself.

Although usually minor, colds can make you feel miserable. It's tempting to try the latest remedy, but the best thing you can do is take care of yourself. Rest, drink fluids and keep the air around you moist. Remember to wash your hands frequently.

What about Vicks?

Vicks VapoRub doesn't relieve nasal congestion. But the strong menthol odour of VapoRub tricks your brain. As a result, you feel like you're breathing through an unclogged nose. By contrast, decongestant tablets and nasal sprays sold over-the-counter appear narrow blood vessels in the lining of your nose, leading to reduced swelling in your nasal passages.



to

VapoRub has drawbacks other than its ineffectiveness as a nasal decongestant. It's unsafe for any use in children under 2 years of age.

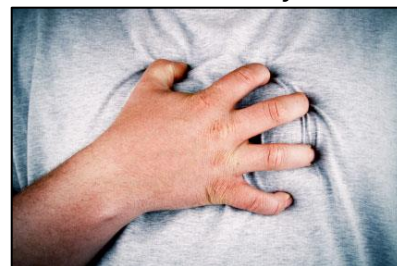
Swallowing a few teaspoons of camphor — one of the main ingredients in VapoRub and other topical medications, such as Campho-Phenique and Bengay — can cause fatal poisoning in toddlers. Topical camphor absorbed through mucous membranes or broken skin also can be toxic. That's why you should never put VapoRub in or around the nostrils — particularly a small child's nostrils. Finally, if VapoRub gets in your eye, it can injure your cornea.

How to survive a heart attack when alone.

There is an email doing the rounds which tells you how to survive a heart attack if you are alone. The way to do it, it says, is to cough repeatedly

The email says:

Since many people are alone when they suffer a heart attack, without help, the person whose heart is beating improperly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest.



A breath and a cough must be repeated about every two seconds without let-up until help arrives, or until the heart is felt to be beating normally again. Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital.

The email then asks you to forward it to as many people as you can in order to save lives. Like a lot of these “too good to be true” stories doing the rounds IT’S GARBAGE!!!

There is absolutely no medical evidence that this would work and forwarding this sort of misinformation is irresponsible. Using the procedure outlined in the message in place of immediately seeking medical help could actually cost a life rather than save it.

Why are we putting on weight?

There are two factors which lead to the modern day fat explosion.

1. the demise of the cooked breakfast, and
2. the escalation of the use of sugar and in particular fructose in our drinks and food.

We all know about the sugar threat, but what about the demise of the cooked breakfast??

Carbohydrates are basically lots of sugar molecules joined to one other. They are generally converted to glucose which is the blood sugar. The level of blood sugar is controlled by two hormones.

The first of these is insulin which is also called the Storage Hormone because it LOWERS blood sugar by pushing glucose into the muscle cells to be used as energy or stored as fat in the fat cells. Insulin STORES by lowering blood sugar and is normally active immediately after a carbohydrate meal.



The other hormone is Glucagon. This hormone raises blood sugar by stimulating fat cells to release fat so it can be used as fuel for the muscle cells thereby saving glucose.

So to sum up, Insulin STORES and Glucagon RELEASES fat. Blmd Freddy can p1ck the one he needs working for h1m 1f he's got a we1ght problem.

Unfortunately Insulin is the top gun and while it's doing its stuff Glucagon has to sit on the sideline. Typically we wake up and eat a carbohydrate breakfast and get the Insulin going. Then during the day we keep Insulin working because we consume all those carbohydrate snacks and drinks and whilst Insulin is working we are storing, storing and storing. Only at night when we are asleep does Insulin relent and allow Glucagon to have a go but by now energy needs are so low not much happens before morning when Insulin gets right back to work as soon as we eat that carbohydrate breakfast.

Now if we had a cooked high fat breakfast instead, Insulin has a sleep in because fat does not need insulin. With Insulin sleeping, Glucagon keeps working and will do so till you eat that next carbohydrate meal. Any exercise you do before that Insulin releasing meal will burn loads of fat because that's the fuel the body uses when you're not eating all those carbs. This is why the cooked breakfast kept us trim. It allowed Glucagon to work.

In conclusion to lose weight there are three steps involved:

1. Give up the sugar
2. Don't eat any carbohydrate (sugar) for breakfast
3. Exercise before breakfast or before your first carbohydrate meal.

So what about eggs? It is said that eggs are about the best source of protein there is and a feed of bacon and eggs takes a lot of beating. Some say that eating eggs will cause elevated cholesterol – but is this true? Others say that as your liver makes about 90% of the cholesterol in your system (as and when required), if you eat more eggs the liver will just make a bit less. You decide!!

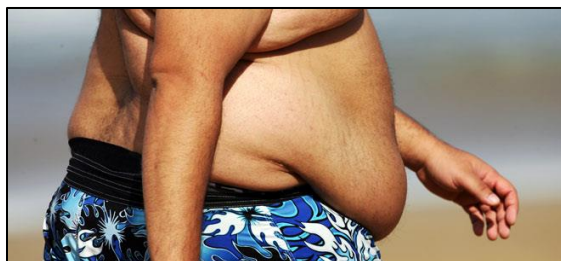
Can you control where you lose weight?

Gerry Lyall

In a word, NO!!

No matter where or what exercise you do, weight comes off where it decides. Go for a run and you could lose it from your back. Go for a swim and you could find that fat decides to drop from your bum or your waist or your thighs. Likewise, if you did sit ups it won't necessarily remove the fat from around your waist. Fat decides where it will part with the fat from your body on its own. We don't have a say at all

Most women will tell you that one of the first places where they lose weight is from the breasts and the last place is usually their bum. That is regardless of the type of exercise they do. Using a rowing machine will strengthen those stomach muscles and your lower back, but you might find that particular exercise won't reduce that flab from your beer gut. Our body dictates where it will lose the weight from first.



Do enough exercise and with proper eating habits you will eventually lose all your body fat. Just don't expect to start a diet and target a specific area to lose fat from. Targeting an area to burn fat from is a waste of time. Get used to it... It's just a fact of life.

Aging: What to expect.

As we're all getting older, apart from Pete DeJonge of course, do you wonder what getting older means, what can you expect will happen to you as you get old, and what can you do about it.

You know that aging will likely cause you to develop wrinkles and grey hair. But do you know how the aging process will affect your teeth, heart and sexuality? and what you can do to promote good health at any age.

Your cardiovascular system.

What's happening. As you age, your heart rate becomes slightly slower and your heart might become bigger. Your blood vessels and your arteries also become stiffer, causing your heart to work harder to pump blood through them. This can lead to high blood pressure (hypertension) and other cardiovascular problems.

What you can do?

Include physical activity in your daily routine. Try walking, swimming or other activities you enjoy. Regular moderate physical activity can help you maintain a healthy weight, lower blood pressure and lessen the extent of arterial stiffening.

Eat a healthy diet. Choose vegetables, fruits, whole grains, high-fibre foods and lean sources of protein, such as fish. Limit foods high in saturated fat and sodium. A healthy diet can help you keep your heart and arteries healthy.

Don't smoke. Smoking contributes to the hardening of your arteries and increases your blood pressure and heart rate. If you smoke or use other tobacco products, ask your doctor to help you quit.

Manage stress. Stress can take a toll on your heart. Take steps to reduce stress — or learn to deal with stress in healthy ways.

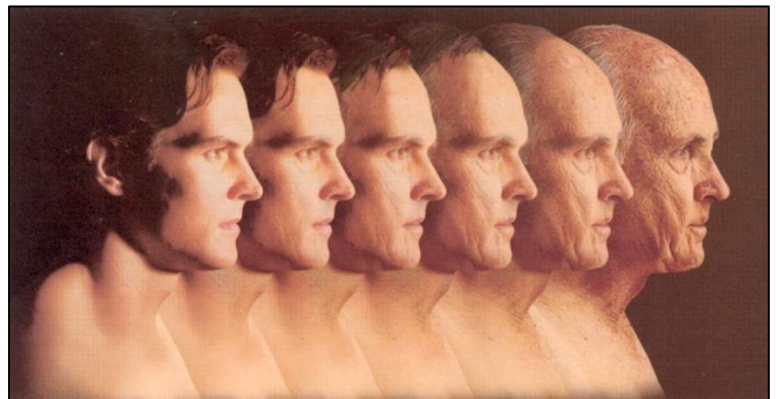
Your bones, joints and muscles.

What's happening. With age, bones tend to shrink in size and density — which weakens them and makes them more susceptible to fracture. You might even become a bit shorter. Muscles generally lose strength and flexibility, and you might become less coordinated or have trouble balancing.

What you can do

Get adequate amounts of calcium.

For females aged 19 to 50 and men aged 51 to 70, the US Institute of Medicine recommends 1,000 milligrams (mg) of calcium a day. The recommendation increases to 1,200 mg a day for women age 51 and older and men age 71 and older. Dietary sources of calcium include dairy products, almonds, broccoli, canned salmon with bones, sardines and soy products, such as tofu. If you find it difficult to get enough calcium from your diet, ask your doctor about calcium supplements.



Get adequate amounts of vitamin D. For adults ages 19 to 70, the Institute of Medicine recommends 600 international units (IU) of vitamin D a day. The recommendation increases to 800 IU a day for adults age 71 and older. Although many people get adequate amounts of vitamin D from sunlight, this might not be a good source for everyone. Other sources of vitamin D include oily fish, such as tuna and sardines, egg yolks, fortified milk, and vitamin D supplements.

Include physical activity in your daily routine. Weight-bearing exercises, such as walking, jogging, tennis and climbing stairs, and strength training can help you build strong bones and slow bone loss.

Avoid substance abuse. Avoid smoking and don't drink more than two alcoholic drinks a day.

Your digestive system

What's happening Constipation is more common in older adults. Many factors can contribute to constipation, including a low-fibre diet, not drinking enough fluids and lack of exercise. Medications — such as diuretics and iron supplements — and certain medical conditions — such as diabetes and irritable bowel syndrome — also might contribute to constipation.

What you can do

Eat a healthy diet. Make sure your diet includes high-fibre foods, such as fruits, vegetables and whole grains. Limit meats that are high in fat, dairy products and sweets, which might cause constipation. Drink plenty of water and other fluids.

Include physical activity in your daily routine. Regular physical activity can help prevent constipation and is important for your overall health.

Don't ignore the urge to have a bowel movement. Holding in a bowel movement for too long can cause constipation.

Your bladder and urinary tract.

What's happening. Loss of bladder control (urinary incontinence) is common with aging. Medical conditions, such as diabetes, might contribute to incontinence — as can menopause, for women, and an enlarged prostate, for men.

What you can do

Go to the toilet regularly. Consider urinating on a regular schedule, such as every hour. Slowly, extend the amount of time between your toilet trips.

Maintain a healthy weight. If you're overweight, lose excess kilos.

Don't smoke. If you smoke or use other tobacco products, ask your doctor to help you quit.

Do Kegel exercises. Tighten your pelvic floor muscles, hold the contraction for five seconds, and then relax for five seconds. Try it four or five times in a row. Work up to keeping the muscles contracted for 10 seconds at a time, relaxing for 10 seconds between contractions.

Your memory.

What's happening Memory tends to become less efficient with age. It might take longer to learn new things or remember familiar words or names.



What you can do.

Eat a healthy diet. A heart healthy diet might benefit your brain. Focus on fruits, vegetables and whole grains. Choose low-fat protein sources, such as fish, lean meat and skinless poultry. What you drink counts, too. Too much alcohol can lead to confusion and memory loss.

Include physical activity in your daily routine. Physical activity increases blood flow to your whole body, including your brain. This might help keep your memory sharp.

Stay mentally active. Mentally stimulating activities help keep your brain in shape — and might keep memory loss at bay. Do crossword puzzles. Take up a hobby.

Be social. Social interaction helps ward off depression and stress, which can contribute to memory loss. Look for opportunities to get together with loved ones, friends and others. If you're concerned about memory loss, consult your doctor.

Your eyes and ears

What's happening. With age, you might have difficulty focusing on objects that are close up. You might become more sensitive to glare and have trouble adapting to different levels of light. Aging also can affect your eye's lens, causing clouded vision (cataracts). Your hearing also might dim. You might have difficulty hearing high frequencies or following a conversation in a crowded room.

What you can do

Schedule regular checkups. Follow your doctor's advice about glasses, contact lenses, hearing aids and other corrective devices.

Take precautions. Wear sunglasses or a wide-brimmed hat when you're outdoors, and use earplugs when you're around loud machinery or other loud noises.

Your teeth

What's happening

Your gums might pull back (recede) from your teeth. Certain medications, such as those that treat allergies, asthma, high blood pressure and high cholesterol, can also cause dry mouth. As a result, your teeth and gums might become slightly more vulnerable to decay and infection.

What you can do

Brush and floss. Brush your teeth twice a day and clean between your teeth — using regular dental floss or an interdental cleaner — once a day.

Schedule regular checkups. Visit your dentist or dental hygienist for regular dental checkups.

Your skin

What's happening.

With age, your skin thins and becomes less elastic and more fragile. You might notice that you bruise more easily. Decreased production of natural oils might make your skin drier. Wrinkles, age spots and small growths called skin tags are more common.

What you can do

Be gentle. Bathe in warm — not hot — water. Use mild soap and moisturizer.

Take precautions. When you're outdoors, use sunscreen and wear protective clothing. Check your skin regularly and report changes to your doctor.

Don't smoke. If you smoke or use other tobacco products, ask your doctor to help you quit. Smoking contributes to skin damage, such as wrinkling.

Your weight.

What's happening. Maintaining a healthy weight is more difficult as you get older. As you get older, your muscle mass decreases and body fat takes its place. Since fat tissue burns fewer calories than does muscle, you need fewer calories to maintain your current weight.

What you can do

Include physical activity in your daily routine. Regular moderate physical activity can help you maintain a healthy weight.

Eat a healthy diet. Choose vegetables, fruits, whole grains, high-fibre foods and lean sources of protein, such as fish. Limit sugar and foods high in saturated fat.

Watch your portion sizes. You might not need as many calories as you used to.

Your sexuality

What's happening With age, sexual needs, patterns and performance might change. Illness or medication might affect your ability to enjoy sex. For women, vaginal dryness can make sex uncomfortable. For men, impotence might become a concern. It might take longer to get an erection, and erections might not be as firm as they used to be.

What you can do

Share your needs and concerns with your partner. You might experiment with different positions or sexual activities.

Talk to your doctor. He or she might offer specific treatment suggestions — such as estrogen cream for vaginal dryness or oral medication for erectile dysfunction. Remember, it's never too late to adopt a healthy lifestyle. You can't stop the aging process, but you might be able to minimize its impact by making healthy choices.

Finding a woman sobbing that she had locked her keys in her car, a passing soldier assures her that he can help. She looks on amazed as he removes his trousers, rolls them into a tight ball and rubs them against the car door. Magically, it opens. "That's so clever," the woman gasps. "How did you do it?" "Easy," replies the soldier. "These are my khakis."

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Boeing 787

In the Boeing 787 Dreamliner's first year of service, at least four aircraft suffered from electrical system problems stemming from its lithium-ion batteries. Although teething problems are common within the first year of a new aircraft design's life, after a number of incidents including an electrical fire aboard an All Nippon Airways 787 and a similar fire found by maintenance workers on a landed Japan Airlines 787 at Boston's International Airport, the United States Federal Aviation Administration (FAA) ordered a review into the design and manufacture of the aircraft. This was followed with a full grounding of the entire Boeing 787 fleet, the first such grounding since DC-10s were grounded following the American Airlines disaster in 1979. It is reported that the 787 has had two major and dangerous



battery thermal runaway events in 100,000 flight hours, which massively exceeds the 10 million flight hours predicted by Boeing.



This put Boeing and all airlines that do or intend to fly the 787 in a real spin. Boeing's techs burnt the midnight oil for days and eventually come up with a plan. Working with battery

experts, they have proposed a comprehensive set of solutions to fix the problem. First, they made some changes to the battery itself which will prevent any faults from occurring and to isolate any that do. Second, they have upped the operating and testing processes to ensure the batteries are ok when made, and thirdly in the unlikely event of a future battery failure, they have built an enclosure that will stop an overheating battery from affecting the airplane or being noticed by passengers.

The FAA were so impressed with Boeing's plans they gave permission for Boeing to begin flight test activities on two aircraft to demonstrate that the solutions work.

To us it seems it's a bit of 2 bob each way "It's fixed, it will never happen again – but if it does....."

Boeing completed a 787 certification demonstration flight on the 5th April which was the final certification test for the new battery system. The purpose of the flight was to demonstrate that the new battery system performed as intended during normal and non-normal flight conditions and the crew reported that the flight was uneventful.

Boeing will now gather and analyze the data and submit the required material to the FAA. The 787 should get a clean bill of health and be in the air again soon.

A good way to get smarter is by degrees.

Propeller separation

Propeller and/or engine separation from an aircraft in flight is a rare and unusual occurrence – thank goodness. An ANA DC-2, VH-USY, had its shut down right engine drop off whilst about to land at Nhill, Victoria in 1940, luckily with no casualties. The engine mounts had failed following an inflight engine fire.

In 1964, a DC-6B lost a propeller while taking off from Essendon airport, once again, luckily with no casualties. Here is the story.

Cyril Keith Hants was born at Warracknabeal, Victoria in 1924 and then educated at Mont Albert Central School, Melbourne. In 1942 at age 18 years, Keith volunteered for RAAF aircrew and after acceptance began pilot training at Western Junction, Launceston's airport, where he completed his first solo in a Tiger Moth.

The following year at age 19 he was awarded his pilot wings brevet at Point Cook after qualifying on the Airspeed Oxford multi-engined trainer. He was posted to England to fly bombers, first Wellingtons and then Lancasters. After the war, (in mid-1946) Keith returned to Australia for demobilisation at age 22. He joined Australian National Airways in 1947 as a First Officer on DC-3 aircraft based at Melbourne's Essendon Airport. Subsequent advancement saw him flying DC-4 and DC-6 aircraft before returning to fly the DC-3 as a check captain. On 3rd October 1957 A.N.A. was taken over by the much smaller Ansett Airways and Keith was now flying with the new combined airline, Ansett-ANA.



Mostly uneventful airline route flying followed until that fateful day in April 1964, when Keith was pilot in command of a 4 engined Douglas DC-6B scheduled to operate a flight from Melbourne's Essendon Airport to Adelaide and Perth. Just after midday on Tuesday the 14th April, just after take-off and at about 200 feet altitude, the aircraft lost the complete propeller assembly from N° 3 engine. Initially one blade separated due to fatigue fracture, with the other two blades wrenching themselves off soon afterwards still attached to the hub. Due to the massive torque loads generated by this event, the engine, weighing just over a ton, almost wrenched itself off its mountings but remained hanging down at a steep angle, lower than the main undercarriage would be when extended. All this caused a severe directional disturbance, much aerodynamic drag and a major power loss, all requiring immediate action.

A considerable quantity of oil was being lost from the No. 3 engine area due no doubt to oil tanks and lines being ruptured and some had sprayed on the side of the fuselage and windows. The propeller debris dropped onto the suburb of North Essendon, fortunately causing no loss of life or injury. The first blade punctured the roof of a private home whilst the other two blades and propeller dome landed as one unit in the backyard of another house. This 3-bladed Hamilton Standard propeller assembly was fitted as standard equipment to the 18-cylinder

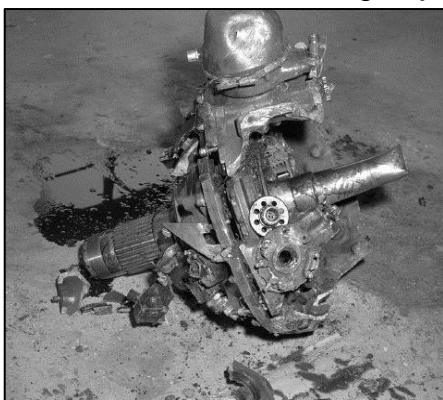
supercharged 2,500 h.p. Pratt & Whitney R-2800 aero engine, powering both the DC-6B and the Convair 440 – both types in Ansett-ANA airline service at the time.

At the time there were 64 people on board plus luggage, mail and freight. Keith Hants advised Essendon tower that a major part of N° 3 engine had dislodged and a large part of the propeller had landed somewhere in North Essendon. The resulting out-of-balance forces had left the engine barely hanging below the wing, creating considerable aerodynamic drag with marked reduction in aircraft performance. The big Douglas struggled to gain enough height to safely clear the built up areas whilst maintaining approximate runway heading taking it over the mouth of the Yarra River and out over Port Phillip Bay.



The DC-6B flight manual states that the power-on stall-speed at the aircraft's estimated weight at the time would be just over 100 knots and that the probable climb rate available (up to 1500 feet) in this unique condition was about 100 feet per minute at a cruise-climb airspeed of about 140 knots. This was, in reality, the best performance that could be obtained given the dire situation the aircraft was in. A clockwise circular flight pattern over the bay of about 30 kilometres in diameter was then taken up embracing points abeam Williamstown, Dromana, Mud Island and Point Cook. This was to consume and dump fuel to reduce the aircraft's weight before attempting the planned emergency landing back at Essendon or to prepare for a possible ditching in the event of further complications.

Fortunately being an autumn weekday, the number of pleasure watercraft on the bay was minimal and the crew began jettisoning fuel. A DC-3 then took-off from Essendon, with certain



Remains of Number 3 propeller hub following its recovery.

D.C.A. experts and Ansett-ANA maintenance engineers and flown alongside the stricken aircraft to examine and report on the damage.

It was decided that the engine should be dislodged as soon as possible as it would be too dangerous to attempt to land with the damaged engine still attached so precariously. After much manoeuvring, shallow dives and sharp pull-ups, making the cabin occupants decidedly uncomfortable, the engine finally dropped off into Port Phillip Bay in about 12 metres of water some 5 kilometres east of Point Cook. This position was noted by ATC radar and then located and marked with buoys by a Point Cook-based RAAF crash launch. The aircraft then returned to Essendon Airport and landed safely exactly one hour and thirty four minutes after take-off.

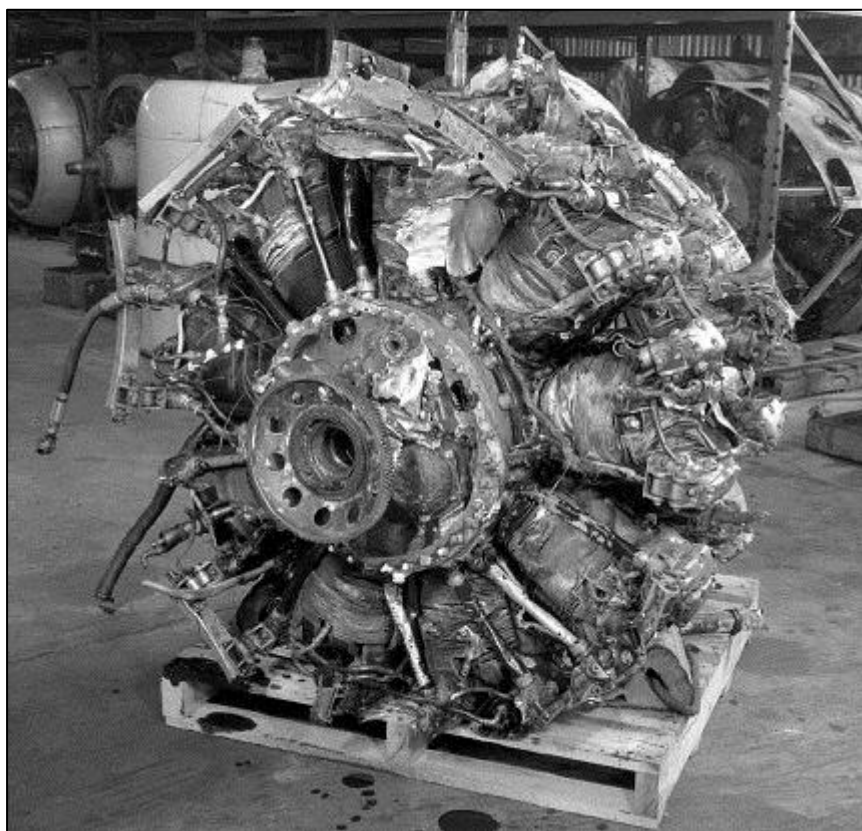
A huge crowd of onlookers including press, airline, Department of Civil Aviation and emergency personnel and vehicles had assembled to watch this epic arrival. Red Cross workers met the passengers to attend to their possible needs whilst the fire crew checked the aircraft.



Reg Ansett himself came out to see the fortunate conclusion to the 94-minute air drama over Melbourne, and congratulated all crewmembers on a sterling effort.

The craft was then towed back to the hangar for inspection and fitted with a new No. 3 engine and propeller overnight. Following satisfactory checks, it was soon back in revenue service. Subsequent investigations found that one blade of the failed No. 3 propeller had suffered a catastrophic fracture some 21 centimetres from the blade root, caused by a metal fatigue crack originating from a point beneath the de-icer boot. The reason for the crack occurring was that a small portion of the blade surface in that area had been subjected to unplanned heating in excess of 500 degrees centigrade several thousand flight hours prior to the incident.

It was considered that the most likely source of this heating would have been from an electrical breakdown or short in a previous de-icer boot fitted to the blade and changed prior to the last 4,200 flight hours.



Front view of the Number 3 engine in the hangar at Essendon Airport, following its recovery from Port Phillip Bay.

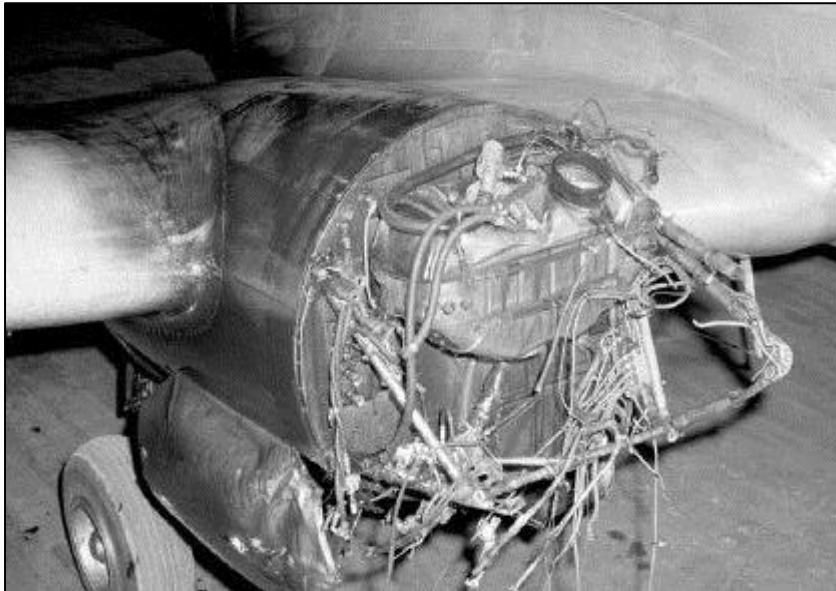
The particular propeller at the No. 3 engine position at the time of the incident was a certified overhauled and fully airworthy component drawn from the Ansett-ANA spares inventory and was fitted prior to the aircraft entering Australian RPT service.

The aircraft's last Ansett-ANA revenue service operated on 29th May 1966, after which it

was withdrawn from service and placed in open storage in the "graveyard" at Essendon Airport until being sold to Taiwan in March 1967. This grand old propliner's last known activity was as a firebomber in Canada commencing in the early seventies.

For his exemplary airmanship and skilful handling of a most difficult and unique hazard to life and limb as experienced by his passenger-laden DC-6B aircraft, Captain Hants was awarded the Queens Commendation for Valuable Service in the Air by the Governor of Victoria on 18th

June 1964. Keith continued domestic airline flying with Ansett-ANA, serving a total of 26 years, achieving the senior rank of Flight Captain Viscount and then Flight Captain Electra, until medical problems ended his flying career in 1973. For twenty years from 1974, he operated a ground simulator school at Essendon Airport until he retired in 1994 at age 70.



The aircraft had been built in late 1955 and was sold to United Airlines which had a fleet of 99 DC-6s. In November 1963, by which time it had logged 18,325 flight hours, it was sold to Ansett-ANA.

View of the Number 3 engine bay showing remains of engine mount and oil tank.

earlier. When it arrived at Ansett-ANA's Essendon Airport workshops it was given a full Australian Certificate of Airworthiness check and fitted with four newly overhauled engines and propellers. From the 28th to the 31st December 1965, it was chartered by the RAAF flying from Pearce to Butterworth.



One of Uncle Reg's blue eyed girls on the plane that day was Judy Murphy. She later wrote:

"At 12.30 pm we boarded our DC6B aircraft VH-INA to prepare the cabin and buffet for our luncheon flight back to Adelaide. We had fifty-seven passengers on the flight, made up of approximately twenty First Class and the remainder Economy Class.

Another view of the Number 3 engine bay showing remains of engine mount and oil tank, after being cleaned up.

Our passengers boarded, were equipped with reading matter, and Margaret (another Hostess) and I then sat down for take-off. We had only been air-borne for about two minutes when the aircraft shook violently and gave a severe lurch. The sensation was similar to a car hitting a deep ditch. Immediately, I saw the starboard side windows being doused with thick, black oil; not waiting for any 'six bells', I headed for the cockpit.

The crew were all working like one-armed paper hangers. Captain Keith Hants was on the radio, F/O Bob Gordon endeavouring to maintain a steady hold on the aircraft, and F/E Bert Clarke had his instrument panel lit up like a Christmas tree. Keith told me to get on the PA and inform the passengers that we had an emergency, to continue to observe the No Smoking and Fasten Seat Belt signs, and that he would speak to them in a few minutes time after he had discussed our situation with Ground Control.

Our situation basically was this. On take-off the propeller on the No. 3 engine had split and flown off, dragging the engine out of its mountings. The engine was left dangling down in front of the wing. The propeller (now in several pieces) and parts of the engine, landed in back yards in Essendon; luckily no one on the ground was injured.

We flew out over Port Phillip Bay where Keith dumped most of our fuel, and we circled around the bay area so that if the engine did drop off, at least it would fall in a safe place!



In the cabin there was no real panic among our passengers, although it would be fair to say many were obviously frightened over our predicament. One lady started to cry rather loudly, but her husband gave her a quick backhander and she was then content to just whimper quietly for the next hour. Another passenger indicated that he felt that there was no excuse for us not to proceed with serving bar and lunch, and yet another settled down to write out his will!

After we had been airborne for forty minutes, a DC3 containing Captain Peter Gibbes and DCA officials flew alongside our aircraft inspecting the damage with binoculars. It was an incredible sight, seeing the other aircraft flying so close to ours; we could clearly see the people on board the DC3, and it gave one a rather warm feeling to know that these and many other people on the ground were really concerned about our safety, and were trying to help us in every possible way.

The decision was made, that any attempt to land whilst the engine was still hanging down lower than the undercarriage would be fatal. The fire risk alone was tremendous. Somehow we had to get rid of the offending engine. To this end, Keith commenced a 'shallow dive—sharp pull out'

procedure to try to shake the engine off. These manoeuvres felt quite violent in the cabin, particularly as Margaret and I were at this stage, demonstrating the ditching position to our passengers. The increased G-force caused by the above manoeuvre had us on the floor several times.

We were flying at about 1400 feet, and running very low on fuel when we finally rid ourselves of the engine. We headed straight back to Essendon. Full scale emergency units were on hand at the airport, but thanks to Keith's skill, which was wonderfully supported by Bob and Bert, we made a smooth, safe landing. We had been in the air just under two hours.



Several amusing incidents came out of the above story. One of our passengers was a Dutch lady, who had just arrived in the country and spoke no English at all. We had not been informed of this prior to the flight, and I did not become aware of the problem. When I spoke to her regarding emergency procedures and ditching position, she smiled and nodded her head as if she understood me perfectly.

After our arrival back at Essendon, she was taken in hand by an interpreter who asked her if she was all right. She replied that she was fine; that she had had a lovely flight, and that she couldn't get over how much Adelaide Airport looked the same as Melbourne Airport! She had no idea that she was back where she had started from. She had not understood one word said by the crew during the flight; she had not realised that anything was amiss. Innocence was bliss! She did go on to say however, that she did think that we Australians were rather funny the way we sat for landing! No doubt the dear lady was quite surprised to find out later, when she flew on to Adelaide, that it is not normal practice to take up full brace position for every landing!

It was also reported that when the news of the emergency was heard at Swanston Street, Miss Kit Dark, our Hostess Superintendent, immediately jumped into her car and headed for the Airport. As she approached Essendon she was confronted by the police road blocks which were only permitting fire engines, ambulances and other authorised people through. The officer on the road block was really doing his job well, and there was no way that he was going to let her pass.

Miss Dark was adamant that she was going to get through; she informed him that she was the Hostess Superintendent and therefore entitled to pass. To this the officer supposedly replied, 'Yeah, and I'm Mother Goose'. I'm pleased to say that right won out, and Miss dark was there to meet Margaret and I when we landed.

While our drama was going on, the Airport was completely closed to all traffic. Meanwhile, an Electra was flying to Melbourne from Sydney. The Captain was not aware of the situation at Essendon and was starting to build up his own problems. A short way out of Sydney one of the engines on the Electra failed, and halfway down the track a second engine failed. He radioed through to Melbourne requesting immediate clearance for



landing on arrival, and was most surprised when he was told to clear out into a holding area or return to Sydney, because there was another aircraft in the air with much more trouble than he had. He related next day, that compared to the problems which he had, he decided that if someone was in worse shape, they must have been coming up from Tasmania in a DC 3, and were rowing it!

One small point, which I would also like to relate concerning this incident, is about the emergency drill. We all waded through our manuals religiously whenever we had a check coming up, and mostly ignored them for the rest of the time. However, the moment that the propeller parted company with the engine and the oil started to spray, it was as if someone had opened the manual at the DC6B Emergency Procedures page in front of my eyes, and it was all there for total recall. It proved to me, that if something important is learnt, it may lie dormant in a back corner of the brain for quite a long time, but it will jump forward when needed.

Our passengers were a great group of people that day; not once did anyone question our instructions to them, and two gentlemen with World War II RAAF experience offered to assist in the cockpit if needed. After the successful landing was completed the whole cabin broke into warm, spontaneous applause. I don't know to this day whether or not the crew in the cockpit heard it, but I hope they did. They deserved it!"

A handsome advertising executive attended a party given by a female colleague and left with an extremely attractive guest.

In the office the next morning, he thanked the hostess and explained that he really liked her friend.

"Oh, she's not really a friend of mine," the girl responded. "Just an acquaintance."

"Well, in that case," the man chuckled,

"I'm happy to have made your acquaintance."

Another Ripley story.

During a private fly-in fishing excursion into the Alaskan wilderness, The chartered pilot and fishermen left a cooler with bait in the Plane. A bear smelled it. This is what it did to the plane...



The pilot used his radio and had another pilot bring him two new tires, three cases of duct tape, and a supply of sheet plastic. He then patched the plane together, and..... FLEW IT HOME!

Duct tape. Never leave home without it...



HITLER'S AIRCRAFT CARRIER

The German *Kriegsmarine* never really embraced the use of aircraft carriers in WW2. Hitler showed little interest in this type of Naval vessel and its operation. The chief of the Luftwaffe, Herman Goering, was always jealous of his command over all forms of aircraft and did all in his considerable power to stymie Admiral Raeder's plan to build up to four aircraft carriers.

In 1935, Hitler announced a plan for the Navy to acquire aircraft carriers. Two keels were laid down in 1936, and in 1938, Grand Admiral Erich Raeder produced his Plan Z, a grand scheme to build four Carriers and complete them by 1945, but in 1939 this was scaled back to just two. It was Naval policy to not actually name a ship until it was launched. The first laid down Carrier was designated Aircraft Carrier A, to be named *Graf Zeppelin* at her launch in 1938. The second, Aircraft Carrier B, was never launched.



In May 1941, Raeder informed Hitler that *Graf Zeppelin*, about 85% completed and would be finally finished the following year. But Herman Goering was no help, he told both Hitler and Raeder he was unable to supply the Navy with aircraft for Graf Zeppelin until the end of 1944. His delaying tactics worked: Aircraft Carrier B was abandoned, and broken up.

By 1943 Adolf Hitler was not too interested in anything Navy, and the frustrated Raeder asked to be relieved. He was accommodated by Hitler and Karl Donitz, the Submarine chief took charge. He was not at all interested in seeing an aircraft carrier gaining more focus than his beloved U-Boat arm and all work stopped on *Graf Zeppelin*, notwithstanding she was 95% completed. The ship had her armament stripped out of her, and sent off to Norway for coastal battery use.

At war's end in 1945, to ensure this ship did not fall into Russian hands, *Graf Zeppelin* was scuttled in shallow water at Stettin in Poland, on April 25th. 1945. Under the terms of the Allied Tripartite Commission, *Graf Zeppelin* should have been destroyed or scuttled in deep water by August 15th. 1946. But not so: the Russians decided to repair the Carrier and she was refloated in March 1946, no doubt loaded with loot from the conquered Poland.

It was unsure post WW2 what had been the fate of Graf Zeppelin until the Soviet archives were opened up. It appears the carrier was towed from Poland to Leningrad, unloaded and designated PO-101 (ie. floating base Number 101) the



Russians wanted to repair the ship at Leningrad as all the repair facilities at Stettin had been destroyed. But this did not happen, and again *Graf Zeppelin* was towed off to the Polish coast.

On the Polish coast on August 16th 1947 the ill fated carrier was used as target practice for both Soviet aircraft and Naval ships. After taking 24 bombs and projectiles the ship was still afloat. Finally two torpedoes did the job, and the carrier sank. The actual

position of her sinking was unknown for many years, but in 2006, a Polish Oil Company ship Petrobaltic found a 265 metre long wreck close to the port of Leba . On July 27th. 2006, the Polish Navy survey ship ORP Arctowski confirmed the find was indeed the wreck of Graf Zeppelin, sitting at 264 feet below the surface.

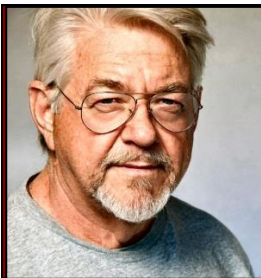
The grand plan of Grand Admiral Erich Raeder never ever came to fruition, Germany did not produce a completed Aircraft Carrier in WW2. A proud ship, never destined to be commissioned, post WW2, was merely used as target practice by a previous enemy.

A sad end for such a ship, once part of a scheme for the German Navy to get its wings.

New Jet Engine.

The Brits have developed a new Jet engine, or a way of enabling a jet engine to propel an aircraft at fantastic speeds just by cooling a bit of it. I watched the video but for the life of me still can't work out how or why it works – perhaps you can. Click [HERE](#).





It's Elementary.

Anthony Element

Too Much Christmas is Never Enough!



One of several items that God, or whoever is supposed to be organising these things – always assuming that someone really is – didn't get quite right is the aging process. It turns out that as we gain in, er... experience, we lose our hair, our good looks, (in the event that we had any to begin with), and our energy.

But not our appetites.

I mention this because, once again, I was confronted with my usual New Year problem; a certain, but only moderate you understand, expansion of the girth. Actually, it's not just limited to the girth. My granddaughter asked me how come my cheeks had gotten chubbier.

Brat!

Anyhow, this transformation was a natural consequence of Christmas; a time when I actually, if such a thing is possible, do less than usual while scoffing more. Considerably more this year, as it turned out.

By the by, I blame the national underlying, (perhaps, 'overlying' might be a more precise definition), weight problem, on the whole decimal thing. At about the time we went from miles to litres, we all started to get fatter. Why? Because being told I have to lose five kilos doesn't seem like such a biggy. I can always worry about that later. But eleven pounds, uh-oh, that sounds like a lot. Hearing that would, (well, might) spur me into action.

Anyway, back to my post-Christmas expansion.

Thing is, Christmas left overs taste so much nicer than regular leftovers. And there's so damned much of them. I mean, what's a man to do? Waste it all? I don't think so.



Wives, and a few husbands, tend to be good cooks. The only problem is, my wife is – how shall I put this? Have to find a way that will see me still alive, and married, come next Christmas...Let's say, she's an... enthusiastic cook. See, she worries that if everything gets eaten up in a single meal, guests might think she's stingy. Look, the entire 3RAR could come to lunch and they still wouldn't think she was stingy. And she wouldn't have to cook any more than she usually does.

Every year, I'm astonished anew at how much can be crammed into our fridge. Makes the Tardis look like a shoe box. And every scrap of the contents, tantalising. As in, get up in the middle of the night for a snack even though you're not hungry, tantalising. It's the one time of the year when every bit of Tupperware in the entire collection we've assembled over a forty something year marriage gets its annual work out.

By the way, I've always had a sneaking admiration for the Tupperware people. It must be the only company in the world whose products don't have a built in use by date so they can sell you some more. They just sell you some more anyway. Neat trick!

Well, there we were with a fridge full of heavily laden plastic boxes stacked like the pile of bricks I once bought with the intention of building a BBQ, (which I never got around to), so what was my role in all this? Well, it was to empty them of course. Which I did. Dilligently.

Early start, late finish, the whole nine yards; no effort spared.

This year it was my sister-in-law's responsibility to provide desert for the family Christmas lunch; a chocolate log, as it turned out. Had disaster written all over it. For a start, it's been scientifically proven that chocolate doesn't keep, so once you start...A pretty sight, it was not.

I did try though. When we heard that my nephew and his family were to visit a couple of days after Christmas, my wife said we'd need to get something to give them for afternoon tea. I



suggested giving them left overs. Well, you can imagine what kind of a look that got me. But see, I tried to give it away.

It has been suggested that exercise might help. Good luck with that idea.

That's another thing I blame God or whoever for. If he'd only seen fit to leave me with two working knees, I might even have contemplated a squat or two; or even a brisk walk. Well, a walk, anyway. Thing is, once we got Christmas out of the way we had to deal with New Year's Eve. Now, I ask you, who eats a small

meal on New Year's Eve? Actually it was New Year's Day that got me really thinking about this whole catastrophe. I was getting dressed. "Hey love," I called out. "There's something wrong with my belt."

"What?" she said, "It won't do up." I said

"Mmmm," Marie responded; which is her way of combining "Yes dear," with "Oh really?" "I know what it is," I said. "I had a, er, few vinos last night and that makes you retain fluid." No reply for a while, then, "Actually, it was quite a few vinos you had last night." "No worries then," I said, reaching for my braces. "All I have to do is to drink plenty of water today and I'll be fine, right?" I heard a long sigh from the other room.

Now that's yet another bone I have to pick with the Great Designer. When you retain water you fix it by drinking more, but when you retain food, you fix it by eating less. Well where's the sense in that? And so I ended 2012 as I ended most other years; with several sheets to the wind, a decided list and way too much ballast.

Oh well, I've got all of 2013 to do something about it.

Yeah, like that's going to happen. I think I'll pack this in now.

There's just a tiny bit of Christmas cake left in the cupboard...



A wife went in to see a therapist and said, 'I've got a big problem, doctor. Every time we're in bed and my husband climaxes, he lets out this ear splitting yell.' 'My dear,' the shrink said, 'that's completely natural. I don't see what the problem is.' 'The problem is,' she complained, 'it wakes me up!'

The Concorde.

Some time back a rather long troubling report was received on the Air France Concorde crash. It seems something else might have been a contributing factor which was never mentioned....There was a modification to the underside of the fuselage which "armour plated" the exact area where the puncture occurred. British Airways modified their fleet...Air France elected not to do the mod as it added lots of extra weight to the airframe hence reducing revenue.



December 9, 2012.

A French Appeals Court overturned a manslaughter conviction against Continental Airlines for its role in the crash of an Air France Concorde outside Paris twelve years ago. Concorde flight 4590 was a charter destined for New York's JFK airport on the 25th July, 2000, carrying mostly German tourists headed to South America. As it neared take off speed, the Concorde struck a thin metal strip on the runway, causing one of its tyres to burst. The strip had fallen from the underside of a Continental Airlines DC-10 that had departed minutes earlier, bound for Houston.

Chunks of the burst tyre impacted the Concorde's wing at tremendous velocity, resulting in a powerful shock wave within the wing's fuel tank that ultimately punctured it. Gases from the engines then ignited leaking fuel, touching off a huge fire. The crew wrestled the crippled jet into the air, but lost control moments later, slamming into a hotel. All 109 passengers and crew perished, as did four people on the ground.

All along, conventional wisdom, bolstered by lethargic media coverage, has held that the fuel tank fire was the direct cause of the crash. This from the Associated Press is a typical example of what the public has been reading and hearing: "The burst tyre sent bits of rubber flying, puncturing the fuel tanks, which started the fire that brought down the plane."

But this isn't so.

There's no denying the jet ran over an errant piece of metal that caused a tyre explosion and a resultant fire. But while the fire was visually spectacular — caught on camera, it trails behind the plane in a hellish rooster tail — experts say that aside from damaging the number 2 engine, it was very much survivable, and likely would have burned itself out in a matter of a few minutes. Not only was it survivable, but it was probably avoidable as well, had it not been for a chain of errors and oversights that, to date, nobody wants to talk about — particularly not European investigators.



The plane went down not because of any fire, directly, but because

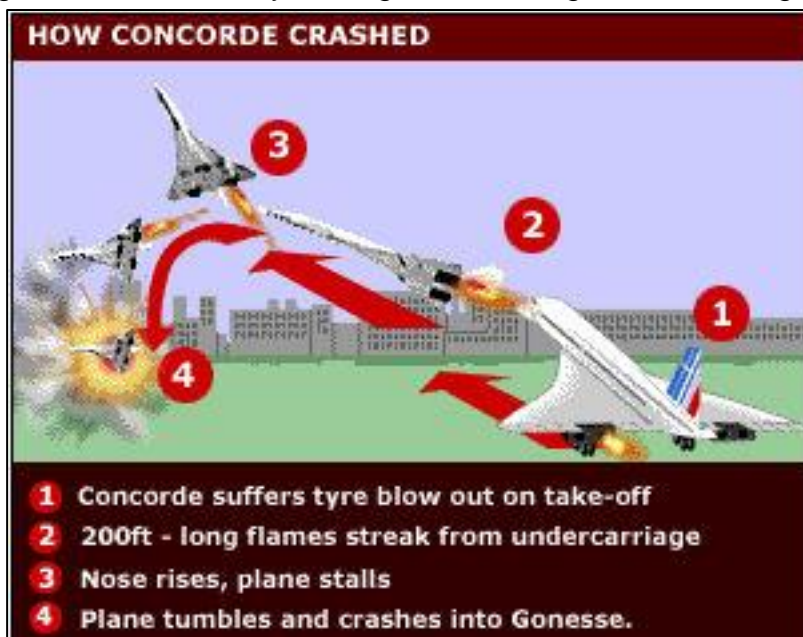
- 1., it was flying too slowly;
- 2., it was several tons overweight and beyond its aft centre of gravity limit;

- 3., two of its four engines were damaged or erroneously shut down;
- 4., it was over-fueled.

It was flying too slowly because the pilot at the controls, Christian Marty, had pulled the jet into the air to avoid skidding sideways off the runway and colliding with another plane. Why it was skidding has been the subject of contention, but as we'll see in a minute, many believe the skid was caused by an improperly repaired landing gear.

Under normal circumstances Marty still had enough speed to climb away safely; however, he no longer had enough power. One engine had been badly damaged due to ingestion of foreign material — not only pieces of exploded tyre, but debris from a runway edge light the jet had run over during the skid. A second engine, meanwhile, was shut down completely by the cockpit flight engineer — at a time and altitude when he was not supposed to do this, when remaining thrust from that engine was desperately needed for survival.

All the while, the plane was an estimated six tons above its maximum allowable weight based on weather conditions at the time of the crash.



At proper weight, the jet would have become airborne prior to the point when it ran over the metal strip. Further, the fuel tank that was struck by tyre debris had been over-filled. In normal operations the wing tank was not to be filled beyond 95% of capacity to allow for thermal expansion during flight, with an exception for up to 98% capacity under certain conditions. The tank on the ill-fated flight was filled to 100%, leaving no space for compression. Fuel itself will not compress, so when debris struck the tank, it resulted in a shock wave that caused a puncture — in a location several meters away from the point of impact.

The November 29th court verdict was, if nothing else - fair.

“France is one of a handful of countries that routinely seek criminal indictments in transportation accidents, regardless of whether there is clear evidence of criminal intent or negligence”, reported the New York Times. All along, aviation safety specialists were highly critical of the suit, believing that such prosecutions set a dangerous and destructive precedent, undermining crash investigations and air safety in general. “The aviation safety community is going to view this verdict with great deal of relief,” said William R. Voss, president of the Flight Safety Foundation, speaking in the Times article. “It reminds us that human error, regardless of the tragic outcome, is different from a crime.”

Well and good. However, does the full and true story of the disaster remain untold?

A story ran in the British newspaper *The Observer* in 2005. Written by reporter David Rose, it is a gripping, startling story.

It read!!

Doomed: THE REAL STORY OF FLIGHT 4590

It is an indelible image, heavy with symbolism: the photograph taken on 25 July 2000, at the moment Concorde became a technological Icarus. The great white bird rears up over runway 26 at Charles de Gaulle, immediately after takeoff. Already mortally wounded, flames bleed uncontrollably from beneath the left-hand wing. Less than two minutes later, the world's only supersonic airliner will fling itself into the Paris suburb of Gonesse, killing all 109 on board and another five on the ground.

The official investigation has focused almost entirely on the fire. According to the French accident investigation bureau, the BEA, *“it broke out when the plane passed over a strip of metal on the runway. A tyre burst; a chunk of rubber thudded into a fuel tank inside the wing; jet fuel poured out of a hole and ignited.”*

“The hot gases caused two of the engines to falter, and despite a valiant struggle by Captain Christian Marty, a daredevil skier who once crossed the Atlantic on a windsurf board, the loss of thrust made the crash inevitable”.

An investigation by The Observer suggests the truth is much more complicated. In the words of John Hutchinson, a Concorde captain for 15 years, the fire on its own should have been “eminently survivable; the pilot should have been able to fly his way out of trouble.” The reason why he failed to do so, Hutchinson believes, was a lethal combination of operational error and negligence. This appears to have been a crash with more than one contributing factor, most of which were avoidable.

Go back to that photograph. An amazing picture: but from where was it taken? The answer is: inside an Air France Boeing 747 which had just landed from Japan and was waiting to cross Concorde’s runway on its way back to the terminal.



Concorde looks to be nearby because it had been close to hitting the 747, an event which would have turned both aircraft into a giant fireball. Veering wildly to the left, like a recalcitrant supermarket trolley with a jammed wheel, Concorde’s undercarriage had locked askew. When Marty pulled back on the control column to raise the nose and take to the air the plane’s airspeed was only 188 knots, 11 knots below the minimum recommended velocity required for this manoeuvre.

But he had no choice: the plane was about to leave the tarmac altogether and plough into the soft and bumpy grass at its side. That might have ripped off the landing gear, leaving Concorde to overturn and blow up on its own. If not, the 747 lay straight ahead. So he took to the air, although he knew he was travelling too slowly, which would impair the damaged plane’s chances of survival.

Shocking evidence now emerging suggests that the Air France Concorde F-BTSC had not been properly maintained. The airline's ground staff had failed to replace a "spacer" — a vital component of the landing gear which keeps the wheels in proper alignment. Although the BEA disputes it, there is compelling evidence that it was the missing spacer which may have caused the plane to skew to the left, so forcing Marty to leave the ground too early.

At the same time, the plane was operating outside its legally certified limits. When it stood at the end of the runway, ready to roll, it was more than six tonnes over its approved maximum takeoff weight for the given conditions, with its centre of gravity pushed dangerously far to the rear. Even before the blowout, Marty was already pushing the envelope.

The stresses on Concorde's landing gear are unusually severe. At regular intervals, the various load-bearing components become "lifer" and must be replaced. When the undercarriage bogeys are taken apart and reassembled, the work must be done according to a rigid formula, and rigorously inspected and assessed.

Concorde F-BTSC went into the hangar at Charles de Gaulle on 18 July, a week before the crash. The part which was lifed was the left undercarriage beam — the horizontal tube through which the two wheel axles pass at each end. In the middle is a low-friction pivot which connects the beam to the vertical leg extending down from inside the wing. The bits of the pivot which bear the load are two steel shear bushes. To keep them in position, they are separated by the spacer: a piece of grey, anodised aluminium about five inches in diameter and twelve inches long. When the plane left the hangar on 21 July, the spacer was missing. After the crash, it was found in the Air France workshop, still attached to the old beam which had been replaced.



In the days before the accident, the aircraft flew to New York and back twice. At first, the load-bearing shear bushes remained in the right positions. But the right-hand bush began to slip, down into the gap where there should have been a spacer. By the day of the crash, it had moved about seven inches, until the two washers were almost touching. Instead of being held firmly in a snug-fitting pivot, the beam and the wheels were wobbling, with about three degrees of movement possible in any direction. As the plane taxied to the start of the runway, there was nothing to keep the front wheels of the undercarriage in line with the back. The supermarket trolley was ready to jam.

Exactly when it started to do so is uncertain. Jean-Marie Chauve, who flew Concorde with Air France until his retirement, and Michel Suaud, for many years a Concorde flight engineer, believe the undercarriage was already out of alignment when the plane began to move down the runway.

They have spent the past six months preparing a 60-page report on the crash. Chauve said: "The acceleration was abnormally slow from the start. There was something retarding the

aircraft, holding it back.” Chauve and Suaud’s report contains detailed calculations which conclude that without this retardation, the plane would have taken off 1,694 metres from the start of the runway — before reaching the fateful metal strip.

The BEA contests these findings, saying that the acceleration was normal until the tyre burst. It also maintains that even after the blowout, the missing spacer was insignificant. The BEA’s critics say that once the tyre burst, the load on the three remaining tyres became uneven, and even if the wheels had been more or less straight before, they now twisted disastrously to the side. The smoking gun is a remarkable series of photographs in the BEA’s own preliminary report. They show unmistakably the skid marks of four tyres, heading off the runway on to its concrete shoulder, almost reaching the rough grass beyond.

In one picture, the foreground depicts a smashed yellow steel landing light on the very edge of the made-up surface, which was clipped by the aircraft as Marty tried to wrest it into the air. Industry sources have confirmed that this probably had further, damaging results. Until then the number one engine had been functioning almost normally but when the plane hit the landing light it ingested hard material which caused it to surge and fail. This hard material, the sources say, was probably parts of the broken light.

John Hutchinson said: “The blowout alone would not cause these marks. You’d get intermittent blobs from flapping rubber, but these are very clearly skids.” In its interim report, and in a statement, the BEA said that the leftwards yaw was caused not by the faulty landing gear but by “the loss of thrust from engines one and two”.



There are several problems with this analysis:

First, as the BEA’s own published data reveals, the thrust from engine one was almost normal until the end of the skid, when it took in the parts of the landing light. It is simply not true that the yaw began when both engines failed.

Second, those who fly the plane say that a loss of engine power will not cause an uncontrollable yaw. The Observer has spoken to five former and serving Concorde captains and flying officers. All have repeatedly experienced the loss of an engine shortly before takeoff in the computerised Concorde training simulator; one of them, twice, has done so for real. All

agree, in John Hutchinson's words, "It's no big deal at all. You're not using anything like the full amount of rudder to keep the plane straight; the yaw is totally containable."

Other avoidable factors were further loading the dice, making it still more difficult to rescue the plane. When Marty paused at the start of the runway, his instruments told him that his Concorde had 1.2 tonnes of extra fuel which should have been burnt during the taxi. In addition, it contained 19 bags of luggage which were not included on the manifest, and had been loaded at the last minute, weighing a further 500 kg. These took the total mass to about 186 tonnes — a tonne above the aircraft's certified maximum structural weight.

Meanwhile, in the interval between Concorde's leaving the terminal and reaching the start of the runway, something very important had changed: - the wind. It had been still. Now, as the control tower told Marty, he had an eight-knot tailwind. The first thing pilots learn is that one takes off against the wind. Yet as the voice record makes clear, Marty and his crew seemed not to react to this information at all. Had they paused for a moment, they might have recomputed the data on which they had planned their take-off. If they had, they would have learnt a very worrying fact. The tailwind meant that Concorde's runway-allowable take-off weight was just 180 tonnes — at least six tonnes less than the weight of Flight 4590.



John Hutchinson said: "The change in the wind was an incredible revelation, and no one says anything. Marty should have done the sums and told the tower, 'Hang on, we've got to redo our calculations.'" The extra weight had a further consequence beyond simply making it harder to get into the air. It shifted the centre of gravity backwards: the extra bags almost certainly went into the rear hold, and all the extra fuel was in the rearmost tank.

A plane's centre of gravity is expressed as a percentage: so many per cent fore or aft. Brian Trubshaw and John Cochrane, Concorde's two test pilots when the aircraft was being developed in the early 1970s, set the aft operating limit at 54 per cent — beyond that, they found, it risked becoming uncontrollable, likely to rear up backwards and crash, exactly as Flight 4590 did in its final moments over Gonesse. The doomed plane's centre of gravity went beyond 54 per cent. The BEA states a figure of 54.2 per cent. A senior industry source says the true figure may have been worse: with the extra fuel and bags, it may have been up to 54.6 per cent. And as the fuel gushed from the hole in the forward tank, the centre of gravity moved still further back.

When the plane was just 25 feet off the ground, Gilles Jardinaud, the flight engineer, shut down the ailing number two engine. Both French and British pilots say it was another disastrous mistake, which breached all set procedures. The engine itself was not on fire and as the tank emptied and the fire burnt itself out, it would probably have recovered. The fixed drill for shutting down an engine requires the crew to wait until the flight is stable at 400 feet, and to do so then only on a set of commands from the captain.

In a comment which might be applied to the whole unfolding tragedy, John Hutchinson said: "Discipline had broken down. The captain doesn't know what's happening; the co-pilot doesn't know; it's a shambles."

Previous reports of the tragedy have described the crash as an act of God, a freak occurrence which exposed a fatal structural weakness in the aircraft which could have appeared at any time. The investigation by The Observer suggests the truth may not only be more complicated, but also sadder, more sordid. Men, not God, caused Concorde to crash, and their omissions and errors may have turned an escapable mishap into catastrophe.

The issues raised by David Rose, which at first were dismissed as so much conspiracy mongering, are now generally accepted facts within the aviation community, and have been more or less confirmed by investigators, however quietly. The November, 2012 court ruling does not explicitly say so, but it is, in its own way, a tacit acknowledgment of the full story, one in which Continental Airlines played at worst a supporting role. This accident is an outstanding example of something we've seen time and time again in airplane crashes: multiple errors, none of them necessarily fatal on their own accord, combining and compounding at the worst possible moment to precipitate a catastrophe. Rarely is the cause of disaster something simple and unambiguous.

Both British Airways and Air France, the only two operators of the Concorde, grounded their fleets following the 2000 disaster. The planes were reintroduced following a fuel-tank redesign, but both carriers withdrew them from service permanently in 2003, after 27 years of service, citing prohibitively expensive operating and upkeep costs. Only twenty Concorde had been built, four of which were prototypes or pre-production examples. The Air France crash marked its only fatal accident.



Concorde was not the only supersonic passenger aircraft. There was also its Soviet cousin, the Tupolev Tu-144, which also suffered a single fatal accident over the brief course of its commercial tenure. In 1973 a Tu-144 crashed during a demonstration at the Paris Air Show. The Tupolev had taken off from Le Bourget airport, where Captain Marty and his crew were attempting an emergency landing when their Concorde went down in 2000

Tired of a listless sex life, the man came right out and asked his wife during a recent love-making session, 'How come you never tell me when you have an orgasm?' She glanced at him and replied, 'You're never home!'

DVA Queensland Christmas Party.

On the 14th December, the Queensland “Branch” of the Department of Veterans Affairs held its annual Christmas get together, hosted once again by the Qld Deputy Commissioner, Alison Stanley.



Alison has worked in the Department of Veterans’ Affairs for many years and has been the much respected and admired Deputy Commissioner for Queensland for the past five years. Appreciated by both her staff and Ex Service Organisations (ESO) alike, Alison always makes herself available to listen to and help Ex and Serving members of the ADF and continuously gives up a huge amount of her own precious free time to attend as many functions/memorials/reunions held by ESO’s as she possibly can.

Alison is helped by a dedicated, helpful and loyal staff and we might be biased here, but those of us that live in Queensland all reckon the Qld “Branch” of DVA is the best in the Country.



Alison's special guest at the Christmas Party was Ian Campbell, PSM (above).

Ian has an Economics Honours Degree from the University of New South Wales and started his APS career with the Department of the Treasury in the early 1970's. Since then he has worked in the Communications, Health, Housing and Community Services, Employment and Education and Training Departments. From early 2000 until mid 2005, he was the Deputy President of the Repatriation Commission, then from July 2005 until September 2008 he was the Australian Electoral Commissioner.

In January 2008, Ian was awarded the Public Service Medal (PSM) for "*Outstanding Public Service in the administration of electoral processes in Australia and in the development and implementation of improved entitlements for Australia's veteran community*".

The PSM recognises outstanding service by employees of the Australian Government and state, territory and local government employees. 'Outstanding service' could be shown through:

- service excellence to the public, or to external or internal clients;
- innovation in programme, project or policy development;
- leadership, including as a member of a team; or
- the achievement of more efficient processes, improved productivity or better service delivery.

In 2008, he was appointed the Secretary of the Department of Veterans' Affairs and President of the Repatriation Commission and Military Rehabilitation and Compensation Commission, a position he holds today.

On behalf of the DVA, Ian welcomed everyone to the function and spoke on the Department's new initiative - **MyAccount**.



MyAccount is a quick, simple and secure way of accessing the Department's services. It is very easy to join, is regularly updated and if you have or will have future dealings with the DVA it is well advised that you join now.

MyAccount provides a more immediate way of interacting with the Department, giving access to services anytime and anywhere. All you need is a computer and an internet connection then once registered you can

- update your contact details,
- view payments and card information,
- view the status of any of your claims
- apply for additional entitlements•
- book transport to medical appointments
- lodge claims for travelling expenses for medical visits made under DVA arrangements
- request replacement cards, and
- view and request forms, fact sheets and publications.

More services will be available and on line in the future

You can join by clicking [HERE](#) or by ringing **1800 173 858** during business hours, Monday to Friday.

DVA have produced a video explaining MyAccount – you can see it [HERE](#).

The Department of Veterans' Affairs employs around 2000 staff throughout Australia and has offices in each state and territory capital. It also has 26 smaller regional offices known as Veteran' Affairs Network (VAN) offices and a lot of ex-service people would be completely lost without the wonderful services provided by the DVA.

Seen at the 'get together' were:



Kylie Gibb and John "Sambo" Sambrooks.

Kylie has been with the DVA for a number of years and is the person responsible for arranging all your transport needs. Should you need to see a GP or specialist, or perhaps spend a day or so in Hospital, Klylie is the one who makes sure transport arrives at your front door to get you there, and when you're ready to go home, she organises that too.

Sambo is the Secretary of the RTFV/35 Sqn Association.

(Sambo has RTFV-35Sqn Shirts and T-Shirts available [click the pic] you can get one [HERE](#))



Rosie Forster, Robert Chester-Master, Rosemary Coleman.

Rosie Forster is the President of the WRAAF Association, Queensland Branch, Robert Chester-Master is the chairman of the Brisbane branch of the Air Crew Association ([see story later](#)) and Rosemary Coleman is the Secretary of the Qld WRAAF Association.

Robert might be getting on a bit but he still has an eye for pretty girls.

A husband is someone who, after taking the rubbish out to the bin, gives the impression that he just cleaned the whole house.



John McDougall, Julie McPhail, John Griffiths - MBE.

John McDougall, the President of the RTFV-35Sqn Association, started his RAAF career as a Sumpie Brat but got sick of getting his hands dirty working on the old Caribou so he put on the white shirt and tie and swapped the 1/2 - 9/16 ring spanner for the rag spanner and became a loady. Julie McPhail, (who was Julie Crane back in her [WRAAF days](#)) is the Secretary of the RSL (Qld) State Council of Auxiliaries and Wng Cdr John Griffiths, who once upon a time used to drive Caribous, Hercs and any other aircraft to which the RAAF tossed him the keys, is currently the RAAF's Director for Performance Evaluation for the Australian Air Force Cadets.

Scientific fact!

If you took all the veins from your body and laid them end to end, you would die.



Lorraine Harris-Bale and Trev Benneworth

Apart from being an excellent hostess, Lorraine looks after the Learning and Development area where Vets and current serving members can get much needed Rehab assistance.

Robert Chester-Master

Robert joined the RAAF at the end of 1942, having just turned 18, but he was not inducted until Jan 1943. His first station was Kingaroy then he was selected for Pilot Training on Tigers at Narromine – west of Dubbo. After passing the Tiger stage, he was posted to Bundaberg to train on the Avro Anson. All was going well for the first 4 weeks but then the RAAF dropped a bomb. Robert and 3 other blokes, all of whom were a bit shorter than their mates, were pulled and sent to gunnery school at Evans Head – a huge disappoint for them all.



At the time the RAAF had more pilot trainees than they could handle and not enough gunners and as it was in the middle of WW2, there was no time to worry about a blokes' feelings – so, orders being orders, off he and his mates went.

They were trained on Fairey Battles and after 3 weeks he eventually became a Sgt Air Gunner. With the half wing on his uniform, not the full wing he was expecting, he was told to report to Melbourne for shipment to the UK via the easterly route, through the US. Arriving in the UK some weeks later, he was sent to Silverstone to train on the Wellingtons then on Stirlings and finally to the RAF's 3 group, 514 Squadron to fly in the Lancaster 11. These aircraft, of which there was



only 500-600 built, were powered by the air cooled Hercules radial engine. This was done as a trial to see if the radial engine would suffice in case the Rolls Royce factory, which built the Merlin, was put out of action during the war and the Merlin became unavailable.

Then came the biggest shock of all, he was told that being a 'little bloke' he was perfectly suited for the rear gunner's job, so it was into the back end of the Lancaster he went and from then on he was to watch the world go by through a 10mm thick Perspex window. He says: "The rear turret was the coldest, most isolated part of the aircraft. When we were flying at height, (about 15,000ft) it was minus 30 to 40 degrees. I wore three pairs of socks, electrically heated slippers, then my flying boots. On my hands I would have three pairs of gloves, electrically heated gloves and a gauntlet. On my body, I had the battle dress uniform then had what we called an inner and over – that would be an electrically heated suit and then another outfit which we euphemistically called the 'woolly bull' because it was thick and heavy". You can just imagine how agile they were with all that stuff on.

His crew of 7 blokes received a mission to night bomb a factory which made the wings for the German V1 buzz bomb. After blasting the factory to bits, they were on their way home when they were met by a German night fighter which attached. Roberts says he could hear the shudder of bullets into the aircraft but "when he broke away, he gave me the opportunity to pour my load of lead into his underbelly. He caught fire and went down in flames."

But the German had done his job too and the Lancaster was going down also and, in what seems like only a matter of minutes the pilot gave the order to bail out.

Bailing out from the rear turret of a Lancaster is not an easy job, especially at night and when the aircraft is not flying nice and level for you. The rear turret is too small for the inhabitant to wear his parachute so it was normally stored just outside the turret doors, inside the aircraft. When the order came to bail out, Robert had to reach behind himself, open the turret door, undo his oxygen supply and connection leads, wiggle backwards, grab the parachute, put it on then work his way forward to jump through the floor hatch. Trying doing all this in the pitch dark with all that gear on and the aircraft leaping all over the place - not an easy job.

But the self-preservation urge within us is very strong and Robert managed to get out but by then the aircraft had dropped to 1,000ft. His parachute had just enough time to open and slow his fall before he hit the ground hard, fracturing his left foot.

All his mates escaped, except for the pilot, a New Zealander named John Lawrie, who stayed with the aircraft and kept it as steady as possible while the others jumped. Robert said, "It wasn't until many years later that I found out the John didn't get out and it wasn't until 1992 that I found his grave (in the Antwerp military cemetery in Belgium),"

A local farmer discovered Robert hiding in a haystack and surviving on a couple of painkillers and it wasn't long before the Compete Resistance Movement gave him a set of fraudulent documents and had him in hiding in the German-occupied city of Brussels where he stayed until the war ended.

In 1975, Robert and his wife Margaret returned to Belgium and knocked on the door of a woman he knew as Suzanne. He said, "She was the niece of my main helper and used to work with the underground by riding bikes and taking messages", I said: 'Hello Suzanne'.

and she just looked at me and I said, 'It's Robert.' He breaks down as he remembers the emotional reunion that saw 30 former resistance fighters converge on the small semi-detached house within the hour.

"After the Germans had been pushed well back (from Brussels), the authorities then put a broadcast through (the city) to the effect that if there was anybody who had escaped or was in hiding to report to the Hotel Metropol, where they had set up their headquarters," he recalls. "At the time of that first call there were over 500 escapees and invaders in hiding."

Every year in October, the city of Brussels remembers the efforts of the Compete Resistance Movement during World War II. Robert, now in his 80's says, It is the people of Brussels to whom this Australian gives thanks every day. "I owe them my life," he says, "These people took great risks, showed great courage, because nobody in the village knew who to trust."

He has kept in close contact with his helpers, visiting Brussels nine times over the years and was invited back to unveil a plaque in honour of the 60th anniversary of



the crash in the village of Bavegem. It was during this visit that one of the patriots presented him with a tiny cross made out of perspex.

It had been carved from a piece of the rear turret of his Lancaster bomber all those years ago. "This lady came out from this little group and gave me a small tin and said, 'These are parts from your aircraft — take them home for your memories!'" He was also presented with the Belgium Cross of Bravery and Fidelity

In 2005, he was awarded the Order of Australia Medal for his service to the community.

He has written of his "Belgium interlude" in the book *Against The Odds*, which features a collection of 31 escape stories told by members of the Royal Australian Air Force. He also is a member of the Caterpillar Club, the Air Force Escaping Society, the Normandy Veterans Association and is chairman of the Brisbane branch of the Air Crew Association.

You can hear an interview with Robert undertaken by the Brisbane Courier Mail [HERE](#).

A remarkable man.

Exaggeration is a billion times worse than understatement

CARNIVAL credit to ex Service personnel.

Carnival Australia, the group that represents three home-ported brands in Australia - Carnival Cruise Lines, P&O Cruises and Princess Cruises, has introduced a new program onboard its fleet to pay tribute to serving and former members of the Australian (ADF) and New Zealand Defence Forces (NZDF).

Under the program, all Defence Force personnel including discharged and retired servicemen will receive an on-board credit of up to \$250 when booking a cruise with P&O Cruises Australia, Princess Cruises or Cunard.



The program is eligible to all three branches of the Defence Force. Carnival Australia Senior Vice President Jenny Lourey said the company was extremely proud to introduce the program.

"We think it's a great way of acknowledging the men and women who give so much for their countries," she said.

To receive the benefit, servicemen simply need to provide documentation at the time of booking, demonstrating their service in the Australian or New Zealand Defence Forces.

Once you have made your booking, either through a travel agent, on Carnival's website or via Carnival's contact centre, your name, booking number, ship and sailing date, with proof of eligibility as outlined [HERE](#), should be emailed to defencebenefits@carnivalaustralia.com no later than two weeks prior to sailing.

Instead of calling it the John, I'm going to call my toilet the Jim,
that way I can say I go to the Jim every morning

Hedwig Kiesler.

In 1933, a beautiful, young Austrian woman took off her clothes for a movie director. She ran through the woods ... naked. She swam in a lake ... naked. Pushing well beyond the social norms of the period, (you can see part of the movie [HERE](#))

The most popular movie in 1933 was King Kong but everyone in Hollywood was talking about that scandalous movie with the gorgeous, young Austrian woman.

Louis B. Mayer, of the giant studio MGM, said she was the most beautiful woman in the world. The film was banned practically everywhere ... which of course made it even more popular and valuable. Mussolini reportedly refused to sell his copy at any price.



The star of the film, called Ecstasy, was Hedwig Kiesler. She said the secret of her beauty was "to stand there and look stupid." In reality, Kiesler was anything but stupid. She was a genius. She'd grown up as the only child of a prominent Jewish banker. She was a math prodigy. She excelled at science.

As she grew older, she became ruthless, using all the power her body and mind gave her.

Between the sexual roles she played, her tremendous beauty and the power of her intellect, Kiesler would confound the men in her life ... including her six husbands.

Her beauty made her rich for a time. She is said to have made, and spent, \$30 million in her life, an enormous sum back in the 1930's. But her greatest accomplishment resulted from her intellect and her invention continues to shape the world we live in today.



You see, this young Austrian starlet would take one of the most valuable technologies ever developed right from under Hitler's nose. After fleeing to America, she not only became a major Hollywood star ... her name sits on one of the most important patents ever granted by the U.S. Patent Office.

Today, when you use your mobile phone or, over the next few years, as you experience super-fast wireless Internet access (via something called

"long-term evolution" or LTE" technology), you'll be using an extension of the technology a 20-year-old actress first conceived while sitting at dinner with Hitler.

At the time she made Ecstasy, Kiesler was married to one of the richest men in Austria, Friedrich Mandl. He was Austria 's leading arms maker and his firm would become a key supplier to the Nazis.

Mandl used his beautiful young wife as a showpiece at important business dinners with representatives of the Austrian, Italian, and German fascist forces. One of Mandl's favorite topics at these gatherings -- which included meals with Hitler and Mussolini -- was the technology surrounding radio-controlled missiles and torpedoes.

Wireless weapons offered far greater ranges than the wire-controlled alternatives that prevailed at the time. Kiesler sat through these dinners "looking stupid," while absorbing everything she heard. As a Jew, she hated the Nazis. She abhorred her husband's business ambitions. Mandl responded to his wilful wife by imprisoning her in his castle, Schloss Schwarzenau. In 1937, she managed to escape by drugging her maid, snuck out of the castle wearing the maid's clothes and sold her jewellery to finance a trip to London.

She got out just in time. In 1938, Germany annexed Austria and the Nazis seized Mandl's factory. He was half Jewish himself and was forced to flee to Brazil where later, he became an advisor to Argentina's iconic populist president, Juan Peron.



In London, Kiesler arranged a meeting with Louis B. Mayer of MGM fame. She signed a long-term contract with him, becoming one of MGM's biggest stars and appeared in more than 20 films. She was a co-star to Clark Gable, Judy Garland, and even Bob Hope. Each of her first seven MGM movies was a blockbuster.

But Kiesler cared far more about fighting the Nazis than about making movies. At the height of her fame, in 1942, she developed a new kind of communications system, optimized for sending coded messages that couldn't be "jammed." She was building a system that would allow torpedoes and guided bombs to always reach their targets. She was building a system to kill Nazis.

By the 1940s, both the Nazis and the Allied forces were using the kind of single-frequency radio-controlled technology Kiesler's ex-husband had been peddling. The drawback of this technology was that the enemy could find the appropriate frequency and "jam" or intercept the signal, thereby interfering with the missile's intended path.

Kiesler's key innovation was to "change the channel." It was a way of encoding a message across a broad area of the wireless spectrum. If one part of the spectrum was jammed, the message would still get through on one of the other frequencies being used. The problem was, she could not figure out how to synchronize the frequency changes on both the receiver and

the transmitter. To solve the problem, she turned to perhaps the world's first techno-musician, George Anthiel.

Anthiel was an acquaintance of Kiesler who achieved some notoriety for creating intricate musical compositions. He synchronized his melodies across twelve player pianos, producing stereophonic sounds no one had ever heard before. When Kiesler incorporated Anthiel's technology for synchronizing his player pianos, she was able to synchronize the frequency changes between a weapon's receiver and its transmitter.



Like all good inventions, this one was relatively simple, one of those “why didn’t I think of that?” inventions – it worked like this. You have a tuneable transmitter at one end and a tuneable receiver at another. You then make two identical frequency changing mechanisms and hook one up to the transmitter and the other to the receiver. When you want to transmit a signal that can’t be jammed or copied you just start both mechanisms at the same time then as the transmitter and receiver change frequency they do so together on the same frequency at the same time.

Luckily, no one had invented a scanner back then.

On August 11, 1942, U.S. Patent No. 2,292,387 was granted to Antheil and "Hedy Kiesler Markey," which was Kiesler's married name at the time.

Most of you won't recognize the name Kiesler. And no one would remember the name Hedy Markey. But it's a fair bet than anyone reading this newsletter of a certain age will remember one of the great beauties of Hollywood 's golden age -- Hedy Lamarr. That's the name Louis B. Mayer gave to his prize actress. That's the name his movie company made famous.

Meanwhile, almost no one knows Hedwig Kiesler -- aka Hedy Lamarr -- was one of the great pioneers of wireless communications. Her technology was developed by the U.S. Navy, which has used it ever since.

You're probably using Lamarr's technology, too. Her patent sits at the foundation of "spread spectrum technology," which you use every day when you log on to a wi- fi network or make calls with your Bluetooth-enabled phone. It lies at the heart of the massive investments being made right now in so-called fourth-generation "LTE" wireless technology. This next generation of cell phones and cell towers will provide tremendous increases to wireless network speed and quality, by spreading wireless signals across the entire available spectrum. This kind of encoding is only possible using the kind of frequency switching that Hedwig Kiesler invented.

There are two kinds of people in this world: Those who wake up in the morning and say, "Good morning, Lord," and those who wake up in the morning and say, "Good Lord, it's morning!"

Mobile phones at the servo.

Warnings about the dangers of using mobile phones in the presence of petrol fumes began circulating on the Internet in 1999. Though both versions of the Internet warning allude to an accident in Indonesia wherein a driver was burned and his car badly damaged as a result of such an explosion, no reports have ever surfaced in the news media to confirm the incident ever happened. Moreover, nothing has ever turned up about similar explosions in other countries. If sparks from mobile phones were touching off explosions at petrol stations around the world, the phenomenon has somehow escaped the media's notice.

Curiously, in May 1999 a lengthy article appeared in the Bangkok Post in support of this tale. It mentioned "a recent report in the China Post newspaper" and from there proceeded to parrot the warning given in the longer example quoted above, complete with reference to the report by Shell Chemicals on the injuries suffered by the man in Indonesia and the Chinese Petroleum Corporation's instructions to filling stations to get drivers to switch off their phones while fueling.

One wonders where the writer of the Bangkok Post article harvested his information —from the Internet in the form of the much-forwarded warning, or from reading the newspaper article in the China Post.



The story about a bloke in Indonesia being turned into a human fireball, doesn't stand up, nor does the one about the Australian man done in by his mobile phone as he fueled his car although in 1999 oil companies told the South China Morning Post they had heard reports of an Australian man being blown up when his phone rang as he was filling his car. When questioned, Fire service heads in Australia insist the incident never happened. As for incidents elsewhere in the world, after several reports in the United States where mobile phones were blamed for fires at servos, both the Cellular Telecommunications Industry Association (CTIA) and the American Petroleum Institute issued statements denying the risk. The CTIA said, "There is no evidence whatsoever that a mobile phone has ever caused ignition or explosion at a station anywhere in the world. Wireless phones don't cause servos to blow up. Warnings being posted in servos simply perpetuate the myth."

The American Petroleum Institute said, "We can find no evidence of someone using a mobile phone causing any kind of accident, no matter how small, at a servo anywhere in the world." There was a warning memo which originated at a Shell loading station in California, but it was issued only to caution employees about the potential dangers of static-related hazards at fueling stations; it said nothing about mobile phones touching off fires.

So!! Even though it hasn't happened yet. is there still a chance of an as yet unrealized risk in using mobile phones while refueling?

According to some experts, there is a danger that using a mobile phone near pumps could touch off an explosion, but not only is there no real-life instances of such an explosion occurring, there is no evidence of anyone who has demonstrated experimentally that it's even possible (including the folks at The Discovery Channel's Mythbusters program). Even so, pumps in

Australia bear stickers cautioning motorists to turn off their phones while refueling; Shell in Malaysia has affixed similar stickers to each of its pumps; numerous pumps in the U.S.A. are similarly adorned. Canada's major servos have banned customers from using mobile phones while at the pump and in 1999 the city of Cicero, Illinois, passed the first law in the USA banning the use of cellular phones at service stations.

Mobile phone manufacturers Nokia and Ericsson have said the risk is very small that something will happen, but since there is a risk, it should be counted. Nokia also said that the company has been recommending for a long time that mobile phones should be turned off while the car is being refueled. So - what is it about a



mobile phone that could possibly trigger an explosion? The claim that the batteries used in a mobile can ignite gasoline seems a bit ridiculous since mobile batteries are the same voltage as car batteries (12V D.C.) but deliver far less current. Likewise, the claim that a mobile's ringer uses more than 100 volts for "excitation" is a curious artifact of the "regular" telephone era: mobiles don't have ringers; they produce audio tones that simulate the sound of a ringing telephone.

News reports routinely attribute servo fires to mobile phone use whenever a fire occurs at a service station and where a phone was in use at the time, and police and firefighters at the scene often simply assume the connection between the two to be valid. Later investigations, however, have always shown in such cases that the press reports were wrong, that something else touched off the fires and the presence of mobile phones was coincidental rather than causal. In a world where people are increasingly unwilling to allow even the possibility of something going wrong, however, we're bound to see even more regulations "protecting" us from yet another non-existent threat.

In June 2002 the following authoritative-sounding warning began circulating on the Internet:

"The Shell Oil Company recently issued a warning about three incidents where Mobile Phones have ignited fumes while being answered or ringing during fueling operations". It then quoted:

- "Case 1. The phone was placed on the car's boot lid during fueling, it rang and the ensuing fire destroyed the car and the gasoline pump.*
- Case 2 An individual suffered severe burns to their face when fumes ignited as they answered a call while refueling their car.*
- Case 3 An individual suffered burns to the thigh and groin as fumes ignited when the phone, which was in their pocket, rang while they were fueling their car.*

What should you learn from this? It is a misconception that Mobile Phones are intrinsically safe and can't ignite fuel/fumes.

- A Mobile phones that light up when switched on, or when they ring, have enough energy released to provide a spark for ignition. Mobile phones should not be used in filling stations, or when fueling lawnmowers, boats etc.*
- B Mobile phones should not be used around other materials that generate flammable or explosive fumes or dust (i.e. solvents, chemicals, gases, graindust etc.).*
- C Mobile phones should be turned off before entering an area where other materials that generate flammable or explosive fumes or dust is located.*

Please share this with employees who do not have access to email, family members and friends to help keep everyone safe."

Although thorough investigations have been made, there has been no news reports found that confirm any of the three incidents described in the e-mail. Moreover, Shell denies having issued a warning of this nature: It also says *"It is understood that there is another email, purportedly an official Shell communication, circulating which describes various incidents that are supposed to have occurred as a result of mobile phones ringing while at a servo. Please be advised that the email in question does NOT originate from Shell Malaysia and we are unable to confirm any of the incidents quoted."*

In fact, this email has been traced back to a hoax email that landed in the inbox of a Shell employee in Jamaica. Not thinking, he forwarded it on, but with the Shell Company signature now on the email - and this accidental non-approved signature gave the hoax its credibility.

Makes you wonder doesn't it??

Couple of old blokes talking over a beer, one said
"I went out with a nurse again last night...
Someday, I hope I'll be able to go out without one."

The sad demise of Pyestock

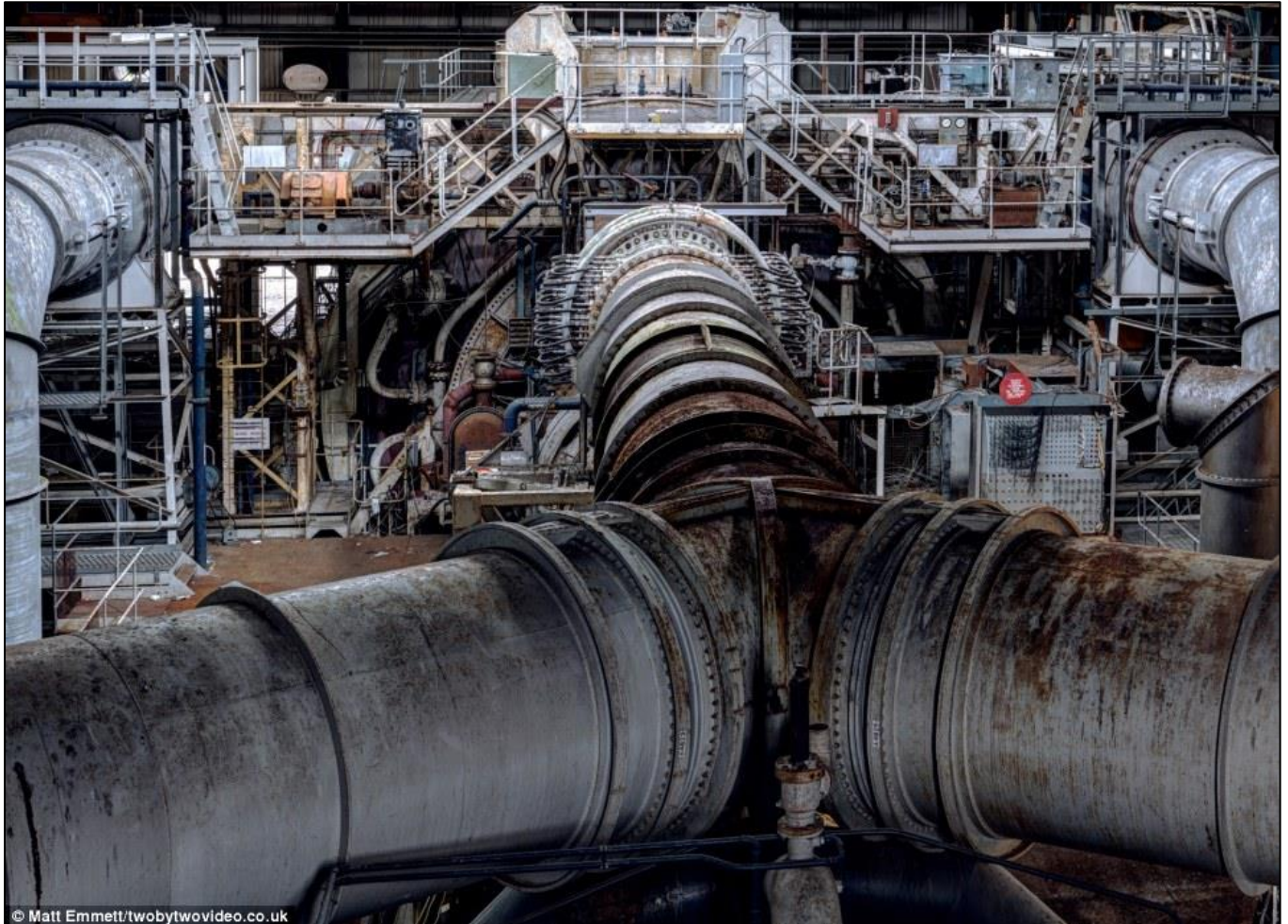
MailOnline

21st April, 2013

Below is the sad remains of an engineering site that gave birth to some of Britain's most awesome engines. National Gas Turbine Establishment - known as Pyestock - closed in 2000. It now faces demolition.

Pyestock, in Fleet, Hampshire, opened after the Second World War and was, for over 50 years, at the forefront of gas turbine and jet engine research as well as development and testing.

As massive pipes snake through chambers filled with abandoned machinery, it could almost be the set of Ridley Scott's horror classic Alien.



Since its closure in 2000, it has fallen into a state of neglect and is now scheduled for demolition. In its place will stand a vast retail distribution depot.



Note the Dos 6 handbook.

It also scrutinised Soviet engines captured during the Cold War

Many of the site's original fixtures such as dials, knobs, buttons and electrical boards are still in place, harking back to the age of British ingenuity.

The loss of Pyestock marks a significant loss for British industry.

This place played such a important world-leading role in engine development that it's hard to imagine that it's something that the UK willingly let go.



The chamber in engine test cell 4 - the largest of its kind in the world. This was used to test Concorde's engines at a staggering 2,000mph and at an atmospheric pressure of 60,000ft

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

Today is the oldest you've ever been, yet is also the youngest you'll ever be so enjoy this day while it lasts.

Pamela Pointon.



Pamela, was spotted with her dad, Merv Reece, at the recent Catalina Festival which was held at the old Rathmines RAAF base in NSW 2-4 Nov last year.

Merv was an old RAAF framie and worked on the Catalinas during the war and he was keen to see inside one again and especially keen to see and hear one in the air.

Pamela is a CPA and lives on the Gold Coast and in 2011 was President of the Queensland chapter of the CPA association.

Old is when

- Your kids are becoming you.....but your grandchildren are perfect!
- Going out is good.. Coming home is better!
- You forget names.... But it's OK because other people forgot they even knew you!!!
- You realize you're never going to be really good at anything.... especially golf.

- The things you used to care to do, you no longer care to do, but you really do care that you don't care to do them anymore.
- You sleep better on a lounge chair with the TV blaring than in bed. It's called "pre-sleep".
- You miss the days when everything worked with just an "ON" and "OFF" switch..
- You tend to use more 4 letter words ... "what?"..."when?"... ???
- What used to be freckles are now liver spots.
- Everybody whispers.
- You have 3 sizes of clothes in your closet.... 2 of which you will never wear.

Fairbairn.

Recently we were in Canberra and someone had suggested to us that Fairbairn had changed a bit so we thought we'd take a look. Having never been posted there we didn't know what it was like previously – but we knew a bloke who would. Paul Spackman had spent some time there with 5 Squadron after he'd done a stint at Vung Tau with 9 Squadron, so we contacted him and asked if he would give us a tour – and after we'd passed over the required 3 cartons, he agreed.



Paul said most of the time he spent at Fairbairn was a bit of a blur but he said he'd do his best.

We've included a Google map of the base (below) and added letters which will correspond with each photo so you know from where each photo was taken. These pics are sure to bring back a lot of fond memories for a lot of people.

You can click some pics for a bigger/clearer view.



A



First thing you notice is there is now no restriction on entering. The guard house and the boom are still there but the guard house is empty and the boom is always up. You can now just drive in – which we did.

B



The Base Sqn Fireys used to park their big red trucks at the back of the guard house, but no longer.

It doesn't look like it's used at all these days, probably could be a store room or something.

They say you burn off as many calories having sex as you do running for 8 kilometres.
Garbage!!! Who can run 8 kilometres in 30 seconds??

C



The brick 'blocks' which used to house blokes from Base and 34 Squadron are long gone and in their place are now new buildings housing the Department of Defence.

D



The little Base Squadron building maintenance hut, with the new Airman's Mess behind. Base Sqn Firey's hut just visible to the right of the mntce hut, to the left of the two pines.

While shopping for holiday clothes, my husband and I passed a display of bathing suits. It had been at least ten years and twenty pounds since I had even considered buying a bathing suit, so I sought my husband's advice. 'What do you think?' I asked. 'Should I get a bikini or an all-in-one?' 'Better get a bikini,' he replied. 'You'd never get it all in one.' He's still in intensive care.

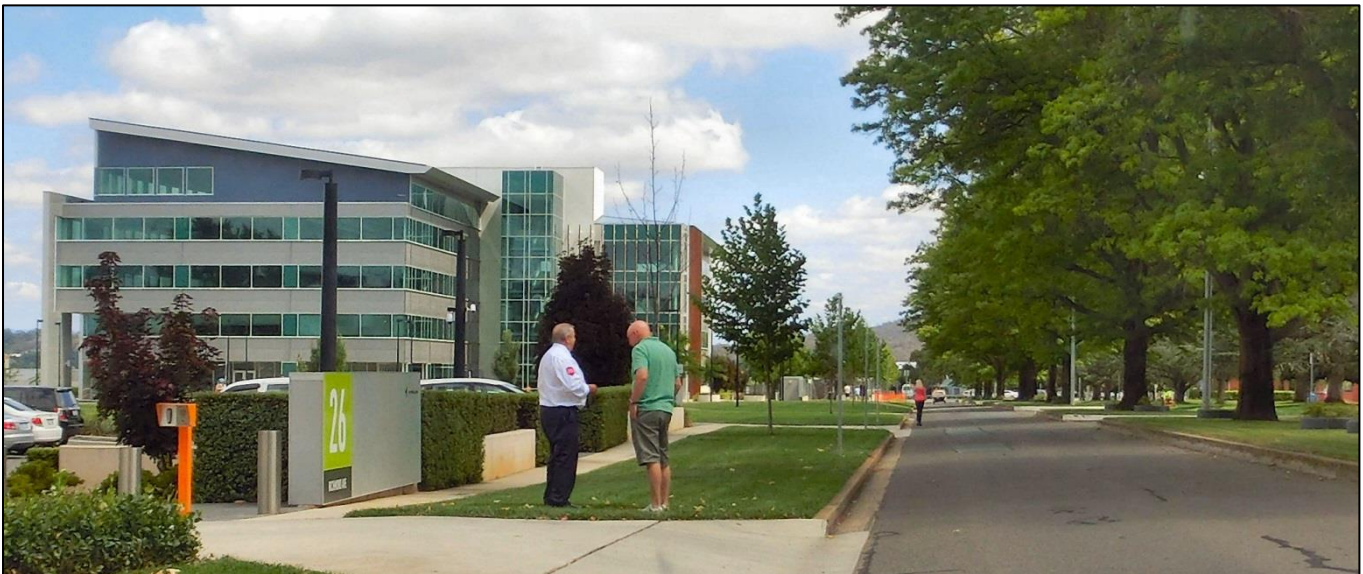
C

E



The new Airman's Mess.

F



G

D



This corner, just inside the front gate, is the site where 5 Sqn personnel used to live and also the site of the old transit huts.

H



E

H



This is the site of the old Airman's Mess and the "new" Airman's Boozer – now also gone. Paul said he might be a bit hazy about other sites but he can remember this one quite clearly.

H



Directly opposite the previous pic, this is the site of the old Airman's "Boozer" – which was demolished about 1966.

F

I



The old ASCO shop and theatre. Today this building is used as a child minding centre for kids of the people who work on the base.

F



The old ASCO shop and theatre

G

J



The old Base hospital, now the ACT offices of the Cancer Council.

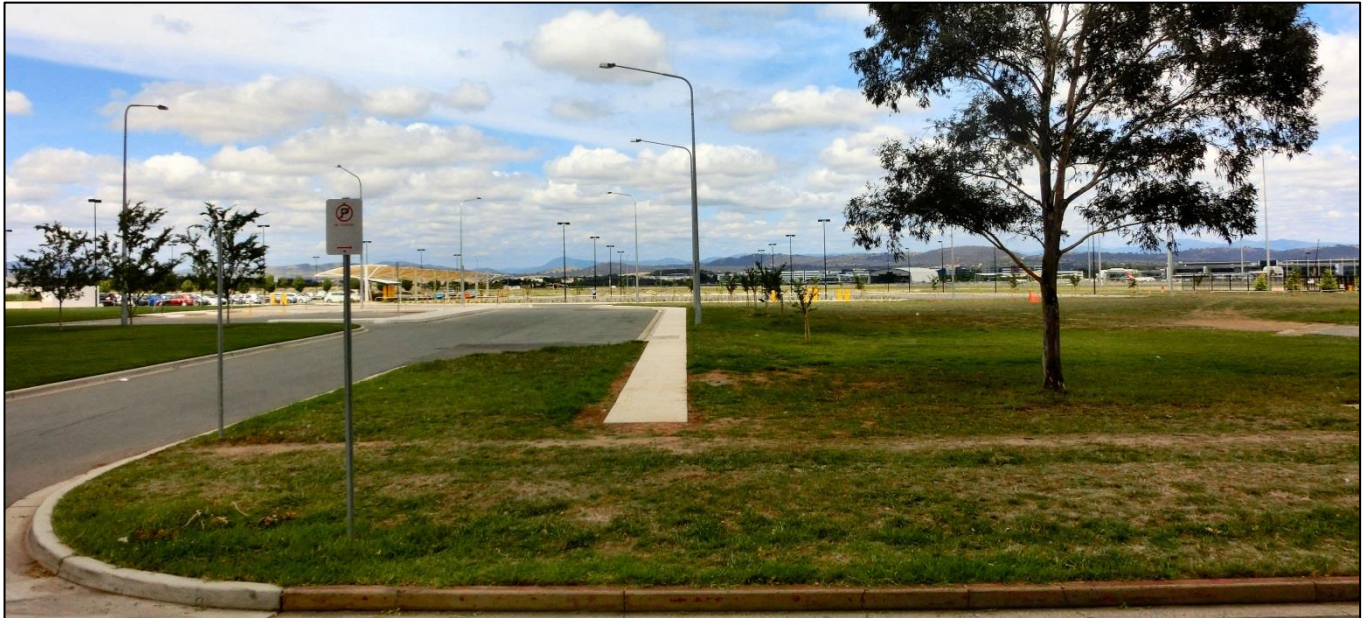
J



Over the road from the old hospital, where once stood the old Base Squadron Headquarters, is now part of the Department of Defence.

H

K



Where once was the 5 Squadron hard-stand.

L



The old Parade Ground, now put to good use – as a car park. The small building on the left is the guard room at the entrance to what is now a much smaller RAAF Fairbairn.

L



The “New” 34 Squadron hangar.

N



Old Maintenance Hangar

Whoever said "laughter is the best medicine," has obviously never tasted Scotch!

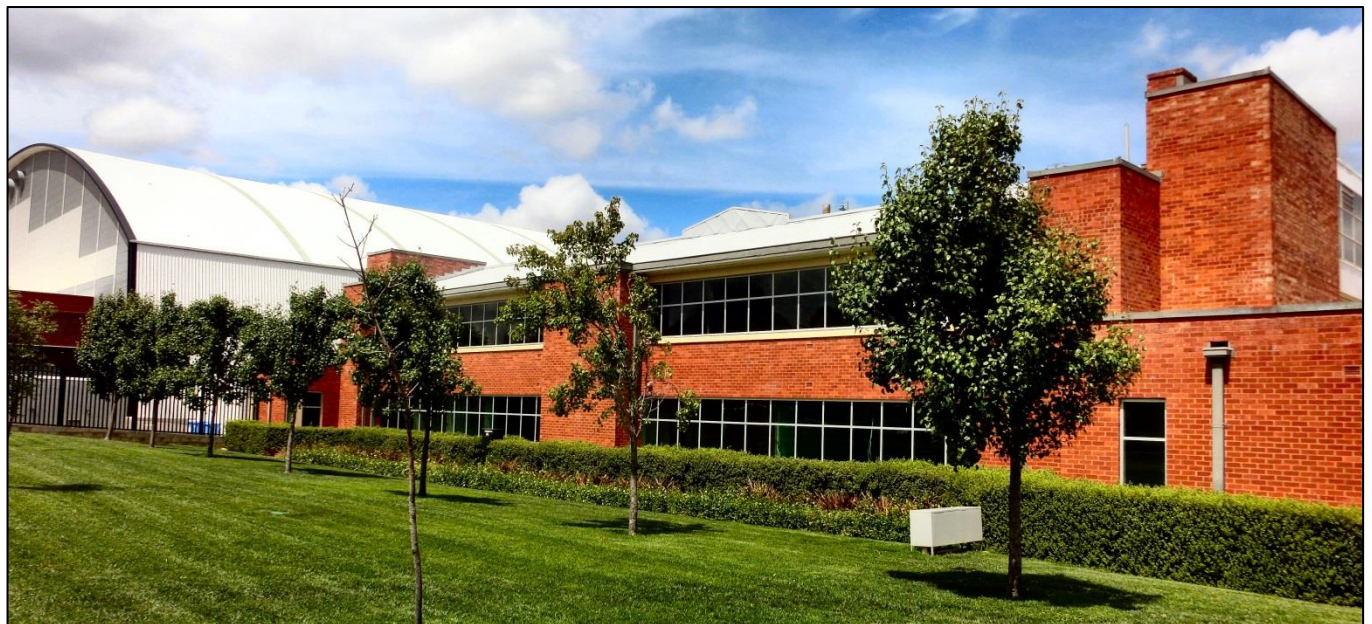
J

O



“Old” 5 Squadron Hangar

P



5 Sqn workshops, Queer Trades upstairs, downstairs, Framies on the left, Sumpies on the right.

K

Q



Old 34 Sqn hangar.

R



Experience is the thing you have left when everything else is gone.

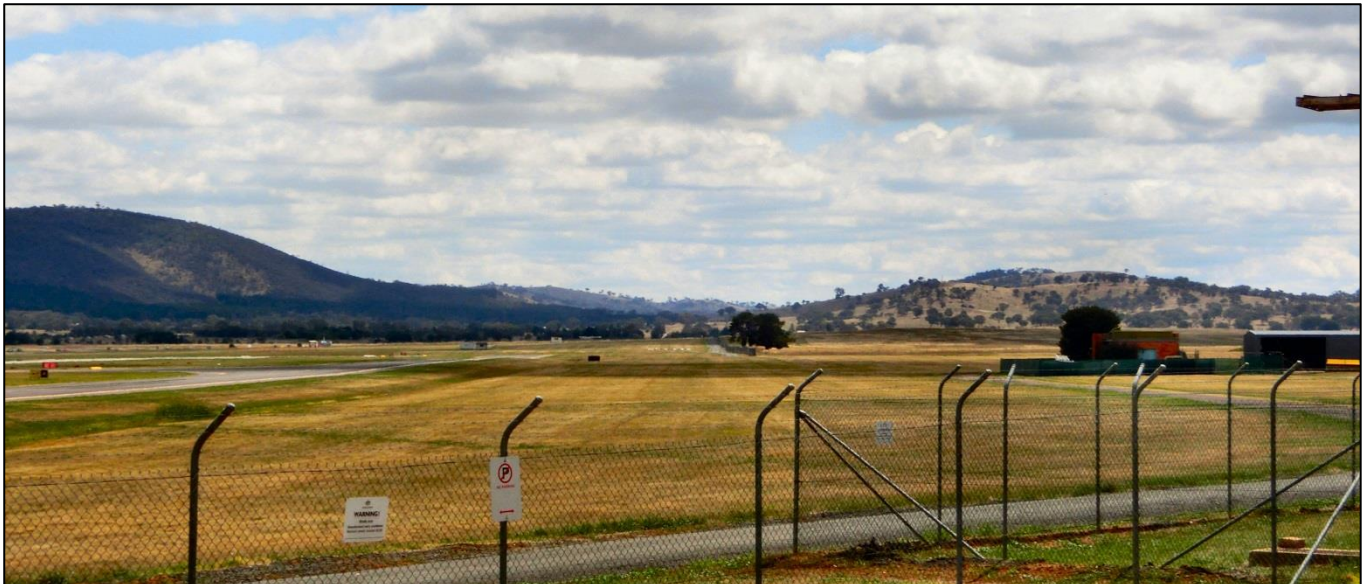
L

S



Belman Hangar

S



Looking to the left, with the Belman Hangar on the right, the tree in middle of the pic is where 5 Sqn did their engine runs.

M

S



Turning 180 degrees, from the picture above. Canberra airport today, with the old 34 Sqn hangar at left.

T



The old Sgt's Mess.

N

U



Old Sgt's Mess

V



This area is where the WRAAFs used to live, the buildings have long gone and all that is left is this open ground.

W



Old married quarters. These houses are still being used.

X



There are times, when you wonder if people think with their back-sides.
Then there are the times, you are sure.

P

Edinburgh.

After we left Avalon, after the air show, we decided to return to Brisbane via the great circle route, tracking coastal via the Great Ocean Road and Rocky McGregor's wonderful city, Mt Gambia.



Then it was on to Adelaide and parts north and as we had a few days in Adelaide, in our opinion, a much changed city and definitely worth a visit, we rang and asked whether we could have a look over Edinburgh. We went through rookies in Edinburgh back in 1965 and we expected a few changes – but nothing like what we found.



Above, the tram stop in Victoria Square, Adelaide.

Wng Cdr Rick Subotkiewicz was kind enough to give up some of his day and show us around the base and we thank him for that but unfortunately, when we got to the base we found our camera battery was not as full as we thought and it ran out half way through. We took a bunch of photos but not all wrote to disk. We'll have to go back!!



Only one of the old rooky airman's block buildings (above) remains and it is no longer a living area, these days it is used to house the Airbase Command Centre which is the co-ord centre for the Base.

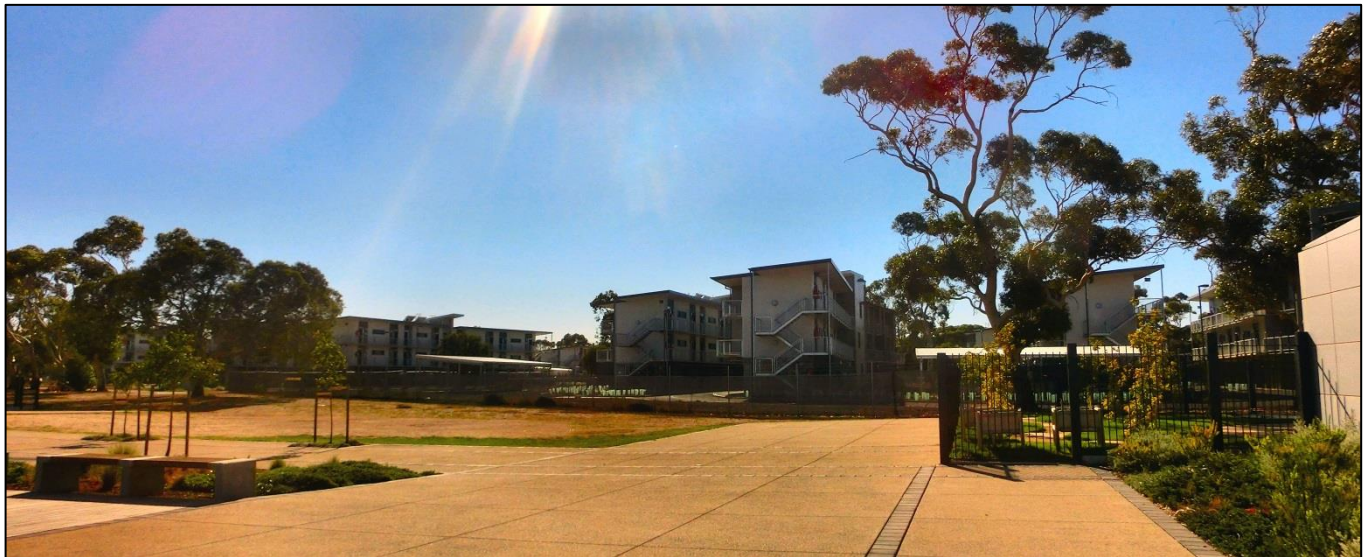


In their place are the modern buildings above. No more 4 persons to a room and a walk down the open veranda to the ablution block, these buildings are akin to a modern unit block anywhere in a city.

Nothing is impossible for the man who doesn't have to do it himself.



The first impression you get when entering the base is one of importance and professionalism. Everything is new and fresh. It gives the impression of proficiency, it just looks like something important and hi-tec is being done there by highly trained people. You don't see groups of people aimlessly marching from here to there in baggy old overalls, instead the people you do see all look fit and if not working usually have towels around their necks and are either heading to or leaving the base gym.



The first myth of good management is that it exists.



The new Base gymnasium, this facility is available for use by all persons on the Base when ever they desire and is also used as a rehab centre.



More of the Base gymnasium complex. This section contains the full length Olympic pool.

If Diamonds are a girl's best friend,
and a dog is a man's best friend,
which is the dumber sex?



The building above is the Airman's Mess section of the Base Messing complex. Similar to what we found at [Gallipoli Barracks](#) in Brisbane a few months back, the Officers', Sergeants' and Airmans' Messes are built around a common kitchen with the one kitchen supplying the food to all messes. This is a much better and efficient method of providing food to the troops and one wonders why it has taken so long to implement it.



The pic above is the current example of what we used to call ASCO. As well as the retail shop (on the left above) this little centre also houses the Base Post Office, credit union and of course the Base hair dresser. It also has the Airman's "Boozer" which looks like it is hardly used. No longer is it "compulsory" to have the half a dozen coldies every day after stand-down. It seems drinking on a base, after hours, has gone the way of smoking, what was once the accepted 'norm' is now very rare and possibly frowned upon. This photo was taken about 10.30am on a normal work day with not a person in sight.

For every action there is an equal and opposite Government program.



Another huge change on Edinburgh is the addition of the Army. The building above houses the 1st Brigade's headquarters.

In 2006, the 7th Battalion, Royal Australian Regiment, part of the 1st Brigade, along with subunits from the 8th/12th Medium Regiment, 1st Combat Engineer Regiment and 1st Combat Service Support Battalion was moved to Adelaide, where they are now based at Edinburgh. The 1st Brigade comprises the First Armoured Regiment and operates the Army's main Battle Tank.



Air Movements at Edinburgh now resembles a busy freight terminal at a capital city airport.



The “new” base hospital would be the envy of many a small town.



Although the modernisation of the Base is clearly evident, not everything old has been discarded. This solid building was built and used during WWII as a munitions storage bunker. It has been retained and sits about half way between the main gate and the aircraft tarmac area. It will probably outlast us all.

Q. What did God say after making Adam?
A. I can do better.



The Base Parade Ground has also been retained, but these days the area where the salute is taken has a roof to protect the salutor from the sun. We don't know how often it is used but you can bet it is not every day as it once was.



The Base Cinema is still there and still shows movies, but it seems its days are numbered. It still shows movies the "old" way, via celluloid film and a lamp projector as the equipment has not been upgraded to show the current digital media. It seems funds are available for lots of

other things but not to bring the Base Cinema up to speed and as most movies these days are provided in digital format, it is finding it hard to attract patrons.



We remember, from our time at the Base back in 1965, that the only time we were allowed off Base was after 3.00pm on a Friday and we had to be back by mid-night Sunday. And, as South Aust was in the grip of 6.00 o'clock closing back then, as soon as we were stood down, showered and cadged a lift, most of us raced into the nearby town of Elizabeth to sample some of SA's famous Southward in a 'civilised' atmosphere. The Rookies Boozer back then was a room, a trestle table, a keg and a pluto gun – really sophisticated.

If we got a surprise at the changes at the Base, we found the changes to the Elizabeth Shopping Centre were just as momentous. Long gone is the supermarket and little group of shops and in its place is this monolith.

It was great to see it all again and a pity the camera didn't record everything.

Q. Then what did He say after creating Eve?

A. Woops, guess, I was wrong.

Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out.



Colin Cliff

Ernie Gimm tells us that Colin's cancer problem is going quite well. He has recently completed a course of BCG infusions and will have another course in six month's time. In Feb, he underwent another bladder examination and biopsies to see if the problem had worsened and apart from all that he says he feels really good. Colin hopes to be at the Djinnang reunion later this month – we all wish him the best.

I know the word diputserom sounds bad,...but it's more stupid backwards.

Laurie Lindsay

Laurie recently had a TURP, which is an acronym for Transurethral Resection of the Prostate, or which could also be called a prostate rebore. He decided that if he was ever going to win a peeing competition against his grandsons, that area needed some heavy maintenance. He says one major result of this particular problem was that of aiming, with the result being he was always shooting high. He decided to go into hospital and get the fix

When the day came, he was shaved, sedated then wheeled down to the theatre and given an epidural. For some reason, he says he doesn't know whether or not it was deliberate but he woke up during the procedure and saw a large colour monitor showing what was going on. He says he was watching as the surgeon was chipping bits of his nether region away and giving a running commentary - he says he found it interesting.

He's been out of hospital now for a bit over a month and he finds the occasional bit of blood in his urine but the doc told him to expect that as the wound takes about six weeks to heal. He says he hasn't tried the other function of the prostate yet, but there's plenty of time.

He says it was certainly worth doing and anyone who has problems in that area should see their doctor ASAP. He says beforehand, as soon as he broke the seal, he was going back to the



toilet every 10 minutes. He used to wake up after two or three hours for a prostate pee and he could not get back to sleep because of the 10-minute rule. He ended up reading or watching TV for about three hours every night.

Now he says, it's bliss.

Ted Ilton.

We spoke with Ted Ilton recently. Ted lives on the Gold Coast and reckons he is finally starting to feel the effects of his 80 plus years. He says everything is getting just that little bit harder and unfortunately, he's had to give up running up sand hills.

He recently sold his unit which was in Qld and moved just over the border into NSW and into a retirement villa. He also sold his car and is looking for a little scooter which

he reckons he'll use to get up to the supermarket, the coffee shops, the Club, the doc when needed and also over to the beach to watch the girls go by. We had a peek into his room and by the amount of leather gear hanging in his cupboard we reckon he might be telling everyone he's buying a scooter but don't be surprised if we next see him on a giant Harley.

Ted took us to lunch at Ron Workman's RSL Club at Currumbin to try the sole which he says is the best he's ever had and after hopping into one we have to agree. If you're down there, try it, it's unreal.

Over the years Ted has collected a lot of historical RAAF material which he couldn't take with him to the new address. A lot of it is irreplaceable and he didn't want to just 'throw it out' so he has given it to us and we'll share it with you in future issues.

We really enjoyed the day, Ted still has his sense of humour, he's got lots of stories to tell and we'll have to do it again.



Where are they now?



Jim White.

Eric Erhardt is looking for Jim White who was on 14 Appy Course at Frognall in 1960.



Jim stayed on at Frognall when Diploma Cadet Squadron was formed and graduated as a Pilot Officer, Engineer Radio in 1963. If you know the whereabouts of Jim please let us know and we'll pass on the info to Eric.

Gail McDermott

Mark Lewis is trying to get in touch with Gail. Mark says he worked with her at the Darwin Commcen back in 1991-2 and would love to touch base again. If you can help, please let us know and we'll pass on the info to Mark



Dave Eaton

Phil Godwin is looking for Dave Eaton who was on 85 Telegs. Dave was ex RAF, and Phil was with him at Edinburgh on rookies in 1972 (course 1203). They were both posted to Laverton where Phil continued with Radio Technician Air course and Dave moved over to Telegs. Dave would be approx 75 and if he is still around Phil would like to get in touch with him. If you can helpyou know the rules!!!

**Bob Aberneathy.**

Vince Stanton is trying to find an old friend that he had lost touch with since his discharge (1985) and would like to find him again. Bob was a RadTechG then given a commission. He was a Flt Lt instructor at Radschool in the early 70s and the last time Vince saw him he was a Wng Cdr working with the Air Defence guys in (perhaps) Canberra. Bob was with 3 CRU in about 1984/5. If you can help.....

Bob Mead.

Reg Wood would like to get in touch with Bob Mead. Bob was with 75 Squadron Mirages and had a time at Penang. If you can help.....

Noel Browning, Rhode Wolfgang and Dick Turpin.

Geoffrey Schmidt wrote, he says, "Our 75 Sqn 'Fast Caravan' re-Union is coming up on 18th May. Through your Radschool Magazine you have kindly helped me locate three of our Radtech A's (Ron Shannon, Ed Zdzarski and Brian Richardson – thank you) but we are still trying to locate three other Radtech A's: Noel Browning, Rhode Wolfgang and Dick Turpin."

If you can help, please contact Geoff direct on gnschmidt@netspace.net.au or you can ring him on **0418 210526**

Your say!



George Hatchman

George got in touch to tell us he'll be away for a while as he's off to the ex WW2 RAAF 3CR 'Kowguran' underground munitions bunkers which are at a place called Miles – about 4½ hours drive west of Brisbane. A friend of his, David Hinds, purchased this disposal facility some years ago, renamed it Possum Park and converted the bunkers into 'motel' units. Quite unique. He has also bought a Vickers Viscount aircraft (from Toowoomba) and located it on the property and it will be refurbished to a 'motel' unit to give the place a bit of RAAF ambience (it will be done up in 34SQN colours).



During the war, this depot held up to two and a half thousand tons of high explosive bombs and ammunition, all hidden in twenty well protected underground bunkers. Those bomb bunkers have been developed into truly unique motel style units and the troop trains that brought 'the boys' and the bombs to 'Kowguran' have been re-fitted as modern self-contained motel style units.

George suggests we should put together a 'group' and spend a few days there – we'll work on that.

We spoke with David and he says there is a lot to do and see out there such as the [Miles Historical Village](#) and [Dogwood Crossing Centre](#).

Costs per night at Possum Park are:

Fully self-contained Cabins	\$90
Powered Van sites	\$25

If you would be interested in joining a group to spend two nights out there some time in the future (we suggest driving your own car) please let us know. You can use the Contact Us link which you'll find [HERE](#)

In the meantime, we'll go out and check it out and report in the next issue.

Alan Young wrote, he says: I am looking for any information on the RAAF School of Radio Band. I have a picture of the band (undated)- possibly around 1959 on its first birthday which states that the Bandmaster was F/O A H Morrison. Andrew Morrison is my father-in-law and I am doing research on the family, any information you can supply, or if you can direct me to where I can obtain information on the band would be appreciated.

RAAF BAND HAS FIRST BIRTHDAY



The band of the RAAF School of Radio yesterday celebrated the first anniversary of its formation.

Formed by the present Commanding Officer, Wing Commander W. T. Taylor, the band, under his encouragement, has grown to a strength of 23 members.

Bandmaster is Flying Officer A. H. Morrison.

Commended by the citizens of Ballarat on its past appearances on various civic occasions, the band will next be heard in public when it heads a march of 100 ATC Cadets through the city on May 22.

● The men photographed yesterday with Wing Commander Taylor, are:

Front row: Sgt. J. Humphreys, A/C J. G. Quinlan, LAC D. M. McComish, LAC A. G. Cocks, Wing Commander Taylor, F/O Morrison, W/O F. J. Richardson, W/O H. B. Harrison, Cpl. R. S. Milligan and Cpl. H. B. Tickner.

Back row: LAC A. Keegan, Pt. Sgt. V. H. Ohem, A/C W. R. Beville, Cpl. E. M. Palmer,

App. B. R. Livingston, Cpl. M. A. Sermen, Cpl. R. C. Billibrand, Cpl. J. N. Clifton, Cpl. G. E. Carter, LAC P. J. Tomlin and LAC B. S. Smooker.

I have attached 2 newspaper articles re the RAAF School of Radio Band, (one above, the other [HERE](#)) and the 2nd, undated one is the one that specifically refers to my father-in-law F/O A H Morrison as Bandmaster. If anyone can help with information on the band from around 1959 it would help me immensely.

If you can help, let us know and we'll pass it on.

Alan was at Edinburgh in 1978/79 posted to 11 Sqn. He says “Not a lot of people know where the name Edinburgh came from. Edinburgh was named in 1954 and was originally to have an aboriginal name which I cannot remember, but for argument let us call it ‘RAAF Base XXXX’. As the date for the official unveiling approached, someone in the know pointed out that XXXX actually meant ‘Swamp’. “Goodness - We can’t have RAAF Base Swamp . What else can we call it?”

Someone suggested that as the Duke was to open it, why not call it RAAF Base Edinburgh?” A new plaque was hastily arranged and the ceremony apparently went off without a hitch.

And what happened to the original plaque? Alan says that when he left Edinburgh, it adorned the wall in the flight-suit bar just off the main bar in the Officers Mess.

It was appropriately referred to as..... “The Swamp Bar”.

Two mysterious people live in my house – Somebody and Nobody.
Somebody did it and Nobody knows who.

Darwin.

Chrissy Hart was at Darwin in the early 1990's and asks: Does anyone remember the incident during one of the International exercises (I'm thinking K92) where a RAAFie pulled the emergency canopy lever on the tarmac near TAAMS? I was on ambulance duty that day and was called to collect said RAAFie to take him back to the BMF for drug testing. According to Crackers (who saw the whole thing), the USAF pilot had just taxied his jet to a halt and the RAAFie asked if he could drop the cockpit ladder down. By accidental miscommunication he pulled the yellow and black striped handle instead.



Apparently there was an almighty crack that was heard all over the Base as the canopy shot up a good few hundred meters into the air. Heard also there were some senior ranking officers nearby who sprinted for their lives as said canopy began making a rapid descent. Rumour was the USAF had to fly in a specialist maintenance crew and replacement canopy from Guam, costing a few tens of thousands of dollars. Also heard the poor RAAFie was posted down south not long after!



But there's another story which says, The aircraft was a Northrop Grumman EA-6B Prowler and this story says it was the other way around, the pilot asked the RAAFie to do the ladder honours for him as he got back early from a sortie and there were no USMC groundies on the job. Drug testing was not prevalent in the early 90s so perhaps that didn't happen either but it is believed that the SP's did an alcohol breath and blood test.

If anyone knows the truth, we'd love to hear from him/her.

“Dick” Tracey sent us an interesting story written by a Major Geoff Jones (Australian Army) who joined the Army in 1964 as a 17-year-old. He was trained as a Medical Assistant and two years later, aged barely 19, he was company medic of C Company 6 RAR in the Vietnam War.

You can read it [HERE](#).



Ballarat

We heard from Laurie Edward – he says: Hullo. I am (ex LAC) Laurie Edward. I have recently very happily had my name added to the membership listing here. Does this site include 'items' from the A & G R S, Ballarat, '50's .era? I was on No. 7 Radar Mech (Air.) course circa 1953 (and later 'Radio Conversion' course) and am trying to contact any 'remaining' course mates. They formed a Guard of Honour' at my Melbourne wedding then. I have a pic of that and a few of the Ballarat course times.

Am I out of place here?

Thank you, and also for this great site.

Regards.

Laurie.

Laurie, you're not out of place mate, we're glad to have you and if you've got any pics from your time at Ballarat we'd love to see them – tb.

I'm super lazy today!!
Which is like normal lazy, but
I'm also wearing a cape...

News and Reunions!



Yahoo!!

Ian “Jake” Jacobsen, ex 34Sqn, 35Sqn, 38Sqn and CFS (and others), is setting off to organize a “**Seniors across the Nullarbor**” sortie on 50cc scooters in September 2014. Jake aims to raise needed funds for Beyond Blue and to raise the awareness that Seniors still have it after all.



Jake, as usual has put in a great deal of detailed planning and is now looking for some additional specialist assistance.

The Radschool Association has taken up the challenge – more on that later but we’ll be asking for you to put your hand in your pocket to support this very worthy cause.

You read the concept plan [HERE](#) and if you would like to be involved, you can read the Expressions of Interest document [HERE](#).

Vietnam tour.

Phil Brooks wrote, he said: "I'm a member of the RAASC Vietnam Veterans Association and Diamond Valley Vietnam Veterans Association. A couple of years ago you very kindly provided publicity for the Grocers and Gunners Vietnam tour. Would it be possible to do the same for our 2013 tour? It's all for a good cause, as during the tour we raise funds for charities in Vietnam.

In 2012 we raised around \$1600 for the Hanoi Blind School and two H'mong village schools in Sapa. I've attached a tour brochure for your information (see it [HERE](#)).

You might also be interested in the 2012 tour article, published for the Diamond Valley Vietnam Veterans Association (see it [HERE](#)). I have about eight berths available at this stage. Last year we had three ex 35 Sqn members join us to add a bit of class to us Army bods and this year I have ex 35 Sqn and 9 Sqn members.



The tour is designed for those who have an interest, not only in Australia's military commitment to Vietnam, but also an interest in the culture of this fascinating country. It's four/five star, all inclusive and designed for couples. On past tours, the Australian Defence Attaché has joined us for one of our dinners, which has been an added bonus. An invitation will be extended to the current attaché, who is RAAF, to join us for our next tour.

Accommodation for the 2013 tour is:

Saigon:
Vung Tau:

Danang/Hoi An
Hanoi:
Ha Long Bay:
Sapa:

Caravelle Hotel
Imperial Hotel (built on the site of the Badcoe Club)
Vinpearl Hotel
Melia Hotel
La Bhaya Cruises
Victoria Resort

I look forward to some of your members joining us on our tour.

Always enjoy reading your newsletter. I might have mentioned in a previous email that I was posted to the Army Survey Regiment, Bendigo in the mid 80's and had a very pleasant day at the Radio School, Laverton for Bones Day. I recall the RAAF were very hospitable, got us all drunk and then brought out the A team, who were stone cold sober.

One evening a blonde went to seafood restaurant for dinner. When she saw the tank where they kept the lobsters she asked a waiter, "Why are those creatures in that tank?" "They are the

lobsters we serve our customers!" answered the waiter. "You mean you're going to kill them," said the blonde. "Absolutely," said the waiter. The blonde was so upset that she immediately left the restaurant, drove to a nearby convenience store, purchased hefty bags and returned to the restaurant to accomplish her covert mission. Taking pity on the poor creatures, she waited until the moment was right and snatched all of the lobsters from the tank, threw them in the bag, and hightailed it out of the restaurant. Later she went to the woods to set the poor animals free!

Apologies to all blonds – but the devil made me do it!

RTU Course 671, April 1964

Jim Muscat would like to invite all blokes who were on RAAF Rookies course 671, which went through in April 1964, to a 50th Anniversary reunion to be held in Perth WA on or about the 26/27 April 2014. If you would like further info, please contact John Kenny on 08 92919159 or email jandmkenny@iinet.net.au or Jim Muscat on 08 94021750 or justcattonite@gmail.com

R.S.L [Q'ld] State Council of Auxiliaries

We heard from Julie McPhail - right, (secretary) who said: "In July 2012 a new body was formed called the R.S.L [Q'ld] State Council of Auxiliaries. This new Council consists of and brings together for the first time in Q'ld. both Women's and Citizens Auxiliaries of the RSL Q'ld.

The newly elected President Mrs. Joy Bryson said the aim of the Council was to bring together all the R.SL Auxiliaries in Q'ld, to enable aid to be directed to veterans in all parts of the State.

At present some smaller towns are struggling to maintain a sub-branch as few members reside in those towns. With the help of the Auxiliaries through the Council, Remembrance Services such as Anzac Day etc, together with young people continuing to be taught the history of the armed service in Australia will continue and not be lost.

Some veterans and their dependants fall through the cracks of the R.S.L. through non-representation in those areas and with an Auxiliary presence or a line to the Council aid can be directed to them

Co-operation of all the Auxiliaries throughout Q'ld means that they can assist each other and their sub-branches to lend aid wherever it is needed.



It is hoped that starting in 2013 other organisations in these areas will direct help queries to the Council so we can find and help these veterans and / or their dependants.

If you would like further information, contact Julie at:

The Secretary,
R.S.L. State [Q'ld] Council of Auxiliaries
PO Box 2036
Chermside Centre. Q'ld 4032
Email: <mailto:jmcp@mail.skymesh.com.au>

GEMS

Greg Lyons (AKA Jacko) got in touch, he said: "Hello, Found your website and thought we may be able to help each other, we have a new website for [RAAF GEMS](#) Musterings which includes all Musterings and does include Officers who served in the units as well.



We have planned a reunion for the 29th June 2013 in Ipswich. I writing to see if you could help us promote the Reunion and website to your members as I'm confident many would have been involved with GEMS Units.

One ex RAAF Engineering Officer I'm chasing is Mike Shaw, I'm led to believe he has a list of ex Truckie Officers. I've included the generic burst we send out to prospective members and you can get it [HERE](#)".



Now here's an awesome idea, when you go out to dinner with a bunch of people, get everyone's phone and place it in a pile on the table with all the others, then the first person to check their phone before the end of the meal pays the total bill.

How great is that???

Morse.

David Edwards, (Svc number A45868) was on 86 Telegs and 50 Comsec courses at Laverton. He lives in Canada now and one of his yank mates refuses to believe that he and others passed out at 37wpm using a manual key for Morse code.

Can anyone support his story, if so, send your Stat Decs to me and I'll forward them on



Reformation of Number 35 Squadron

The following notice was released late last year by Air Marshall Geoff. BROWN

“I am pleased to advise that I have approved the reformation of Number 35 Squadron from 1 January 2013, to prepare for the arrival of the C-27J Spartan battlefield airlifter in 2015.



Under the command of Wing Commander Brad Clarke, 35 Squadron will have an initial posting of 25 personnel at RAAF Base Richmond. From July 2013 to January 2016, another four posting tranches, at six monthly intervals, are planned to enable the full establishment of 35 Squadron in January 2016.

35 Squadron has a long and distinguished history. Formed at RAAF Base Pearce in March 1942, No 35 Squadron was equipped with light transport aircraft, including Avro Ansons, De Havilland Dragon Rapides, and a Northrop Delta. After World War Two, 35 Squadron returned Australian Prisoners of War before being disbanded at RAAF Base Townsville in June 1946.

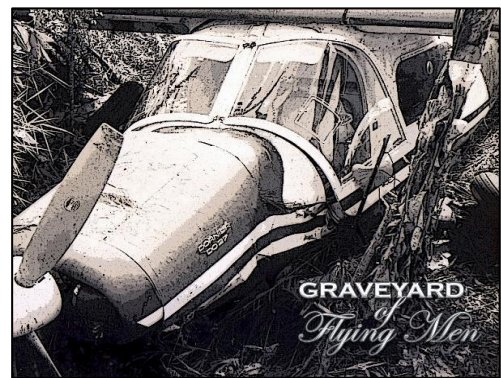
In July 1964, the RAAF Transport Flight in Vietnam was formed and was renamed 35 Squadron in 1966. After Vietnam, the Squadron moved to Townsville, where Iroquois helicopters joined the Squadron's Caribous. With this mixed fleet of aircraft, No 35 Squadron undertook army tactical support tasks and civil aid operations, including search and rescue, medical evacuations and flood relief work. In 2000, 35 Squadron was disestablished.

Nicknamed 'Wallaby Airlines', 35 Squadron has a proud history of operational and humanitarian service. I'm looking forward to seeing the Wallaby Airlines tail-flash flying again in Australian skies on the C-27J”.

Definition of a teenager? God's punishment for enjoying sex.

Flying in PNG.

Anyone who was (or still is) involved in flying in PNG, whether it be with an airline, mission, or on the other side with DCA/CAA, would be interested in a book titled **Graveyard of flying men - The New Guinea Years** written by Brian McCook.



Brian amassed some 25,000 flying hours in an assortment of "baluses " (aircraft). It is in black page/white font format with photographs; a choice of soft or hard cover and is a good easy read.

Further information available from: Scott McCook. Email: scott.nd.mccook@gmail.com or you can order it on line at <http://www.blurb.com/bookstore/detail/1467007>

70th Anniversary of RAAF RADAR Wings 08 Feb 2013

Number 41, 42 and 44 Wings celebrated the 70th Anniversary of their formation on 08 February 2013 through a combined Wing Parade and Open Day held at Williamtown. The Parade commenced at 0900 with an Open Day featuring static displays from all three Wings commencing from 1100 through to 1400.

Retired RAAF Engineer Officers.

A team of ex- Engineer Officers lead by GPCAPT (Retd) Brian Duddington, AM, is currently working to establish a Queensland Chapter of the RAAF Engineer Officer Association (REOA), the charter for which will be similar to that of the long-established Melbourne association of the same name.

Please see the REOA website (www.reoa.org.au) for details.

The charter provides a sound basis for the establishment of a “club” that would satisfy the needs of a defined group of people of similar background and professional interest while promoting the ideals of mateship and camaraderie in a relaxed and benign environment.

If you have any interest in joining the team or know someone who may, please contact Brian on M: 0417 625 213 W:3637 3833 or E-Mail: Duddo8@bigpond.com.au.”



I just realised that I've been married for over 25 years and my wife has never had laryngitis.
What a rip-off.

Ex-18 Radio Appies

Calling all ex-18 Radio Technician Apprentice Course members, Dave Gaffee (Secretary, RSL Port Lincoln, S.A., Sub-Branch) has been asked to establish a database/website for all surviving members. If you're ex-18Radio Appy, please send relevant details to dagrasshopper48@yahoo.com.au

Proposal for a NSW/ACT Gunnies Reunion **July-Aug 2013**

From the AGM 2012: The possibility of having a common function incorporating Canberra, Penrith and Newcastle branches. Norm Andrews suggested that any proposed date should not interfere with current dates which are used by Newcastle branch (2nd weekend of March) or Penrith branch (Friday closest to St Barbara's day). Rod Smith suggested suitable venues could be either Rooty Hill RSL or Diggers, The Entrance. Norm Andrews suggested that a Central Coast venue would most likely be preferable with good rail transport and accommodation available, with a June/July/August timetable to avoid clashing with holiday periods. Rod Smith undertook to ask for EOI for a function venue via a website post.

Proposed Venues.

Central Coast NSW- Diggers at the Entrance

The Entrance has many accommodation venues ranging from Caravan Parks, Motels, Hotels, all within a short distance to the Diggers.

Diggers provides a courtesy bus. Discounts if you join the club. No traffic problems, Buses, Closest train Station Tuggerah. Great environment, beaches and shopping etc. Room hire free Various menu options.. see <http://www.diggersattheentrance.com.au/>

SYDNEY-Rooty Hill RSL

Has accommodation located as part of the club, Motel deals and discounts if you join the Club Stretch will provide the music. See www.rootyhillrsl.com.au/

Gosford RSL

Details to come

Need your feedback and ideas. Do you think having a NSW/ACT Gunnies get together is a good idea. All gunnies are invited; it would be great to see our fellow gunnies from around Australia coming along if they can fit it in. Please provide your suggestions on the venues (or others) and how would you like your food to be provided. We need to consider people being able to purchase what they want or a set menu (how much would be a fair price for a meal)

Rod Smith. ts47rs@bigpond.com

Judging by the frying pan that just flew past my head, I must have done something wrong.
I can't wait to find out what it was.

WRAAF Reunion.

Kerry Brocket would like to remind all ex-WRAAFs that the next WRAAF Reunion will be held in Perth WA, 11th-13th October 2013.

The girls below at the 2011 Brisbane reunion, lunching at the Brekky Creek Hotel.



L-R around the table: Dianne Cardy, Jeanette Brookes, Roslyn Curran, Kerry Brocket, Maxine Moore. At end Lorry Cameron, Kate Lunt, Marie (sorry no surname) Jane Dowdeswell, Lindy Crimean and Carmel Homewood.

For more info go to <http://www.wraaf.org.au/> or email wraff2013@hotmail.com.au/

11th Light Horse Military Museum

Russ Walker got in touch, he said, "I was wondering whether you might include some info on our new venture in the Caboolture district of Queensland in the Radschool Magazine. I am a member of the 11th Light Horse Military Museum Association (Caboolture Troop) which is located at the [Caboolture Historical Village](#). The Light Horse Troop has a display in the Village and artefacts which cover from the Boer War to Vietnam. The Village is visited by thousands of people each year, mainly school children

You may be aware that recently the RAAF offered retired F111 aircraft and escape capsules to museums that could suitably display them, but under quite stringent conditions. I went along to the RAAF presentation with a team from the Village however the terms and conditions were far more than the Village and the Troop could meet or afford.

However, being innovative types we developed a plan to build our own Air Museum at the Village and to build a full scale model of the F111 in front of the wing. This is planned using techniques usually applied in model aircraft. The completed "airframe" will be covered with a layer of fibre glass and then painted in RAAF colours. The airframe

will be fitted with two GWS model aircraft simulators and TV screens so that it will be just like flying a real plane. (similar to flying a radio controlled model)



In addition to the F111 model there will be at least three information kiosks with DVD presentations on various air related activities. There will also be two further kiosks fitted with Microsoft Flight Simulator software.

We currently have six large glass fronted display cupboards in which we hope to display a range of interesting materials from the RAAF or any other air related activities. This is the area where we are seeking donations or loans of material from ex- serving members. As Desley and I have been downsizing we have realised that we have a 50 year collection of "good junk" too good to throw out to the tip but is certainly interesting enough to be put in the museum. Accordingly, the Air Museum has become my best friend for lots of stuff that I simply did not wish to part with. Hopefully this will be the case for many who read the magazine.

We will be opening the Air Museum in stages. The new building at the Village will be finalised by the end of April 2013 and we hope to have the electrics and air conditioning finalised by the end of May. The F111 model is being prepared as a big model kit in my shed and will be taken to the Village and assembled there.

The information kiosks and reading material will be available by June 2013 so we will have a basic display operating by June. This includes donations that have been offered by local ex servicemen and women. Uniforms badges, insignias etc.

We believe that this is a most important museum for commemorating the sterling service made by the F111 and the men and women who flew, supported and maintained them. We are also looking for people who might be interested in assisting in the project. There are many different aspects from ticket writing to preparing narratives for display items, to construction work. We have a number of electronics people but more are always welcome. We also need people to be present at the museum to explain the display to visitors on an ongoing basis.

I would be most grateful if you could let people know about the project via the magazine. I am the Project Coordinator on behalf of the Caboolture Historical Village and the 11th Light Horse Museum.

Anyone wishing to assist or provide donations can contact me on this email address: russell.walker39@gmail.com

Djinnang Reunion

The Djinnang Association are holding their annual reunion on the 25th May, commencing at 2.00pm - once again at the Public Service Club in Brisbane. They say they are very encouraged by the number of members who have indicated they are attending this year's Reunion. Over 50 people have their name on this [website](#) and another group on our [facebook](#) pages.

Remember there is no door charge for financial members. Included in the door charge is an evening meal. So far we have negotiated a choice of two meat and 3 veg dishes.

Be there or you'll need a chit!



REOA (Vic)

The RAAF Engineers Officers Association will hold its mid-year luncheon on Wednesday 12 June 2013, in the Collins Room at Batman's Hill on Collins Hotel, 623 Collins Street, Melbourne. Assembly will be at 12.00 noon, for lunch at 12.30 PM. Beer, wine and soft drinks will be served on our arrival, with wine served at the table. Vegetarian meals will be available should anyone require them and can be pre-ordered on the return slip. Dress will be jacket and tie. Two guests per member, family/friends of either gender, will be welcome. Cost per head will be \$45.00.

The venue is located at the corner of Collins and Spencer Streets and is readily accessible by tram along Collins Street or Spencer Street and by train to Southern Cross Station. Car parking is available nearby in Flinders lane and alongside Southern Cross Station in Spencer Street at the end of Lonsdale Street.

To ensure your seat(s) at the function, RSVP in the form [HERE](#). Payment direct to the bank is required not later than 7 June 2013. Please include your surname with the deposit authority. We are committed to pay in advance on confirmed numbers and so refunds will NOT be possible once the deadline passes.

We look forward to seeing you at the reunion.

Regards,

Noel Hadfield
Wing Commander (Ret)
RAAF Engineer Officers Association

This bloke comes home dead tired from working a twelve-hour day and collapses in bed.
He's just about asleep when his wife rolls over and says,
"What would you do if I told you that you had a beautiful, sexy, horny woman lying next to you?"
He replied, "Don't worry honey, I'd stay faithful."

The hospital say recovery is slow.