

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 Dianne Hoopert.

See Page 3










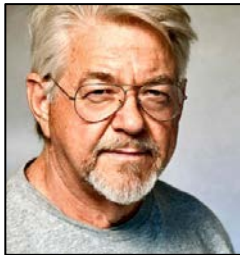
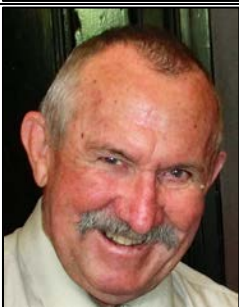

How to get rid of those unwanted 'free' apps and what's the future for the net?






See Page 4

The WRAAFs left Ballarat in 1961 and we have a bunch of old course pics.

See Page 5



	<p>Ted has found the reason why time travels slowly in pubs and how the Yanks learned to defeat the Zero.</p> <p>See Page 6</p>	<p>Ros Smith tells us her story, well, not all of it, only the bits she could tell her mum.</p> <p>See Page 7</p>	
	<p>Lachlan Irvine puts forth the argument for recognition of Ubon as a combat zone.</p> <p>See Page 8</p>	<p>Allan George has a look at Bitcoins and uncovers a new scam. And what really happened to that Arab Airbus?</p> <p>See Page 9</p>	
	<p>Eric Brown is an amazing man, he's flown more aircraft than anyone else alive.</p> <p>See Page 10</p>	<p>Do sunscreens last? and is it safe to have a tattoo??</p> <p>See Page 11</p>	
	<p>The Djinnang Association held their AGM and annual reunion in Brisbane in May.</p> <p>See Page 12</p>	<p>Tony Element discovers that big brother is alive and well and has taken over responsibility for our safety and welfare.</p> <p>See Page 13</p>	
	<p>ANZAC Day Brisbane.</p> <p>See Pages 14</p>	<p>Operation Saber had C-17s doing practice drops and the KC-30 doing a refuel – we went along.</p> <p>See page 15</p>	

	<p>Ted Strugnell reminisces over a memorable flight in the Caribou in PNG and we have pics of Darwin.</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've found two blokes who we've been looking for for some years.</p> <p>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>	

Virus.

Recently our web site was hacked and whoever did the hacking left a nasty little surprise for whoever logged on. We weren't aware of it for a while as once the mag is finished and loaded we don't go there much but we soon got emails telling us of the problem. We contacted our ISP and together we've fixed it – the site is now safe, though the Trojan wasn't a real nasty, just a pain in the whatname. We had to delete the whole site then reload it all again but this time we'll both keep a close eye on it so it doesn't happen again.

Seems it's a common thing, though what jollies people who do this get from doing it beats me. Surely there's no monetary gain from dumping viruses/trojans onto someone's web site, or if there is, I can't see it. If you've got the smarts to be able to do it surely you could do something worthwhile and make some money. Couldn't you??

We were given an address which has a program that will check a web site before you log onto it, and if there is virus/trojan on the site it will tell you. And it's FREE!

The site is <http://sitecheck.sucuri.net/scanner/>

Just log on, then type in the web address you want to check and it will do it for you – all FREE.

It's a good idea to save that address in your favourites/bookmarks and use it on any doubtful address before logging on. We've also put it on our links page so if you forget it, it's there.

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. If you have copies of any WRAAF course please send them to us. You can check what we have by going to the www.Radschool.org.au site then click "Course Photos". 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.

Donations.

We want to keep membership in the Association Free - 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.

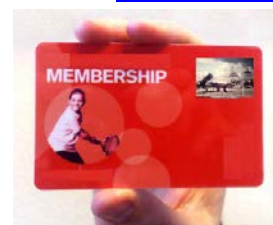
Reunions.

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

Bill Greer,

Neil Hunter advises that Bill Greer died of a heart attack on the 14th May and a memorial service was held at the Warwick Uniting Church on the 17th May. Neil says that Bill was his section NCO at RRIS at Frognall in 1972-76, back when the comm centre was closed down. Bill settled in Warwick many years ago and became the local horticultural guru and for the last 20 odd years had written a gardening column in the local paper. He had a heart bypass last year and was still in recovery mode from that. He lived by himself since his wife died some years ago.



Mervern James Mays.

RG Thompson advises that Merv Mays passed away peacefully on Monday 20th May 2013, aged 83 years. Merv's funeral was held in Tewantin (Sunshine Coast, Qld) on Friday 24th May. Merv was a Tech in CCS at Frognall prior to taking discharge in 1962.

Ted Holmes.

Bob Hambling advises that Ted Holmes died in April, in Adelaide. Ted was an education officer who would be well known to many who were educated at Radio School or RAAFSTT. His first posting in the RAAF was to Frognall in 1959 where he was responsible for the academic performance of 11,12 and 13 radio apprentice courses. He was a thorough gentleman who treated his apprentice charges like humans which was a rare quality in staff at the time. One of his hobbies was ham radio and even up until recently he had huge antennas towering above his house.

“Blue” Campbell.

Ernie Gimm has advised that Blue Campbell passed away on Friday 26th April in Perth. Unfortunately, no further details are available.

Barry Grieve.

Jack Khan advised that Barry Greive passed away on Sunday, 26th May and his funeral was held on the 30th May at Albany Creek (Brisbane) crematorium. No further details.

James Robert Bartram AM

Laurie Lindsay advised that James Robert Bartram (commonly known as “Bob” or “Bart”) died on the 31st May 2013. “Bart” was born on the 10th November 1933 in Warrnambool, Victoria. He joined the Air Force in January 1949 as an apprentice instrument fitter on the 3rd Intake (Sunbeams). Flight Sergeant Apprentice Bartram graduated on the 7th December 1951 becoming Aircraftsman Bartram and posted to No.3 Aircraft Depot. In 1954, he was promoted to corporal and in 1955 sent to England on the Link Trainer.

Bart arrived back in Australia just in time for his wedding. He had met Pauline in Wagga. She was the daughter of a grazier and he was “snotty-nosed” apprentice. They met at a function where she was attending on a blind date with somebody else. Bart bribed the “somebody else” with a bottle of brandy to nick off.

He was commissioned in 1957 and went off to the United States for training on the Hercules. In 1961, he was posted back to Wagga as OIC Instrument Training where he also coached the Rugby team. France was his next posting on the Mirage project, followed by [Staff College](#).

His favourite and most rewarding posting was in 1978 when he returned to Wagga as Officer Commanding; the first ex-apprentice to hold that position. As a result of his efforts at Wagga he was appointed a Member of the Order of Australia in 1980. Bob was involved in setting up the New Tactical Fighter Evaluation Team and he had a large input into the establishment of the F/A-18 project team in St Louis commencing in 1982.

Group Captain Bartram retired from the RAAF in 1984 after 35 years’ service. He was a gregarious extrovert with a booming voice; one always knew when he was in a room. His family, who consisted of his wife Pauline, his daughters and his grand-children, was always considered first, followed by his Air Force and his church.

He was an active member of the Lutheran church and spent his retirement actively assisting the church and its schools in a variety of roles.



His very well attended funeral was held at the Lutheran College in Croydon, Victoria on the 12th June 2013. The Instrument fraternity along with other serving and ex Air Force personnel turned out in force and there was not a dry eye in the chapel.

“Sticks” Carlton, 15 Course (Beavers, Wagga 1961-1963), fondly remembers Bart. He says, “My first meeting with Bart was at Wagga. He was a FLT LT and OIC of Instrument Section. Although I was a Sumpy all 15 Course Beavers had a strong connection with Bart. The Queen visited Australia early in the year and we Beavers were selected to form the Royal Guard of Honour and welcome Her Majesty on arrival at Fairbairn in March 1963. We also formed up in Canberra about a month later to farewell our Royal visitors.



Bart did a splendid job on both occasions as Guard Commander and during the practice sessions we got to know him much better. The Royal Guards were carried out with the .303 Rifle which was the last time this old weapon was used for such occasions. The photo below shows a younger Bart at the helm.



In 1972 while I was posted to HQSC, a few EX Appies from the earlier courses got together with a few ideas and formed The Melbourne RAAF Ex Apprentice Reunion Committee. Of course Bart from 3 course was the head with Graeme Semken, 1 course, Ray Crossley, 3 course, and Rex (Blue) Barnett, 4 course. The photo below shows Bart sitting alongside the indomitable clock winder - Choppy Gannell.



These chaps were paramount in the success of the yearly reunions which have now been held for the past 40 years during the Australia Day long weekend. This past Australia Day weekend saw a return to Toolangi to celebrate the 40 years and of course Bart fronted up. He was still his cheerful self but his illness had obviously taken a hold. He was standing fast though and I bet he did not waver right up to his passing.



He was still his cheerful self but his illness had obviously taken a hold. He was standing fast though and I bet he did not waver right up to his passing.

Whilst at Wagga in 1978 Group Captain Bob Bartram OC RAAF Base Wagga had the pleasure of reviewing the Graduation Parade of No 30 Course Electricians, a fitting tribute to an "old" Ex Appy.

I'd just like to say that Bart had a great personality. He got the job done

wherever he was with no fuss. He also left another legacy behind because Bart was without doubt leader of the Instrument Trade, yes “Leader of the Pack”. I believe he was the main force in having the yearly Banksia get together on the first Friday of December every year on the banks of the Yarra river.

He will be sadly missed by all Clock Winders and I’m sure a minute’s silence will be held this next December”.



Three past Commanding Officers of the School of Technical Training, at a 50th anniversary celebration at Wagga.

(From left) The late Air Commodore [Robert Kee](#), Group Captain James Bartram and Air Commodore Col Bradford.

Mark “Shoes” Sadowski

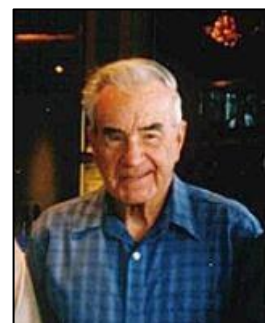
Neil Hunter advises that Mark Sadowski passed away over the weekend 1-2 June. It appears that Mark went home from work on Friday complaining of a sore back and was found deceased by his “troops” when he failed to turn up for work on Monday. Unfortunately, no further details are available.

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Jack Giddey.

The Djinnang Association wishes to advise that Jack Giddey passed away on the 5th of July. He had been suffering from lung cancer and passed away peacefully. His funeral was held on Friday 12th July at the Castlebrook lawn Cemetery, Windsor Road, Rouse Hill.



Graham “Feathers” Peacock

Ian Butcher advises, with great sadness, the passing of an old mate Graham (Feathers) Peacock. Graham passed away on Saturday the 6th of July 2013. He was unable to take any more treatment and was at home. Graham was diagnosed with cancer just after the Nelson Bay Reunion and had a lengthy period of remission followed by a stem cell treatment which was thwarted by pneumonia.

No further details at hand.

Col Wilks.

Ted McEvoy advises the passing of Col Wilks on the 21st April 2013. Col was a RadTechA with 35Sqn from 20June1967 to 20June1968 and Ted said he worked with Col in Vung Tau. Sad times – another 14 Course member gone to the big parade ground in the sky!! Unfortunately we have no further details.

Robin Fredrick Gee.

Laurie Lindsay advises that Rob Gee passed away on the 6th August from a heart attack at his home in Canberra. He had enjoyed a family dinner and collapsed at about 1.00 am. Rob was an airframe fitter off 14th Intake. He had strong links with 9 SQN, both in Vietnam and in Australia. Rob, along with David Streitfeld was responsible for facilitating the procurement of Iroquois A2-110 for the National Vietnam Veterans Museum on Philip Island.

Page 3 Girl.

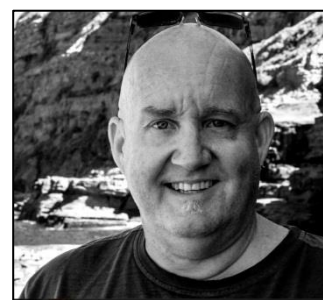


Our lovely Page 3 girl this issue is the fun loving Dianne Hoopert who was spotted at the Hideaway Bar at RAAF Laverton about 2 or 3 years ago. One of the last 21SQN get togethers.

Air Operations Communications Centre Sydney, 1983



Peter Jordan (right) sent us these photos, the one above shows the Air Operations Communications Centre Sydney (AOCCSYD) circa 1983, situated at the then HQ Operational Command at Glenbrook NSW. Pete says he can still remember this photo being taken. "I was on the teleprinter receiving an operation sitrep from a USN P3C that was flying in the Pacific Ocean. In those days we used punched paper tape to transmit our messages. Info was then typed directly onto the teleprinter which was then transmitted by HF to the aircraft computer systems."



Across the back of the room are the teleprinters we used to keep in touch with the other AOCCs at Townsville, Darwin and Perth.

SKELETON:

A bunch of bones with the person scraped off.



38 Commcen circa 1978 (or thereabouts) also known as ASAFRELAY Sydney. A major relay station for fixed strategic comms located at RAAF Base Glenbrook and part of the RAAFTUS Unit.

Commcentres were identified by a numeric in those days. The Commcentre for HQOC was designated at 65 Commcen. In the middle of this photo you can see an upright console that held machines we used to call 'reperforators'. These were our 'receive circuits' and all incoming messages came into here via torn paper tape (it had small holes in it and could be read by running it through another machine we called the TD (transmit distributor). The operator would then 'split' (make a copy) if the message was to be relayed to more than 1 circuit and then the copies would be hung up on the 'transmit circuits' for the transmit operator to send. The transmit circuits are on the immediate left of the photo. In the foreground and right hand corner is the Telex position.

Not all units had a dedicated Commcentre and relied upon Telex communications.

WRINKLES:

Something other people have, similar to my character lines.

The Transmit Circuits.

The bank of machines over the back of these are the receive circuits. The receive operator would hang the perforated tape onto the 'washboards' you can see on the top of the console in the foreground. Messages prioritized 'Priority' and above were hung in the red section for transmit

They say that housework can't kill you, but then, why take a chance?.

RADSCHOOL Bones Competition Shooting Team.

Circa 1975 or 1976.



Back Row L-R: Don't know, Don't know, Wayne "Grimmo" Grimson, Andy Bridge, Mark Howe.

Middle Row L-R: Don't know, Adrian Pitt, Gordon Ross.

This event was held at the Army Survey Regiment in Bendigo. It's good to see Mark Howell managed regulation fit overalls in order to expose his ankles and also note Mark Howe is emulating Adrian Pitt by keeping his left pocket zip down. Nice attempt at being uniformly dressed when all else has failed.

Found on a tombstone in Florida

Ma Loved Pa,
Pa Loved Women,
Ma caught Pa
With one in swimmin...
Here Lies Pa

No 5 Plotters Course Ballarat 1956

Bill Kelly sent us this pic

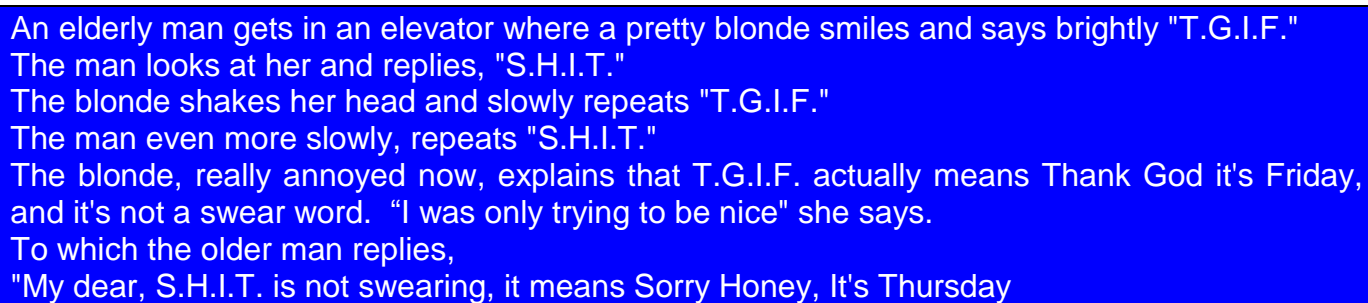


Back Row L-R: Gus Gibbons, A.Burton, Frank Musgrave, Ted Feeney, Joe Tolley, Bruce Ryan.

Front Row L-R: Ray Collins, Bill Kelly, Tony Piepers.

Bill says – “Back in those days the radio theory for Plotters was taught at Ballarat, from memory this took two months and was trade tested at the end. Those that passed went on to 1 CARU BROOKVALE and followed up with radar theory and practical, along with basic meteorology Basic nav etc. This took about two months to course completion.”

Below is the back of the pic.



23 RMTA

Peter Smith sent us this.



Back Row L-R: Miller D (QLD), Scotcher, Towle J (NSW), McGuin M (course orderly) (QLD), Williams C (NSW), Vermeulen Nick (SA), Smith Peter (QLD), Burton, Johnson L (VIC), Sanderson T (QLD), Kingston G (QLD), Tyler R (VIC)

Middle Row L-R: Koch H (VIC), Bunker D (SA), Veaudry H (QLD), Heath, Bruce G (QLD), Turner, Lacey R (QLD), Darker

Front Row L-R: McGowan, Kochivathkin R (QLD), Tolley J (QLD), Gurerra, Prein K (QLD), Brand E (NSW)

Graduated from the course but missing from the photo: Cummmings L (NSW), Element A (QLD), Haynes G (WA), Henley R (NSW).

Peter is a bit short on first names, if you can help please do. After Radschool, he went to 481 Maintenance Squadron, at Willytown, to work at the Cyrano Section.

Elfie Gahan, who was Elfie Kocholla in her WRAAF days, and who used to work at the Radschool library from 1969-1972 sent us these pics. Unfortunately, Elfie didn't have any names, can anyone help??

186 WRAAF Recruit Course. 1969.



Elfie is in the back row, second from the left.

33 RMT



37 RMTA



32 RMTA.



5 TMT



35 RMT



Standing L-R: Ian Tyrer, Ken Winning, Ian Games, Reg Wood, Peter Johagensen, Gordon Shaw, Bruce Hanwright, Graham Murray, Stew Hardy, Ray Rolland.

Seated L-R: Hardy Dey, Bruce Dawkins, m Vic Lanyon, Ross MacGilivray, Cuppy Buttershw, Ray Tame, Allan Mathewes, Marty O'Loughlin, Steve Lewis, Keith Hay ball, Rob Kelly, Lyndsay McKee

No.6 Clk Med Course.

Wagga, July 1974.



Denise Ranger, Robyn Fuller, Maureen Mitchell and Carol Patterson.



Computers and Stuff.

Sam Houliston.

Avoiding those unwanted free applications.

Windows Secrets

Free apps are great, but they often come with an unexpected cost, unwanted additional apps.

Depending on how you handle them, unwanted programs can be a minor annoyance, or a daunting problem. The trick is paying attention. These days, installing a free program can feel like running a gauntlet. You go to the program's webpage, click the big, colorful **Download** button ... and end up with an entirely different program. You try again, only to discover you must download some sort of download manager to download the app you want.

Eventually, you install the intended software and heave a sigh of relief. But just as you're getting back to work, one or more unwanted apps mysteriously appear on your system, those really annoying browser toolbars, for example. You then waste more time removing the unwanted software and wonder whether that free program was worth the effort.

The perils of clicking free-download buttons.

Potentially unwanted software comes in many forms, from mainstream applications such as Chrome to annoying browser toolbars to really sketchy software that wants to **fix** your system. Many people simply refer to unwanted software as **malware**, but that's a bit over the top. Yes, it often gets onto your computer in a sneaky manner and some versions do invade your privacy, noting your surfing and shopping habits for targeted advertising.

But in most cases, unasked-for software does nothing illegal. It's also reasonably easy to avoid and it can be uninstalled without resorting to an anti-malware tool. However, some unwanted software takes more work to remove than simply running an uninstaller. And occasionally, you discover you actually want the software!

Getting unwanted software typically begins at the download button. Consider, for example, **Eraser**, an excellent program that securely and completely deletes files. But take a look at Eraser's home [page](#). See that big green **Download Now** button in the pic below, it doesn't download Eraser, nor do the other two big green download buttons further down the page. To get Eraser, you need to click the small, white-on-black Downloads link near the top. (Those green buttons are actually ads, and they change over time.)



A celebrity is a person who works hard all his life to become well known, then wears dark glasses to avoid being recognized.



Eraser page:

That big green Download button can easily trick you into installing an unwanted app.

Sometimes you have to download a downloader before you can download the program. This is now common on CNET's Download.com page, one of the most popular repositories of software on the Web. Many of the programs on the site don't download directly; the big green Download Now button delivers the CNET Download utility. It, in turn, downloads the software you want, after pitching something else.

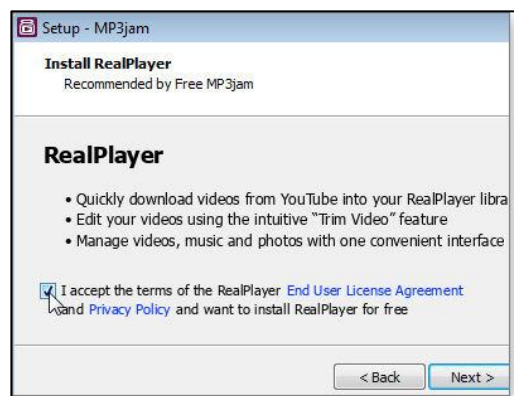
Fortunately, CNET Download doesn't stay on your system after you've downloaded the desired software, however, it most definitely tries to download more programs than the one you wanted,

Eraser and Download.com are just two examples. But they're not by any means out of the ordinary, most free-download sites now do something similar. Your problems aren't over after you've finally downloaded the **right** program either. The app's installation wizard might have pre-checked offers for software someone wants on your computer. At this point, you need to be especially vigilant because the installation process might add unwanted software by default.

There's no such thing as a free application.

Why do application vendors make us jump hurdles for their free downloads? Just like you and me, software developers typically want to be paid for their time and effort. So they look for other ways to generate revenue for their products. Some apps, free anti-malware, for example, are supported by paid commercial or "professional" versions that can do more. In other cases, advertising is integrated into the user interface. Some products will track your Web surfing, gathering marketable information on your tastes and buying habits.

Or one software vendor will pay another to sneak its product onto your PC. And, surprisingly, it works for both parties. For example, [MP3jam](#) is a free, online, music-download service, one of the "Apps for building and organizing a music library." However, MP3jam will also install, by default, other programs you probably won't want. For example, it offers RealPlayer, (right) an app most Windows users don't need. According to an



MP3jam representative, "The revenue covers only one-third of our development and maintenance costs." They hope that will change: "As the number of installations rises, so does the revenue."

NCH Software's [VideoPad Free](#) app installs unwanted software if you don't uncheck an option. A company representative stated, "It's a good way to generate at least some revenue on a free program." But she also told me about customer confusion brought on by downloaders such as CNET's. The user might uncheck the option for a toolbar in the program's own installer but miss the one in the downloader then get angry at NCH for "ignoring" the user's choice.



[OpenCandy](#) manages the revenue and provides the code for adding third-party software offers to installers. When asked how much money a software developer can expect to make from the service, a spokesperson replied: "It varies from developer to developer, but some developers have made enough money to quit their day jobs."

The solution: Don't accept what you don't want.

You might now understand why software vendors add potentially unwanted software to their installers and you might even sympathize. But for most users, in almost all cases, the offers are simply more unwanted junk added to their PCs. Fortunately, you can install the apps you want without adding the uninvited apps. It just requires some care.

As noted above, it starts at the website. If there's a big bright Download button, don't automatically assume it's for the app you want. In fact, the bigger the button, the more likely it's trying to con you into downloading unwanted software. Before you click any button, carefully scan the rest of the webpage and look for other download links. Roll your mouse cursor over the button and see whether it behaves more like an ad. And when you click a button, check the file name before clicking **Save**.

Finally, examine the first page of the downloaded apps installation process to make sure you're installing the right program.

For sites that require downloading and running some form of download-management app, you have a few options:



- Obviously, it's always best if you can download an app from its developer's site.
- If it's a respectable, third-party site such as CNET's Download.com, it's usually safe to run the helper app. But read all the download/installation dialog boxes carefully, so you can uncheck every offer for unwanted software.
- Search the Web for other sites that offer direct downloads of the program. But again, be wary. If you don't know the site, the download file could be an out-of-date version of the app or contain real malware.

- Use a sandbox program such as [Sandboxie](#) to run the downloader. Then move the downloaded file out of the sandbox and run the installer.
- Find another program with similar capabilities to download and install.

During the installation process, keep a sharp eye out for any suspicious options. Installation options such as **Express**, **Default**, or **Typical** installation could mask the addition of unasked-for apps. Always select an **Advanced** or **Custom** install option, if offered. For example, iLivid's default installation setting automatically installs other, possibly unwanted, apps. You must use Custom installation to uncheck the extra apps.

If an unwanted app gets through and installs itself, it typically won't be a disaster. A mainstream application such as Chrome will have an uninstaller. Some browser toolbar add-ons can be more difficult to remove, but a quick Web search will in most cases provide a relatively easy solution.

Remember that the PC belongs to you (unless, of course, it's a company computer). You get to decide what goes onto it.

Don't let some freebie's installation routine make that decision for you.

God gave you toes as a device for finding furniture in the dark.

Outlook: Strain out spam and safeguard senders.

Spam is such a looming presence in the world's email that you'd be hard-pressed to find a mail application that doesn't include some sort of spam management. Later versions of Outlook has some of the best.



If you use Outlook, here are the tools and techniques available to users for dealing with the onslaught.

Despite recent stories about major spam-sites being closed down, you've no doubt noticed that the number of unwanted messages filling your inbox is undiminished and improvements in spam filtering are, at best, just keeping up with a rising tide. According to a recent Kaspersky Lab [report](#), spammers send about 70% of the entire world's email, and the number is rising. Even more disheartening, the volume of junk mail containing malicious links is also rising as Spammers see excellent opportunities to fleece generous, but also unwary, citizens.

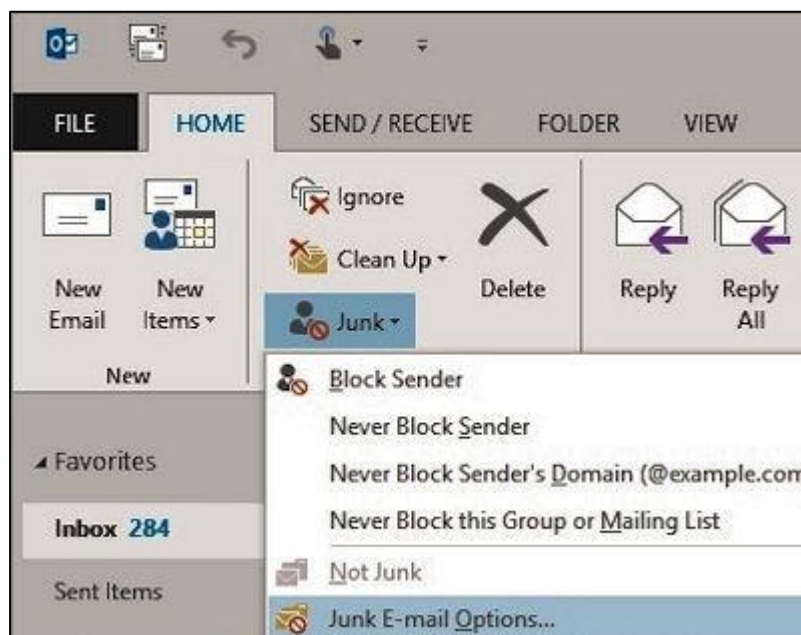
There was a bit of good news in the Kapersky report; the number of [phishing](#) emails was down ever so slightly, and malicious files were found in just 2.4 percent of all emails. For the most part, the report confirms what we probably already know, most of the unwelcome mail we receive is annoying but not malevolent. That said, it takes just one email harboring a dangerous attachment or link to wreak havoc on our systems.

The following tips are related to Office 2013 and Outlook.com (*Outlook.com is a free web-based e-mail service provided by Microsoft. It's somewhat like Google's Gmail service but has a twist — a link to your desktop Outlook data. Microsoft has combined Hotmail and Windows Live into one e-mail service and has added support for contacts (including Facebook, Twitter, and LinkedIn) and your calendar. — you can see more [HERE](#)*) but also apply directly to Office 2010 and, in general, to earlier versions of Office and other email systems.

Spamming is a sophisticated business. One common technique spammers use to target valid email addresses is to include a [Web beacon](#) (also known as a Web Bug) inside the message. The process is relatively simple. In a typical email, images download and appear only when you open the message. When the Web server receives the instruction to send picture data, it knows the email address is active. The recipient then get lots more spam. Spammers will often trade or sell their lists of valid addresses, which means you're on the hook for a long time.

Starting with Outlook 2007, Microsoft blocks Web beacons by default. Unless you say otherwise, images in Outlook messages appear as empty boxes with a red X inside. If you want to see the images, you have to select the "Click here to download pictures" box at the top of each message. That opens a short list of options such as Download Pictures, Add Sender to Safe Senders list, or Add the Domain {name} to the Safe Senders list. If you pick the latter two options, messages from that particular address will load any included images automatically from then on.

You can also use the Junk tool in Outlook's ribbon to control how Outlook handles mail from specific email addresses or domains. Go to the ribbon's Home tab and click Junk in the Delete group — a list of options will appear, as shown in below.



Selecting Junk E-mail Options opens a toolbox of junk-mail controls. Under the Safe Senders tab, for example, you can quickly add, edit, or remove email addresses and domains. The Add option pops up a simple window for entering trusted email addresses or domains. Email messages from those folks should always get through. You can add an entire domain to the Safe Senders list by clicking Never Block Sender's Domain.

You can also manage the Safe Recipients list via the Junk E-mail Options dialog box. This list works the same way as Safe Senders, but

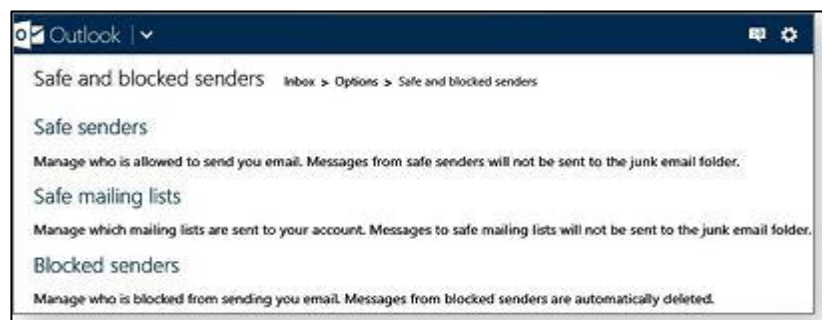
here you add the email addresses that send messages you want to receive.

The first checkbox - Also trust e-mail from my Contacts, might be selected by default. The second checkbox - Automatically add people I e-mail to the Safe Senders List, is self-evident.

Unless there's a good possibility you'll email a spammer or someone of questionable character, you can click this checkbox with some confidence of safety.

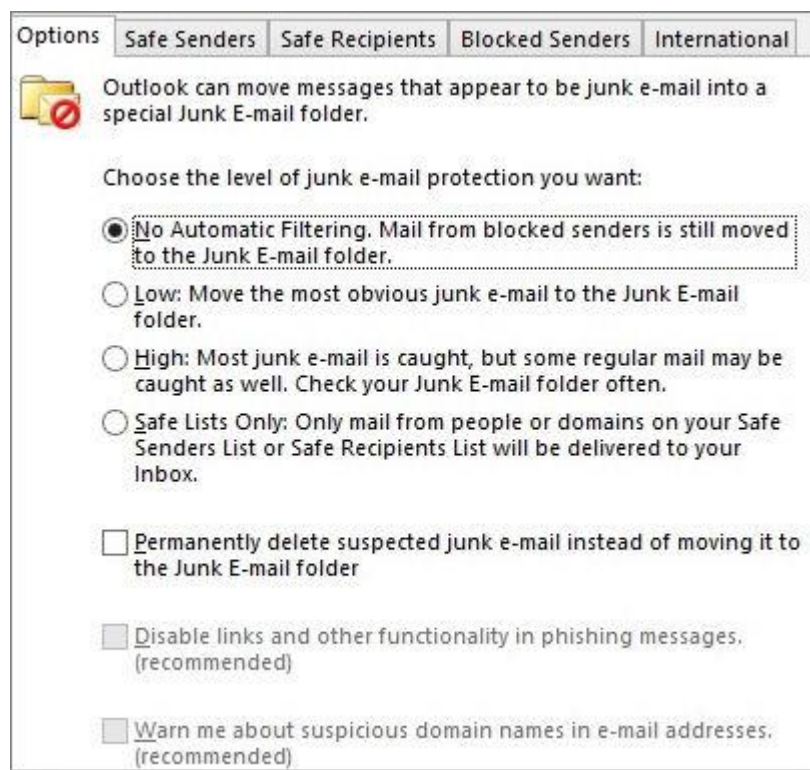
Microsoft's Web-based email client, Outlook.com, also has tools for adding safe senders and blocking others, but you have far fewer options than in the desktop version of Outlook contained in Office.

To find your Junk Mail lists in Outlook.com, click the gear icon in the top-right corner of



Outlook's toolbar and then click More mail settings. In the Options page, choose Safe and blocked senders under the Preventing junk email heading. As the figure at left shows, Outlook.com divides your Safe Senders list into two categories: Safe senders and Safe mailing lists. Use the first one for

individuals — friends, colleagues, clients, family, etc.; use the second for mailing lists, newsletters (such as The Radschool Assoc Magazine) and promotions you don't want to end up in the Junk folder.



If you use Outlook (the Office version) to handle mail from some other mail service such as Hotmail or Gmail, most spam will never make it to your inbox. There are also numerous third-party, spam-blocking add-ons for Outlook. They're easily found with Google.

For junk mail that does make it through, permanently blocking the sender is easy, select the message and either right-click or click Junk in the ribbon. Either way, you'll get the options shown in the figure at left. Next, select Block Sender. This action adds the person or domain to your Blocked Senders list. Any future mail from a blocked sender should get dumped directly into the Junk E-Mail folder.

In Outlook, you can get tougher on spammers by increasing your level of protection in the Junk Mail settings, as shown in the figure above. You can, for example, have items marked as junk go straight to the trash — no questions asked.

By default, Outlook has the junk-mail protection set to Low — only the most obvious junk mail is automatically moved to the Junk folder (along with messages sent by those in your Blocked

Senders list). Selecting High catches a larger percentage of junk mail but might also grab some messages that aren't junk. Selecting Safe Lists Only dumps into the Junk folder all received mail that isn't from someone listed in Safe Sender or Safe Recipients.

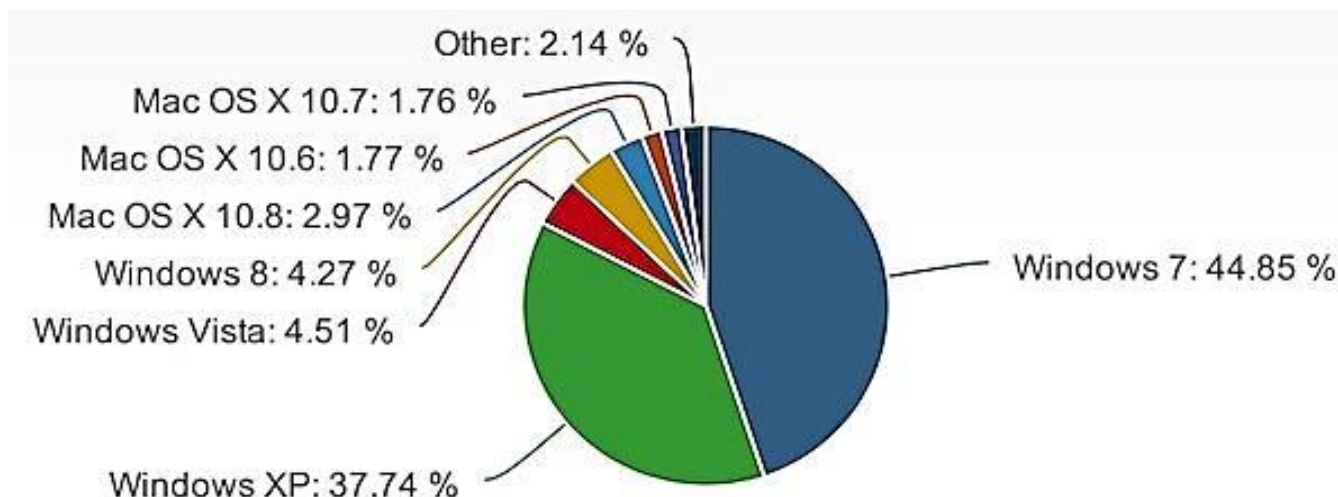
Another check box lets you "Permanently delete suspected junk e-mail instead of moving it to the Junk E-mail folder." However, there's a potential problem with this harder-line approach. Once in a while, messages you'd like to receive will wind up in the junk mail folder. Yes, it's an extra step, but it's safer to review your junk folder before permanently deleting messages.

Windows XP

Microsoft's XP operating system is still used on more than a third of the world's PC computers, according to figures from Net Applications. But, is it really still that popular?

XP was released in August of 2001, more than a decade ago. It got a new lease on life when, back in 2007, its successor, Vista, was declared -- at least initially -- a disaster. Recently, XP was shown to retain a robust 37.74 percent of all Windows installations worldwide, (see graph below) down only slightly from 38.31 percent 12 months ago. The continued dependence on XP is potentially a problem for a large segment of users because support for XP will end on April 8, 2014.

Windows XP D-Day will be here before you know it.



You usually don't care what other people are saying, until they start whispering

What really happens when you hit "Like" in Facebook

You've probably seen those pictures posted on Facebook that ask you to "type 'move' into the comments and watch what happens" or "If I get a million likes my dad will get me a car." They seem innocent enough, but they are big business, and you are not doing yourself any favors if you "Like" or "Comment".



The classic example is a colorful picture of a prism with the image from the cover of Pink Floyd's Dark Side of the Moon album in it. It was accompanied by the caption:

"OMG it really works! Step 1: Click on the Picture. Step 2: Hit Like. Step 3: Comment 'MOVE' - Then see the Magic!!"

You see in your news feed that your friends have liked and commented on the image, so clearly something amazing must happen when you interact as directed. So you click, you comment, and... nothing happens. Or at least you think nothing happens. But your activity has now spread this image and the page into the news feed of all your friends.

It's called **"Like Farming"**. Here's how it works.

Someone creates a page and starts posting photos, quotes or other innocent content. You **"Like"** the page and it now shows up regularly on your page. Anytime you click the post, that activity shows up in your friends Facebook page. The more likes the page gets, the more it shows up. The more comments each picture gets, the more power the page gets in the Facebook news feed algorithm. And that makes it more and more visible.

Perhaps the most famous of these "Spams" revolved around a girl called "Mallory". It went like this:

"This is my sister Mallory. She has Down Syndrome (sic) and doesn't think she's beautiful. Please like this photo so I can show her later that she truly is beautiful."

All very nice, but there was no Mallory. The picture was of a young girl named Katie whose mother was horrified that her daughter's image was being used for the scam.



So why would the owners of these pages go to such lengths to scam us into "Liking"? Obviously, because there's money to be made.

When the page gets enough fans (a hundred thousand or more) the owner might start placing ads on the page. Those ads then show up on your page. They could be links to an app, a game, or a service they want you to buy. It could be a "recommendation" for a product where the page owner gets a commission for every purchase made through the link. Or more dishonestly, the page owner could be paid to spread malware by linking out to sites that install viruses on your computer for the purposes of identity theft.

Like any form of Spam, these pages are valuable and can be bought and sold just like any other asset. Online message board, Warriorforum.com listed multiple sites for sale including one page with almost 500,000 fans of a particular hamburger - price tag - \$5000. Another site about "Cuddling" has over a million fans and was listed for sale for \$7000.

Facebook say selling pages is specifically against the terms of service and any page(s) that is sold or engages in fraudulent behavior can be removed. But clearly this is a cat and mouse game, with Like Farms popping up on a regular basis.

If you've liked something and now regret it, you can unlike it. Go to your profile, choose "more" then "likes" from the drop down menu – then "Unlike."

A big tip – don't **"Like"** anything.....

How Wireless Gadgets are breaking the Internet

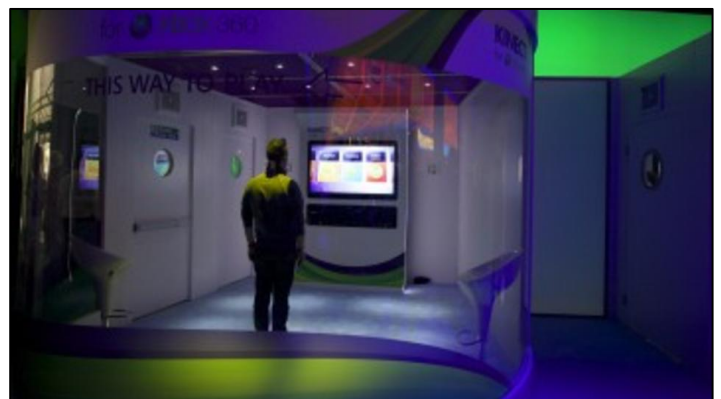
Behind all the dazzling mobile-ready electronics products on display at the recent International Consumer Electronics Show (CES) in Las Vegas was a looming problem - how to make the networks that support all those wireless devices (the iPads, iPhone etc) function robustly and efficiently.



The grand challenge is to overhaul the Internet to better serve an expected flood of 15 billion network-connected devices by 2015, many of them mobile, up from five billion today, according to Intel's estimates.

The Internet was designed in the 1960s to dispatch data to fixed addresses of static PCs connected to a single network, but today it connects a riot of diverse gadgets that can zip from place to place and connect to many different networks. As the underlying networks have been reworked and added-to to make way for new technologies, some [serious inefficiencies](#) and security problems have arisen. "Nobody really expects the network to crash when you add one more device but there is a sense this is more of a creeping problem of complexity."

Over the past year, fundamentally new network designs have taken shape and are being tested at universities around the United States under the National Science Foundation's Future Internet Architectures Project, launched in 2010. One key idea is that networks should be able to obtain data from the nearest location — not seek it from some specific data centre at a fixed address.



If you have a smart phone, an iPod, and a computer and you want to move data from one to the other, that data has to go via the 'ether' to a gigantic MSC somewhere in the clouds and then come back via the 'ether' to a device that is

only a foot away. All this takes up valuable bandwidth, wastes time and before long will choke up the internet completely. That's crazy.

Scientists are working on a process called “Named Data Networking” (NDN). Under NDN, data packets are assigned addresses that emphasize the information they contain — not just the IP address of where they came from or where they are going. These codes could, among other things, allow easy sharing of data directly between devices. Today data is shared from one device to another via a third party, in the NDN system, you just find the nearest copy of that data and grab it. Conceptually, this is pretty simple, but it is really a revolution.”

This data-centric concept would also allow security and privacy settings to be attached directly to the data, with different settings depending on how sensitive the data is, rather than relying on measures such as Virtual Private Networks (VPNs) and firewalls.

One thing is for sure, something is going to have to happen, relatively soon too – otherwise the whole internet will just clog up and we'll be back to sending telegrams instead of emails.

Don't ditch those old Morse skills just yet!!

Whether you believe you can do a thing or not, you are right.

The Blackberry.

It's been a tough couple of years for Research in Motion. The BlackBerry maker still has a faithful following of physical-keyboard loving users, but Apple, Samsung and cheaper smartphone makers from Asia have smashed RIM's market share. Its stock has fallen almost 90% in the last five years and recently posted another weak set of financials. Some say the new BlackBerry 10, (below) the new phone RIM launched on Jan. 30th, could be a make-or-break device.



So what's it like? RIM gave a demo of the phone's software at the Consumer Electronics Show 2013 (CES), unveiling some impressive features. Here are 10 of them, with a video of the demo below.

1. Carriers apparently like it. So far 150 of them from around the world are testing BlackBerry 10 in their labs, which means they'll almost certainly carry the phone. It is expected that 200 carriers will offer BB 10 later this year.
2. The phone is launching with more than 70,000 available apps, along with new features to BlackBerry Messenger that RIM will disclose at launch.

3. The phone takes away a physical “home” button — a bit like Nokia’s Lumia phones. It relies on lots of swiping gestures and shortcuts for one-handed use by on-the-go business types.
4. Based on software by QNX, allows users to have two personas on the device – one for work and one for private life, with separate background images and a password that can stop kids from accidentally calling someone’s boss. Users can swap between the two with a single gesture, and decide what content is deemed personal and accessible, or private and professional on the same device.
5. A new feature called BlackBerry Hub. This is a neat amalgamation of all notifications that users access by swiping in an “L” shape, up and to the left. When writing an email and a new one comes in, users can also swipe slightly to “peek” at the content, before continuing with their email. No need to press a button or delete any draft of the email.
6. BlackBerry Hub’s integration with Facebook, Twitter, Foursquare and LinkedIn with potential for other developers to allow their apps to integrate with the Hub too. Users don’t have to go into any of these applications to update their profiles or comment on these networks, but do it all in the Hub.
7. Quick context and aggregation. BlackBerry has created an apparently seamless system that allows you to get relevant information on people in your calendar. Swipe down to see the next appointment, then tap to see previous meetings you’ve had with the person, or what they last said to you in an email, or what a Google search on them brings up, or their LinkedIn profile, all within a couple of windows and without opening a browser.
8. A keyboard that learns. This applies to the touch-screen version of BlackBerry 10, since RIM is bringing out a second BB 10 device with a physical keyboard. The application scans every email or instant message you’ve sent and builds an algorithm to better predict what words you’ll type. Predicted words hover on the “frets” between the key rows, and you select them by flicking up with your thumb (see video below). Swipe down on the keyboard to get punctuation symbols; swipe backwards across the keyboard to erase a word. If you tend to type between the O and P, the keyboard will learn this and shift the touch actuator to lie between the two keys.
9. Language. Start typing the word “je” and the BlackBerry 10 keyboard automatically suggests French words..
10. RIM are yet to unveil a couple of extra features.

Overall, RIM is eagerly promoting BlackBerry 10 and later this year we should know if any of these new features will help RIM stay in the game.

See the video [HERE](#).

Windows 8 startup.

If you’re running a computer with the new Windows 8 software you’re probably wondering how it can start up so quickly when all versions prior to Win 8 took what seemed ages to boot. The answer is in what Microsoft call the “Fast Startup” and it works like this.



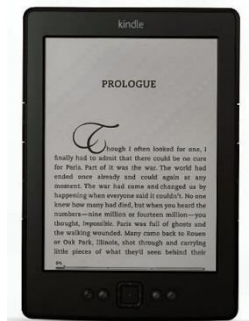
That operating system's core never shuts down all the way! When you issue a standard power-down command to Win8, it carries out a **hybrid shutdown**. Win8 first closes and terminates everything in the expected way. Next, it copies what's still running in RAM (primarily, the live core of the operating system — the system **kernel**) onto the hard drive. It then turns off the system hardware. When Win8 starts up after a hybrid shutdown, it performs a **hybrid boot**. As soon as the hardware's ready, the core of the OS reloads from the hard drive; Win8 then picks up right from where it left off. Thus, the OS itself is up and ready to go in a flash. You still have to reload your apps and data the normal way though.

That's how it works on most current hardware. However, on some of the newest systems, Win8 can employ an even faster option via a new kind of low-level firmware — [Unified Extensible Firmware Interface](#) (UEFI). The UEFI replaces the traditional Basic Input/Output System (BIOS) that's been a part of every PC since the first IBM PC shipped in 1981. Simply put, the BIOS boots and runs the PC until an operating system (Windows, Linux, etc.) wakes up and takes over. The BIOS has worked well for over 30 years, but with new hardware and software, it's showing its limitations. UEFI acts like a BIOS for operating systems that expect to see a BIOS, but it also adds new functions for UEFI-**aware** OS's, such as Win8.

On a UEFI-equipped PC, Windows 8 can have astonishingly fast startups, especially if the system is also equipped with a solid-state hard drive. How fast? Check out this [Microsoft video](#), which shows a Win8 laptop booting from dead-off to Start Screen in about seven seconds!

Kindle Reader

If you'd rather read your books electronically rather than the traditional paper versions, but don't want to have to buy a Kindle machine, fear not, now you can download all your books directly onto your computer and read them by downloading the FREE app from Amazon. You can get the reader [HERE](#).



Dementia

Dementia projections may be over-pessimistic. The risk of dementia is about 30-40 per cent lower among older men who use computers than among those who do not. This significant difference has been discovered from an eight-year study of more than 5000 Perth men aged 65-85.

A team at the University of Western Australia has been following a group of more than 19,000 men since 1996. "As the world's population ages the number of people experiencing dementia will increase to 50 million by 2025," said Professor Osvaldo Almeida at the UWA-affiliate, the Centre for Health and Ageing.

"If our findings are correct, the (projected) increase over the next 40 years may not be as dramatic as is currently expected." Prof Almeida said researchers wondered if computer use could make a difference. "We found that it did, and that there was a significant benefit," he said.

So!! Let the grand-kids buy their own, keep yours and keep using it..

Legend has it that there is a coffee bar in New York where, in the Ladies Room, there is a very special mirror. If one stands in front of the mirror and tells the truth, one is granted a wish. However, if one tells a lie ---*poof*----- they are instantly swallowed up by the mirror, never to be seen again. Soooooo....

A redhead of questionable looks walks into the ladies room and stands before the mirror and says, "I think I'm the most beautiful woman in the world." *Poof* the mirror swallows her up. Next a rather large brunette stands before the mirror and says, "I think I'm the sexiest woman alive". *Poof* the mirror swallows her.

Then, an absolutely gorgeous blond comes in and stands before the mirror and says, "I think...". *Poof*

Skype.

Few internet advances have compressed space between people as thoroughly as Skype. The internet telephony service began in 2003 and is now used by more than 300 million people. The plan was to spark new ways of behaviour when Swedish software designer Niklas Zennstrom met with Dane Janus Friis in Copenhagen. Both had experience in online music exchanges and wanted to try their hand at online telephony.



As with their prior project, Kazaa, they relied on peer-to-peer technology. Using a vast number of private computers is not just cheaper than setting up a central server as a hub but also makes it very difficult for attackers to knock the system out. Friis (right) mentioned the project, calling it Skyper – a combination of 'sky' and 'peer-to-peer' – to a Danish newspaper at the end of 2002. "We think it has the potential to get as big as Kazaa," he said. Skyper became Skype and it certainly did get as big as Kazaa, which later went out of existence. But it had some delicate first steps. The site was registered on April 23, 2003, with Estonian Ahti Heinla handling most of the programming.



Things really got going on August 29 that year with the release of the first Skype software. "When I tried to raise money for Skype, it took

almost a year,” Zennstrom (left) said, looking back at the rough first year. Internet telephony existed before Skype. US company Net2Phone was founded in 1996. In 2001, there was Vonage. But most of those relied upon SIP (Session Initiation Protocol). Skype came up with its own technology, “because SIP couldn’t deliver what we wanted,” said Friis in a 2003 interview.

That step allowed Skype to offer better speech quality with a simple set-up. Skype communications whether text, audio or video, are encrypted, with a method the company keeps secret. That initially made the service popular among those interested in privacy, though Skype has since agreed to release data in criminal investigations.

Skype’s software was downloaded 60,000 times in its first weeks in 2003. At times, its server was overwhelmed by demand. Its success also changed the telecommunications industry. “I knew it was over when I downloaded Skype,” said Michael Powell, former head of the US Federal Communications Commission, in 2004. “The world will now change inevitably.” By October 2004, there were more than one million Skype users.



However, there was resistance from established telecommunications companies, which tried to block Skype signals, calling into question the equal treatment of different kinds of data online. Legal action was required to clear the logjam but the image of Skype as a bunch of net rebels didn’t last long.

Skype was purchased by eBay in 2005 for about \$US3.1 billion (\$A3.03 billion), though it did not quite fulfil expectations and was sold on in 2009 to the Silver Lake investment group. But interest remained and Microsoft eventually purchased Skype for \$US8.5 billion (\$A8.30 billion). The company recorded another milestone at the start of April, logging more than two billion minutes of chats and telephone calls a day. It claims 300 million users are active at least once a month. At peak times, 50 million users are simultaneously linked, with duration of use up 58 per cent in the first quarter over the same period in 2012.

I was having trouble with my computer, so I called Eric, the 11 year old kid next door, whose bedroom looks like Mission Control and asked him to come over. Eric clicked a couple of buttons and solved the problem. As he was walking away, I called after him, 'So, what was wrong? He replied, 'It was an ID ten T error.' I didn't want to appear stupid, but nonetheless inquired, 'An, ID ten T error? What's that? In case I need to fix it again. 'Eric grinned.... 'Haven't you ever heard of an ID ten T error before? 'No,' I replied. 'Write it down,' he said, 'and I think you'll figure it out.' So I wrote down: ID10T

I used to like Eric, the little bastard.

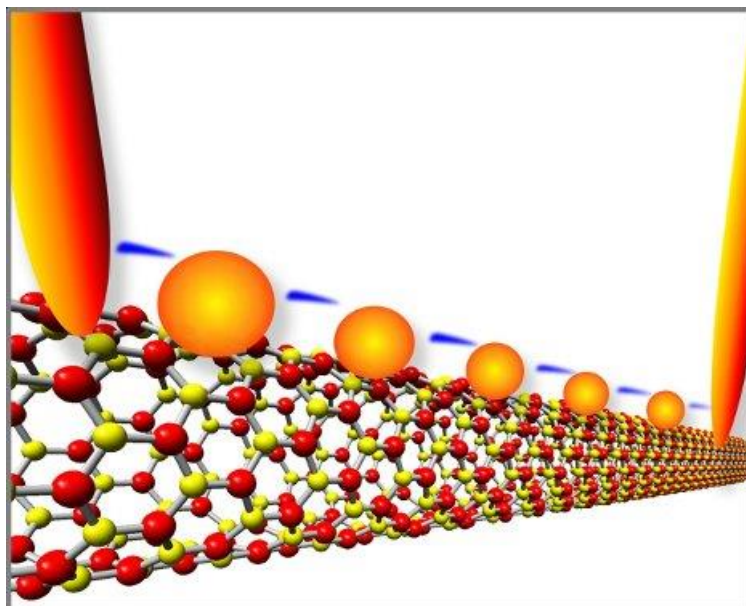
Beyond Silicon: Transistors without Semiconductors

For decades, electronic devices have been getting smaller, and smaller, and smaller. It's now possible—even routine—to place millions of transistors on a single silicon chip. But transistors based on semiconductors can only get so small. "At the rate the current technology is progressing, in 10 or 20 years, they won't be able to get any smaller," said physicist Yoke Khin Yap of Michigan Technological University. "Also, semiconductors have another disadvantage: they waste a lot of energy in the form of heat."



Scientists have experimented with different materials and designs for transistors to address these issues, always using semiconductors like silicon. Back in 2007, Yap wanted to try something different that might open the door to a new age of electronics. "The idea was to make a transistor using a nanoscale insulator with nanoscale metals on top," he said. "In principle, you could get a piece of plastic and spread a handful of metal powders on top to make the devices, if you do it right. But we were trying to create it in nanoscale, so we chose a nanoscale insulator, boron nitride nanotubes, or BNNTs for the substrate."

Yap's team had figured out how to make virtual carpets of BNNTs, which happen to be insulators and thus highly resistant to electrical charge. Using lasers, the team then placed quantum dots (QDs) of gold as small as three nanometers across on the tops of the BNNTs, forming QDs-BNNTs. BNNTs are the perfect substrates for these quantum dots due to their small, controllable, and uniform diameters, as well as their insulating nature. BNNTs confine the size of the dots that can be deposited.



Electrons flash across a series of gold quantum dots on boron nitride nanotubes. Michigan Tech scientists made the quantum-tunnelling device, which acts like a transistor at room temperature, without using semiconducting materials.

They fired up electrodes on both ends of the QDs-BNNTs at room temperature, and something interesting happened. Electrons jumped very precisely from gold dot to gold dot, a phenomenon known as quantum tunnelling. "Imagine that the nanotubes are a river, with an electrode on each bank. Now imagine some very tiny stepping stones across the river," said Yap. "The electrons hopped between the gold stepping stones. The stones are so small, you can only get one electron on the stone at a time. Every electron is passing the same way, so the device is always stable."

Yap's team had made a transistor without a semiconductor. When sufficient voltage was applied, it switched to a conducting state. When the voltage was low or turned off, it reverted to its natural state as an insulator.

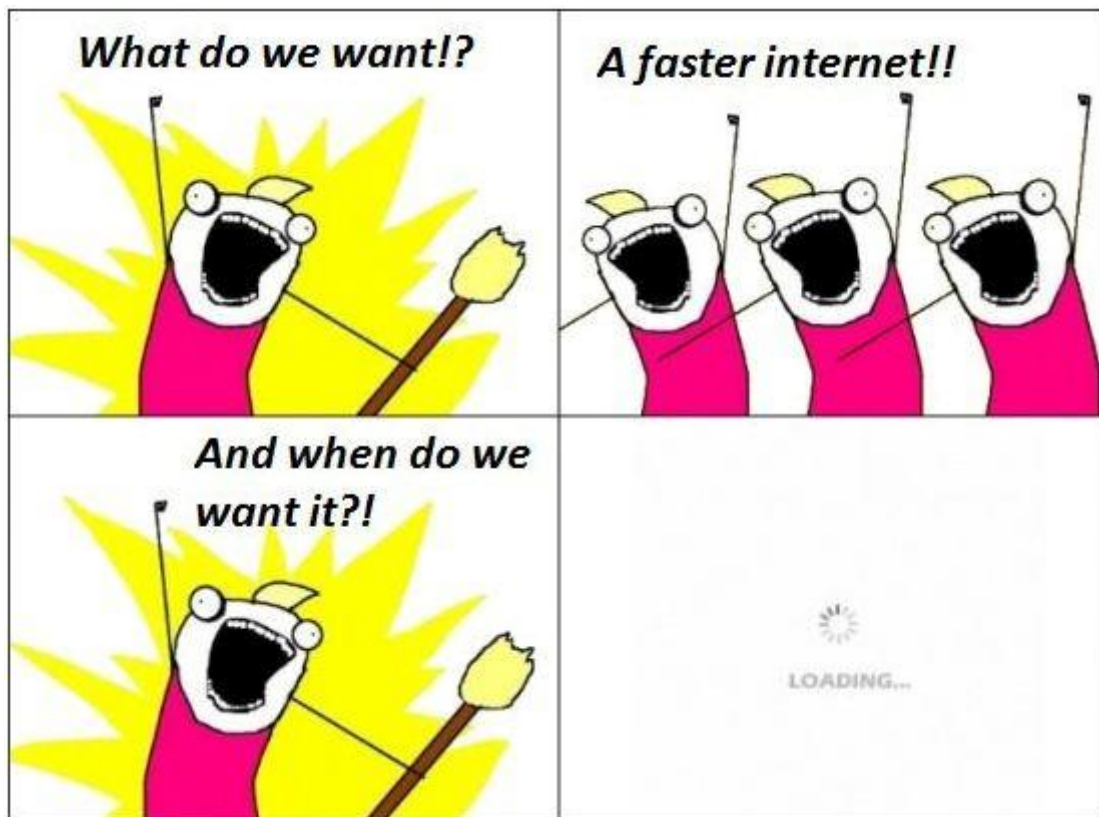
Furthermore, there was no “leakage”: no electrons from the gold dots escaped into the insulating BNNTs, thus keeping the tunnelling channel cool. In contrast, silicon is subject to leakage, which wastes energy in electronic devices and generates a lot of heat.

Other people have made transistors that exploit quantum tunnelling, however, those tunnelling devices have only worked in conditions that would discourage the typical cell-phone user, they only operate at liquid-helium temperatures.

The secret to Yap’s gold-and-nanotube device is its submicroscopic size: one micron long and about 20 nanometers wide. The gold islands have to be on the order of nanometers across to control the electrons at room temperature, because if they are too big, too many electrons can flow. In this case, smaller is truly better: Working with nanotubes and quantum dots gets you to the scale you want for electronic devices.

Theoretically, these tunnelling channels can be miniaturized into virtually zero dimension when the distance between electrodes is reduced to a small fraction of a micron.

There is going to be some amazing stuff out there in 20 years, that’s for sure.





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878 Rookies Course. (27Sept1967)

The next three photos were sent to us by Peter Smith.



Standing L-R: Peter MacLauchlan Qld.; Michael Reiken Qld.; Ray Lambert NSW; Barry Wicks Qld.; Ken Luck Qld.; William Darby NSW; Gordon Jarvis NSW; **Peter Smith Qld.**; Donald Douglas Qld.; Darryl Stanley Qld.; Colin Broomham NSW; Karan Davidson Vic.; George Turner NSW (formerly Scotland); Greg Vogel NSW; Gerry Hartmann SA; Donald Otto Qld.; Edgar Grabbis SA.

Kneeling L-R: Des Carney Qld.; Gary Wade NSW; Ronald Kelly Qld.; Len Bowers Qld.; Cpl. B Hamilton (Drill Instructor, formerly of the UK); Paul Ambrose Qld.; Frank Frith UK (Course Orderly); Robert Braden Qld.; Owen Krummel Qld.

Peter says, "There were 25 recruits as well as the Drill Instructor in the photo. Queenslanders made up the largest contingent (14) with the New South Welshmen coming second (7); South Australia (2); Victoria (1) and one from the UK.

On our course banner there are 26 recruits listed. The extra one is P Nuske. I can't remember what happened to him. While on course we did a trip in a DC3 to East Sale to do crowd control for an open day there, 9th -12th of September. A guard of honour is also listed on our banner for 15th of September but I can't remember what the occasion was".

Peter says after Rookies, his RAAF career started out at Wagga where he joined 124 Trainee Mechanics Course, held at Forest Hill from 1967 to 1968.

If you can't remember whether or not you called your mother, you didn't!

124 Mechanics Course



Back row L-R: Bob Clarke PNG.; Sam Barton Qld.; John Glover NSW; Nick Vermuleun SA (originally from the Netherlands); **Peter Smith Qld.**; ? Mackay; Lee Dean SA; Dennis Weiland Qld.

Middle row L-R: Mike Reiken Qld.; ? Burns SA; Gordon Jarvis NSW; Wayne Henry SA; Sid Slater Qld.; Barry Wicks Qld.; Peter McLachlan Qld.; Owen Krummel Qld.; Ray Lambert NSW;

Sitting L-R: Ron Kelly Qld.; Ken Luck Qld.; Richard Holtsbrum Tas.; Robert Cooling NSW; Frank Horne Qld.; Flying Officer Baxter Qld.; Wayne Wilson SA; Robin McLaren Qld.; John Williams NSW; John Kiszko WA.

In hospital at the time; George Turner NSW; Peter Ward SA.

The motherly advice you ignore will always turn out to be the best advice she ever gave you.

23 RMT (Air) June 1968

Peter says, "The Mech phase was from 23rd May 1968 to 20th November 1968. The Tech phase was 6th December 1968 to 22nd August 1969. Up until shortly before that the Mech phase and the Tech phases were spaced apart (41 RTC was the last Tech only course – tb) The photo was taken by the RAAF Central Photographic Establishment, Laverton, on 13 June 1968.

It shows 26 airmen and I have only recorded their last names on the back of the photo. I have a wall hanging that records the names of the 23 men that graduated from the course. (Three must have dropped out.) The names on the wall hanging have the initials of the first names though.



Back Row L-R: Miller D (QLD), Scotcher ?, Towle J (NSW), McGuin M (course orderly) (QLD), Williams C (NSW), Vermeulen Nick (SA), **Smith Peter (QLD)**, Burton, Johnson L (VIC), Sanderson T (QLD), Kingston G (QLD), Tyler R (VIC).

Middle Row L-R: Koch H (VIC), Bunker D (SA), Veaudry H (QLD), Heath ?, Bruce G (QLD), Turner ?, Lacey R (QLD), Darker ?.

Front Row L-R: McGowan ?, Kochivathkin R (QLD), Tolley J (QLD), Gurerra ?, Prein K (QLD), Brand E (NSW).

"8 of the blokes in the pic didn't graduate with us, they are Scotcher, Burton, Heath, Turner, Darker, McGowan and Gurerra. I don't know if they graduated on a later course or remustered.

Missing from the pic and who did graduate with us are 4 blokes who I think came down from an earlier course, they are Cummmings L (NSW), Element A (QLD), Haynes G (WA), Henley R (NSW) As was usual at the time, the bulk of the course was made up of Queenslanders.

After Radschool, I went on to 481 Maintenance Squadron, Cyrano Section, at Williamston.”

If you think you have any secrets from your mother,
remember who was it changed your nappies.

Some nostalgia from Rod McLeod.



L-R: Ken Western, Dennis Smedley, John Baker, Rod McLeod, Bob Davis

This will scare you <http://rod-stuff.com/RAAFband.html>

Never lie to your mother!!
And if you do, never think you got away with it – because odds on, you didn't!.

1971 Ground Radtech Course.



Emma Husband send us this pic, she asks: "Can anyone identify any of the people in this photo? It was (we believe) taken at a Ground RADTECH Course in 1971 at RAAF Laverton. End of Course drinkies. We don't know the Course number - can't read the banner unfortunately. Any help would be greatly appreciated."

Please let us know if you can help and we'll pass it on.

Today I broke my personal record for most consecutive days lived.

Last of the WRAAFs at Ballarat - (1961)

Audrey Webb, who was Audrey McDonald back then, gave us these photos. Unfortunately the pics aren't all that clear, but back then the cameras weren't all that smart either.



Left – Maureen O’Sullivan (is that a cigarette??)



L-R: Pat Elder, Mavis Cordwell and Judy Gale.



L-R: Sylvia Baldwin
and Kay Nicholls

Audrey (right) says she and Mavis Cordwell, Judy Gale, and Kay Nicholls went down to Laverton, so they can say they saw the closure of one base and the opening of the other.

Audrey is a lovely person, but unfortunately she barracks for Carlton, oh well, we can't all be perfect!!



Kev Trimmer sent us these pics.



Lockheed P2V-7 (SP-2H)
Neptune.

There were two Neptunes on display at RAAF Townsville until Cyclone Yasi in 2011 wiped out Aircraft 279 and then a tornado in March 2012 wiped out aircraft 280. This is the wonderful result of both aircraft re-assembled to make one and then displayed at the front gate.

Accomplishments are made possible by your mother - failures are your own fault.



Iroquois A2 488 on display at
the end of the strip where
Duckworth Street meets
Ingham Road

DHC-4 Caribou A4-199 outside the quarters of RAAF Townsville. The pic was taken through the perimeter fence



The longer it's been since you cleaned your house,
the more likely it is that your mother will visit.

Panic Night – Rookies, 1987.

Chrissy Hart, who was Christina Martin in her WRAAF days, sent us these pics.

Below, attacking the floor with the old polisher. These things had a mind of their own and if you weren't watching what you were doing they would take over and bash into things with the force of a D9.

Wonder what happened to them when Panics were finally done away with, the RAAF must have had hundreds of them.



L-R: Jane Raymond and Sue Mayor
Polishing the floors of Block 95, 1RTU RAAF Edinburgh.

Never tell your mother you have nothing to do. She can and will always find something.

Below, Block 95 pre inspection, Tuesday morning, before heading off to work for the day, hoping everything is OK as there is nothing more demoralizing than a re-Panic!!



L-R: ACWRs Tracey Smith, Jane Raymond, Lisa Vorgias and Sue Mayor, 1987. Nice bedrolls!

ANZAC Day in Darwin, 1989.



Medasst girls L-R: Shirley Bouma, Tracey Kenworthy, Carrie Hussin and Chrissie in the old Truscott Club beer garden. ANZAC Day 1989.

The Truscott Club was the Airmen's boozer, built in the 1970s. It became very popular in the 80s and 90s, rumour had it that it was the most profitable boozer in the RAAF. I remember counting the takings during one exercise when I was on the club committee when it made 10 grand in one weekend (remember this was the early nineties!). Unfortunately the old club was bulldozed in the name of progress during the late nineties and is now a car park. I will always remember the pool party night where everyone got drenched with the fire hose!

Mothers can always tell you a better way to do something - after you've already done it



Out in the shed with Ted.

Ted McEvoy

Gold Commendation award.



L-R: Air Marshal, Mark Binskin, Vice Chief Defence Force, Squadron Leader, Vince Chong.

Squadron Leader Vince Chong received a VCDF (Vice Chief Defence Force) commendation on May 22 in recognition of his efforts as Chairman of the Defence Gay, Lesbian, Bisexual, Transgender and Intersex Information Service (DEFGLIS).

It was SQNLDR Chong's efforts that resulted in a milestone decision allowing ADF personnel to march in uniform at the Gay and Lesbian Mardi Gras parade in Sydney earlier this year. This, in effect, links Defence to the DEFGLIS cause. Who is Sqn Ldr Vince Chong? See [HERE](#).

In my opinion, Defence should be a non-political and non-religious establishment and should not be associated with causes of any nature.

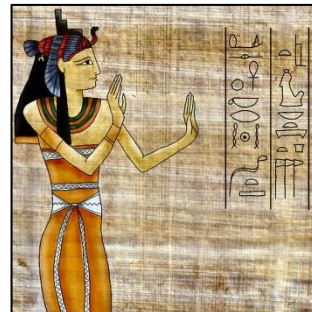
Bernard Gaynor, who is in Military Intelligence with the Army Reserve, feels very strongly about this, you can read his thoughts [HERE](#).

Twenty four hour day! – Why??

Why do we have twenty four hours in a day as opposed to twenty, or twelve, or any other division of time?

To uncover the mystery of the twenty-four hour day we need to take a trip back to ancient Egypt.

While many cultures around the world used a base-10 system (largely in part because they began their exploration of mathematics by counting their ten fingers), ancient Egyptians used a base-12 system. Instead of counting their individual digits, Egyptians instead counted the knuckles of each finger using their thumbs as pointers (four fingers on each hand, three knuckles per hand, twelve total units).



It was this base-12 system that led the Egyptians to divide the day into 24 hours (two divisions of 12). What's even more interesting about the Egyptian division of the day is that light and darkness each had their own 12 hours, so in the summer when the daylight hours were extended the 12 hours of the day were longer and the 12 hours of the night were shorter. Individual hours of the day did not have a fixed length until Greek mathematicians proposed such an arrangement in order to facilitate easier calculations. Even then the length of individual hours remained largely fluid until the advent of mechanical clocks nearly fifteen centuries later.

So now you know!!

A woman without a man is like a fish without a bicycle.

Time travel.

It turns out that there's a scientific and logical explanation for why people (mostly men) spend so much time in pubs and only get home in the early hours of the morning. The reason for this odd behaviour is based on Einstein's famous Relativity Theory.

It works like this:

It is a well-known fact that the more you drink, the faster you move. After about 8 schooners (or 4 double Bundy and cokes), you're moving at close to the speed of light and this is where Einstein enters the picture. According to his Relativity Theory, anybody moving at, or close to the speed of light, undergoes Time Dilation, i.e. time for you in the pub passes slower than for an observer outside the pub.

Complicated calculations have shown that the pub becomes a type of time



machine:- for every half-hour spent inside the pub, something like two hours pass outside the pub.

A typical situation is: "OK guys, it's 8 o'clock, I'm gonna surprise the family and get home early!!" However, the moment this person steps outside the pub, the time travel effect is negated by negative radiation from the environment, and he/she then goes: "Why is it so quiet?? OMG!!! It's half past one!! WHAT HAPPENED???!!!?" and the answer, of course, is Time Dilation!!

I've tried to explain this to outside observers, but so far nobody (except fellow time travellers) has been able or willing to understand the sound scientific basis of this phenomenon.

Common sense is like deodorant, those that need it never use it.

Forgotten Vietnam vets demand due recognition for battles of Coral-Balmoral.

Ian McPhedran



Retired Major General Peter Phillips, D Company Commander, Vietnam
at home in Canberra with ten-year-old grand daughter Sarah.

The battle of Coral-Balmoral was one of the most ferocious yet least known campaigns of the Vietnam War.

In 26 days of torrid fighting during major enemy assaults on their fire support bases, 25 young Australian soldiers from the 1st and 3rd Battalions were killed and almost 100 wounded. More than 270 enemy were killed and dozens wounded and 11 prisoners taken.

May, 2013, marks the 45th anniversary of the battles of Coral-Balmoral with veterans still wondering why the fighting has not been given the historical recognition it deserves. The two bases, north of Bien Hoa, were established to disrupt enemy troops withdrawing from Saigon during the so-called "Mini-Tet" offensive under an operation codenamed Toan Thang. Australian troops supported by Centurion tanks repelled numerous frontal enemy assaults by well-trained North Vietnamese Army regular troops and Vietcong guerrillas.



Retired Major General Peter Phillips,(centre) then Major Phillips,
D Company Commander, in Vietnam in 1968.

The first attack occurred at Coral on May 12 and Balmoral was hit at 2.30am on May 26. Retired Major General Peter Phillips was an infantry Major and the commanding officer of Delta Company 3 RAR at Coral-Balmoral. The former national president of the RSL this week recalled the largest actions fought by diggers over the longest period of time for the entire war. He conceded that Coral-Balmoral had been overshadowed by Long Tan where 18 Australians died in August 1966 when they defeated a vastly larger force and he said he had "no beef at all about that."

But General Phillips, who was awarded the Military Cross in August 1968, said he had always wondered why the battles had not been given the recognition they deserved in the official and unofficial histories of the war.

"Balmoral was the high point for 'D' Company," he said. "We had been there for six months and we were at our peak at that time." The Company took the brunt of the initial assaults on Balmoral and while he would have liked his men to have been better dug in, Phillips said his machine gunners and diggers did a marvellous job in keeping the enemy off the wire.

"I am not aware of any breeches and we were very lucky to have the tanks and their devastating fire power," he said.

Australian and Kiwi arterially units also did a great job supporting the troops and providing superior fire power. General Phillips said he was saddened by the age of many of the enemy troops who were mere boys. He said he also found it hard to justify the war despite the fact that it was professionally very satisfying.

"I still regret the loss of seven of my men during the year that we were there. They were all good, down to earth Aussies."

Operation Toan Thang marked a watershed for the Australian Task Force with commanders forced to review tactics following the close calls during several key battles. Intelligence would play a greater role in determining patrol strength and quick reaction forces and rapid indirect fire support were stood up to back-up sub-units in the field. The combined arms team approach still applies today.

Coral-Balmoral also proved once and for all the value of heavy armour as the tanks were credited with winning the day on several occasions. That led to the Army resisting all attempts to this day to remove tanks from the order of battle.

General Phillips, who also served in the Malayan Emergency, served in the Army for another 20 years after his "life changing" experience in Vietnam. He is now retired and lives in Canberra where he enjoys the company of his five grandchildren.

Show me a man with both feet firmly on the ground,
and I'll show you a man who can't get his pants off.

Everybody has a little bit of Hero in him/her – have a look at [THIS](#).

Atomic bomb explosion "Baker" - Bikini Atoll 1946.

The photo below was taken seconds after the underwater blast of the Bikini atoll A-bomb test "Baker" in July 1946.



This is the blast which destroyed many of the old and expendable ships of the target fleet, which included the ex-German cruiser Prinz Eugen, the surrendered Japanese battleship Nagato, and the USN veteran ships Saratoga, Nevada and Arkansas among many others.

If the photo is examined in large format (click the pic), a long black shape can be seen on the right hand side of the column of water forming the "stalk" of the familiar mushroom cloud.....This is the USS Arkansas, having been lifted by the power of the explosion and water pressure, and the entire 550 foot long 27,000 ton battleship has been stood vertically for a split second before being smashed to the bottom of the lagoon!

Don't cry because it's over, smile because it happened

Technology tips.

These little-known technology tips will help you to use any computer like a pro. Even if you think you're tech-savvy, we bet there's at least one tip in here you didn't know.

One

When scrolling on the web, don't pick up the mouse and use the scroll wheel – it's a waste of time. Instead, hit the Spacebar to scroll down exactly one page. To go back up, hold down the Shift key, then hit the Spacebar.

Two

When filling in forms on the web, such as your address, hit the Tab key to move from box to box. When you come to a drop-down menu, such as choosing your country of residence, don't use the mouse to open it. Instead, when you have tabbed across to it, type the first letter of the country you want – if you keep pressing A it will sort through the countries beginning with A, eventually bringing you to Australia.

Three

To increase the size of text on the web, hold down the Control (Ctrl) key and press the + key. To make it smaller again hold down the Ctrl key and press the - key. If you are using a Mac, replace the Control key with the Command key.

Four

When highlighting a word, don't drag your cursor over it. To highlight a single word, simply double click it. If you wish to delete highlighted text, don't bother hitting the Delete key. Instead, simply start typing – the highlighted text will automatically be overwritten.

Five

Google is not just a search tool – it is also a dictionary. Type 'Define', followed by the word you want defined, and Google will give you an answer. You can also use Google as a unit and currency converter. For example, typing '1AUD to USD' will give you the current conversion rate from Australian Dollars to US dollars. You can also try '3.4 cups to tablespoons' to get a unit conversion – this is very handy when cooking.

Home-made Moszy trap.

Nothing mucks up a barbecue quicker than a mosquito attack. Luckily, you can do something about that and it's easy. Here is a homemade trap which will help keep you and your fellow barbecuees safe from being blood donors!!! This is what you'll need

1 x 2 litre plastic bottle
¼ cup of brown sugar

1 cup of water
1 gram of yeast

How!

1. Cut the plastic bottle in half.
2. Mix brown sugar with hot water. Let cool. When cold, pour in the bottom half of the bottle.
3. Add the yeast. No need to mix. It creates carbon dioxide, which attracts mosquitoes.
4. Place the funnel part, upside down, into the other half of the bottle, taping them together.



5. Wrap the bottle with something black, leaving the top uncovered, and place it outside in an area away from your normal gathering area. (Mosquitoes are also drawn to the color black.)

How's this??



How aviation started in the USA

In 1910, mighty Martin Marietta got its start in an abandoned California church. That's where Glenn L. Martin, with his amazing mother Minta Martin and their mechanic Roy Beal, constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barbershop is still operating.

The Lockheed Company built the first of their famous Vegas in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator was in jail for smuggling Chinese illegal's up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' he would be able to lease the town's airfield for \$50 a month -- BUT he also had to agree to fly North and East -- not South!



Northrop's original location was an obscure Southern California hotel. It was available because the police had raided the hotel, and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman who travelled the county fair, and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers, purchase the necessary wood, linen, and wire. His mother, Minta and, two men ran the factory while Glenn risked his neck gadding about the country. One of his workers was 22-year old Donald Douglas, who was the entire engineering department. A Santa Monica youngster named Larry Bell, who later founded Bell Aircraft which today is Bell Helicopter Textron ran the shop.



Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boeing to fly.

Later, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At this same time, Bill Boeing hired away Glenn's personal mechanic. After Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.

Still chafing from having his best mechanic 'swiped,' a trick he later often used himself, Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes, and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes...that interestingly, had its own remarkable resemblance to the Glenn Curtiss' planes.

A few years later, when the Great depression intervened, and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats, and furniture for wealthy friends.

After WW-I, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co. in Dayton plus the Martin Company in L.A...a merger that became the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out taking Larry Bell, and other key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued when the future aviation legend, Donald Douglas, was persuaded

by Glenn to join his team. The Martin MB-1 quickly emerged from the team's efforts, and became the Martin Bomber.

Although too late to enter WW-I, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships, and cruisers to prove its worth. He was later court martialled for his effort.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.



Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A., rented a barbershop's rear room, and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster. (below)



A couple of years later, Claude Ryan bought the Cloudster, and used it to make daily flights between San Diego, and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's ride-to-fame in the 'flying fuel tank' christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness,

Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster, and prowled around. The abandoned studio became Douglas Aircraft's first factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. Gordon Scott had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

Denham Scott wrote, "My first association with the early aviation pioneers occurred when I paid my brother, Gordon, a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty, and Douglas Aircraft Company had no money to pay janitors".

Gordon introduced me to a bloke called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. All of them worked together on the Douglas Aircraft's 'World Cruiser' designs.

While working in his home after work, and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan. and together they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines, and high performance. Soon Amelia Earhart, and others flew the Vega to break many of aviation's world records.

Denham Scott had the distinct pleasure of spending time with Ed Heinemann (left) who later designed the AD, A3D and A4D. His father would fly to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops, and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had achieved the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!



In May 1927, Lindbergh flew to Paris, and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it, and had it entered in an air race from California to Honolulu. The Vega was made almost entirely of wood.

In June 1927, Gordon Scott left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster, and ten lives were lost. The Vega, and Gordon Scott vanished, however, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2, and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans...as it initiated the Southern California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in -- a barber shop's back room -- a vacant church -- an abandoned cannery -- it became a forest of mighty oaks.

Sometimes

Sometimes....when you cry.... no one sees your tears.
Sometimes....when you are in pain.... no one sees your hurt.
Sometimes....when you are worried.... no one sees your stress.
Sometimes....when you are happy.... no one sees your smile.
But FART !! - just ONCE

Bill delivers improved Military Compensation arrangements.

A Bill outlining improved military compensation arrangements passed through Parliament on the 27th June. It is claimed that the Bill will deliver increased support to the veteran and defence communities and their families.

You can read the Press Release from the office of Warren Snowdon [HERE](#) and if you're interested, you can see the 2013 – 2014 DVA Budget [HERE](#).

The Japanese Zero and how the US learned to fight it...

In April 1942 thirty-six Zeros attacking a British naval base at Colombo , Ceylon, now Sri Lanka, were met by about sixty Royal Air Force aircraft of mixed types, many of them obsolete. Twenty-seven of the RAF planes went down: fifteen Hawker Hurricanes (of Battle of Britain fame), eight Fairey Swordfish, and four Fairey Fulmars. The Japanese lost one Zero.

Five months after America's entry into the war, the Zero was still a mystery to U.S. Navy pilots. On May 7, 1942, in the Battle of the Coral Sea, fighter pilots from the US aircraft carriers Lexington and Yorktown fought the Zero and didn't know what to call it. Some misidentified it as the German Messerschmitt 109.



A few weeks later, on June 3 and 4, warplanes flew from the Japanese carriers Ryujo and Junyo to attack the American military base at Dutch Harbor in Alaska's Aleutian archipelago. Japan's attack on Alaska was intended to draw remnants of the U.S. Fleet north from Pearl Harbor, away from Midway Island , where the Japanese were setting a trap. The scheme ultimately backfired when US Navy pilots sank four of Japan's first-line aircraft carriers at Midway, giving the United States a major turning-point victory.

In the raid of June 4, twenty bombers blasted oil storage tanks, a warehouse, a hospital, a hangar, and a beached freighter, while eleven Zeros strafed at will. Chief Petty Officer Makoto Endo led a three-plane Zero section from the Ryujo, whose other pilots were Flight Petty Officers Tsuguo Shikada and Tadayoshi Koga. Koga, a small nineteen-year old, was the son of a rural carpenter. His Zero, serial number 4593, was light grey, with the imperial rising-sun insignia on its wings and fuselage. It had left the Mitsubishi Nagoya aircraft factory on February 19, only three-and-a-half months earlier, so it was the latest design.



Shortly before the bombs fell on Dutch Harbor that day, soldiers at an adjacent Army outpost had seen three Zeros shoot down a lumbering Catalina amphibian. As the plane began to sink, most of the seven-member crew climbed into a rubber raft and began paddling toward shore. The soldiers watched in horror as the Zeros strafed the crew until all were killed. The Zeros are believed to have been those of Endo, Shikada, and Koga.

After massacring the Catalina crew, Endo led his section to Dutch Harbor, where it joined the other eight Zeros in strafing. It was then (according to Shikada, interviewed in 1984) that Koga's Zero was hit by ground fire. An Army intelligence team later reported, "Bullet holes entered the plane from both upper and lower sides." One of the bullets severed the return oil line between the oil cooler and the engine. As the engine continued to run, it pumped oil from the broken line. A Navy photo taken during the raid shows a Zero trailing what appears to be smoke. It is probably oil, and there is little doubt that this is Zero 4593.

After the raid, as the enemy planes flew back toward their carriers, eight American Curtiss Warhawk P-40's shot down four Val (Aichi D3A) dive bombers (below) thirty miles west of Dutch Harbor. In the swirling, minutes-long dogfight, Lt. John J. Cape shot down a plane identified as a Zero. Another Zero was almost instantly on his tail. He climbed and rolled, trying to evade, but those were the wrong manoeuvres to escape a Zero. The enemy fighter easily stayed with him, firing its two deadly 20-mm cannon and two 7.7-mm machine guns. Cape and his plane plunged into the sea. Another Zero shot up the P-40 of Lt. Winfield McIntyre, who survived a crash landing with a dead engine.



Endo and Shikada accompanied Koga as he flew his oil-spewing airplane to Akutan Island, twenty-five miles away, which had been designated for emergency landings. A Japanese submarine stood nearby to pick up downed pilots. The three Zeros circled low over the green, treeless island. At a level, grassy valley floor half a mile inland, Koga lowered his wheels and flaps and eased toward a three-point landing. As his main wheels touched, they dug in, and the Zero flipped onto its back, tossing water, grass, and gobs of mud. The valley floor was a bog, and the knee-high grass concealed water.

Endo and Shikada circled. There was no sign of life. If Koga was dead, their duty was to destroy the downed fighter. Incendiary bullets from their machine guns would have done the job. But Koga was a friend, and they couldn't bring themselves to shoot. Perhaps he would recover, destroy the plane himself, and walk to the waiting submarine. Endo and Shikada abandoned the downed fighter and returned to the Ryujo, two hundred miles to the south.



The Ryujo was sunk two months later in the eastern Solomons by planes from the aircraft carrier Saratoga . Endo was killed in action at Rabaul on October 12, 1943, while Shikada survived the war and eventually became a banker.

The wrecked Zero lay in the bog for more than a month, unseen by U.S. patrol planes and offshore ships. Akutan is often foggy, and constant Aleutian winds create unpleasant turbulence over the rugged island. Most pilots preferred to remain over water, so planes rarely flew over Akutan. However, on July 10 a U.S. Navy Catalina (PBY) amphibian returning from overnight patrol crossed the island. A gunner named Wall called, "Hey, there's an airplane on the ground down there. It has meatballs on the wings." That meant the rising-sun insignia. The patrol plane's commander, Lt. William Thies, descended for a closer look. What he saw excited him.

Back at Dutch Harbor , Thies persuaded his squadron commander to let him take a party to the downed plane. No one then knew that it was a Zero.

Ens. Robert Larson was Thies's copilot when the plane was discovered. He remembers reaching the Zero. "We approached cautiously, walking in about a foot of water covered with grass. Koga's body, thoroughly strapped in, was upside down in the plane, his head barely submerged in the water. "We were surprised at the details of the airplane," Larson continues. "It was well built, with simple, unique features. Inspection plates could be opened by pushing on a black dot with a finger. A latch would open and one could pull the plate out. Wingtips folded by unlatching them and pushing them up by hand. The pilot had a parachute and a life raft." Koga's body was buried nearby. In 1947 it was shifted to a cemetery on nearby Adak Island , and later, it is believed, his remains were returned to Japan .

Thies had determined that the wrecked plane was a nearly new Zero, which suddenly gave it special meaning, for it was repairable. However, unlike U.S. warplanes, which had detachable wings, the Zero's wings were integral with the fuselage. This complicated salvage and shipping. Navy crews fought the plane out of the bog.



The tripod that was used to lift the engine, and later the fuselage, sank three to four feet into the mud. The Zero was too heavy to turn over with the equipment on hand, so it was left upside down while a tractor dragged it on a skid to the beach and a barge. At Dutch Harbor it was turned over with a crane, cleaned, and crated, wings and all. When the awkward crate containing Zero 4593 arrived at North Island Naval Air Station, San Diego, a twelve-foot-high stockade was erected around it inside a hangar. Marines guarded the priceless plane while Navy crews worked around the clock to make it airworthy. There is no evidence the Japanese ever knew the aircraft had been salvaged.

In mid-September Lt. Cmdr. Eddie R. Sanders studied it for a week as repairs were completed. Forty-six years later he clearly remembered his flights in Koga's Zero. "My log shows that I made twenty-four flights in Zero 4593 from 20 September to 15 October 1942," Sanders said. "These flights covered performance tests such as we do on planes undergoing Navy tests."

"The very first flight exposed weaknesses of the Zero that US pilots could exploit with proper tactics. The Zero had superior manoeuvrability only at the lower speeds used in dog fighting, with short turning radius and excellent aileron control at very low speeds. However, immediately apparent was the fact that the ailerons froze up at speeds above two hundred knots, so that rolling manoeuvres at those speeds were slow and required much force on the control stick. It rolled to the left much easier than to the right. Also, its engine cut out under negative acceleration, as when nosing into a dive, due to its float-type carburettor. The US now had an answer for its pilots who were unable to escape a pursuing Zero. They were told to go into a vertical power dive, using negative acceleration, if possible, to open the range quickly and gain advantageous speed while the Zero's engine was stopped.

At about two hundred knots, they were instructed to roll hard right before the Zero pilot could get his sights lined up. This recommended tactic was radioed to the fleet and soon the welcome answer came back: "It works!" Thus by late September 1942 Allied pilots in the Pacific theatre knew how to escape a pursuing Zero.

The Zero was added to the U.S. Navy inventory and assigned its Mitsubishi serial number. The Japanese colours and insignia were replaced with those of the U.S. Navy and later the U.S. Army, which also test-flew it. The Navy pitted it against the best American fighters of the time—the P-38 Lockheed Lightning, the P-39 Bell Airacobra, the P-51 North American Mustang, the F4F-4 Grumman Wildcat, and the F4U Chance Vought Corsair—and for each type developed the most effective tactics and altitudes for engaging the Zero.

In February 1945 Cmdr. Richard G. Crommelin was taxiing Zero 4593 at San Diego Naval Air Station, where it was being used to train pilots bound for the Pacific war zone. An SB-2C Curtiss Helldiver overran it and chopped it up from tail to cockpit. Crommelin survived, but the Zero didn't. Only a few pieces of Zero 4593 remain today. The manifold pressure gauge, the air-speed indicator, and the folding panel of the port wingtip were donated to the Navy Museum at the Washington, D.C., Navy Yard by Rear Adm. William N. Leonard, who salvaged them at San Diego in 1945. In addition, two of its manufacturer's plates are in the Alaska Aviation Heritage Museum in Anchorage, donated by Arthur Bauman, the photographer.



The captured Zero was a treasure. No other captured machine has ever unlocked so many secrets at a time when the need was so great. A somewhat comparable event took place off North Africa in 1944—coincidentally on the same date, June 4, that Koga crashed his Zero.

A squadron commanded by Capt. Daniel V. Gallery, aboard the escort carrier Guadalcanal, captured the German submarine U-505, boarding and securing the disabled vessel before the fleeing crew could scuttle it. Code books, charts, and operating instructions rescued from U-505 proved quite valuable to the Allies. Captain Gallery later wrote, "Reception committees which we were able to arrange as a result may have had something to do with the sinking of nearly three hundred U-boats in the next eleven months." By the time of U-505's capture, however, the German war effort was already starting to crumble (D-day came only two days later), while Japan still dominated the Pacific when Koga's plane was recovered.

A classic example of the Koga plane's value occurred on April 1, 1943, when Ken Walsh, a Marine flying an F4U Chance-Vought Corsair over the Russell Islands southeast of Bougainville, encountered a lone Zero. "I turned toward him, planning a deflection shot, but before I could get on him, he rolled, putting his plane right under my tail and within range. I had been told the Zero was extremely manoeuvrable, but if I hadn't seen how swiftly his plane flipped onto my tail, I wouldn't have believed it," Walsh recently recalled. "I remembered briefings that resulted from test flights of Koga's Zero on how to escape from a following Zero.

With that lone Zero on my tail I did a split S, and with its nose down and full throttle my Corsair picked up speed fast

I wanted at least 240 knots, preferably 260. Then, as prescribed, I rolled hard right. As I did this and continued my dive, tracers from the Zero zinged past my plane's belly. "From information that came from Koga's Zero, I knew the Zero rolled more slowly to the right than to the left. If I hadn't known which way to turn or roll, I'd have probably rolled to my left. If I had done that, the Zero would likely have turned with me, locked on, and had me. I used that manoeuvre a number of times to get away from Zeros." By war's end Capt. (later Lt. Col.) Kenneth Walsh had twenty-one aerial victories (seventeen Zeros, three Vals, one Pete), making him the war's fourth-ranking Marine Corps ace. He was awarded the Medal of Honour for two extremely courageous air battles he fought over the Solomon Islands in his Corsair during August 1943. He retired from the Marine Corps in 1962 after more than twenty-eight years of service. Walsh holds the Distinguished Flying Cross with six Gold Stars, the Air Medal with fourteen Gold Stars, and more than a dozen other medals and honors.

How important was the acquisition of Koga's Zero? Masatake Okumiya, who survived more air-sea battles than any other Japanese naval officer, was aboard the Ryujo when Koga made his last flight. He later co-authored two classic books, *Zero* and *Midway*. Okumiya has written that the Allies' acquisition of Koga's Zero was "no less serious" than the Japanese defeat at Midway and "did much to hasten our final defeat."

Practice safe eating – always use condiments.

INSIDE THE ZERO

The Zero was Japan's main fighter plane throughout World War II. By war's end about 11,500 Zeros had been produced in five main variants. In March 1939, when the prototype Zero was rolled out, Japan was in some ways still so backward that the plane had to be hauled by oxcart from the Mitsubishi factory twenty-nine miles to the airfield where it flew. It represented a great leap in technology. At the start of World War II, some countries' fighters were open cockpit, fabric-covered biplanes. A low-wing all-metal monoplane carrier fighter, predecessor to the Zero, had been adopted by the Japanese in the mid-1930's, while the U.S. Navy's standard fighter was still a biplane. But the world took little notice of Japan's advanced military aircraft, so the Zero came as a great shock to Americans at Pearl Harbor and afterward. A combination of nimbleness and simplicity gave it fighting qualities that no Allied plane could match. Lightness, simplicity, ease of maintenance, sensitivity to controls, and extreme manoeuvrability were the main elements that the designer Jiro Horikoshi built into the Zero.

The Model 21 flown by Koga weighed 5,500 pounds, including fuel, ammunition, and pilot, while U.S. fighters weighed 7,500 pounds and up. Early models had no protective armour or self-sealing fuel tanks, although these were standard features on U.S. fighters. Despite its large-diameter 940-hp radial engine, the Zero had one of the slimmest silhouettes of any World War II fighter. The maximum speed of Koga's Zero was 326 mph at 16,000 feet, not especially fast for a 1942 fighter. But high speed wasn't the reason for the Zero's great combat record.

Agility was. Its large ailerons gave it great manoeuvrability at low speeds. It could even outmanoeuvre the British Spitfire. Advanced U.S. fighters produced toward the war's end still couldn't turn with the Zero, but they were faster and could out climb and out dive it. Without self-sealing fuel tanks, the Zero was easily flamed when hit in any of its three wing and fuselage tanks or its droppable belly tank. And without protective armour, its pilot was vulnerable.

In 1941 the Zero's range of 1,675 nautical miles (1,930 statute miles) was one of the wonders of the aviation world. No other fighter plane had ever routinely flown such a distance. Saburo Sakai, Japan 's highest-scoring surviving World War II ace, with sixty- four kills, believes that if the Zero had not been developed, Japan "would not have decided to start the war." Other Japanese authorities echo this opinion, and the confidence it reflects was not, in the beginning at least, misplaced. Today the Zero is one of the rarest of all major fighter planes of World War II. Only sixteen complete and assembled examples are known to exist. Of these, only two are flyable: one owned by Planes of Fame, in Chino, California , and the other by the Commemorative Air Force, in Midland, Texas



A conference is a gathering of important people who singly can do nothing, but together can decide that nothing can be done.



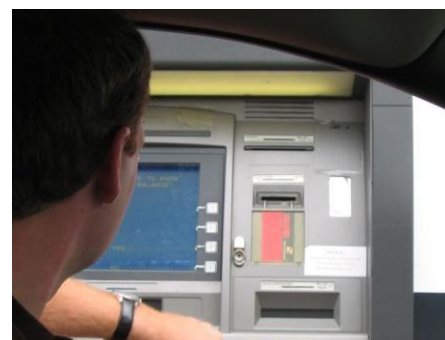
Male V Female at the ATM.

A new sign in the Bank reads: 'Please note that this Bank is installing new Drive-through ATM machines enabling customers to withdraw cash without leaving their vehicles. Customers using this new facility are requested to use the procedures outlined below when accessing their accounts.'

After months of careful research, MALE & FEMALE Procedures have been developed. Please follow the appropriate steps for your gender.'

MALE PROCEDURE:

1. Drive up to the ATM.
2. LOWER your car window.
3. Insert card into machine and enter PIN.
4. Enter amount of cash required.
5. Retrieve card, cash and receipt.
6. Raise window.
7. Drive off.



FEMALE PROCEDURE:

1. Drive up to ATM machine.
2. Reverse and back up the required amount to align car window with the machine.
3. Put hand brake on, put the window down.
4. Find handbag, remove all contents on to passenger seat to locate card.
5. Tell person on mobile phone you will call them back and hang up.
6. Attempt to insert card into machine.
7. Open car door to allow easier access to machine due to its excessive distance from the car.
8. Insert card.
9. Re-insert card the right way.
10. Dig through handbag to find diary with your PIN written on the inside back page.
11. Enter PIN ...
12. Press cancel and re-enter correct PIN.
13. Enter amount of cash required.
14. Check makeup in rear view mirror.
15. Retrieve cash and receipt.
16. Empty handbag again to locate purse and place cash inside.
17. Write debit amount in cheque book and place receipt in back of it.
18. Re-check makeup.
19. Drive forward 2 feet.



20. Reverse back to ATM machine.
21. Retrieve card.
22. Re-empty hand bag, locate card holder, and place card into the slot provided.
23. Give dirty look to irate male driver waiting behind you.
24. Restart stalled engine and drive off.
25. Redial person on mobile phone.
26. Drive for 2 to 3 kilometres.
27. Release hand brake.



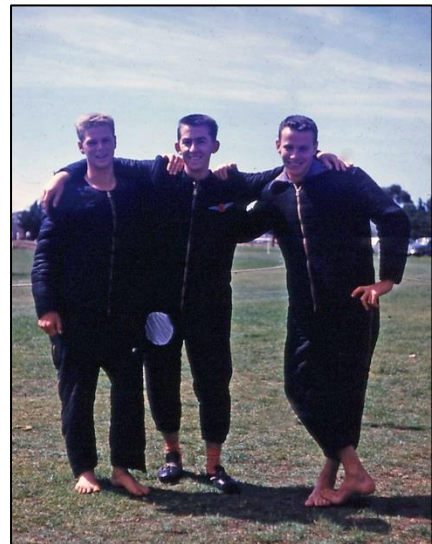
PS. Please note, we don't know Ted McEvoy!!! never even heard of him!! Tb

Onesies

The picture at right was taken in 1962 at Laverton and shows three young RAAF Apprentices (left to right) Keith Powells, Ted McEvoy and Doug Kidd, all decked out in their "onesies". They were 16-17 years of age.

These "onesies" were worn by WWII bomber pilots underneath their flying suits in order to keep warm in their unheated aircraft.

The three Brats bought them from a War Surplus store in Melbourne and wore them in the cold evenings - they were surprisingly bluddy comfortable



'Hippopotomonstrosesqui-pedaliophobia' is the fear of long words.

You wouldn't believe it.....!!!!!!!!!!!!!!

Today (10th May), being my 70th birthday, I decided to visit the world famous Tiger Leaping Gorge which is 60Kms north of Lijiang City in Yunnan Province, southern China.

Mid-way through my stroll to the gorge, I stopped at a small shop to have a drink and sitting inside having a smoke was Chairman MaoTse-Tung (now known as Mao Zedong).

Not wishing to miss the opportunity, I sat down beside him to tell him of how I felt about his terrible legacy of genocide.

The entire time period of this genocide was from 1958 to 1969. There were different segments during this time in which greater losses occurred. The worst being the three years of the Great Leap Forward, in which anywhere from 16 to 40 million lives were lost. The total number, making this one of the worst genocides in history, is (at minimum) 45 million. This number varies with numbers up to 70 million since new death records uncover more details.

Please see attached [pic](#).

And nearly everyone walked away from [THIS](#) – amazing!

DFRDB

Retired Wing Commander Geoffrey Schmidt says the men he once commanded in the RAAF's 75 Squadron had a victory on Tuesday, long after they left the forces.



Geoff believes the federal government's pledge to reform the indexation of military pensions means he and his comrades have achieved a key strategic aim in their struggle: bipartisan political support for their cause.

old apprentice in 1957.

The Canberra-based retired officer served for 30 years in the Air Force after joining as a 15-year-

He says he has thrown himself with a passion into the cause of pension reform with the Defence Force Welfare Association, not for himself or his family, but for the men he served with throughout his career.

"My aim in life was to get the best out of my troops, mostly by trickery bribery, conning, because they were a lot older than me and my biggest aim in life was to have them tolerate me being their boss," Geoff said.

"Those airmen, lower-ranked people, are the ones who made my career successful, and they are the ones who are hurting today, because they got a lesser pension and they are battling to get by because their pensions are low."

Geoff keeps in touch with the members of his unit and says that like many military pensioners, they have seen the value of their retirement benefits eaten away over time by the rising cost of living and what they say is woefully inadequate indexation.

"When they pass away, their widows only get five-eighths of the pension - that's even less still," he said.

Geoff as a brat - aged 15.

"They can go to Centrelink and go through a laborious assessment system and get topped up, but military people find that quite undignified and embarrassing.

"We were told when we joined the Air Force that if we did 20 years or more, we would have a pension that would keep up with the cost of living and we'd be looked after."

While the details of Tuesday's announcement are far from perfect and there is much work to do, Geoff believes the major milestone in the struggle is bipartisan agreement to reforms.

"I welcome both major parties having policies to increase the pension because when the government is settled, both parties will have made a pledge and they will co-operate to get us legislation in our favour," he said. "The biggest gain today is co-operation between the two major parties, regardless of who is in and who is out. That's what we've been working on."





My Story

Ros Curran (Smith)

My story started in March 1954, second daughter to Allan and Audrey Smith. My elder sister Dianne was born 2 years earlier. Gladstone central Queensland was our home, once a small town noted for its famous natural deep water harbour and its meatworks. My father was in the railway and when I was three; our family was moved to Cloncurry for dad's western duty in the railway. Our house was one room, the bedroom being divided from the kitchen living area by cupboards, there was no running water inside so a large tub filled with hot water that was boiled on our wood stove was our bath. Later dad built a shower outside, the pipe was cut and a tin of kero with a wick was lit to heat the water. We thought it was great just not to have a shower but one with hot water.



The floor in our house was polished wood and I remember mum having a large towelling cloth, my sister and I took turns in sitting on the end and mum pulled us over the floor to polish it. Later dad had a veranda built and this became our bedroom.

My Family Back L-R: Youngest daughter Amber, Steve and me. Front L-R: second eldest daughter Allana, Eldest Heather, and Sarah.

One didn't need luxury to have a happy family life. Being young the dust, heat and flies did not really worry my sister and me but now I can imagine how tough it must have been for mum and dad. We made our own fun with the neighbourhood children with many games of cowboys and Indians, dinks (marbles), hopscotch and using a large stick to hit the mulberry trees to get rid of the grasshoppers that plagued the area.

Primary school was heaps of fun, dare I say using slate and slate pencil, and (am I really that old). The church was the main social aspect of the curry with many events planned for the community. The big event of the year was the rodeo; the bulls were mustered past our house to the showgrounds. I remember one day a large bull jumped our fence (of course I was in the yard to get the best view).



The bull chased me and I headed for our outside toilet where I hid until the bull was recaptured. Lucky I was pretty fast in those days. I was an inquisitive kid forever getting into mischief, but seemed to have a way wheedling my way out of it when the need arose. I do remember making many wooden spoons (mum's favourite tool for smacks) disappear in the outside dunny, only when we were much older we confessed to mum what we had done.

When I was nine we moved back to Gladstone. Our local primary school provided milk for morning tea; we did dancing on the parade ground once a week much to the disgust of most of the boys. Teachers were strict, the boys getting the cane from the teacher or headmaster when being disruptive. There was a great deal of respect for teachers in the sixties, some of the classes were boring and I am sure we covered subjects that we would never use in later life. We all knew our tables, learnt parrot fashion and to this day they stick in my mind. Spelling was another big part of our day and we were tested constantly on words suitable for our ages. Copy book was another must do each day, we used ink wells and pens once we graduated from using lead pencils so lots of smudges on pages appeared. Fancy dress balls and sport were a big part of our time at primary school which I loved.

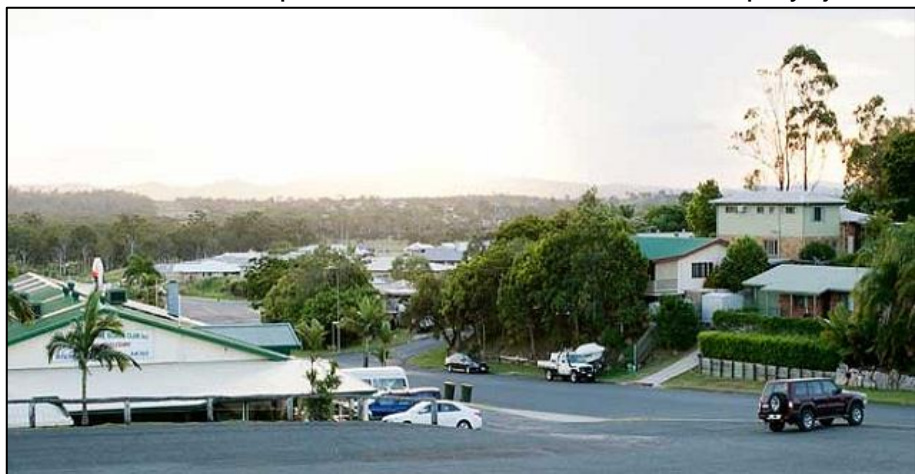
The next step was high school, teachers were just as strict but I definitely tested the boundaries, passing notes in class, talking when we were supposed to be listening and pulling pranks on teachers caused many giggles, I was not always a party to that though, I was known as quite a good girl most of the time. As a group however putting a three legged chair at the teachers table, a duster that would fall on the teachers head when he opened the door and hiding the chalk were a daily occurrence, anything to get out of school work, this often landed us in the classroom for lunch to pay for our sins.

The national anthem was played every day through speakers in our class rooms and parade was a weekly routine. Religious instruction was part of our week and other religions were able to move outside if they did not wish to partake, a little different from these days. I moved through high school concentrating more on boys than actual school work, loved the sport but not so keen on studies, although I scored top marks in typing and practical subjects.

After leaving school I worked in a furniture store in admin then in a real estate office as a receptionist. I was very involved in tennis and squash and never could seem to play 'just for fun', had a huge 'killer instinct' and was in it to win and would give my all no matter what, not sure if have changed that much.. We used to frequent the

[Calliope](#) dances of a Saturday night and I was lucky enough to win the 'Miss Calliope title' in 1970. Pictures at the drive-in and the local picture theatre in the early 70's and fishing on

week-ends filled our time. Guys were plentiful and puppy love blossomed. Our local youth group saw us go on hay rides to Calliope River and toss the coin directions (we started off at a corner, tossed a coin, tails we went left and heads we went right), and ended up at someone's



family home for drinks and eats.

On the 28th March, 1974, looking for excitement and with a family history of defence service, I enlisted in the WRAAF and at the tender age of 17 (almost 18) I said goodbye to my close-knit family with a mixture of great excitement and sadness. A long trip to Adelaide saw a group of fantastic girls start their rooky course at Edinburgh. Our lives were thrown into hours of; spit polishing shoes, perfectly ironed uniforms, beds without a single bump in them and hours of marching until our steps were in perfect unison. Meals in the mess were excellent adding a few pounds to our young bodies here and there. We made some amazing friendships, explored the beautiful region especially the Barossa valley and tasted many wines. Sadly we said farewell to many of our newfound friends and we headed off to our various training bases. Next stop Laverton for me, the middle of winter. Freezing cold and drizzling rain most days. Our tin huts for training were without heating and our old rooms in the WRAAF quarters were large and cold. This is where I learnt to drink and smoke, although the smoking made me quite ill especially after I ended up in hospital with pleurisy.



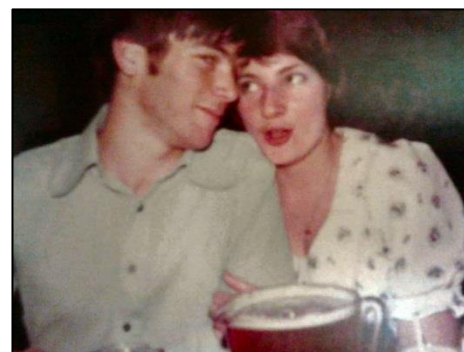
Time at Laverton was not the greatest. Threatened with a 99 percent pass mark for our course left little time to get into too much mischief, but we did manage a little. We only had three girls on our course and one of them found out she was pregnant so did not finish her course. There was much celebration after we graduated and ended our three months at Laverton with a party. Once again we parted from our friends and went our separate ways. I was elated to have been given my first preference of Perth and was keen to start a new and exciting phase in my life.



Graduation party – Laverton

Pearce was a beautiful base; I felt at home straight away and quickly made friends with the girls in the “WRAAFery”. Being my first posting it was amazing to me how everything I learnt fell into place and all the training made sense after all. Warrant Officer Ken Kitson was in charge of the Comm centre and what a terrific Warrant Officer he was, a wonderful person gentle by nature but with a world of experience. At Pearce we shared the officer’s mess and the food was awesome. Lucky we were into basketball and other activities to keep the pounds at bay. It was a little unfortunate that the boozer was halfway between the Comm Centre and the WRAAFery, as most afternoons we made a half way stop.

***Greg and Ros.
Laverton 1974***



I guess a few of us were quite young and a little immature and managed to get into some mischief now and again. I remember the late nights we’d all load into cars and head up to ‘the patch’ with the guys and

their guitars and we'd sit in front of a small fire with a few drinks and sing along to our favourite songs. There were barbeques on weekends, long drives, trips to Rottnest Island, shopping in the city, and all-nighters at the clubs in Perth. My favourite place to dine out was the revolving restaurant at Kings Park, always a worry after a glass or two of wine though if you left your table to go to the rest room, finding it was a little more difficult upon returning.



Pearce basketball team 1974/75

Pearce was the training base for pilots and I never got sick of watching the Macchi jets during my lunch time. The pool was there for the summer months and was a great place to cool off. I loved Pearce and was devastated when I received the news that I had a posting to Darwin in November 1975. I was so sad to leave behind a bond I had formed with someone special, in the end it was the undoing of something that could have grown into something much more, but off to Darwin I went not looking forward to it at all. I was overcome with the heat on arrival but determined to give it a go. Nothing was going to stop me making the best of my Z grade posting and I was ready to get involved in all aspects of my new life in the Territory.



Just writing about my time in the WRAAF is like reliving it, and I have to say there are so many wonderful memories that will stay with me for ever.

I settled into Darwin with great ease, and fitted so much in the short time I spent there. First and foremost, the great Darwin Comm Centre and the introduction of 'Fred', the great reels of tape, the typing of messages that for once did not come out of our teleprinters, but occasionally seemed to disappear into cyber space if one forgot to click save after a page or so of typing. Blue was the colour of the air when this happened and 'Fred' was cursed from earhole to breakfast. The shift work was a bit of a problem, the days and evenings were great but the nights were another story. Too much socialising cut short by having to go in to do a doggie.

The Comm Centre staff were terrific to work with and the morale was high. I was not a person to be able to sleep during the day and I started to believe the saying 'everyone goes troppo in Darwin' was in fact true. I experienced some terrific fishing, never mind the crocs though...went to the track for horse and greyhound racing which I found fascinating and enjoyed thoroughly, although never made it rich. We had four girls in our room and I was so



lucky to have terrific girls to share with, we had the best time together and got on like a house on fire, right down to our 'panics'. Regular water fights were on and a relief in the heat.

Panic the body night.

There were quite a few trips to the officer's quarters and they definitely knew how to party hard. Quite a few nights I did not make it back to my quarters.

We formed a great inter-service hockey team (not that I had ever played before) and actually managed to avoid any broken bones. I think some of my time in Darwin passed in a bit of a haze more so from the amount of alcohol I drank I think rather than it being a long time ago. I did love the switchboard in Darwin, as a teleprinter operator we often did some shifts as a switchie, not sure if it was because I loved to talk (and would have been the obvious mustering for me) or it was the conglomeration of the old cords exchange, a few interesting calls at times were put through to the wrong personal and in the middle of the night was not always appreciated.



Darwin inter-service Hockey Team – March 1976.

There was a bed to camp on when it was quiet and probably a great reason to be on night shift at the switch. I have to mention an occasional visit helped with the boredom, not always legal but what can I say.....obviously I was a perfect angel and was not corrupted at all. Well not much anyway.



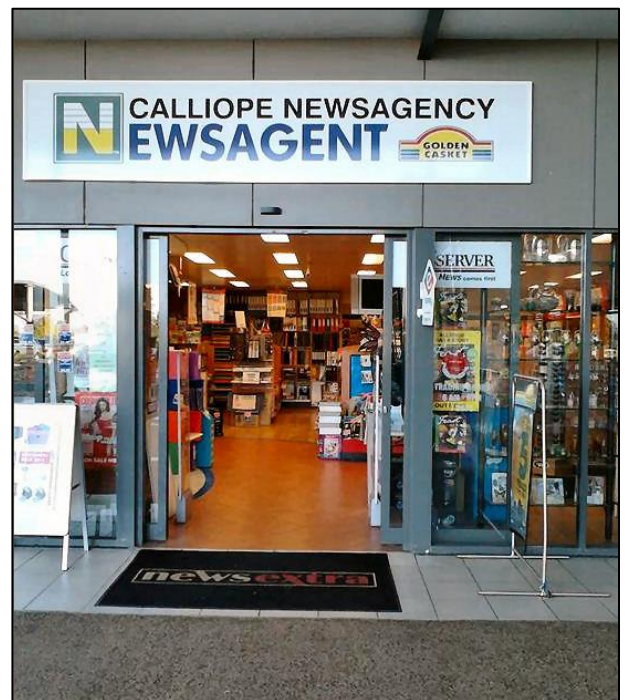
Once again I had marching orders to move, this time 2SD, Bankstown, Regents Park, (May 1976) this was a move that I found extremely depressing, was a very miserable winter and accommodation was old and freezing cold. The Comm Centre was fairly quiet and somehow I found I could not settle. Before I left Darwin I became engaged to an ex RAAF guy from home (for the second time), so as to give myself time to work out if I had made the right decision I decided to take the posting, one I have regretted for many years. I was so miserable at Bankstown I decided to apply for discharge. This was granted and I was posted back to Perth to finish my time in the WRAAF.

It was bitter sweet, I was so torn, on one hand I was back where I loved, met up again with the person who I thought the world of, and the other a fiancée waiting to take me to the north west of WA. With tears aplenty I left Pearce and headed to Dampier and Karratha where I enjoyed lots of fishing, skiing, football and made some amazing friends some of whom I am still in touch with today. I returned to Gladstone briefly to be married, back to the west and after three years, headed back again to my home town.

My marriage was in tatters and ended in divorce. I needed to get away so felt the pull of the WRAAF again. After failing a medical I jumped on a plane and headed to Melbourne, I needed to get away and rebuild my life. I once again was in touch with my friend from Pearce, by this time he had moved on and we just remained great friends. I then met someone in Melbourne married and raised four incredible daughters, we moved from Victoria and back to Gladstone where our children had lots of wonderful times with their grandparents and cousins, when our youngest was 5 we moved just outside of Gladstone to Calliope in a huge house with 6 bedrooms set on an acre of land. All the girls had their own horse and enjoyed the pony club. Their school years flew, life was so busy with me working part time, helping out at school and the girls numerous sporting activities which included, soccer, athletics, gymnastics, swimming, tennis and volleyball, the girls love and excelled in several sports.



After several years an opportunity arose to buy a newsagency, that was six years ago and time has flown. We are still in the newsagency although it is very rewarding it is also very tiring, would love to travel overseas and explore as much of this wonderful world as I can before age becomes a problem. Not quite sure when the time will come but feel it would be too easy for the newsagency to become my life so need to take stock and plan a little ahead. It's funny that the girls have all travelled extensively overseas several times but here I am still in Calliope working a good 90 hours a week. No time for too much out of work activities as we open at 3.30am daily and do not close until 7pm most nights, with only a couple of hours off each day for lunch and catch up with odds and ends that need doing at home.



Could write another million words but not sure the Radschool community is ready for that. So will leave it as it is and hope you enjoy reading some of what has been some 59 years that have passed in a heartbeat.

Gladstone harbour now has six wharf centres and is the foundation for the prosperity for our region, and enormous potential for expansion. Now a 3rd time boom town Gladstone's first boom was Queensland alumina, the meatworks was demolished in July 1964 and Queensland alumina was born. This brought many people from all over Australia, the cost of living and house prices were on the rise.



The PowerStation was the next major construction in the area; our man-made Awonga Dam is massive and is a great spot for fishing, skiing and relaxation. After the PowerStation construction continued with Queensland cement and lime, various industries made their way to Gladstone area and the town surged ahead. In the last 18 months the construction of the LNG

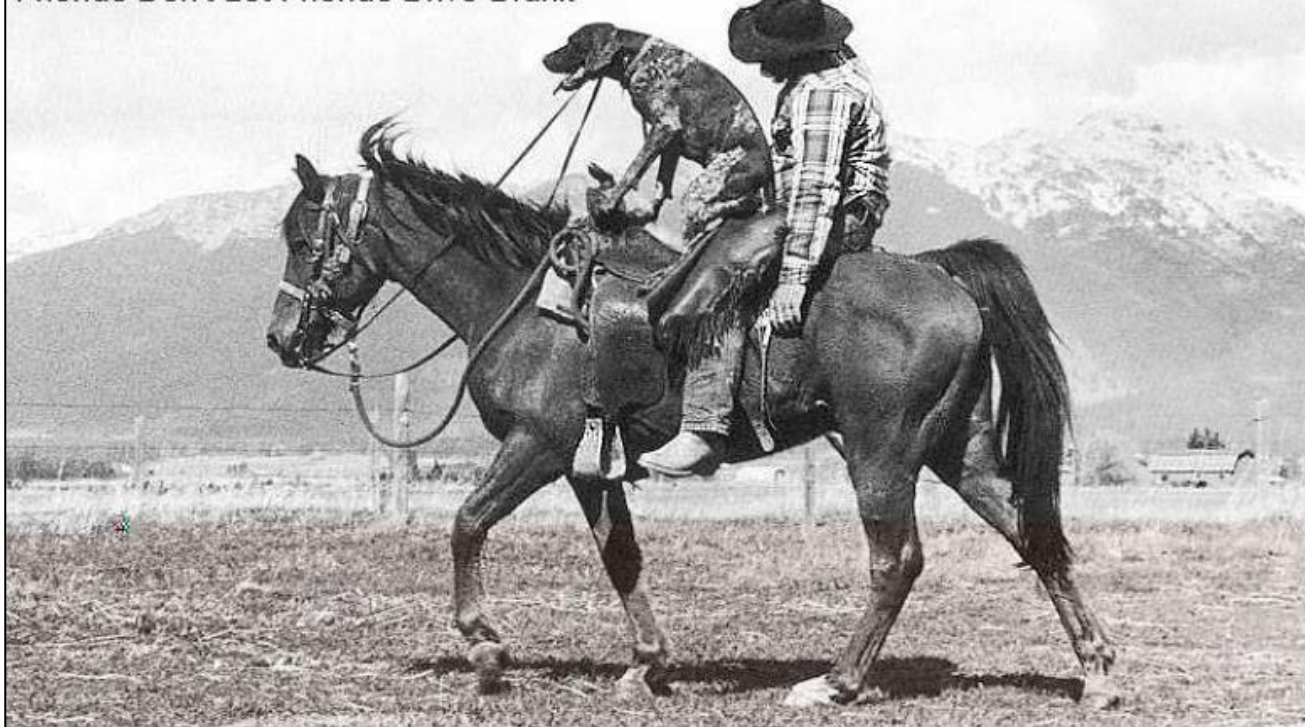
(gas pipe line) has turned the town crazy with workers from all over the country and New Zealand and the Philippines flocking to the area causing the latest boom. Although the business side of the area is great,

I feel the cost to our once scenic coastline has been compromised and the area scarred.

My “To do list”

1. Make a vanilla custard, put it in a mayonnaise jar and eat it in public.
2. Hire two private investigators, then get them to follow each other.
3. Wear a T-shirt that says “Life” and hand out lemons on a street corner.
4. Get into a crowded elevator and say “I bet you’re all wondering why I gathered you here today”
5. Run into Myer, ask what year it is, when someone answers, shout, “It worked!” then run out of the shop cheering.
6. Change your name to Simon, then speak in the third person.
7. Buy a parrot and teach it to say “Help! I’ve been turned into a parrot.”

Friends Don't Let Friends Drive Drunk



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The People I meet!!



Julia Fiege, Vaiana Buridan, Trev Benneworth, Monique Breen, Sarah Schulz.

Here I was, just strolling through Surfers, minding my own business when I was rushed by these 4 beautiful girls who demanded to have their photo taken with me – ah well, that's the price of being famous I suppose.....

The Surfers Paradise Meter Maids were introduced in 1965 by [Bernie Elsey](#) (who also started the famous Pyjama Parties at the Beachcomber Hotel) to help beat the bad image created by the installation of parking meters on the tourist strip in December 1964. This was a controversial promotion, using young women dressed in gold lame bikinis and tiaras, who strolled the streets of Surfers Paradise feeding coins into expired parking meters and leaving a calling card under the windscreen wipers.



In 1967, the Gold Coast was battered by cyclonic seas smashing into the coastline, so the then Mayor, Sir Bruce Small, along with the Meter Maids, went on a campaign trail promoting the Gold Coast to Australia and getting people back to the beaches. Within weeks the idea had attracted national and worldwide publicity and the Meter Maids became the spearhead of many a promotional drive throughout Australia and New Zealand. This was one of the best known gimmicks and probably the best known Gold Coast promotion.

These days, gone are the out-dated tiaras, replaced by the sun-conscious and true Aussie Akubra hat ideal for Queensland's tropical climate, while Gold Lycra Bikinis with the occasional sequin have replaced the traditional lame bikini and even the traditional form of financing the service has taken a new turn. In the past a weekly contribution of a few dollars was paid by each local business as part of their community service but in this commercially competitive era, [sponsors](#) are expecting public profile and positive media exposure in return for their dollar.



Now in their 49th year, the Meter Maids remain 'the face of Surfers Paradise'. In 2014 they celebrate their 50th year culminating in a golden anniversary party in April 2015. Despite six decades of constant change in Surfers Paradise the Meter Maids not only remain relevant, but have established themselves as a tourist favourite and expectation.

Today the girls supplement their income by selling themed stubby holders, calendars, beer coasters, posters etc, and love to have their photo taken with you – for a small charge. So! Next time you're on the Coast, look out for the Maids, they would love to have a chat with you, and make sure you buy something from them.

75 Sqn, 1989.

Tindal.

Alan Pedley gave us this pic, it was taken just after the first CO's Parade.



An incident in Ubon

(This report was prepared by [Lachlan Irvine](#) and concerns a good friend from our 36 Sqn days who sadly took his own life some time ago as a result of dealings with DVA. This friend of ours was trying to get assistance from DVA but was continually refused. We've removed his name out of respect.)

On the nights of the 19th/20th of June 1962, the American LION radar team at Ubon had detected, on their radar screens, what they thought was possibly 20 low flying aircraft. They decided that the most likely explanation was that the Communist Pathet Lao were moving insurgents across the Thai border towards Ubon. Wing Commander Hubble, the Australian Commanding Officer at Ubon, ordered two Sabres, piloted by Flight Lieutenant Doug Johnston and Flying Officer Cliff Viertel, to take off and intercept the perceived threat. Hubble also ordered the ground crew to be issued with weapons and ammunition, to dig weapon pits and prepare to defend the base.

The incident turned out to be a false alarm, and the radar blips were never adequately explained.

The Ubon incident has been well reported and is a lasting memory for all who experienced it. It is recorded in the logs of the two Australian Sabre pilots. It is recorded in the history sheets of 20 Squadron, Royal Air Force, based at Chiang Mai, who remained on alert even after the Australians had returned to normal routine and it is reported in Chris Coulthard-Clark's history of the RAAF in the Vietnam War. Eyewitness accounts have also been written for RAAF journals, by Cliff Viertel, and by a ground crew veteran, Stanley Curran.



With so many accounts of the incident available to any competent researcher, how could John Tilbrook of [Writeway Research](#), possibly claim that it did not happen? The answer appears to be that Tilbrook broke some of the most basic rules of historical research. He chose to look at only a single source, and sought no corroboration. He then deduced a false conclusion from his flawed research. In his report, Tilbrook cites only Wing Commander Hubble's daily log. The log is apparently filled with mundane details of life at Ubon, such as recreational activities and the need to order more tent-poles. A trained historian may be alerted by this trivia to the possibility that this daily log might not be the best place to search for operational orders. This does not seem to have occurred to Tilbrook. Instead, he reported the logical absurdity that its absence from this daily log was proof that the incident did not happen.

In fact, the order to scramble the Sabres and prepare to defend the base was sent as an "Ops Flash" message, classified secret. It was sent to the Air Officer Commanding (AOC) in Bangkok, to RAAF Butterworth, and to the Defence Department in Canberra. This was the normal chain of communication for an order of this kind. Tilbrook chose not to look for this

communication. He also appears to have made a decision not to contact any veteran who had been at Ubon in June 1962. He appears to have decided not to search for any other document that may have reported the incident. He clearly decided not to consult Chris Coulthard-Clark's history. It is clear that he also chose not to use the Internet to search for information.

Cliff Viertel discussed his own written account of the Ubon incident, and the account written by Stan Curran. Viertel explained why he was so certain of the details of the incident:

"I am very sure as it is in my logbook and I also have a copy of the 20 Squadron RAF History Sheet (Chieng Mai) recording the call to armed alert from Bangkok."

It does not seem to have occurred to Tilbrook to check these sources.

Cliff Viertel's account of the incident confirms that the ground crew had been issued weapons and placed on alert:

"The RAF Hunter Squadron in Chieng Mai and all USAF and US Marine Squadrons were ordered to place two aircraft on 5-minute alert and two more on 30-minute readiness from first light until further notice."

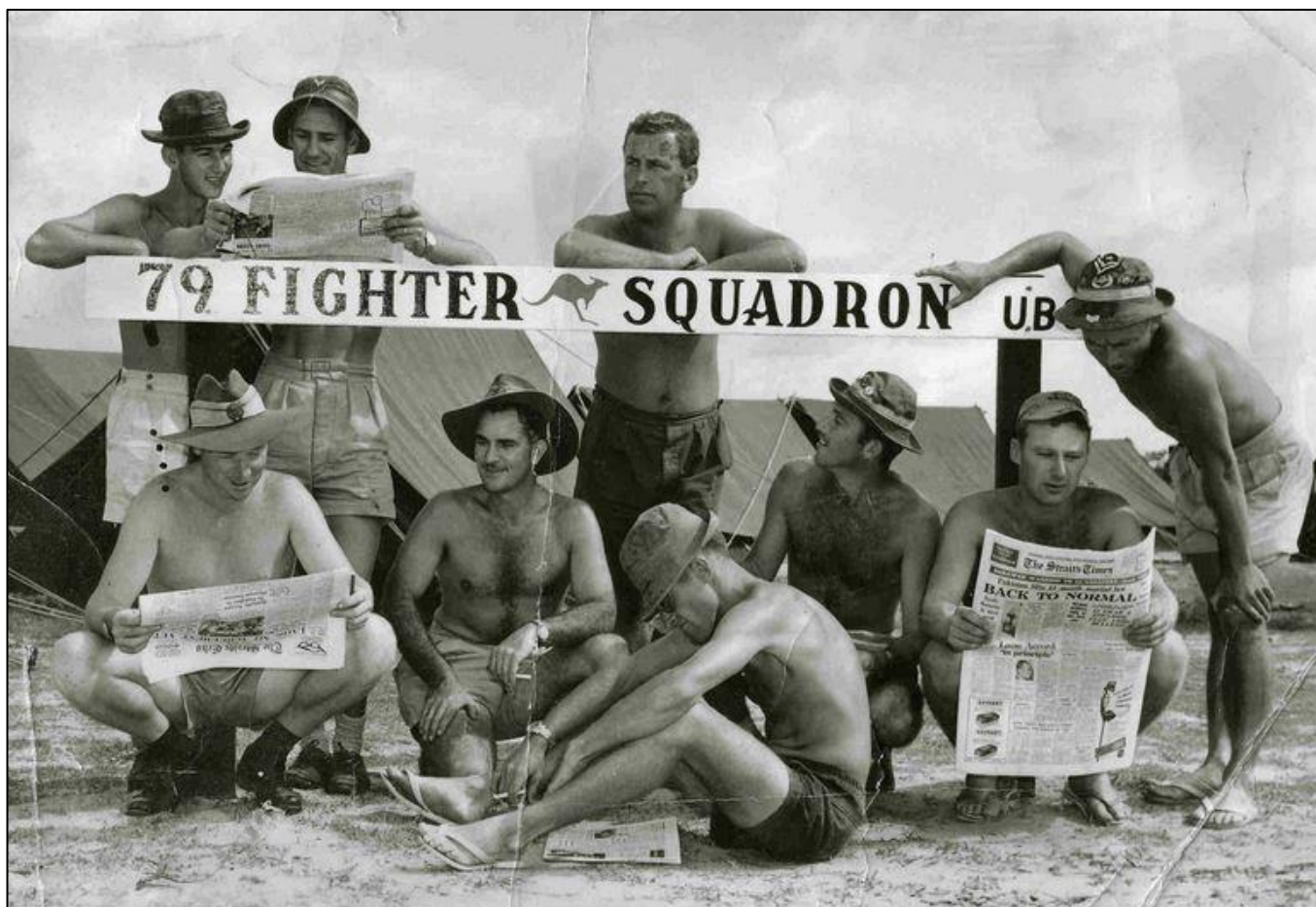


The Australian Commander sent 'Ops Flash' messages, (classified Secret) to Canberra and Butterworth through the AOC channels in Bangkok, notifying them of the threat and reluctantly issued arms and ammunition to all personnel late on the evening of June 19. Slit trenches were dug around the camp and aircraft dispersal areas and were manned by armed personnel before dawn.

Two Sabres, armed with 30mm HE ammunition, took off at dawn and were vectored right on to several target areas but could see little. Australia's Rules of Engagement (borrowed from the USAF, as Aust were still waiting for the official Rules of Engagement from Canberra, which did not arrive until late July) permitted us to fire only if fired on. I flew the mission as No 2 to Flt. Lt. Doug Johnston. We expected to be fired on if insurgents were present and our armament switches were on, ready to return fire. We could see the treetops along the roads and could see that the patchy cloud base was about 200 feet. There was little horizontal visibility due to shallow raised fog layers. The section leader decided to drop below the cloud patches, where adequate forward visibility with the low angle rising sun showed that the road and surrounding relatively open area was clear. 'LION' Control was advised and we returned to base after a 40-minute flight.

Our commander, Wing Commander John Hubble was convinced that it was a false alarm, but AOC Bangkok did not call off the general alert and aircraft readiness for several days. RAF records show that No 20 Squadron RAF remained with two armed Hunters on 5-minute alert and two more on 1-hour alert until June 22."

It's not an optical illusion. It just looks like one.



Stan Curran also backs up such small details as the softness of the soil at Ubon. The AAT transcript quotes them as saying that it did not take long to dig the trenches because the ground was very soft. Stan Curran says:

"The all clear was given and we went back to base camp for breakfast. When we arrived there the camp was an amazing sight. There were slit trenches everywhere with armed men in them. The guys at base really must have worked hard even though the soil was fairly sandy."

Curran's account, written from memory, begins as he is woken by the Commanding Officer with the words: "It's the C.O. here. We have an emergency. There are forty slow flying aircraft approaching."

Cliff Viertel recalls that, in addition to being a fighter pilot, he was also the Adjutant at Ubon. He remembers discussions with Wing Commander Hubble. While willing to scramble the Sabres, Hubble had been convinced that the incident would turn out to be a false alarm and was therefore reluctant to issue the order to arm the ground crew and prepare to defend the base. He eventually decided to play it safe and issue the order. The fact that he had always been confident the incident would turn out to be a false alarm might explain why the report in his daily log mentions the scrambling of the Sabres but not the arming of the ground crew.

Another listing in Wing Commander Hubble's log suggests a further possible reason that the base commander may have wanted to play down the seriousness of the Ubon incident. According to the AAT transcript, Tilbrook reports that Hubble was expecting a visit from Sir Garfield Barwick (right) on the 23rd of June. Tilbrook incorrectly calls Barwick the Australian Defence Minister. In fact, he was the Minister for External Affairs. The incident at Ubon happened only weeks before Australia entered the Vietnam War. Australia started sending advisors to South Vietnam in July 1962. In late June, Ubon was Australia's nearest military base to the "sharp end" of the Vietnam War. The visit of the Minister for External Affairs to Ubon at such a time was of considerable political significance. Wing Commander Hubble would be unlikely to want to jeopardize that visit by pronouncing Ubon unsafe.



Cliff Viertel's role as adjutant sheds further light on the question of Tilbrook's assertion that the absence of a report of an incident in a single document is evidence that the incident did not happen. Viertel recalls that, as adjutant, he wrote daily reports in quadruplicate on a typewriter, using carbon paper. Years later, he was conducting research for his own history of 79 Squadron's time at Ubon. He checked the archives and could not find a single copy of any of his daily reports. Does that mean that none of the incidents about which he wrote in his reports actually happened? The suggestion is logically absurd.

So much evidence was freely available in this case that it is impossible to avoid the conclusion that the decision not to look for it was deliberate. Tilbrook is paid to produce results for the DVA. On the 3rd of March 2000, the DVA issued Departmental Instruction number C12/2000, Researchers for Historical and Factual Information. This document includes guidelines that the Department's contracted researchers must follow. One of its instructions states:

The report should be factual and non-judgemental.

The AAT transcript of the case indicates that John Tilbrook of Writeway Research breached this guideline on a number of occasions. Tilbrook's report suggests that the RAAF went to Ubon merely to conduct exercises. He also expresses the opinion that "boredom, tedium and isolation" were the biggest issues facing the RAAF at Ubon. This is not factual, it is only Tilbrook's opinion.

By contrast, the RAAF Museum's website states that:

Reforming in 1962, 79 Squadron proceeded to Ubon, Thailand, where it was to help resist an expected invasion of Thailand by North Vietnamese forces. Although no attack eventuated, the squadron's Sabres were kept fully armed, maintaining a state of constant operational readiness.



The Air War Vietnam website says:

In 1962, as a response to a threat to Thailand from across the Laotian border, four member nations of SEATO, the United States, Britain, New Zealand and Australia, sent armed units to create a holding force to Thailand, These units were intended to withstand any initial attack until full scale reinforcements could be sent.

It is easy to see how language can be manipulated to create a desired impression in a reader when a researcher fails to be factual and non-judgemental. Tilbrook claims that the RAAF at Ubon was conducting exercises amid an atmosphere of boredom and tedium. Those who were actually at Ubon claim that they were there to resist an expected invasion and withstand an initial attack until reinforcements could be sent. This use of slanted language by Tilbrook is a clear breach of the DVA guidelines.

The AAT transcript reveals that Tilbrook expressed the opinion that the account of the Ubon incident in [Chris Coulthard-Clark's](#) official history was uncorroborated. Again, Tilbrook is in breach of the Department's instructions. This is not factual; it is only Tilbrook's opinion. It is also false, and it demonstrates that Tilbrook lacks understanding of one of the most basic, yet important, concepts of historical research.

Coulthard-Clark's account of the Ubon incident was obtained from the two pilots who were scrambled to intercept the perceived threat. It is corroborated by their pilot's logs. Three eyewitness accounts of the incident are given in the person's case: those of that person and the two pilots. They all agree. That is one hundred percent of the eyewitness accounts, backed up by documentary evidence in the form of the pilots' logs. That is exactly what corroboration means. The only uncorroborated evidence presented at the AAT is Tilbrook's report, which cites one source only. Tilbrook did not seek any corroboration from any other source. This failure of Tilbrook to understand the meaning of corroboration is quite disturbing, and raises considerable doubt about the Department's continuing use of his dubious research skills.



When Tilbrook's report was received at the DVA, somebody surely noticed that it actually contained no evidence that the Applicant's account of the Ubon incident was wrong. Absence of proof is not proof of absence. It is, therefore, arguable that the Department went ahead with this case knowing it had no evidence that would disprove the Applicant's case to the standard of proof required by the Veterans Entitlements Act. In doing so, the Department was in breach of its obligations under Section 119 of the Veterans Entitlements Act.

The Act states that the Department:

- shall act according to substantial justice and the substantial merits of the case and further, that it must:
- take into account any difficulties that, for any reason, lie in the way of ascertaining the existence of any fact, matter, cause or circumstance, including any reason attributable to:
- the absence of, or a deficiency in, relevant official records, including an absence or deficiency resulting from the fact that an occurrence that happened during the service of a veteran was not reported to the appropriate authorities.

The Department failed to take into account logical reasons for the absence of the Ubon incident from Wing Commander Hubble's log; reasons that perfectly fit the description in Section 119.

Further, it went to the AAT with an argument that it knew to be false: that the absence of a record of the Ubon incident in a single document was evidence that the incident did not occur as described by the applicant and the two pilots. By proceeding with an argument known to be false, the Department failed to act according to substantial justice and the substantial merits of the case.

The AAT and the Applicants Case.

While the AAT eventually found in the Applicant's favour, it failed to ask a number of pertinent questions about Tilbrook's report.

Since Tilbrook was not an eyewitness to the Ubon incident, and since he was not presenting any evidence that could disprove the Applicant's version of events (again, at the risk of



being repetitive, the AAT members know that absence of proof is not proof of absence, and are well aware of Section 119 of the VEA), and since all he was doing was presenting his opinions, the AAT was entitled to ask what standing Tilbrook, and his opinions, had in this case.

In a similar case, *Anderson and Repatriation Commission* (AATA 383, 1983), the veteran produced statements from eye-witnesses, while Tilbrook provided only his own opinions, and the lack of an official record of the incident described by the veteran. The AAT correctly ruled in that case that Tilbrook's evidence was of no merit, and accepted the fallibility of record-keeping in wartime.

In another similar case, coincidentally also from 2003 and also titled *Anderson and Repatriation Commission*, but this time numbered AATA 292, the veteran provided eye-witness reports, while Writeway Research offered the opinion of one of its researchers, Colonel Church, that the incident was unlikely to have happened as described by the veteran. The AAT correctly pointed out that its responsibility was to apply the provisions of Section 119, and accept that the absence of an official record is not proof that an incident did not occur.

In the Applicant's case, the AAT did not mention Section 119 in relation to the Writeway Research report, although it did accept that it could not be convinced beyond reasonable doubt by the absence of a report of the incident. It is unfortunate, however, that the Tribunal made several references to the opinion of John Tilbrook without ever pointing out that those opinions have no standing in this case.

Conclusion

On the evidence of the Applicant's case, I am drawn to the conclusion that Writeway personnel are unqualified for the research work for which the DVA has generously paid them. They lack competence in the field of historical research, and they appear to lack any understanding of the concept of professional ethics. I have studied many other cases, using AAT transcripts, and they confirm these conclusions.

Robyn and Bob Dickson.

Robyn Dickson (nee MacLennan), who was from Longreach, (Qld) was a WRAAF Transport Driver at Point Cook, back in 1974. Robyn joined the WRAAF in 1973 and after Rookies was posted to Point Cook where she stayed until January 1976 when she discharged due to marriage.



Robyn's job was to sometimes drive the base taxi (a combi van) around the base. Point Cook was a large diversified base with bits everywhere. People would ring the transport office and request to be picked up somewhere and dropped off somewhere. One day she got a request from someone to be picked up from the range on the base, but the range people had not put up the red flag so she drove the top road which went between shooter and target – she was very lucky not to have been shot.

On another occasion, she was taken to 1SD at Tottenham to pick up a new vehicle. She drove the vehicle up to Transport Section, then while in the office completing the paperwork she heard a huge crash and after running outside found that a large truck has backed into the new vehicle, nearly demolishing it. It was, she said, embarrassing to have to ring Pt Cook and asked to be picked up again.

Back then, before it was moved to Amberley, the fire school was at Pt Cook and it was there that she met Bob Dickson who was on a course learning to be a firey. They started going out and eventually they became engaged but then Bob was posted to Williamtown. Robyn tried to get a compassionate posting but it was continuously refused so after 12 months she decided to take a discharge. She then moved to Raymond Terrace, married Bob and stayed there for 3 years. In July 1979, Bob was posted to Townsville where he got his second hook, then in Jan 1984 he was posted to Canberra. In May 1986, it was pack the bags again and down to Laverton, then in April 1989 he got his third hook and home became East Sale then it was off to Amberley in Jan 90, then Townsville in 1991 then back to Amberley in 1994 as a sergeant instructor at the fire school.



At the school he was promoted to F/Sgt then it was over to Pearce in 1996 then back east to Combat Support Group (CSG) at Glenbrook in 1999 as a W/O. In 2000 the CSG was moved to Amberley so it was another posting and he stayed there until 2003, most of the time as CMC of the Sergeant's Mess. In 2003, he was sick of moving and decided it was time for a change so he retired - he had spent 28 years in the RAAF. Prior to his RAAF career, Bob had done 9 years in the Navy as a stoker and was onboard [HMAS Hobart](#) when it was 'bombed' by the US (17th June, 1968).

In January 2012, Bob passed away after losing a battle with bowel cancer which he had been suffering for about 18 months. He was only 63 years old and was awarded the honour of having his casket draped with the ensign which was presented to Robyn after the Service.



Robyn still lives in the Ipswich area but she is considering a move to the Sunshine Coast. She has since gone back to “school” and is now studying for a diploma in counseling. She intends to continue with the books until she gains a degree. She has 5 children, 4 of whom live in and around the Ipswich area, the other in Sydney, and 10 grandchildren – Christmas Day is very busy at the Dickson household.

Teacher: If I gave you 2 cats and another 2 cats and another 2, how many will you have?

Johnny: Seven

Teacher: No, listen carefully... If I gave you 2 cats, and another 2 cats and another 2, how many will you have? **Johnny:** Seven.

Teacher: Let me put it to you differently. If I gave you 2 apples, and another 2 apples and another 2, how many would you have? **Johnny:** Six.

Teacher: Good. Now if I gave you 2 cats, and another 2 cats and another 2, how many would you have? **Johnny:** Seven!!!

A very angry Teacher: Where do you get seven from?!?!?

A very angry Johnny: I've already got a cat!!!

Canberra 307



On the 25th August, 1951, Canberra A84-307 was flown to Laverton by Wing-commander Derek Cuming, chief test pilot in the R.A.A.F at that time and Flight-Lieutenant Colin J. Harvey, navigator and wireless operator, where it was taken on charge by the RAAF.

A84-307 was the first Canberra to see service with the RAAF. It was assigned to the Aircraft Research and Development Unit (ARDU) where

it undertook many high altitude high speed test flights over a 5 year period. The first Canberra built in Australia was A84-301 and it is now on display at Amberley.

The tests were designed to give the RAAF its first understanding of high altitude airframes and jet engine design.



Today, the aircraft is being restored at the Vietnam Veterans Museum on Philip Island (Vic),

An elderly lady said to her friend, "After directory assistance gave me my boyfriend's new telephone number, I dialled him -- and got a woman. "Is Mike there?" I asked confused. "Umm, he's in the shower," she responded. "Would you please tell him his girlfriend called," I said and immediately hung up. When he didn't return the call, I angrily dialled again. This time a man answered. "This is Mike," he said. "Oh I'm sorry" I said, "wrong number you're not my boyfriend" "Lady, I know that," he replied. "That's what I've been trying to tell my wife for the past half-hour."

Boeing's Phantom Eye.

The Phantom Eye is a liquid-hydrogen powered high altitude long endurance (HALE) unmanned aircraft system (UAS) which is designed to be used for persistent intelligence, surveillance, reconnaissance and communications. It is a propeller driven lightweight structure with a [high aspect ratio](#) wing (ratio of its length to its breadth).

Phantom Eye's advanced propulsion system, using hydrogen-powered internal combustion engines, provides persistent monitoring over large areas.



Launched in 2009, it flies at 65,000 ft for up to 4 days and amazingly is powered by two Ford Ranger four cylinder engines converted to run on hydrogen.

Wingspan:	150 ft (46 m)
Take-off gross weight:	9,800 lbs (4,445 kg)
Cruise speed:	150 kts
Maximum speed:	200 kts
Altitude:	65,000 ft
Engines:	2 X 2.3Litre 4 cyl engines, developing 150 horsepower.
Endurance:	4 days at 65,000 ft

You can see it [HERE](#)

The way things are going, wars aren't going to need people any more, wars will be fought out between machines, while people just sit at home and watch it all on 3D TV.

We have learnt from experience that some men never learn anything from experience.

A WW2 story.

Nearly everyone likes a story about World War 2, but it's probably more of a blokey thing and tales of the War hold as much fascination for blokes as a story about a Royal baby does for the fairer sex.

Rob Meyer, a clock winder (right, partaking of a refreshing ale in Vung Tau many moons ago) and who has taken up abode in Tassie within sight of snow covered Mt Wellington, had an uncle Fred (Fred Manger) who married his aunty Nan and who was in the RAAF during the War. Uncle Fred was flying a Sunderland when it flipped upside down and had to be set right again.

It's a good story and you can read it [HERE](#)

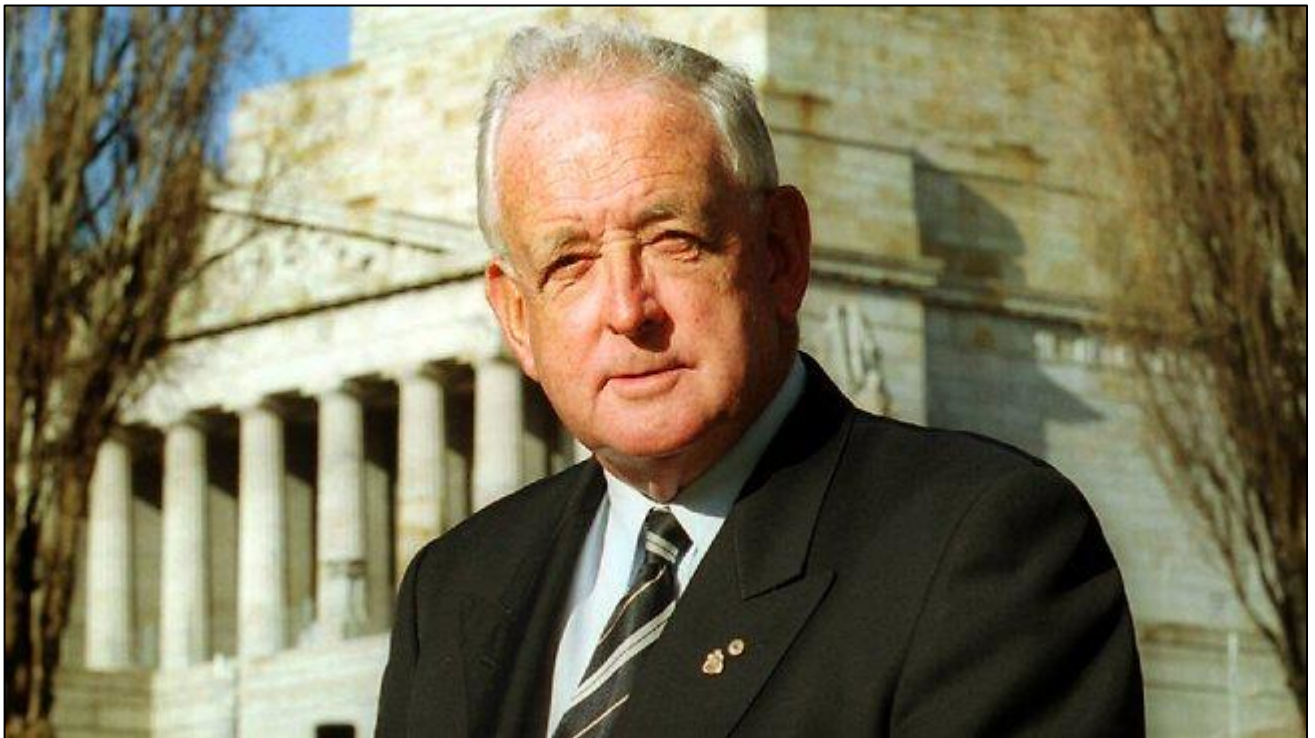




Allan George's Gems

Veterans lose home support in cut to care program.

A CRUCIAL in-home care service that provides meals for veterans and war widows has been axed by the Federal Government.



The RSL's Victorian president, Major General David McLachlan, says the in-home care service is extremely important.

Despite a boost in defence spending of more than \$5 billion in the next three years, the Commonwealth has withdrawn the funding for the Home and Community Care program. This program provides assessment, co-ordination and home-care services tailored to the needs of ex-servicemen and women and war widows.

The move has been criticised by the RSL.

The Victorian Government estimates more than 1500 Victorian veterans and widows will miss out on meals and more than 1500 recipients will no longer benefit from activities' groups when the funding runs dry next July.

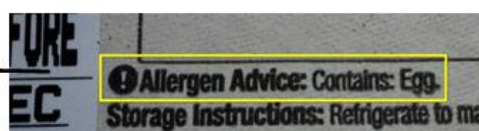
Victorian State Health Minister David Davis has written to Veterans Affairs Minister Warren Snowdon, urging him to reconsider the cut. Mr Davis said Victoria's war veterans deserved respect and dignity, and stripping them of these services was a slap in the face. "This is a sad decision and it is the wrong decision," Mr Davis said.

"The purpose of this funding is to make sure we provide a high level of tailored support." While many of the recipients will still be eligible to receive similar in-home care, Mr Davis said the veterans and war widows would be required to apply for the services through the general [Home and Community Care](#) (HACC) program. That is expected to add further strain to the system.

The RSL's Victorian president, Major General David McLachlan, said the service was extremely important. He urged the Federal Government to continue to fund the program. "Everyone wants to stay in their own home, but we need to offer these people support," he said. "HACC has been able to assist these veterans and war widows by looking at their requirements and tailoring support to their needs." Gen McLachlan said most of the recipients were World War II veterans or widows who had served Australia. "You would think the Government could keep it going for the small number of veterans until they go to their final resting place," he said. "It's providing care for the veterans that have given so much and who we can thank for the way we live life today."

The Government will save more than \$25 million by axing the program. It says the money saved will be reallocated for veterans' mental health. Mr Snowdon's spokeswoman, Lidija Ivanovski, said the Federal Budget had made no changes to the veterans' home-care program but the money had been reallocated. "Veterans have the same right of access to Home and Community Care services as other Australians," she said. "This will not change."

Just in case there's any confusion.



Veteran Mental Health training for Community Nurses.

Investing in the health of more than 325,000 veterans, war widows and widowers, Minister for Veterans' Affairs Warren Snowdon recently launched a new online, interactive professional development course for community nurses. Mr Snowdon said finding time to fit professional

development into a hectic work and family life is difficult for most, but for busy nurses, especially those working in remote or regional communities, it can be just about impossible.

“The [vetAWARE](#) course increases nurses’ understanding of the common mental health challenges faced by veterans, and how to best support them and their families,” Mr Snowden said. “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”.



Mr Snowden said that 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.

“The interactive course was developed in consultation with nurses and other mental health professionals, and the feedback has been overwhelmingly positive,” he said. [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.

Mr Snowden said the Australian Government is committed to providing appropriate, accessible and evidence-based mental health care for veterans. “Working with the medical community to increase their awareness and understanding of veterans’ mental health conditions is an important part of this work,” he said.

It’s just not safe to go to war anymore – see [HERE](#)

I said to the wife, “Quick, get me a newspaper”
“Don’t be silly,” she said “You can borrow my iPad”
That spider never knew what hit it.

What's a Bitcoin and why would you want one?

You might have heard about Bitcoin millionaires, people who raked in vast sums of real money riding this relatively new form of currency.

Bitcoins offer both a fascinating, new approach to money and similarly contain many potential pitfalls. Here's what you should know about this online phenomenon.



The history of money is fascinating. Ancient humans traded salt for fish, wheat for beer, and camels for wives. Around 9,000 BC, give or take a millennium or three, people started using an intermediary object, something they might not need but could exchange. For example, I'll take one bag of rice for my duck; I'll give you a half-bag of rice for that small clay pot or a whole bag for that big pot.

In Asia, cowry shells (considerably easier to carry than bags of rice, no doubt) were used long ago for bartering. But as trade expanded around the world, more sophisticated forms of "currency" were needed: bronze-cast knives in China, silver bars of set weights in Mesopotamia, gold bars in Egypt.

Around 700 to 500 BC, the first coins appeared, typically, stamped bits of naturally occurring silver/gold metal called electrum. Minted coins followed, their value dictated by the weight and fineness of gold or silver used. Coins from Athens, Persia, and China circulated all over the world. Around the 11th century, paper money appeared alongside coins in China. In Europe, the first paper money was a sort of **IOU** used to document loans in gold. The IOUs gradually formalized into official banknotes.



In the 17th century, European governments (and much of the world soon after) moved into the business of issuing paper money, backed by deposits of gold and silver. Skipping over centuries of hyperinflation, bank runs, and the end of the gold standard, we arrive at the monetary system in use today.

With the exception of cash and trade, every monetary transaction we make today goes through the same basic cycle: you offer to buy something with a credit card or cheque, a central record-keeping organization verifies whether you have sufficient funds or credit, the purchase is approved, and the transaction is posted to your account. All forms of electronic money work the same way. You put through a charge using a credit card online, or you receive or send money via PayPal, or you tap your stored-value card or phone to make a payment. As long as you have enough money or credit, you're good. The system works because the currency used remains relatively stable.

Establishing an entirely different kind of money.

Bitcoins are currency, but they're unlike anything most of us use today. They're a blend of new technology, old-style bartering, and free-market thinking. Although completely electronic, a Bitcoin's value is set by the open market, not by any government entity. Like cash, Bitcoin transactions are untraceable. If you want to transfer significant amounts of money through traditional channels, it takes either suitcases of cash or at least one intermediary bank, along with all the required paper trails and fees. Not so with Bitcoins. Using some cryptographic magic and extreme redundancy, the Bitcoin network requires no central bank, no list of Bitcoin holders, nothing that can trace a person to a specific transaction. If that sounds like an ideal setup for money launderers, drug dealers, and/or fugitive prime ministers, you're on the way to understanding the early attraction of Bitcoins.



About four years ago, Bitcoins came to prominence as the preferred currency on the [Silk Road](#) website. As some newspapers, the majority of sales on Silk Road involved drugs. Bitcoins made those transactions untraceable. Today, Bitcoins are undoubtedly used for less sordid transactions, but their fluctuating value also gives them a commodity, or stock-like aspect. Through 2012, a single Bitcoin's value grew from US\$5 to about US\$13. This year, a Bitcoin cost \$266 on April 10 and then fell to \$125 the next day, prompting the crash of the largest online Bitcoin exchange, the Japan-based [Mt. Gox](#). When the exchange came back online a day later, Bitcoins hit a low of \$65. A couple of weeks later, the value almost doubled to \$120.

Nobody knows for sure why the Bitcoin market soared, then crashed. One theory places the blame on Cyprus's banking crisis, where thousands of bank accounts received involuntary "haircuts" by a Cypriot government flailing for cash. Panicked depositors ran for alternatives, among them, Bitcoins. Others speculate that organized crime manipulated the market to buy low and sell high. (On April 24, Mt. Gox was also hit by a massive distributed-denial-of-service attack.)

Bitcoins are kind of an anarchist's version of cowry shells, not beholden to any government, bank, political group, or individual trying to corner the market in a specific commodity. They are entirely electronic. At its heart, a Bitcoin is simply a number, like the serial number on a banknote. To use a Bitcoin, you sign in to your Bitcoin **wallet**, stored either at an online service or in an application on your personal computer or mobile device. The wallet shows your Bitcoin balances; it's also where you get Bitcoin addresses (essentially separate accounts), which you give to other Bitcoin users when transferring the currency. According to the ["How does Bitcoin work?"](#) the system is somewhat like a distributed email network. Bitcoins also work somewhat like a typical online bank transfer but with important differences. For instance, there's no bank-like clearinghouse for Bitcoin transactions. Nobody has a list of all account numbers and owners. There is, however, an ongoing list of transfers: which accounts transferred how much to which other accounts. The list is public, it's stored in hundreds of different locations, on hundreds of different computers. If you're interested, you can see every transaction going on in real time [HERE](#). Who owns the accounts is, on the other hand, private.

The technical details of Bitcoin transfers, how Bitcoins change ownership and how the system prevents transferring the same Bitcoin twice, involve public-key cryptography and some fancy computing techniques. Unlike a bank, the Bitcoin network doesn't keep track of your Bitcoins, only Bitcoin transactions. This means you're responsible for protecting your Bitcoin wallet.



When you ask somebody to send money, you have to give them a Bitcoin address, essentially an encrypted public key. The Bitcoin software actually encourages you to generate a new address number for each transaction. If you get money from one person and then send that money to someone else using a different address, it's basically impossible for anyone other than you to know where the money came from or where it went. There's some time delay on the transactions. Typically, it takes 10 minutes for Bitcoin transfers to take effect. The reasons are complex, but they're associated with preventing **double spends**, trying to spend the same Bitcoin twice, either intentionally or inadvertently. Since there's no central repository of accounts and balances, the delay is basically the price you pay for having a whole bunch of computers simultaneously verify the transactions.

If you're accustomed to bank wire transfers taking an hour, a day, or even a week to complete, 10 minutes doesn't seem like much of a hardship. And the Bitcoin verification runs 24 hours a day, seven days a week on hundreds of computers, making the system fairly reliable. The first widely recognized Bitcoin transaction was the purchase of two pizzas. The buyer reportedly paid 10,000 Bitcoins — pricey even at early Bitcoin rates.

Where Bitcoins came from and where they're going.

Bitcoins have a fascinating history. The originator of the concept, who went by the handle "Satoshi Nakamoto," has never been identified. I say "went" because Satoshi appeared out of the blue in 2008, published a few papers, never made a public appearance, and stopped answering emails in December 2010. However, the importance of Bitcoins doesn't rest in the person or persons who created it. The creation itself holds the answers to pressing money problems such as making private transactions without resorting to piles of cash.

If you want to keep your Bitcoin transactions private, there are two points of vulnerability to online snoops: when you buy Bitcoins using some other currency and when you sell your Bitcoins. Once inside the system, you're anonymous. In other words, when you use Bitcoins only to pay for purchases, there's no **traceable** record. (One person recently sold his house with Bitcoins, another sold a Porsche.) That obviously presents a problem for law enforcement. Because Bitcoins make investigations more difficult, law-enforcement agencies are leaning hard, sometimes with sanctions, sometimes with legislation, on the Bitcoin clearinghouses to provide information about transactions. Mt. Gox's sign-up page warns that if you try to access your account using the Tor network or public proxy servers (two common means of disguising your location), they might suspend your account and force you to submit anti-money-laundering documents. (A bitcoin.org [page](#), on the other hand, recommends using Tor to hide your PC's IP address.)

Today there are approximately 11 million Bitcoins in circulation. The system is designed to let the number of Bitcoins increase at a very slow rate — by 2140, there should be about 21 million Bitcoins in circulation. If you want to learn more about Bitcoins, take a look at the official Bitcoin [FAQ](#).

Bottom line: If you do become a Bitcoins user, keep in mind that the value of your Bitcoins can change rapidly and unpredictably. Whenever someone asks me whether I'd buy Bitcoins right now, my answer is a resounding "Hell no!" It's an interesting concept — a currency not tied to any country or financial institution — but the recent run-up and decline of Bitcoin pricing give me nosebleeds. Put your savings in Bitcoins, and you might make enough money to retire in the next year. Or you could lose 90 percent of your gamble — er, investment.

My friend thinks he's smart, he said onions are the only food that make you cry.

So I threw a coconut at his face.



Men have feelings too you know – for example, I feel hungry.

Another way to get ripped off.

There is a new and clever credit card scam - be wary of those who come bearing gifts.

It works like this:

You get a phone call from someone who say they are from some outfit called: "Express Couriers" asking if you are going to be home because there is a package for you and the caller says the delivery would arrive at your home in roughly an hour. About an hour later, a delivery man turns up with a beautiful basket of flowers and wine.

If/when you enquire as to who the sender is you'll be told by the delivery man that he was only delivering the gift package and a card is being sent separately; (the card never arrives!). There will also be a consignment note with the gift. The delivery man will then explain that because the gift contains alcohol, there is a \$3.50 "delivery charge" and as proof that he had actually delivered the package to an adult, and not just left it on the doorstep to be stolen or taken by anyone.

All this sounds logical so you offer to pay him cash but you'll be told that the company requires the payment to be by credit or debit card only so that everything is properly accounted for and also it will be further proof that the item was delivered to an adult. So you produce your credit card which the delivery man swipes through one of those portable EFT machines that are common these days. You get a printed receipt, and all seems fine.



But.....when you get your next credit card statement, you'll find your credit balance has increased considerably.

What you wouldn't know was that the little ATM machine carried by the delivery man had been "modified" and instead of sending your details off to your credit provider, it recorded your card details and also your PIN number. A great little lurk, if they do 5 a day and rip people off to the tune of (about) \$4000, that \$20,000 a day they make from unsuspecting honest people.

The only thing you can do is contact your bank which will cancel your card immediately – but by then it's too late, the funds have gone. When you report the incident to the police you will find that you are not Robinson Crusoe and that lots and lots of people have similarly been stung.

So!!! Be wary of accepting any "surprise gift or package", which you neither expected nor personally ordered, especially if it involves any kind of payment as a condition of receiving the gift or package. Also, never accept anything if you do not personally know or there is no proper identification of who the sender is.

Above all, the only time you should give out any personal credit/debit card information is when you yourself initiated the purchase or transaction!

I can't understand why a person will take a year to write a novel when he could easily just go out and buy one for a few dollars.

The 'Night Witch'.

MailOnline

Nadezhda Popova, a woman who carried out hundreds of bombing raids as part of Russia's elite all-women World War Two air squad, died in July 2013. She was 91 years old.

□ WWII Soviet hero died in July aged 91

Nadezhda was one of the first to volunteer for Stalin's all-women air force units, she flew 852 missions against the Germans in a rickety wooden biplane which had no guns or parachutes and the pilots navigated by stopwatch

The Nazis dubbed them the 'Night Witches', on account of the way they would cut their aircraft engines to silently swoop in before dropping their bombs. The 'whooshing' noise they made as they passed overhead was said to resemble a witch's broomstick.

In 1941, as the Soviet Union struggled desperately to stop the German advance, Stalin ordered the formation of three all-women air force units. Among the first volunteers was 19-year-old Nadezhda Popova, who would go on to become one of the most celebrated heroes of the Soviet Union. Popova flew 852 missions against the Germans in rickety wooden biplanes and was shot down several times. Her unit, the 588th Night Bomber Regiment was equipped with obsolete two-seater Polikarpov PO-2 biplanes.



The aircraft, made of wood and fabric, were slow and cumbersome. They had no radio, no guns and no parachutes. To navigate, the pilots used a stopwatch and a map. They were too vulnerable to fly during the day so only flew night missions. Their job was to harass the German positions, taking out the troops' encampments, storage depots and supply lines.

While they were unable to inflict any strategically important damage, the psychological damage on German morale was said to be immense.

The Nazis viewed them as such a menace that an Iron Cross was promised to any Luftwaffe pilot who shot down a 'Nachthexen'.



Downtime: Female soviet pilots of the 46th Guards Air Force Regiment relax between missions against Germany during World War II.

Because the Polikarpov planes were only capable of carrying two bombs strapped under their wings the pilots had to fly multiple missions every night, returning to base to collect more bombs. Nadezhda Popova once famously flew 18 in a single night.

According to her obituary in The Times, it was the freezing cold weather that she remembered the most.

Action stations: Night Witch pilots receive orders before a raid on the Byelorussian front in 1944.

She recalled: 'When the wind was strong it would toss the plane around like a cork in a raging river. 'In winter when you'd look out to see your target better you got frostbite, our feet froze in our boots, but we carried on flying.



'You had to focus on the target and think how you could hit it. There was no time to give way to emotions. 'Those who gave in were gunned down and they were burned alive in their craft as they had no parachutes.



Nadezhda Popova (second from right) with (from left) Squadron Navigator Yekatrina Ryabova, Flight Commander Raisa Yushchina, Navigator Mira Paromova and (far right) Squadron Commander Marina Chechneva read a fashion magazine in Eastern Pomerania, in 1945

The tactics was to fly in formations of three with two of the planes breaking off to act as decoys and attract the searchlights while the third slipped in to drop its bombs. On one occasion after

crash landing in the North Caucasus she joined a retreating Soviet column in which she met another downed pilot Semyon Kharlamov.

His head was heavily bandaged so only his eyes were showing, but he charmed her with jokes and after meeting up several times over the course of the war, they married.

Nadezhda Popova was born in Shabanovka on December 17, 1921. The daughter of a railwayman, she was bitten by the flying bug after a plane landed near her house. At 15 she joined a flying club and at 16 she made her first parachute jump.

She volunteered to become a bomber pilot after her hometown was occupied by the Germans and her brother was killed fighting at the front. She rose to the rank of lieutenant-colonel before returning to her job as a flying instructor after the war. She and her husband Semyon Kharlamov stayed together until he died in 1990.



She is survived by a son who is a general in the Belarussian air force.

Solar flight

Recently the solar-powered aircraft Solar Impulse touched down safely at John F. Kennedy International Airport, completing its coast-to-coast journey across the domestic United States. The aircraft took off from Mountain View, California on the 3rd May, on the first step in a multi-leg trek. The aircraft 'hopped' its way across the US with stops at Texas, Missouri, and Virginia with the aircraft and the Solar Impulse team resting several weeks between excursions. Each leg took between 19 and 25 hours.



The Solar Impulse HB-SIA is a single-seat electric aircraft fuelled in its entirety by solar panels. Over 11,000 solar cells are spread across the plane's 208 foot wingspan, providing power and charging the batteries that take over during night flying. The Solar Impulse had previously conducted both international and intercontinental flights as well and to date is the first aircraft to ever complete a solar-powered flight across the United States.

During the flight a tear was discovered on the underside of the plane's wing. After helicopters took photographs of the plane it was determined that the eight foot tear was stable, and an earlier than scheduled landing for the aircraft was planned. Having completed the cross-country flight, the Solar Impulse team's next goal is to fly across the entire world using only solar power, a task for which it will be looking to its new plane: the HB-SIB.

Paddy says to Mick "I found this pen, is it yours?" Mick replies "Don't know, give it here." He then tries it and says, "Yes it is" Paddy asks "How do you know?" Mick replies, "That's my handwriting"

THE TITANIC.

We all think the Titanic was a huge ocean liner – but was it?

Below is a comparison against the current biggest cruise ship, the “Allure of the Seas”.
Surprising isn't it??



Scam Watch

Re the story on Scams in the previous issue, I showed the story to our local police and they told me about a booklet that warns about scams that are prevalent in Australia.

You can get a copy of it [HERE](#).

Some people are just so clever, see [HERE](#)

Airbus engine run story.

There are emails doing the rounds (with heaps of pretty pictures) showing an Etihad Airways Airbus A-340 all smashed up at an airfield in France. The story in the email tells all who take the time to read it that the accident was caused by an Arab flight crew who didn't know what they were doing.

This is a copy of the email:

This brand spanking new Airbus 340-600, the largest passenger airplane ever built, sits just outside its hangar in Toulouse, France without a single hour of airtime. Enter the Arab flight crew of Abu Dhabi Aircraft Technologies (ADAT) to conduct pre-delivery tests on the ground, such as engine run-ups, prior to delivery to Etihad Airways in Abu Dhabi. The ADAT crew taxied the A340-600 to the run-up area. Then they took all four engines to takeoff power with a virtually empty aircraft. Not having read the run-up manuals, they had no clue just how light an empty A340-600 really is.



The takeoff warning horn was blaring away in the cockpit because they had All 4 engines at full power. The aircraft computers thought they were trying to take off, but it had not been configured properly.(flaps/slats, etc.)

Then one of the ADAT crew decided to pull the circuit breaker on the Ground Proximity Sensor to silence the alarm. This fools the aircraft into thinking it is in the air.. The computers automatically released all the brakes and set the aircraft rocketing forward.



The ADAT crew had no idea that this is a safety feature so that pilots can't land with the brakes on. .Not one member of the seven-man Arab crew was smart enough to throttle back

the engines from their max power setting, so the \$200 million brand-new aircraft crashed into a blast barrier, totaling it.

The extent of injuries to the crew is unknown due to the news blackout in the major media in France and elsewhere. Because..... “Coverage of the story was deemed insulting to Muslim Arabs”.



Finally, the photos are starting to leak out.

- *One French Airbus: \$200 million dollars*
- *Untrained Arab Flight Crew: \$300,000 Annual Salary*
- *Unread Operating Manual: \$300*

Aircraft meets retaining wall and the wall wins - PRICELESS!

Well, like most of these conspiracy stories that people push onto the net without first checking, this one is partly true, there was an accident but the inference is garbage.

The photographs displayed do represent the aftermath an Airbus 340 engine test that ended in a ground collision, but unconfirmed, pejorative information has been added to the accompanying text which describes the circumstances of the accident.

On 15 November 2007, a four-engine Airbus A340-600 (which is not actually “the Largest passenger airplane ever built”) in the process of being delivered to Abu Dhabi-based Etihad Airways was undergoing ground engine testing at the Airbus Technical Centre in Toulouse, France. During those tests, the aircraft somehow broke Loose and crashed into the test-pen wall as pictured above. According to press reports, nine people — two Airbus employees and seven employees of Abu Dhabi Aircraft Technologies (ADAT), a service provider contracted by Etihad — were aboard the airliner at the time, and four of them were injured.

It is not true, as claimed, that there was “a news blackout in the major media in France and elsewhere” because “coverage of the story was deemed insulting to “Muslim Arabs.”

Although the accident did occur while ground engine tests were being conducted with the planes parking brake applied, a report released by French investigators in December 2008 (translated into English [HERE](#)) did not identify the cause of the crash to be ADAT technicians who were unfamiliar with the aircraft and overrode a vital safety feature:

You can read the full and truthful report [HERE](#).



An amazing man !

Robert Hardman

Erick "Winkle" Brown, now 94 years old, makes Biggles look like a wimp. He's flown more planes than anyone else in history and took 2,000 Nazis prisoner single-handed.

Eric (right) who now lives in Copthorne, Sussex, UK, was also the first man to fly a jet on and off an aircraft carrier. He has set aviation records that will almost certainly never be broken and is revered as one of the greatest test pilots of all time.

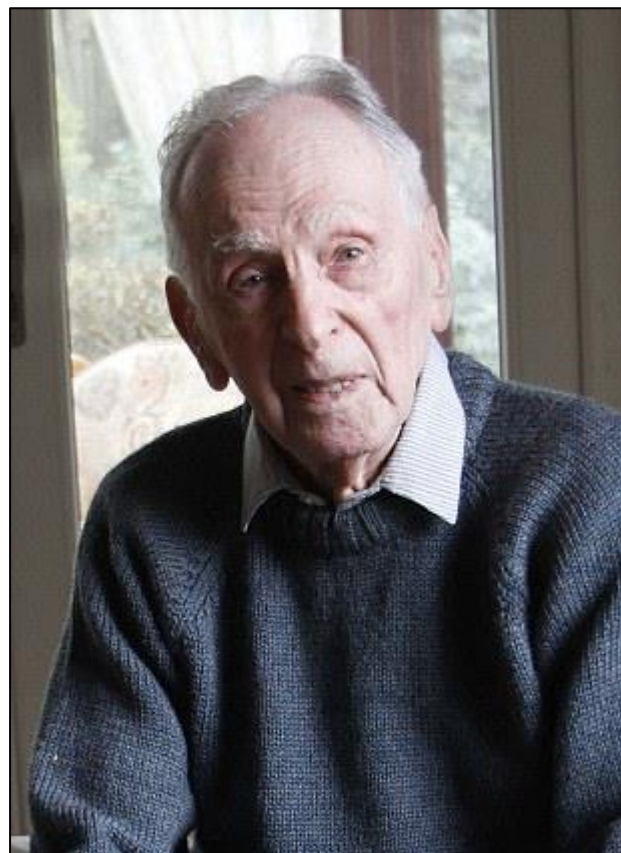
He must certainly rank as the most extraordinary airman alive. Indeed, open his memoirs at any page and you are left asking a single question: how on earth did this modest Scotsman live to tell the tale?

Here is a man who narrowly cheated death in the wreckage of a torpedoed ship, helped to liberate Belsen and took 2,000 enemy prisoners armed only with a pistol. In the immediate aftermath of the war, Eric had to interrogate a bewildering cross-section of leading Nazis, including Hermann Goering, as well as plane manufacturer Ennst Heinkel and designer Willie Messerschmitt.

What's more, he then had to test all their aircraft. And all this before turning 30. Little wonder that when he arrived at Buckingham Palace at the grand old age of 28 for the fourth time, to receive the AFC in addition to the DSC, MBE and OBE he had already received, George VI greeted him with the words: 'Not you again.' In fact, young Brown would soon be back once more to receive the King's Commendation for Brave Conduct. Years later, he would end up as an aide-de-camp to the Queen, who would add a CBE to his collection in 1970.

Pin-sharp at 94, Eric is in constant demand from historians and documentary makers, while his autobiography, *Wings On My Sleeve*, is a must-read for any self-respecting aviator.

Eric's father had served in the Royal Flying Corps during the Great War and, along with all former RFC pilots, received an invitation from the newly formed German Luftwaffe to visit the 1936 Olympics. A promising scholar at Edinburgh's Royal High School, Eric had recently lost his mother, so his father decided to take the boy to Germany to see the Games. Among those hosting the RFC delegation was the charismatic Great War ace Ernst



Udet, who had become a famous stunt pilot. He took Eric up for a spin, 'Terrifying stuff', and the teenager was hooked.

'When we landed, Udet gave me the old fighter pilot's greeting — "Hals und Beinbruch!" [Break your neck and leg] — and told me to learn to fly.'

Eric went on to Edinburgh University, where he studied German and joined the university's air squadron. During a student trip to Germany, he wrote to Udet, by then a senior Luftwaffe general, who invited Eric into his social circle. The wide-eyed student was introduced to some of the leading lights of the Luftwaffe — including their formidable test pilot and world gliding champion Hanna Reitsch (below), having no inkling that, within a couple of years, they would be his sworn enemy.



'Udet was like a schoolboy who regarded the whole world as a friend,' says Eric. 'He had these riotous evenings at his flat in Berlin. One of his party tricks was a shooting game where you had to fire a pistol at a target behind you, using a mirror. It made a mess of the wall, but he was very good at it. 'I often wondered what the neighbours thought, but I suppose you didn't complain if your neighbour was a Nazi general.'

In 1939, having recently arrived in Germany on a teaching exchange, Eric received a knock on the door one morning. 'Our countries are at war,' said an SS officer, before taking away Eric for interrogation. Fearing the worst, he was pleasantly surprised to be dumped at the Swiss border, from where he made his way home as fast as possible to sign up with the RAF.

Like all young pilots at the time, Eric was itching to get airborne and was frustrated by the lack of RAF planes and postings. But, following the loss of the aircraft carrier, HMS Courageous in the opening weeks of the war, along with the loss of more than 500 men, there were plenty of vacancies for pilots in the Royal Navy.



A Hurricane IIB

He was transferred to the Fleet Air Arm, where he was nicknamed 'Winkle' and retrained as a naval pilot. Before long he was on HMS Audacity, an aircraft carrier escorting vital convoys between Britain and Gibraltar.

His bravery in his Martlet fighter soon earned him the Distinguished Service Cross.

Then, in December 1941, his ship was torpedoed and sank 450 miles off Cape Finisterre. He was one of the few survivors after floating in the water for several hours. 'I couldn't walk for a week, but I was lucky,' he said. 'As pilots, we had proper lifejackets.'

Back home, his exceptional flying skills had been spotted and he was transferred to special duties as a test pilot. Among his



tasks was working out ways of flying Spitfires, Hurricanes and Mosquitoes on and off ships, vastly improving the clout of the Fleet Air Arm.

By 1944, Eric had moved to the top secret Aerodynamics Flight based at Farnborough and when he wasn't testing the boffins' latest theories, he was also charged with training a gung-ho band of Canadian Spitfire pilots with whom he saw regular action over France.

Winston Churchill needed a solution to the Nazis' unmanned V1 rocket bombs, which were terrifying the civilian population. One of the first had reduced Eric's home, near Aldershot, to rubble. 'My wife was injured, our cleaning lady lost an eye and the dogs disappeared, so my interest was personal,' he says. Eric helped develop a booster system that could get a fighter alongside a V1 for a short spurt and tip it off-course without colliding. 'You couldn't blow it up because you'd fly straight into the debris but there was a way of nudging its wings using air pressure and not actually touching.'

It led to Eric's first, and last, bail-out. 'One day, the engine caught fire and my feet were starting to fry, so it was time to go over the side,' he says, matter-of-factly. 'I landed in a pond in a field with this very angry bull in it. Every time I tried to get out of the water, it came at me and the ambulance and the Home Guard wouldn't go near it. I shouted at them to get the farmer. I remember him leading it away, saying: "Come on, Ferdinand."'



As the Allies progressed through Italy and France, Eric became commanding officer of a very exotic unit, Farnborough's Enemy Aircraft Flight. His task was to capture and evaluate as much Nazi hardware as he could find. One of the most unappealing was a Messerschmitt 163, (above) a rocket plane that ran on liquid explosive.

Dozens of German pilots had been killed developing the thing, but Eric still chuckles as he recalls his maiden flight: 'I soon worked out that the only way to land it without exploding was to run out of fuel first, so you had to get your timings right.'



In 1945, landing at a newly captured airstrip in Germany, he met Allied troops investigating rumours of a concentration camp at Belsen. Realising that Eric had better German than his interpreter, the brigadier in charge asked him along to assist with translation. Eric has never forgotten the sights he encountered nor the remorselessness of the female commandant he interrogated, Irma Grese (above). 'She was the worst human being I ever encountered,' he says. She was hanged a few days later.

Soon afterwards, Eric flew in to another air base in Denmark, only to discover the Allies had yet to capture it. 'I was in this little Avro Anson and there were still 2,000 enemy troops there,' he says. 'I thought we were for it as we landed, but the commanding officer came up to me, handed me his sword and surrendered on the spot.'

The easiest way to find something lost around the house is to buy a replacement...

Given his excellent knowledge of German and aeroplanes, Eric interrogated all the enemy top brass but he says he did not warm to Willie Messerschmitt. 'We had a bit of a to-do,' says Eric, with mischievous understatement. 'I accused him of compromising the integrity of his planes because the wings on some had started falling off. He bridled at that!' but he says Dr Ernst Heinkel was a 'funny little man' and his erstwhile mentor, Udet, had committed suicide in 1941.

One day Winkle found himself in an interview room with Hanna Reitsch, (right) still an unrepentant Hitler worshipper. 'She was emotional because she had just heard that her father had shot all the women in the family and then himself to spare them from the Russians. So she told me quite a lot.' He even interviewed Hermann Goering. 'His uniform was falling off him, but he perked up when I told him he was going to be interviewed by a pilot. He answered all my questions. 'The first thing I asked was his opinion on the outcome of the Battle of Britain and he said: "A draw." He said they had not been defeated, but that Hitler had ordered the withdrawal of fighter units to concentrate on Russia.'



After the war, Eric worked with Sir Frank Whittle, the inventor of the jet engine, clocking up numerous life-threatening 'firsts' in the field of jet aviation. Among his unappetising tasks was discovering why certain aircraft would crash at certain speeds, and why planes had a habit of disappearing in storms. Among his many records is one for the most aircraft carrier landings in history: 2,407. A U.S. naval pilot who tried to beat him got as far as 1,600 before suffering a nervous breakdown.

It is also highly unlikely that anyone will surpass Eric's world record for flying 487 different types of aeroplane.

A proud grandfather and great-grandfather, he is typical of his generation in insisting that he was 'only doing the job'. But Eric Brown did not merely witness history: he made it, too. And it is a hell of a story.

You can see an interview with Eric [HERE](#)

A Public Servant fell down the stairs at home and went to the doctor. The doctor examined him and said, Mr Smith, I have some bad news and some good news, unfortunately you won't be able to work again. Ok, said Mr Smith, what's the bad news??

Why does the colour red fade.

It is important to understand that white light is made up of three primary colours – red, which has the longest wavelength, green, middle wavelength and blue which has the shortest wavelength of the radiation spectrum which is visible to our eyes. Our eyes have three colour sensors, which separate these parts of the visible spectrum, and we get all of our colour

sensations by various mixtures of sensing in these three areas. One of the most surprising results is that we see yellow when only our green and red sensors are stimulated. This means that yellow is the sensation we see when blue is absent from what would otherwise be white light. Similarly we sense cyan (a turquoise colour) when red is absent – i.e. only our green and blue sensors are stimulated, and magenta (a purplish hue) when green is absent – i.e. only our red and blue sensors are stimulated.

Red, blue and green are called the “additive” primaries – simply because they add up to white light. Cyan, magenta and yellow (the “opposites” of red, green and blue) are called the subtractive primaries because each subtracts one of the additive primaries from white light. In printing and in photography cyan, magenta and yellow dyes are most commonly used to form the image colours. This is better than using red, green and blue dyes because cyan, magenta and yellow only absorb one third of white light, whereas red, green and blue dyes each absorb two thirds. This makes twice as much use of light when viewing images.

If you imagine a red image in a sign, the red colour is formed by a mixture of yellow and magenta dyes. The white light falls onto the mixture and the yellow dye absorbs all the blue light. Similarly the magenta absorbs all the green light, and so the remaining light, red, is the only light reflected back to your eye. If you see the red fading – i.e. your eye is seeing other colours coming back reflected from the image area that is supposed to be red this is because the yellow or the magenta or both are themselves fading and failing to fully absorb the blue and green light.

Now it is usually the case in photography that the magenta and yellow dyes in colour prints fade faster than the cyan. You may have noticed that photographs faded in shop windows go cyan in colour – this is why. Remember cyan is the opposite of red – so the red is fading fastest. This is because the yellow and magenta dyes are more susceptible to oxidative fade induced when light reacts within the dye layer to produce oxygen radicals which tend to react with the dye and bleach it – destroy the part of the molecule which absorbs the light to give the dye its colour. Cyan dyes tend to bleach by a reductive process and are actually less stable in dark, hot conditions than are yellow and magenta.

BUT – this all depends on the particular dyes used, and also on how they are contained in the substrate, and on what protection from UV light may be coated on top. Another factor is the incorporation of “stabilisers” – things that preferentially react with oxygen radicals to prevent dye bleaching.

If you can smile when things go wrong, you've already got someone in mind to blame.

Boeing delivers 601 jetliners in 2012.

US aerospace giant Boeing says it delivered 601 commercial aircraft in 2012, substantially more than the previous year, and it booked the second-highest number of orders in company history.



It delivered 477 aircraft in 2011, which in itself is not too bad, being just over 9 per week, but in 2012 it produced 11.5 aircraft per week and you can just imagine the size of the buildings in which all this takes place.

The company also accepted 1203 new orders in 2012 and at the end of the year, there were a total of 4373 unfilled orders on the books.

Boeing's 737 program of single-aisle planes, the aviation industry's best-selling commercial plane, set a new record for net orders in a single year: 1,124. Driving the increase were 914 orders for the new 737 MAX, equipped with a fuel-efficient engine and expected to make its first flight in 2016.

The Next-Generation 737 set a new annual record with 415 deliveries in 2012, which seems certain to make Boeing the world's top plane maker this year.

Airbus delivered 516 aircraft in 2012 and accepted orders for a further 646.

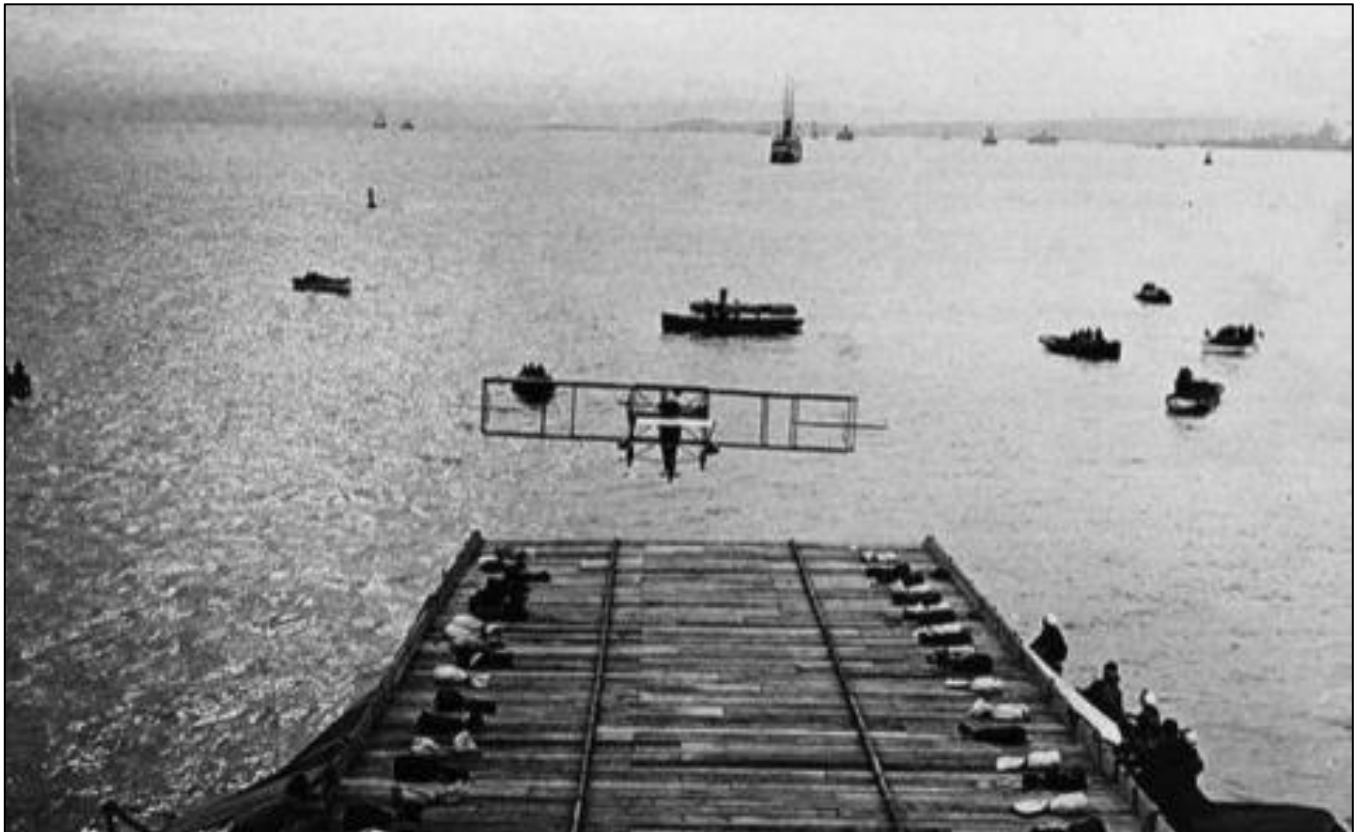
ADF Rank Equivalents

	Navy	Army	RAAF
Flag/General/Air Offices	Admiral of the Fleet	Field Marshal	Marshal of the RAAF
	Admiral	General	Air Chief Marshal
	Vice Admiral	Lieutenant General	Air Marshal
	Rear Admiral	Major General	Air Vice Marshal
	Commodore		Air Commodore
Senior Officers		Brigadier	
	Captain	Colonel	Group Captain
	Commander	Lieutenant Colonel	Wing Commander
	Lieutenant Commander	Major	Squadron Leader
Junior Officers	Lieutenant	Captain	Flight Lieutenant
	Sub Lieutenant	Lieutenant	Flying Officer
	Acting Sub Lieutenant	Second Lieutenant	Pilot Officer
Warrant Officer	Warrant Officer	Warrant Officer Class	Warrant Officer

Rank		1 Warrant Officer Class 2		
Senior Commissioned Officers	Non-	Chief Petty Officer		Flight Sergeant
		Petty Officer	Staff Sergeant Sergeant	Sergeant
Junior Commissioned Officers	Non-	Leading Seaman	Corporal/Bombardier	Corporal
		Able Seaman	Lance Corporal/Bombardier Private Proficient	Leading Aircraftman/woman
		Seaman	Private	Aircraftman/woman

The day the navy learned to fly off ships

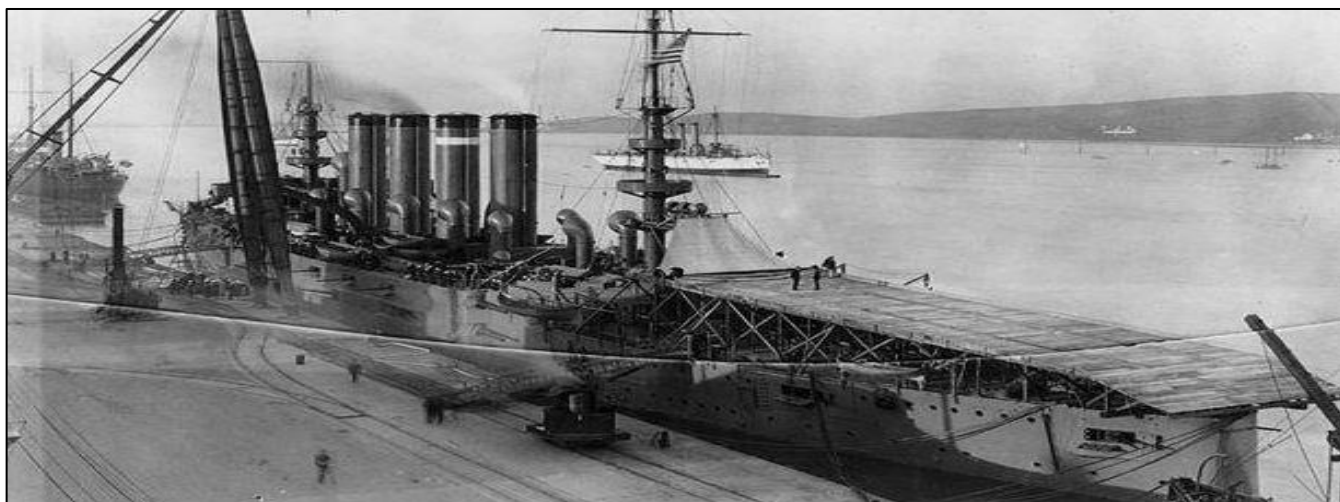
One hundred years is a very long time, yet in the hierarchy of modern marvels, the ability to recover and launch aircraft from the deck of a moving ship stands out as one of the US Navy's signature accomplishments. Which just goes to show you: Some tricks never grow old.



Naval aviation was invented one hundred years ago, on January 18, 1911, when a 24 year-old barnstormer pilot named Eugene B. Ely completed the world's first successful landing on a ship. It happened in San Francisco Bay, aboard the cruiser USS Pennsylvania, which had a temporary 133-foot wooden landing strip built above her afterdeck and gun turret as part of the experiment.



USS Pennsylvania at Mare Island navy yard fitted with a temporary landing deck.

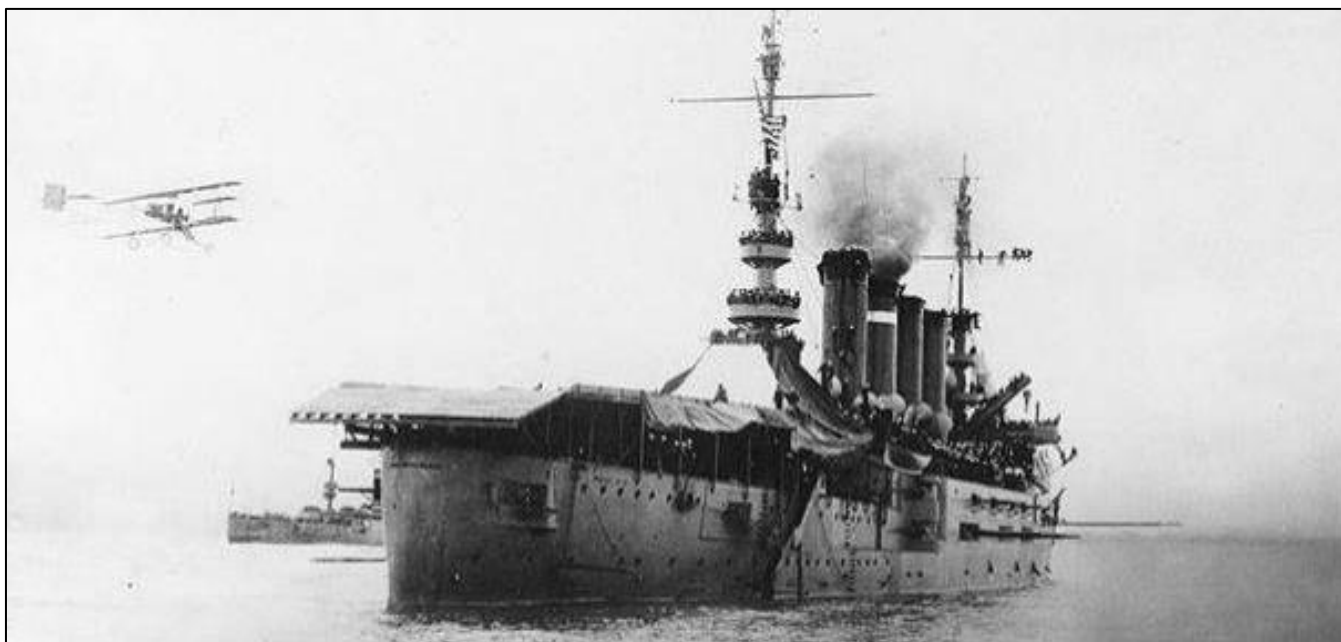




Ely accomplished his feat just eight years after the Wright Brothers made their first flight at Kitty Hawk. His aircraft was rudimentary: a Curtiss Model D "Pusher" biplane, equipped with a 60 hp V-8 engine that gave the aircraft a 50 mph airspeed. To get a sense of how simple it was, below is a contemporary replica of Ely's 1911 Curtiss Pusher that was built to celebrate this 100th anniversary.



But back then, innovation was afoot. Ely's Curtiss Pusher had been fitted with a clever new invention called a tail hook. The idea was to quickly halt the aircraft after landing by using the tail hook to catch one or two of 22 rope lines. Each propped up a foot above the deck and weighted by 50-pound sandbags tied to each end. The lines were strung three feet apart along the Pennsylvania's temporary flight deck. Mark J. Denger of the California Centre for Military History has written a tidy biography of Eugene Ely which narrates the historic day: On the morning of 18th January, 1911, Eugene Ely, in a Curtiss pusher biplane specially equipped with arresting hooks on its axle, took off from Selfridge Field (Tanforan Racetrack, in San Bruno, Calif.) and headed for the San Francisco Bay. After about 10 minutes flying North toward Goat Island (now Yerba Buena), Eugene spotted his target through the grey haze – the USS Pennsylvania.



Ely's plane was first sighted half a mile from the Pennsylvania's bridge at an altitude of 1,500 feet, cruising at a speed of approximately 60 mph. He circled the several vessels of the Pacific Fleet at anchor in San Francisco Bay. The aeroplane dipped to 400 feet as it passed directly over the MARYLAND and, still dropping, flew over the WEST VIRGINIA's bow at a height of only 100 feet. With a crosswind of almost 15 knots, he flew past the cruiser and then banked some 500 yards from the PENNSYLVANIA's starboard quarter to set up his landing approach. Ely now headed straight for the ship, cutting his engine when he was only 75 feet from the fantail, and allowed the aircraft to glide onto the landing deck. At a speed of 40 mph, Ely landed on the centre line of the Pennsylvania's deck at 11.01am.

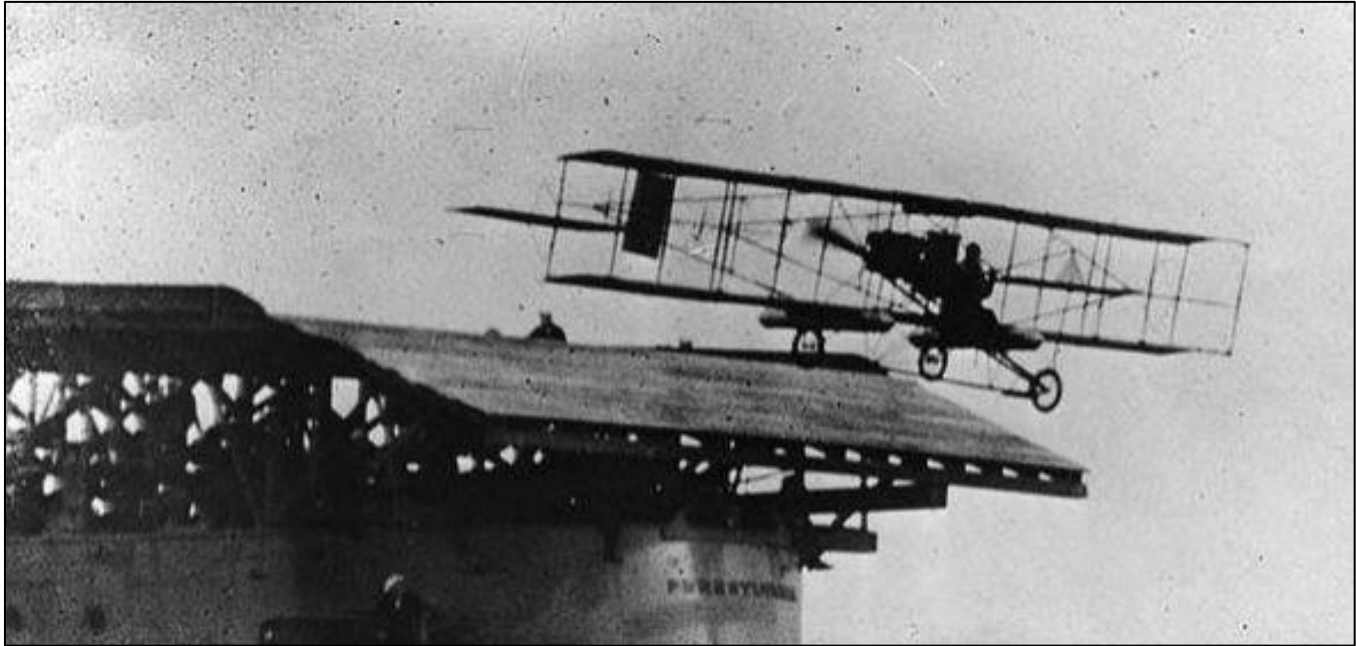
The forward momentum of his plane was quickly retarded by the ropes stretched across the landing area. As the plane landed, the hooks on the undercarriage caught the ropes exactly as planned, which brought the plane to a complete stop. Once on board the PENNSYLVANIA, sheer pandemonium broke loose as Ely was greeted with a bombardment of cheers, boat horns and whistles, both aboard the PENNSYLVANIA and from the surrounding vessels.



Ely was immediately greeted by his wife, Mabel, who greeted him with an enthusiastic "I knew you could do it," and then by Captain Pond, Commanding Officer of the PENNSYLVANIA. Then it was time for interviews and a few photographs for the reporters. Everything had gone exactly as planned. Pond called it "the most important landing of a bird since the dove flew back to Noah's ark." Pond would later report, "Nothing damaged, and not a bolt or brace startled, and Ely the coolest man on board."



After completing several interviews, Ely was escorted to the Captain's cabin where he and his wife were the honoured guests at an officers' lunch. While they dined, the landing platform was cleared and the plane turned around in preparation for take-off. Then the Elys, Pond and the others posed for photographs. 57 minutes later, he made a perfect take-off from the platform, returning to Selfridge Field at the Tanforan racetrack where another tremendous ovation awaited him.



Both the landing and take off were witnessed by several distinguished members of both U.S. Army and Navy, as well as state military officials. Ely had successfully demonstrated the possibility of the aircraft carrier and as a result the US Navy's first aircraft carrier, the USS Langley, was commissioned in 1922, just eleven years later. But Ely didn't live to witness the milestone; he died just a few months after his historic flight, on October 11, 1911, when he was thrown from his aircraft during a crash at an air show.

But 100 years ago, he merged the power of naval warships and aviation in ways that remain cutting-edge, even today.

"As you can see," the medical instructor says,
"The patient limps because his left fibula and tibia are radically arched.
Michael", said the Instructor, "what would you do in a case like this?"
"Well," ponders the student, "I suppose I'd limp too."

Sunscreen.

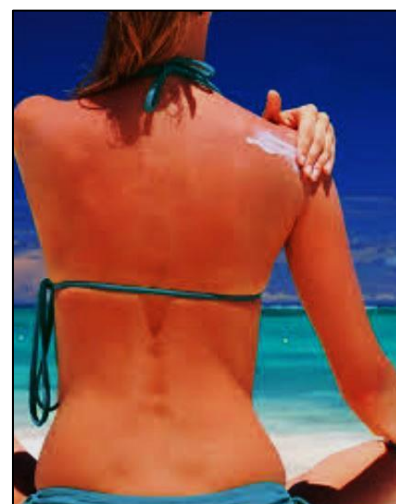
With winter upon us, sunscreens have been put away for a while, but is sunscreen from last year still good, can you use it next summer, when does sunscreen expire?

Sunscreens are designed to remain at original strength for up to three years. This means that you can use leftover sunscreen from one year to the next. Some sunscreens include an expiration date which is the date when they're no longer effective. You should definitely discard any that is past its expiration date. If you buy sunscreen that doesn't have an expiration date, it's a good idea to write the date of purchase on the bottle/tube. Always discard sunscreen that is more than 3 years old, has been exposed to high temperatures or has obvious changes in colour or consistency.

Keep in mind, however, that if you use sunscreen generously and frequently, a bottle shouldn't last from one year to the next. Generally, a liberal application is about 2 tablespoons of the lotion to cover all exposed parts of the body. Don't be stingy with it, it's a lot cheaper than having a melanoma removed.

Most people apply too little sunscreen – remember:

- no sunscreen provides full protection so never rely on sunscreen alone
- choose sunscreen that is SPF30 or higher, broad spectrum and water resistant
- apply sunscreen evenly to clean, dry skin 20 minutes before going out into the sun
- re-apply all sunscreens every two hours, or more often, when sweating
- check and follow the 'use by' date stated on the packaging
- store sunscreen below 30°C. Keeping a tube in the glove box is not a good idea as temps inside the car in hot sun can reach into the 40's.
- the risk of allergies and cross infection from sunscreen use is very small. Perfumes and/or preservatives in the product, not the chemicals that filter UV, are usually the cause of allergic reactions to sunscreen. If a child has an allergic reaction to a sunscreen, try another brand or look for a fragrance-free product such as a toddler or sensitive sunscreen. Your local chemist could also offer advice about choosing another product.
- advice from the National Health and Medical Research Council states that children who are able to apply their own sunscreen (under supervision) should be encouraged to do so. This fosters independence and responsibility. For those unable to apply sunscreen, it is recommended that if a carer is doing 'mass sunscreen applying' they should wash their hands before and after the task. Unless the child (or the carer) has a visible skin disease or a cold/virus, it is not really an infection-control issue. If a child does have a visible skin disease e.g. eczema or open skin wound, or a cold/virus, their sunscreen should be applied last using gloves or a tissue.



Click [HERE](#) for more info.

Whorehouse sues local Church over lightning strike.

Diamond D's brothel began construction on an expansion of their building to increase their ever-growing business. In response, the local Baptist Church started a campaign to block the business from expanding -- with morning, afternoon, and evening prayer sessions at their church. Work on Diamond D's progressed right up until the week before the grand reopening when lightning struck the whorehouse and burned it to the ground!

After the cat-house was burned to the ground by the lightning strike, the church folks were rather smug in their outlook, bragging about "the power of prayer." But late last week 'Big' Jill Diamond, the owner/madam, sued the church, the preacher and the entire congregation on the grounds that the church ... "was ultimately responsible for the demise of her building and her business -- either through direct or indirect divine actions or means."

In its reply to the court, the church vehemently and voraciously denied any and all responsibility or any connection to the building's demise.

The crusty old judge read through the plaintiff's complaint and the defendant's reply, and at the opening hearing he commented, "I don't know how the hell I'm going to decide this case, but it appears from the paperwork, that we now have a whorehouse owner who staunchly believes in the power of prayer and an entire church congregation that thinks it's all garbage!"

I saw a poor old lady fall over in the street today.
At least, I presume she was poor - she only had \$1.20 in her purse.

Baldness.

What causes baldness and is there anything you can do about it.

Hair loss, also known as alopecia, is simply the loss of hair on your head. It can be temporary or permanent and it can be experienced by both men and women. It can be caused by a wide range of factors such as an illness, chemotherapy, infection, an autoimmune disease or even inflammation of the scalp. The most common cause is male pattern baldness, also known as androgenic alopecia. This is the type of baldness many men experience as they age and it is caused by hormonal and genetic factors.



Stress, diet, wearing hats, frequent hair washing, cigarettes and alcohol use are all cited as common causes of hair loss, however, they are rarely contributing factors.

While there are a number of treatments available for hair loss, there is currently no cure. There are medical treatments available, such as finasteride tablets, which can be obtained with a prescription from your doctor and minoxidil lotion which you can buy over the counter at your chemist. There are also cosmetic options, such as wigs and hair transplant surgery.

One Finasteride tablet a day can arrest hair loss in 90 per cent of men and two thirds will see partial hair regrowth but the regrowth can take up to two years to become visible.



Although Minoxidil lotion doesn't work for everyone, many people will see hair regrowth after about six months. It is important to inform your pharmacist of any other medications you are taking when you start using minoxidil, especially if you are on high blood pressure medication.

Hair transplant surgery involves taking hair-bearing skin from one part of your scalp, and grafting those pieces of skin onto bald or thinning areas. It is important to remember that hair transplant surgery is not a cure – it is simply a cosmetic short-term fix, as baldness tends to be progressive. It is also a costly procedure, so make sure it is what you really want before you proceed.

But – going bald is not the end of the world, it is simply a new look you're going to learn to love. There are, however, a few tricks which can help you to look younger and more dominant, even with a receding hairline. The most important thing you can do is avoid the comb-over at all costs. If you're losing your hair, just accept it. Embrace it even. Do not ever pretend it isn't happening by combing long, straggly hairs over a shiny scalp.

In fact, your best bet is to go in the opposite direction. A number of studies have found that society sees men with shaved heads as being more 'manly'. So, if you don't feel comfortable shaving it all off, do try cropping the hair that's left nice and close.

A teddy bear is working on a building site. He goes for a tea break, and when he returns he notices his pick has been stolen. The bear is angry and reports the theft to the foreman. The foreman grins at the bear and says "Oh, I forgot to tell you, today's the day the teddy bears have their pick nicked."

Sorry Rupel!

Tattoos: Understand risks and precautions

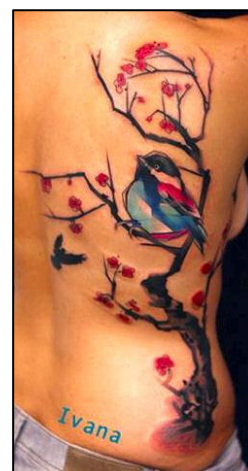
Tattoos might be more common than ever, but don't take tattooing lightly. Before you agree to one, you should know the risks and understand basic safety precautions and aftercare steps.



You could be the proud owner of a new tattoo in a matter of hours — but don't let the ease of getting tattoos stop you from making a thoughtful decision about permanent body art. Before you get a tattoo, make sure you know what's involved. Also, be certain that tattooing is the right decision for you.

How tattoos are done.

A tattoo is a permanent mark or design made on your skin with pigments inserted through pricks into the skin's top layer. Typically, the tattoo artist uses a hand-held machine that acts much like a sewing machine, with one or more needles piercing the skin repeatedly. With every puncture, the needles insert tiny ink droplets. The process, which is done without anaesthetics, causes a small amount of bleeding and slight to potentially significant pain. As a result, skin infections and other complications are possible.



Specific risks include:

- | | |
|----------------------|--|
| Allergic reactions. | Tattoo dyes, especially red, green, yellow and blue dyes can cause allergic skin reactions, such as an itchy rash at the tattoo site. This can occur even years after you get the tattoo. |
| Skin infections. | A skin infection, which might cause redness, swelling, pain and a puss like drainage, is possible after tattooing. |
| Other skin problems. | Sometimes bumps called granulomas form around tattoo ink. Tattooing can also lead to keloids, raised areas caused by an overgrowth of scar tissue. |
| Bloodborne diseases. | If the equipment used to create your tattoo is contaminated with infected blood, you can contract various blood-borne diseases, including tetanus, hepatitis B and hepatitis C. |
| MRI complications. | Rarely, tattoos or permanent makeup might cause swelling or burning in the affected areas during magnetic resonance imaging (MRI) exams. In some cases, tattoo pigments can interfere with the quality of the image, such as when a person who has permanent eyeliner has an MRI of the eye. |

Medication or other treatment, including possible removal of the tattoo, might be needed if you experience an allergic reaction to the tattoo ink or you develop an infection or other skin problem near a tattoo.

Does tattoo removal cream really work?

Although tattoo removal creams are widely available online — there is no evidence that they work. At best, tattoo removal cream might fade or lighten a tattoo but it will still remain visible, and its use can cause skin irritation and other reactions.

Remember, tattoos are meant to be permanent. Because the ink is placed beneath the top layer of skin, complete removal of a tattoo is difficult. If you're interested in tattoo removal, don't attempt it on your own. Ask your dermatologist about laser surgery or other options for tattoo removal.

WORDS:

ADULT:

A person who has stopped growing at both ends and is now growing in the middle.

Erectile dysfunction a 'canary' for heart disease.

It's been branded the "canary in the trousers". Erection problems in men can be a marker not only for heart problems but can also indicate the severity of cardiovascular disease. New Australian research has shown that even minor erection problems could be indicators for heart disease.

A study, led by Professor Emily Banks of the ANU, found that men with severe erectile dysfunction had a 50 to 100 per cent higher risk than men with no erection problems of ischemic heart disease, peripheral vascular disease and other cardiovascular problems. She says: "Men with severe erectile dysfunction have around a 60 per cent higher risk of being admitted to hospital for coronary disease than men with no erectile dysfunction. They're also twice as likely to die during the follow-up period,"



Doctors already knew that erectile dysfunction could be an early warning sign for heart problems but the research was the first to review all levels from erectile dysfunction: from none, to minor, moderate and severe. "There's a gradient risk with increasing severity. The implication of that is that men with potentially relatively minor erectile dysfunction could be on that gradient towards getting heart disease," Professor Banks said.

As well as being a warning sign that men might be unknowingly suffering from heart problems, erectile dysfunction could indicate that known sufferers needed to be on a different treatment regime. Rob Grenfell, director of Cardiovascular Health at the Heart Foundation, said erectile dysfunction could be described as a "canary in the trousers". He said men with erection problems should seek medical advice and insist on a cardiovascular health check. "People who have erectile difficulties should definitely have a heart health check to determine what is their risk of heart disease and of course if they do have a high risk there they should be treating it," he said.

Prompt treatment for heart problems could reduce the risk of erection problems worsening, Dr Grenfell said. The research was conducted using records from 95,000 men who participated in the Sax Institute's NSW-based "45 and Up Study". The findings have been published in the international journal "PLOS Medicine" and the study was funded by the Heart Foundation and NSW Government.

Professor Banks said the findings demonstrated the value of large population-based data sets in health research. She said there were several theories about why cardiovascular disease could cause erection problems in men. "The penile arteries are smaller than the arteries in the heart or the brain or the periphery, so they might show warning signs early. But they are also very sensitive to the lining of the arteries.

One wonders which ailment is the worse!!!!

COMMITTEE:

A body that keeps minutes and wastes hours.

Memory loss.

If, like a lot of us, you find your memory is not as good as it used to be, don't be too worried, it's a pretty normal thing that happens as we add on the years, but!!! there are a few tricks you can do to help lessen the loss.

These days it's harder to remember where you left the keys, or to remember someone's name or "now why did I come out to the shed" – all normal. Everyone forgets things occasionally but as we age we do it just a bit more often. Here are some tricks you can do to help improve the memory"

No. 1: Stay mentally active

Just as physical activity helps keep your body in shape, mentally stimulating activities help keep your brain in shape — and perhaps keep memory loss at bay. Do crossword puzzles. Read a section of the newspaper that you normally skip. Take alternate routes when driving. Learn to play a musical instrument. Volunteer at a local school or community organization.

No. 2: Socialize regularly

Social interaction helps ward off depression and stress, both of which can contribute to memory loss. Look for opportunities to get together with loved ones, friends and others — especially if you live alone. When you're invited to share a meal or attend an event, go!

No. 3: Get organized

You're more likely to forget things if your home is cluttered and your notes are in disarray. Jot down tasks, appointments and other events in a special notebook, calendar or electronic planner. You might even repeat each entry out loud as you jot it down to help cement it in your

memory. Keep to-do lists current, and check off items you've completed. Set aside a certain place for your wallet, keys and other essentials.

No. 4: Focus

Limit distractions, and don't try to do too many things at once. If you focus on the information that you're trying to remember, you'll be more likely to recall it later. It might also help to connect what you're trying to remember to a favorite song or another familiar concept.

No. 5: Eat a healthy diet

A heart-healthy diet may be as good for your brain as it is for your heart. 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. Not enough water or too much alcohol can lead to confusion and memory loss.

No. 6: Include physical activity in your daily routine

Physical activity increases blood flow to your whole body, including your brain. This may help keep your memory sharp. For most healthy adults, the Department of Health and Human Services recommends at least 150 minutes a week of moderate aerobic activity (think brisk walking) or 75 minutes a week of vigorous aerobic activity (such as jogging) — preferably spread throughout the week. If you don't have time for a full workout, squeeze in a few 10-minute walks throughout the day.

No. 7: Manage chronic conditions

Follow your doctor's treatment recommendations for any chronic conditions, such as diabetes, high blood pressure and depression. The better you take care of yourself, the better your memory is likely to be. In addition, review your medications with your doctor regularly. Various medications can impact on memory.

If you're worried about memory loss — especially if memory loss affects your ability to complete your usual daily activities — consult your doctor. He or she will likely do a physical exam, as well as check your memory and problem-solving skills. Sometimes other tests are needed as well. Treatment will depend on what's contributing to the memory loss.

DUST:

Mud with the juice squeezed out.

Fighting flatulence.

Flatulence, commonly referred to as 'farting', is caused by gas in the bowel passing out of the anus at regular intervals.

But don't worry, everyone lets one rip occasionally, you fart, your neighbour farts, the queen farts, we all fart. Some people simply cut the cheese more often than others. The frequency can range from a handful of times a day up to about 40 times per day, but the average is somewhere around 15.

What causes farting?

Intestinal gas is a normal part of being human. There are various causes, some of which are normal and healthy, and others which may indicate a problem. Typical causes include:

Swallowed air.

Small quantities of air are usually swallowed along with food and drink. Some of this air gets absorbed into the bloodstream and the rest is allowed to pass out the other end.

Normal digestion.

Your stomach acid is neutralised by secretions from your pancreas which causes carbon dioxide, or gas, as a by-product.

Intestinal bacteria.

Your bowel is home to a plethora of bacteria which help digestion by fermenting the food you eat. Fermentation produces gas as a by-product.

High fibre foods.

Fibre is an essential part of our diet, but it can cause excessive gas. This usually happens if a high fibre diet has been introduced suddenly.

Lactose intolerance.

Some people are unable to digest the sugars found in cow's milk (lactose), which causes the bacteria in the gut to go into overdrive. The excessive fermentation produces large amounts of intestinal gas.

Intolerance of short-chain carbohydrates (FODMAPS)

Much like lactose intolerance, some people find that they are susceptible to gas production from fermentation when they eat short chain carbohydrates, such as fructose, which are present in many common foods including honey, corn syrup and apples.

When is farting a problem?

Farting only becomes a problem when it becomes embarrassing or physically uncomfortable for you. If it is a one-off you can probably chalk it up to eating something which wasn't quite right, however if the symptoms persist it may indicate a larger problem. Some of the more unpleasant problems with flatulence are:

Loud and not-so proud.

A loud fart is caused by muscles in the bowel forcing air out at high speed. To deal with this issue you could try passing the air with less force, reducing the amount of gas in your system by making dietary adjustments or simply excusing yourself and hightailing it out of earshot.

Silent but deadly.

A 'silent but deadly' is a very quiet, very smelly fart. Smelly flatulence is caused by the gas produced during bacterial fermentation. It may be an indication of a food intolerance, but to



begin with you could reduce common culprits such as garlic, onions, eggs, spicy foods and beer.

Excessive flatulence.

If not caused by a food intolerance or other medical issue, which you should speak to your doctor about, you can help to control excessive farting by starting a high-fibre diet slowly or trying to relax when eating, as anxiety can increase the amount of air you swallow.

What foods cause farting?

Most foods which increase your chances of passing wind are also high in nutrients, so rather than cutting them out of your diet you should simply cut down on the amount you eat. Food which commonly cause flatulence include:

- Dairy products – anything made from cow's milk
- Dried fruit – raisins and prunes
- Fruit – apples, apricots, peaches and pears
- Foods high in insoluble fibre – seeds and husks
- Legumes – beans, peas, chickpeas, soybeans and nuts
- Vegetables – carrot, eggplant, onion, Brussels sprouts and cabbage.

My farting is getting out of hand. When should I see a doctor?

Excessive or smelly flatulence could indicate a bigger problem, such as irritable bowel syndrome or lactose intolerance. You should visit your doctor if you experience unusual or excessive farting, abdominal pain, changes in your toilet habits or any other uncomfortable symptoms associated with digestion.

MOSQUITO:

An insect that makes you like flies a lot more.

The humble Banana.

Talk about a wonder fruit, bananas can do anything, have a look:

Bananas give you energy.

Bananas contain three natural sugars - sucrose, fructose and glucose combined with fibre. A banana gives an instant, sustained and substantial boost of energy. Research has proven that just two bananas provide enough energy for a strenuous 90-minute workout. No wonder the banana is the number one fruit with the world's leading athletes. But energy isn't the only way a banana can help us keep fit. It can also help overcome or prevent a substantial number of illnesses and conditions, making it a must to add to our daily diet.



Bananas can help Depression sufferers.

According to a recent survey undertaken by [MIND](#) amongst people suffering from depression, many felt much better after eating a banana. This is because bananas contain tryptophan, a type of protein that the body converts into serotonin, known to make you relax, improve your mood and generally make you feel happier.

Bananas help PMS sufferers:

Forget the pills - eat a banana. The vitamin B6 it contains regulates blood glucose levels, which can affect your mood.

Bananas help Anaemia sufferers:

High in iron, bananas can stimulate the production of haemoglobin in the blood and so helps in cases of anaemia

Bananas can help lower Blood Pressure,

This unique tropical fruit is extremely high in potassium yet low in salt, making it perfect to beat blood pressure. So much so, the US Food and Drug Administration has just allowed the banana industry to make official claims for the fruit's ability to reduce the risk of blood pressure and stroke.

Bananas can increase your Brain Power.

200 students at a Twickenham school (in England) were helped through their exams recently by eating bananas at breakfast, break, and lunch in a bid to boost their brain power. Research has shown that the potassium-packed fruit can assist learning by making pupils more alert.

Bananas can help cure Constipation:

High in fibre, including bananas in the diet can help restore normal bowel action, helping to overcome the problem without resorting to laxatives.

Bananas can help cure Hangovers:

One of the quickest ways of curing a hangover is to make a banana milkshake, sweetened with honey. The banana calms the stomach and with the help of the honey, builds up depleted blood sugar levels, while the milk soothes and re-hydrates your system.

**Bananas can help sooth Heartburn:**

Bananas have a natural antacid effect in the body, so if you suffer from heartburn, try eating a banana for soothing relief.

Bananas can help with Morning Sickness:

Snacking on bananas between meals helps to keep blood sugar levels up and avoid morning sickness.

Bananas can cure Mosquito bites:

Before reaching for the insect bite cream, try rubbing the affected area with the inside of a banana skin. Many people find it amazingly successful at reducing swelling and irritation.

Bananas can sooth Nerves:

Bananas are high in B vitamins that help calm the nervous system.

Bananas can help overcome a weight problem.

Studies at the Institute of Psychology in Austria found pressure at work leads to gorging on comfort food like chocolate and chips. Looking at 5,000 hospital patients, researchers found the most obese were more likely to be in high-pressure jobs. The report concluded that, to avoid panic-induced food cravings, we need to control our blood sugar levels by snacking on high carbohydrate foods every two hours to keep levels steady.

Bananas do not cause discomfort to Ulcer sufferers.

The banana is used as the dietary food against intestinal disorders because of its soft texture and smoothness. It is the only raw fruit that can be eaten without distress in over-chronicler cases. It also neutralizes over-acidity and reduces irritation by coating the lining of the stomach.

**Bananas can help cool body temperature.**

Many other cultures see bananas as a 'cooling' fruit that can lower both the physical and emotional temperature of expectant mothers. In Thailand, for example, pregnant women eat bananas to ensure their baby is born with a cool temperature.

Bananas help Seasonal Affective Disorder (SAD) sufferers.

Bananas can help SAD sufferers because they contain the natural mood Enhancer tryptophan.

Bananas can help to give up smoking.

Bananas can help people trying to give up smoking. The B6, B12 they contain, as well as the potassium and magnesium found in them, help the body recover from the effects of nicotine withdrawal.

Bananas can relieve Stress:

Potassium is a vital mineral which helps normalize the heartbeat, sends oxygen to the brain and regulates your body's water balance. When we are stressed, our metabolic rate rises, thereby reducing our potassium levels. These can be rebalanced with the help of a high-potassium banana snack.

Bananas can reduce the risk of Strokes:

According to research in The New England Journal of Medicine, eating bananas as part of a regular diet can cut the risk of death by strokes by as much as 40%!

Bananas can help remove Warts:

Those keen on natural alternatives swear that if you want to kill off a wart, take a piece of banana skin and place it on the wart, with the yellow side out. Carefully hold the skin in place with a plaster or surgical tape! *(For how long?? a week, a month, a year??? - tb)*

So, the mighty banana really is a natural remedy for nearly everything. When you compare it to an apple, it has four times the protein, twice the carbohydrate, three times the phosphorus, five

times the vitamin A and iron, and twice the other vitamins and minerals. It is also rich in potassium and is one of the best value foods around. So, maybe it's time to change that well-known phrase so that we now say, 'A banana a day keeps the doctor away!'

There is some folklore that says "Never put bananas in the fridge". Like a lot of these 'yarns' it contains a little bit of truth, but just a little.

Bananas will only ripen at room temperature, away from heat or direct sun. If you refrigerate under-ripe bananas they will never get any riper but, once they have ripened, you can put them in the refrigerator for up to two weeks. The outsides will turn black, but the fruit is still quite edible. If you end up with a lot of overripe bananas and can't bear to make another loaf of banana bread, cut them into chunks, wrap them in plastic wrap and put them in the freezer. When you want a sweet treat this summer, just pop one in your mouth.



SECRET:
Something you tell to one person at a time.

Four Corners investigation finds dangerous dioxins in widely used herbicide 24D

An urgent review is underway after a Four Corners investigation found elevated levels of dangerous dioxins in a generic version of 24D, one of Australia's most widely used herbicides. Dioxins are one of the most deadly chemical compounds in the world, but Australian authorities do not routinely test for them.

One scientist said the product tested by Four Corners, which was imported from China, had one of the highest dioxin readings for 24D in the last 10 to 20 years, and could pose potential health risks.

The regulator – the Australian Pesticides and Veterinary Medicines Authority (APVMA) – has urgently referred the Four Corners test results to the Office of Chemical Safety for assessment. "The APVMA is always concerned about allegations of undeclared impurities found in registered products," APVMA chief executive Kareena Arthy said.

However, a spokesperson for the company which owns the product tested by Four Corners said the APVMA did not have any guidelines for dioxins in 24D. To help combat Australia's \$4 billion weed problem, more than \$100 million worth of 24D products are sold each year in Australia.

Many now have their active ingredient imported from countries like China, India and Argentina. It was assumed that because of improved manufacturing processes that there were no longer any dangerous dioxins in 24D.

Matthew Cossey, the spokesperson for Croplife Australia, a peak chemical body which represents many major chemical companies, says a regulatory system should have an independent testing regime for substances like dioxins. Mr Cossey says he is concerned about reports of cheaper generic substandard 24D products coming into Australia.

"I'd be concerned that in fact the regulator is not maybe paying enough attention to the new players in the industry to imports and ensuring that they're coming from reliable, accredited, recognised suppliers," he said.

Lee Bell, a researcher with the National Toxic Network, says it is a wake-up call for the regulator. "We've been told many, many times over the years that industry has cleaned up its act, that they have new processing equipment, new techniques, new technology that will eliminate dioxin from their herbicides and therefore from our environment," he said.

He said the results show that the industry has not come clean about dioxins in 24D and the Government should act immediately to protect human health.

The first piece of luggage on the carousel never belongs to anyone.

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Djinnang reunion.

The Djinnang annual reunion was held at the Public Service Club in Brisbane on the 25th May 2013 and although the musterings finished many years ago, the members of the Association are still very active and the number that continually turn up year after year, some coming from afar, is a credit to them.



Here are some that attended. *(Click each pic for a bigger view)*

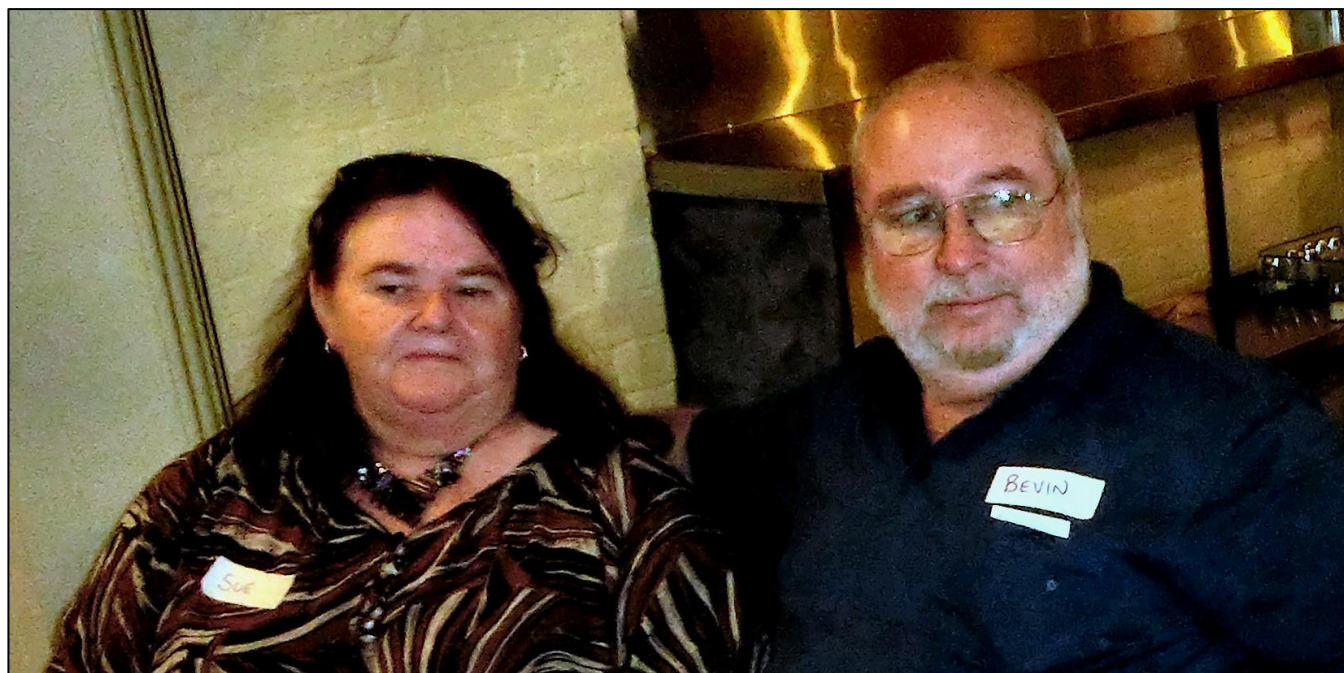


Pat and Roy Green

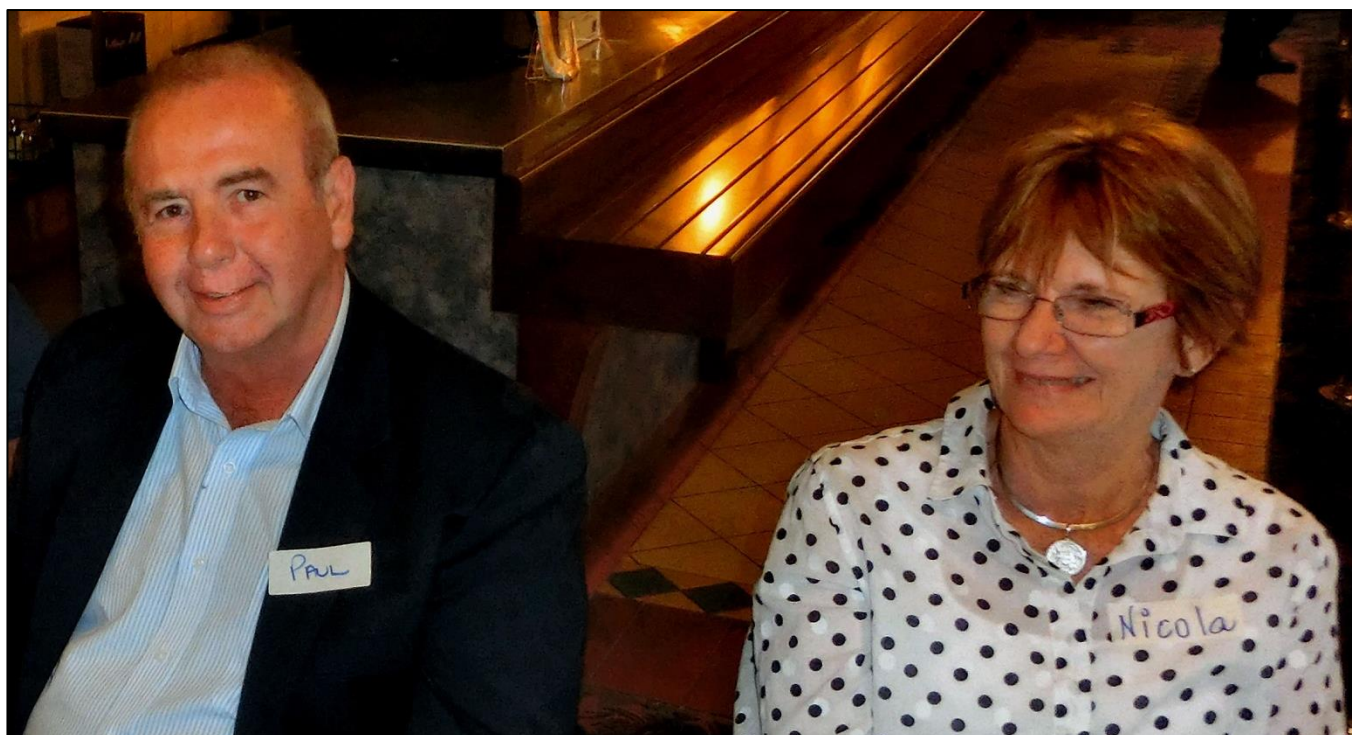
The best cure for sea sickness, is to sit under a tree.



L-R: Lalee Jagiello, Shirley Watson, Yvonne Trickey, Betty Yardley, Beth Golden.



Sue and Bevan Ansford.



Paul Cashman and Nicola Hartigan.



Standing L-R: Ken Perkins, Noel Hartigan.

Seated L-R: Lisa Williams, Colleen Jollow, Christine Cashman (Senior), Carolyn Wilson (Fordy), Mark Wilson.



L-R: Gavin Smith, Bob Spencer, Howard "Swampy" Marsh, Geoff Whale.



Lance Highfield and Di Hoopert (Siedman).



Rick Smith, Tracey Stephens, Angie Smith.

Always borrow money from a pessimist - they don't expect it back.



Margaret Khan and Lorraine Neave.



Brian Fordham, Gemma Fordham, Lorrene Carruthers.



Deb Tape, Ros Curran, Bob Williamson, Tracey Stevens, Candy Hardy.

Mid afternoon, the bar was temporarily closed and the AGM was held. Gavan Smith was returned as president for another year.

John and Alison Cridland both stood down after many years of devoted service to the Djinnang Association Committee and Dave Tape and his wife, Debra, were elected to the positions Treasurer and Secretary.

Brain Webb has taken over the Editor's position and Ken "Swampy" Marsh has filled the vacant committee position. Committee members are now: Ian Greenacre, Ron Faulkner, Alyn Hawkes, Brian Webb and Ken Marsh.

With all the official stuff out of the way, the bar was re-opened and normal reunion business resumed enthusiastically.

Half the people you know are below average.

Telstechs.



Back Row L-R: Gary Butler, Warren Bryant, Bob Arthars, Bob Mietus, Mark Wilson.
Middle L-R: Bob Daunt, Jack Khan, Alan Worthington, George Pollard, Trevor Horne, Ron Faulkner, John Carruthers.
Front L-R: Dennis Greig, Bob Mayne.

Paddy had long heard the stories of an amazing family tradition. It seems that his father, grandfather and great-grandfather had all been able to walk on water on their 18th birthday. On that special day, they'd each walk across the lake to the pub on the far side for their first legal drink. So when Paddy's 18th birthday came 'round, he and his pal Mick took a boat out to the middle of the lake. Paddy stepped out of the boat and nearly drowned! Mick just barely managed to pull him to safety. Furious and confused, Paddy went to see his grandmother. 'Grandma' he asked, "Tis me 18th birthday, so why can't I walk 'cross the lake like me father, his father, and his father before him?" Granny looked deeply into Paddy's troubled brown eyes and said, "Because yer father, yer grandfather and yer great-grandfather were all born in December when the lake is frozen. You were born in August, ya billy goat!"

Telegs.



Standing L-R: Mark Brown, Mick Frost, “Swampy” Marsh, Gavin Smith, Lance Highfield, “Bull” Donald, John Cridland (party hidden), Noel Hartigan, Alyn Hawkes, Brian Webb (partly hidden), John O’Loughlan, ??.

Seated L-R: Ken Perkins, Rick Smith, Geoff Rayner, Ray “RG” Thompson, Ron “Moose” Amos, Col Mallett, Ron Bellert.



Bob Williamson and Dave Tate.

Commsop.



Standing L-R: Yvonne Trickey, Lalee Jagiello, Alison Cridland, Ros Curran, Sandy Riley, John Isaacs (partly hidden), Liz Wright, John Brell, John O'Loughlan, Peter Mo, Tracey Stephens, Yolanda Lever, Sue Handsford, Deb Tate, Jim Neave, John McAllister, Di Hoopert, John Brell, Gerry Howard, John Isaac, Christine Cashman, Sylvia Hodges, ??

Seated:L-R: Helen Daunt, Bob Spencer, Lynton Clark, Shirley Watson, Robyn Arthars, Robyn Rowwer, Carolyn Wilson.

Front L-R: Candy Hardy, Bob Williamson, Dave Tape

Telstechs.



Kerry "Kero" Harrington and Peter Vine.

Trinops



Standing L-R: Christine Cashman, Carolyn Wilson

Seated L-R: Ros Curran, Shirley Watson, Alison Cridland, Lalee Jagiello, Yvonne Trickey, Beth Golden, Robyn Russell.



Candy Hardy and Kim McCauley.



Sylvia Hodges and Roslyn Smith.



Dianne Webb and Alison Cridland.

If cockroaches can survive nuclear bombs and chemical warfare.....
what the hell is in a can of Raid??



Kim McCauley, Dave Tate and Cindy Hardy.



Jenny Gimm and Trev Benneworth



Lon Lever, Dave Tate, Deb Tate, Adeline Chong, Sandy Riley, Bob Williamson.



Bob Mietus and Jack Khan

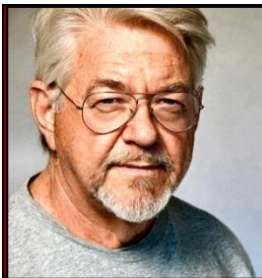
Then it was time for dinner, training from old kicked in, the troops lined up and filed through the Mess line in an orderly manner.



A conscience is what hurts when all your other parts feel so good and a clear conscience is usually the sign of a bad memory.







It's Elementary.

Anthony Element

Who's stupid??

I sat with my friend Harvey out in his shed – I've told you about him in an earlier column, Vietnam vet, thousand yard stare, graying ponytail, expanding er, midsection, fanatical Grateful Dead fan and DIY philosopher... you remember!!.

He climbed to his feet, went to the fridge, rescued a can of Fosters, ripped the ring pull off and stood at the entrance to his shed, peering out.



A storm was brewing. Heavy, bruised clouds hung over us. On the horizon, the setting sun was momentarily trapped between earth and clouds, giving our suburb an unnatural glow. One could almost imagine that the end of the world was drawing nigh.

It really was the most amazing sight.

After all, Harvey has drunk only Forex as long as I've known him. He lowered his power plant's, I mean, stereo's volume knob, quietening Gerry Garcia's solo down to a long, passionate plea for insanity.

The paint on the shed wall slowly stopped bubbling.

"Have you noticed," He said, "how we're all getting stupider."

"Speak for yourself," I replied.

"No mate, it's happening to all of us. It must be." Harvey paused and took a long slug. "Look, when I was a kid I worked all summer, saved up and bought a .22 rifle. A quick lecture from the old man, and me and me mates were off all day, shooting."

"Those were the days," I opined.

"Now, have a squiz at that mower behind you. It's got a bloody big yellow and black sign which says, '**Do not allow body parts to come in contact with the blades while the motor is running.**'"



"So?"

"So, in one generation, we've gone from a teenager being smart enough to handle a gun unsupervised to grow ups having to be told to keep out of the way of bits of steel going round at the speed of sound."

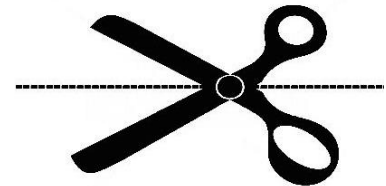
I began to see Harvey's point.

"On the other hand, though," he said, thoughtfully, "They sure are taking the fun out of mowing." He reached into a drawer under his workbench.

"Now see this." He waved around one of those sealed plastic packages. "I bought this pair of scissors, the other day. Check out the warning sign, **'Beware, included item has sharp edges.'**"

Harvey drained his can. "Scissors have sharp edges," he mused. "Who knew?"

"And have a look," he continued, "See the dotted line at the end, with a pair of scissors above it. It's telling me to use a pair of scissors to get into the pack. Well, if I already had a pair of scissors..."



"Of course, now that some bureaucrat's made sure I know that scissors have sharp edges, well that's it, they're staying out here in the shed. I'm not having anything that dangerous in the house."

He reached for another tinnie. "My wife's curling iron," he said, "has a warning on the side, **'For external use only'**. The missus looked at it for a fair while when she first unpacked it. Then she turns to me, and says, 'I wonder why you'd want to do your hair curling outside. And, anyway, where would you plug it in?' "I said, 'I don't think that's what they're talking about, love."

"To this day, I don't think she's figured it out. Meanwhile I've been laying awake at night, wondering which body orifice they think you might try sticking it in to use it internally."

I probably should have warned you that Harvey does spend a lot of his time thinking about really weird stuff.

"Maybe," Harvey said, "people get even stupider than usual in the bathroom."

I wondered where he was going with this.

"The wife's underarm deodorant can has a warning, **'Caution: Do not spray in eyes.'**"

"Well that makes sense," I said, unless..."

"Yeah, I know," Harvey finished, "Unless your eyeballs start sweating."

"I don't talk about this stuff much," he said, "But now and again, I use sleeping pills. Although I generally find if I have enough of these," he held up his Fosters, "I'm okay." "The thing is, the pack they come in has a warning on the side, in big red writing, **'May cause drowsiness.'** Well, I should bloody well hope so." "See this began decades ago."

It was clear that Harvey was warming to his subject. "Really?" I said.



“Sure,” He replied. “Back in the Sixties, the great Roger Miller warned us that you can’t roller skate in a buffalo herd.”

“Yeah, I remember that song.”

“Well, that’s where it all began. Politicians, bureaucrats, they got the idea then. Evidently, we’ve got to be warned about this stuff.” “So, anyway, that’s my theory. The government and all these companies have figured out that we’re too stupid to look after ourselves and they’re trying to do it for us.”

I thought about it. “You could have a point,” I said.

“Thing is,” Harvey continued, “This is only going to get worse.”

“You’re kidding!”

“No way, mate. I reckon they’re just getting started, Look, I’ve made this list of warnings we haven’t seen yet, but I’m sure we’re sure going to.” He handed me a rumpled sheet of paper.



- Do not wear golf shoes on the water bed
- Do not read ‘101 Fun Things To Do with Gelignite’ while flying
- Do not use toilet bleach as a dental cleaner
- Do not lick the beaters while the mixer is running, even if it’s chocolate; and, most important of all
- Do not urinate on the spark plugs while the engine is operating.

Harvey pointed at the paper. “You make my words mate, it’s only a matter of time.” “Of course,” he continued, after draining his beer, “They could save us all a whole lot of grief if they’d just settle for one big sign.”

I rubbed my chin as I thought about it. “What would it say?”

Harvey belched luxuriously, rubbed his capacious gut and smiled. “Just don’t be stupid.”

My uncle believed in reincarnation!
In his will, he left everything to himself

From our useless information department

Is it *Muslim* or *Moslem*?

When Baby Boomers were children it was *Moslem*. The *American Heritage Dictionary* (1992) noted, “*Moslem* is the form predominantly preferred in journalism and popular usage. *Muslim* is

preferred by scholars and by English-speaking adherents of Islam." No more. Now, almost everybody uses *Muslim*.

According to the Center for Nonproliferation Studies, "Moslem and Muslim are basically two different spellings for the same word." But the seemingly arbitrary choice of spellings is a sensitive subject for many followers of Islam. Whereas for most English speakers, the two words are synonymous in meaning, the Arabic roots of the two words are very different. A *Muslim* in Arabic means "one who gives himself to God," and is by definition, someone who adheres to Islam. By contrast, a *Moslem* in Arabic means "one who is evil and unjust" when the word is pronounced, as it is in English, *Mozlem* with a z.

For others, this spelling differentiation is merely a linguistic matter, with the two spellings a result of variation in transliteration methods. Both *Moslem* and *Muslim* are used as nouns. But some writers use *Moslem* when the word is employed as an adjective.

Journalists switched to *Muslim* from *Moslem* in recent years under pressure from Islamic groups. But the use of the word *Moslem* has not entirely ceased. Established institutions which used the older form of the name have been reluctant to change

A wife and her husband attended a very important business party thrown by her boss, where the husband may have had one or two more than he should have. On the way home from the party, the woman said to her husband, "Have I ever told you how handsome and totally irresistible to all women you are?"
"Why no," said the husband, deeply flattered.
"Then what gave you that idea at the party?" she yelled.

Entertainment Vietnam.

Many famous and less-well known Australian entertainers volunteered to perform in South Vietnam. Their contribution to lifting the morale of men and women who faced a year in a war-zone was inestimable. Motivated by patriotism, or a simple desire for adventure, and willing to brave the obvious dangers one could face in Vietnam, hundreds of Australian performers made the trip, many more than once. Between 1967 and 1971 some 50 troupes left Australia for Vietnam.

Right, Mick Deecke and Jack Donlan

Some, like Little Pattie and Col Joye, who were performing at Nui Dat on the day of the Long Tan battle, brushed up against significant military events. Mostly, however, the performances took place on less well-remembered occasions. Lorrae Desmond, whose fame endured well beyond the Vietnam years, travelled to Vietnam five times. She had already performed in war zones for the British Foreign Office, but until Christmas 1967 had never performed for her own countrymen on active



service. More important than the shows, she felt, were the less public moments when she visited men in hospital or simply spent time sharing a meal or chatting with troops.

There were several ways by which Australian entertainers could get to Vietnam. Commercial agencies contracted performers, volunteers could make the journey through government sponsored Forces Advisory Committee on Entertainment (FACE) or the Australian Forces Overseas Fund. They received a daily allowance, transport, accommodation (often rudimentary indeed) and a security guarantee. The latter, of course, was a serious concern and the



possibility of coming to harm in a country where violent death was commonplace sufficed to deter many performers from visiting Vietnam. Sadly, one Australian entertainer was killed. Cathy Wayne (left) died performing at the United States Marine Corps base at Da Nang when she was shot in the chest. The sergeant accused of the killing was convicted but served just two years before being released, leaving the killer's identity and motive a mystery.

Many other Australians also found themselves performing for American audiences, fortunately with less tragic results. After auditioning in Sydney, Don Morrisson's band, Xanadu, were contracted to play a series of shows at US bases. Ironically the band felt that they had no choice but to go overseas when two of their members became eligible for national service, 'running away to a war to avoid one' is how Morrisson later described it. Many of those who played shows before US personnel found that the racial tensions which bedevilled many American units remained close to the surface. A performer's choice of song could determine the tenor of a concert. Soul music, songs by Aretha Franklin, Diana Ross or Otis Redding, for example, pleased African American troops but drew the ire of some whites, while 'white music' annoyed African Americans. Those performers who experienced such tensions found playing for the more racially homogenous Australians a far less fraught experience.

Whoever their audience, most entertainers endured a gruelling schedule of performances in a hot, humid, uncomfortable environment. Three shows of more than an hour each per day was not an unusual schedule. Performers' who went to Vietnam with a commercial agency did not have the benefit of organised transport and accommodation, they had, instead, to travel by whatever means were available. Low on the list of priorities, they could be forced to wait long and empty hours for a lift or a flight.

Whatever motivated entertainers to be there, performing a series of shows in Vietnam lacked the glamour that might have been associated with playing in Australia. But the musicians, dancers, comedians and others who put on shows for military personnel in Vietnam brought an hour or two of normality to men and women whose lives were consumed by war.

You can see an excellent documentary on Entertainment in Vietnam [HERE](#)

Doomsday Cannon.

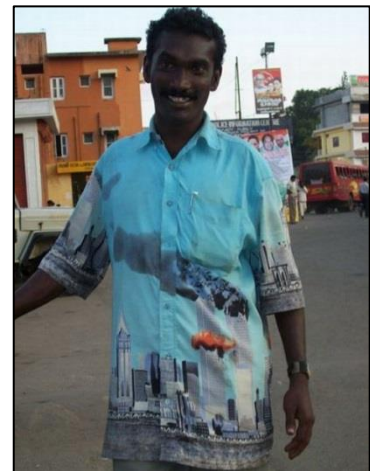
Fans of "Battlestar Galactica" will instantly warm to the concept of railguns, which use electrical energy instead of gun powder to fire projectiles at very high speeds, destroying their targets with kinetic energy rather than conventional explosives. It works by sending electric currents

along parallel rails, which creates the electromagnetic force needed to fire projectiles at a higher rate of speed than traditional powder-powered cannons. Railguns also have a much greater range, as much as 200 to 250 miles. This allows ships to fire deep into enemy territory while staying safely out of harm's way. Because they don't require gun powder, railguns are inherently safer than conventional cannons, and free up storage space aboard ship. They also provide a more uniform power charge, which gives them greater accuracy. The U.S. Navy is currently testing early prototype railguns to replace their conventional weapons aboard ship and hopes to have a full-capability prototype by 2018.

Hypocrisy - Alive and Well.

Adrian Heinrich

This photograph of a man wearing what appears to be a 9/11-themed shirt is the first such item we've seen of this nature, so we don't know anything about the background of type of shirt — where they're made, whether they're custom items or mass-produced ones, who the manufacturers are, or where they're typically sold. Contextual items within the photograph indicate it was likely taken in India, not the Middle East. Aside from that aspect, we have no way of determining ancillary details such as whether the man pictured is a Muslim, why he's wearing the shirt, where he obtained it, etc.



Every day Shirts like this are mass produced, marketed and sold by street vendors throughout the Middle East and it's simply OK. The mass-murder of 9-11 is a celebrated event by millions of people. That's OK, just don't burn or deface the Koran!!

Funny how racism and offending other races only applies to whites !!!

The pic has been around for at least 12 months.

The Entabulator

This is how you need to look and sound when you're talking way over your head. How this guy manages to keep a straight face is beyond me. I was waiting for him to start cracking up, but it sounds so reasonable.

Many years ago, Rockwell International decided to get into the heavy duty automatic transmission business. They were preparing to tape their first introductory video and, as a warm-up, one of the stage crew began a monologue that has become legend within the training industry. This man should have won an academy award for his performance.

Now keep in mind, this was a rehearsal for camera, lighting, and stage crew, and he had no script! This is all strictly off the cuff, nothing is written down, and nothing he says is true. It's just meaningless drivel made up as he goes along.

It's unreal – see [HERE](#)



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ANZAC Day, 2013

Brisbane

Brisbane provided a perfect day for the 2013 ANZAC Day march and once again, the public turned out in strength to thank the Army, Navy and Air Force men and women for their service.

35 Sqn, widely recognised as the RAAF's premier and most prestigious squadron, was led through the streets by that strict disciplinarian, John Griffiths and as they passed, all perfectly in step with the ranks arrow straight, the crowd erupted into rapturous and spontaneous applause!!

After the march, most blokes and blokettes peeled off and headed for their respective debriefing rooms, 2 Sqn blokes and blokettes headed for their usual hanger, the Irish Club, while 9, 33, and RTFV/35 squadrons tracked for the Port Office hotel.



We took a bunch of photos, some of which are good enough to enlarge, a lot aren't, unfortunately. The ones that are can be had by clicking the pic on these pages.



Some of the troops from Amberley, lining up prior to the march.



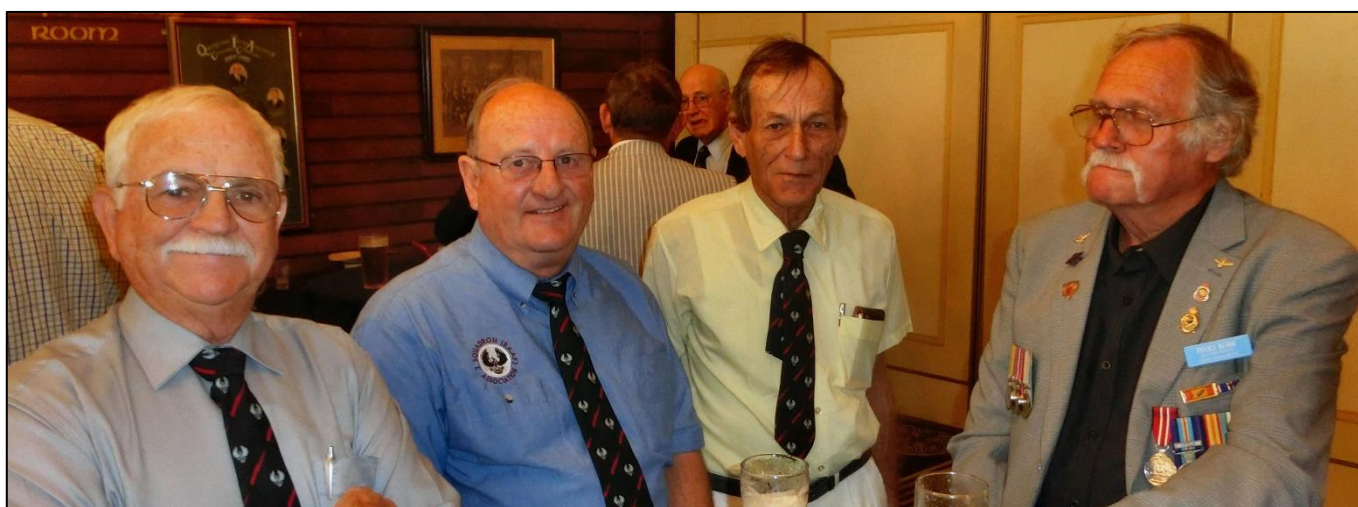
L-R: Greg Roberts, Brian Duddington and Larry Hayne at the Irish Club.

These three blokes were with 2 Sqn which operated the Canberra from Phan Rang. Greg was there from April 1967 to March 1968 as a Sgt Elec Fitter, Brian from April 1967 to April 1968 as an LAC sumpie and Larry from April 1967 to March 1968 as an LAC gunny.



L-R: Dave Potter, Lisa Swan, Dianne Pickering, Doug Pickering and Gary Olsen.

Dave was a Cpl Framie at Phan Rang from March 1968 to Jan 1969, Lisa, who doesn't look a day older than 25, is a Sgt and posted to 2 Squadron at Willytown which now operates the Wedgetail, the aeroplane that Alf built. Lisa has been in the RAAF for 22 years!! Dianne was there because she couldn't think of a good reason not to be, Doug was at Phan Rang from Nov 1970 to June 1971 as an LAC Elect Fitter and Gary was there from Dec 1969 to Dec 1970 as an LAC Radtech.



L-R: "Shady" Edwards, Fred Quiller, John Payne and Peter "Pinky" Robb

Shady....., Fred was in Phan Rang from Feb 1969 to Feb 1970 as a Photographer, John was there from April 1969 to April 1970 as an LAC GH and Pinky from Sept 1969 to Sept 1970 as a Clerk Finance.



It's easy to find the Irish Club on ANZAC Day – the street is always full of very large bikes.



No bikes at the Port Office though, instead we had Grace.

I know where I'd rather be!!



L-R: Kathy McCutcheon, Judy McInnes and Barry Waters.

These 3 revellers were at the Port Office Hotel, Barry was with 9 Sqn at Vung Tau from June 1966 to April 1967 as a Cpl Clock Winder.



L-R: Bette Gee, Betty Worner and Vicki Williams – at the Port Office.

All further pics were taken at the Port Office.



L-R: James Barden, William Dunn, Nicholas Barnes and Simone Batchler – all 33 Sqn pilots.



L-R: Annette Jackson, Glen Streeter, Peter Martin and Noel Lovi



Bob McInnes and Fiona McCutcheon.

Bob was a Clerk E with 9 Sqn and was instrumental in obtaining Iroquois A2-1022 and having it [mounted at Caloundra RSL](#).



L-R: Jim Morrissey, Charley Downes, Nick Winter, Aussie Pratt and Terry Pinkerton.



L-R: John Broughton, John Armstrong, Rob Meyer, Suzette Armstrong and Brian Carney.



L-R: John McDougall, Rob Meyer, John "Sambo" Sambrooks and Ron Evans.



L-R: John “Trackless” Millsom, Rod “Rocky” McGregor, Cherri Millsom, Dick Marman, Judy Marman and Bill Mattes.



L-R: John “Sambo” Sambrooks, Barry Stephenson and Wally Jolley.



L-R: Lachie Milne, Ron Mitchell, Jan Milne, Cameron Milne, Jenna Moss and Dick Waddy



L-R: Megan Coppins, Chris Greenall, Claire O'Driscoll and Tanya Watts.



Paul and Vicki Santararia.



L-R: Theresa Hart, June Handsley, Carol Hall, Lisle Pryor, Trish Searle and Sheena Millar.



Operation Talisman Saber.

Exercise Talisman Saber (2013) is a biennial combined Australian and United States military training exercise, designed to train our respective military forces in planning and conducting combined operations to improve the combat readiness and interoperability between them. This year it is a US led and Australian supported exercise conducted across a wide spectrum of military activities. It also contributes to the ability of Australian and US forces to work together efficiently and safely. More than 28,000 U.S. service members and Australian Defence Force personnel were involved in the Exercise.

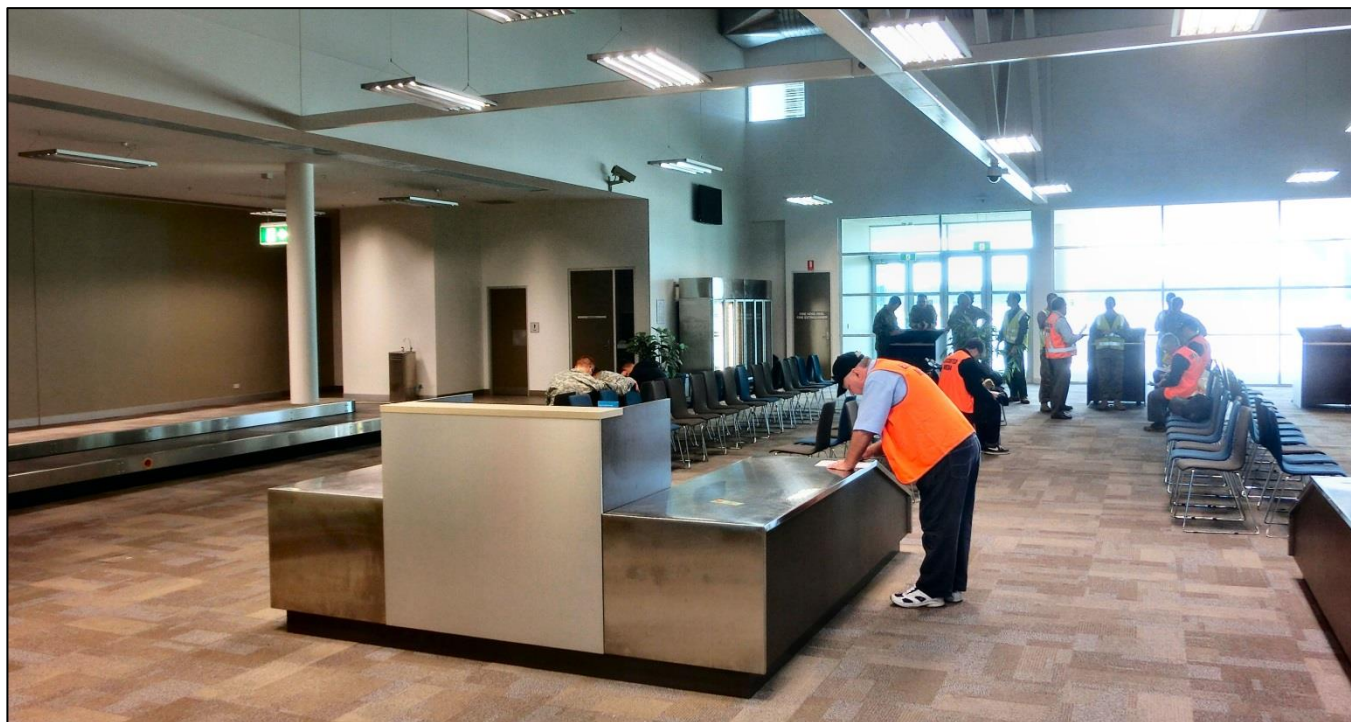
The Exercise was scheduled to take place from 15 July to 5 August 2013 in designated ADF training facilities throughout Queensland and in adjacent maritime areas of the Coral Sea. Key sites include the Shoalwater Bay Training Area (Central Queensland), Townsville Field Training Area and facilities in Brisbane, Gladstone and Alma Ports.

The USAF had several of their heavy aircraft based at Amberley and over the week 22 – 26 July the Aviation Media were invited to the base to meet with and to interview the US and Australian crews, to look over the aircraft and to participate in several of the exercises. We were fortunate enough to be invited along.



On the Tuesday, (23July) we were met at the gate at Amberley by Paul Lineham, the RAAF's Regional Manager, Public Affairs – South Queensland, fitted out with hi-vis vests and passes and escorted down to the Base's Air Movements Section for a briefing. If it has been a while

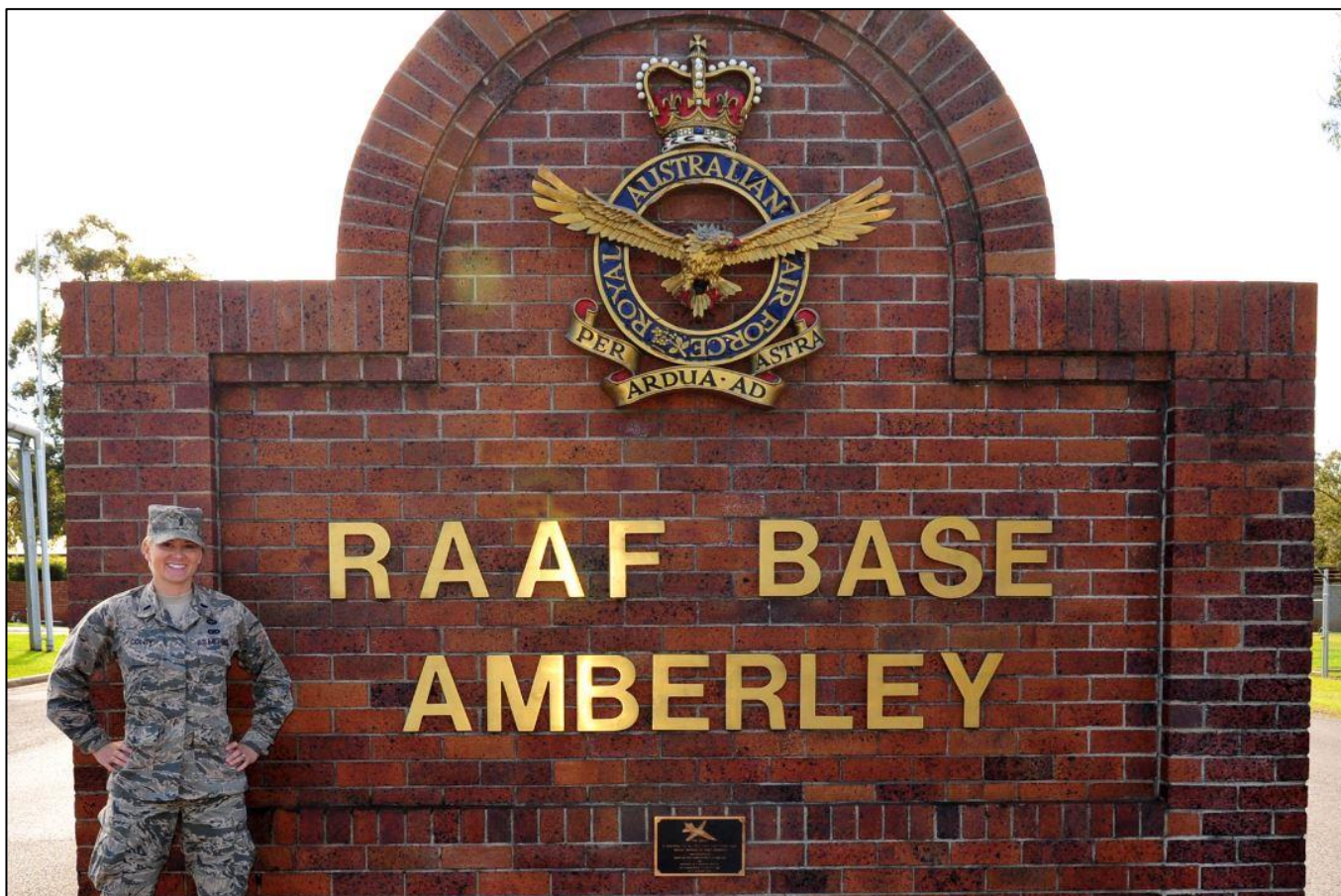
since you were on a Base, the change in facilities over the years is quite remarkable, none more so than the Air Movements Section. The old dis-used, out of the way hangers have been replaced by purpose built buildings that would be equally at home at a major civvy airport. Divided into two sections, for arriving and departing passengers, facilities include check in counters, customs facilities, comfortable seats, food and drink vending machines and even luggage carousels.



Jessica Colby, a 1st Lieutenant with the USAF briefed us on what to expect over the day and then took us out to have a look over one of the USAF's KC-135 tanker aircraft.



Jessica joined the USAF in 2004. She attended the United State Air Force Academy from 2007-2011 where she received a Bachelor of Science in English Literature and served as a member of the United States Air Force Parachute Team Wings of Blue. In 2011, she commissioned as a Public Affairs Officer and is currently stationed at Joint Base Pearl Harbor-Hickam, Hawaii on Oahu as the Deputy Chief of Public Affairs at the 15th Wing.



The Boeing KC-135 Stratotanker was built on the Boeing 717 airframe, not, as is often thought, from the (different) B707 airframe. It first flew in 1956 and entered service with the USAF in June 1957. Despite increased maintenance costs, it is thought many of the original 803 aircraft could be flown until 2040. The aircraft will eventually be replaced by the Boeing KC-46 which is based on the Boeing 767.

The interior of the KC-135. Fuel is carried in tanks fitted under the floor while the interior (shown) can be used to carry a mixed load of cargo and passengers.



TSgt Tyler Williams, who operates the refuelling-boom, showed us his cramped little station from where he works. Situated down the back of the aircraft, under the floor, the boom operator's station requires the operator to lie on his stomach and look out the small window in the skin of the aircraft and from there steer the boom onto the approaching aircraft.

It's a bit like a WW2 tail gunner's platform.

Further info on the KC-135 can be found [HERE](#).

We were then loaded onto one of the USAF's C-17 transport aircraft. Two of these aircraft were to leave Amberley, fly to the Shoalwater Bay training area, north east of Rockhampton, (Shoalwater Bay Training Area is one of the largest military training areas in Australia) where they were to carry out training low-level para drops – and we were invited along.





The C-17 is an amazing aircraft. Designed in the US by McDonnell-Douglas and first flown in 1991, the aircraft is now built by Boeing since the merger of the two companies. To date there has been 250 built and it is in service with a number of countries such as the United Kingdom, Canada, Qatar, United Arab Emirates, NATO Heavy Airlift Wing, India and Australia (the RAAF has 6). It is able to carry loads such as:

three Black Hawk helicopters
134 passengers
18 pallets of cargo

one Chinook helicopter
36 litter patients
one Abrams battle tank

All this is done with a crew of 3, two pilots and a load-master and it is able to land the whole lot on 3,500 foot long unprepared strips. Not bad for an aircraft capable of carrying 77,500 kg. It is able to do this due its super tough landing gear and a feature called a “Propulsive Lift System.” The Propulsive Lift System (PLS) uses engine exhaust to generate lift, the engine exhaust is directed onto large [blown flaps](#) which extend into the exhaust stream, allowing the aircraft to fly a steep approach at a relatively low speed.

It can arrive at a destination at high altitude, wait until the area below is secured then engage the PLS, point the nose down at a very steep angle and drop slowly onto the landing area, probably very un-nerving if you’re down the back and don’t know what’s going on but perfectly safe and controlled none the less.



The steep approach helps pilots make precision landings with the aircraft, touching down precisely in the spot desired on limited runway surfaces. In the flap system, the engine exhaust from pod-mounted engines impacts directly on conventional slotted flaps and is deflected downward to augment the wing lift. This allows aircraft with blown flaps to operate at roughly twice the lift coefficient of that of conventional jet transport aircraft.

From our time with the Caribou and the A-Model Herc, we'd learned to keep an eye on the load master, if he (there were no shes in those days) didn't look worried then neither should we but if the loady looked worried, it was always best to hang on tight.



All strapped in and ready to go are **L-R:** John Sambrooks, secretary of the RTFV-35 Sqn Assoc, John Armstrong, managing editor of [Strike Publications](#) and Paul Lineham who gave up his day to escort us and answer a million silly questions we put to him.

Once we were briefed on the aircraft's safety procedures, it was find a seat, strap in, hang on and off we went. If Mr McDonnell-Douglas had consulted us when he was building his aeroplane we would have suggested a couples of changes, first would be to add a few more windows so passengers could see the outside and secondly to leave out that thing in the roof that screams like a banshee and replace it with a quieter one. The aeroplane is quite noisy and a long trip down the back without either ear plugs or a bottle of Johnny Walker would be a strain.



**Sqn Ldr Deanne Nott,
Director of Communication - Cadet, Reserve and Employer Support Division.
(Department of Defence)**

Deanne, who is normally based in Canberra, came along for the ride too, just to make sure we were all on our best behaviour. Deanna started her career as a journalist, and completed her undergraduate degree in Arts at Bond University. She also has a Master of Defence Studies from the University of New South Wales.

She has earned a reputation as a dynamic, enthusiastic and hard-working professional, having expertly handled the public affairs aspects of a wide range of high level Defence events and activities, including rescue missions, natural disaster relief and conferences. Deanna has been involved in many international and Australian military exercises and operations. She is currently Director of Communication for the Department of Defence's Cadet, Reserve and Employer Support Division and somehow finds time to also be the public affairs officer for the [RAAF Amberley Aviation Heritage Museum](#).

In November 2012 she was awarded an Australian Defence Force Silver Level Commendation for her efforts in promoting the benefits of Reserve service to the Australian community.



Amanda Helton, a TSgt with the USAF, seated at the loady's station in the aircraft.
The stairs to the left lead to the flight deck.

Once airborne it was into low gear, drop the back end and straight up to cruising level, then once established, it was just a normal leisurely flight northwards to Shoalwater Bay. On arrival and after a gradual descent we all moved to the rear of the aircraft which was depressurised, we belted in, the ramp and cargo doors were opened and we could all see the good earth again.

Although the aircraft is fitted with one toilet, with a bunch of passengers on board, one just 'ain't' enough and so with necessity being the mother of all invention, a palletised roll-on, roll-off toilet system was invented that can be loaded as and when required.



And just in case you get confused, there are signs to tell you which is the left toilet and which is the right???



Some of the troops on the way to Shoalwater Bay.

Anyone who spent time with the US forces in Vietnam, or any other conflict area, knows what a friendly and generous bunch of people they are. The crew aboard the C-17 could not have done enough for us, the head loady, and I think his name was Ryan Boehm (if not I apologise), took it upon himself to take everyone's camera onto the top of the toilet for a photo opportunity and then to the rear of the open ramp to take photos for us of the following C-17.



He did that off his own bat, it was definitely not a requirement, but a very generous gesture and I thank him for that!



80-year old Bessie bursts into the rec room at the retirement home. She holds her clenched fist in the air and announces, "Anyone who can guess what's in my hand can have sex with me tonight!" An elderly gentleman in the back shouts out, "An elephant?"

Bessie thinks a minute and says, "Close enough."

Then it was drop time, the red light came on, then the orange and finally the green and then with the flick of a switch, away went the load. No untying tie-down straps these days, it's all electric, just one flick and they're gone!!



After the load was dropped, the aircraft was cleaned up and we headed for home – though this time the trip was a little different. It was decided to ‘cruise’ back at 300ft AGL, which, without windows to give you some sort of reference, can be a bit un-nerving. We found it can be a bit lumpy down that low and climbing up and over stuff without knowing the stuff was coming up or what the ‘stuff’ was made everyone hitch the belt in one notch tighter – though by applying the “Loady rule” we were assured this was just normal practice.



We can just imagine what 4 giant lumbering C-17 aircraft looked like, hurtling along at 300 knots at only 300 ft above ground. I would have loved to have been on the ground to see it.

On arrival at Amberley, we entered the circuit and turned onto final with a 60 degree bank. Then the aircraft was slammed onto the ground and it felt like all brakes were locked on and all engines were in full reverse because we seemed to stop on a postage stamp.

On the ground the C-17 is capable of performing a 180 degree turn in only 80 ft and a fully loaded aircraft is capable of backing up a 2% slope using engine thrust reversers. A truly remarkable machine.

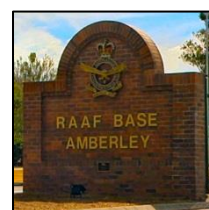
The RAAF has 6 of these aircraft. The Federal Government announced the purchase of the C-17s in 2006. Prior to this the ADR relied on USAF C-17s or chartered civvy cargo aircraft – not good enough for a modern military. The first 4 were ordered and arrived between December 2006 and March 2008 then in March 2011 a 5th aircraft was ordered and delivered to Amberley in December 2011 and again in March 2012 a 6th was ordered and was delivered to Amberley in November 2012.

With 2 aircraft always in the hanger, either for maintenance or training, the 5th and 6th aircraft effectively doubled the operational availability of the type and it was only fitting that the C-17s were attached to 36 Squadron, the RAAF's leading heavy lift squadron which blazed the way with the mighty A-Model Hercs all those years ago.



You can see more on the C-17 [HERE](#).

On the Thursday, (25July) we were back at Amberley for another ride, this time though it was a lot earlier in the morning and the flight was to be compliments of the RAAF. This time we were going aloft in one of the RAAF's new KC-30A Multi Role Tanker Transports (MRTT), which are operated by 33 Sqn and which are a heavily modified Airbus A-330. Today we were to refuel a bunch of FA-18s. The KC-30A is fitted with two forms of air-to-air refuelling systems - an Aerial Refuelling Boom System (ARBS) mounted on the tail of the aircraft, (which comprises a 'fly-by-wire' boom refuel system) and a pair of all-electric refuelling pods underneath each wing. These pods unreel a hose-and-drogue to refuel probe-equipped aircraft. Both these systems are controlled by an Air Refuelling Operator who sits in the cockpit, not down the back as in the KC-135, and who can view the refuelling process on 2D and 3D screens.



The Boom system, which was developed by the USAF can deliver fuel 3 times faster than the hose and drogue system, which was developed by the US Navy.

The KC-30A has a fuel capacity of more than 100 tonnes, and can remain miles from its home base for up to four hours with 50 tonnes of fuel available to offload. In its transport role, the KC-30A can carry 270 passengers in relative comfort, comes with under-floor cargo compartments and is able to accommodate 34,000kgs of military and civilian cargo pallets and containers.

Being a prime target itself, it carries an electronic warfare self-protection system against threats from surface-to-air missiles.

The RAAF ordered 5 of these aircraft to replace the 4 retired B707 aircraft which Hawker de Havilland had converted to tankers back in 1988. 4 of the new aircraft are already in service at Amberley with a 5th still at the Airbus Military Conversion Centre in Spain undergoing tests. While the under wing pods operate successfully, there is still a problem with the boom which has yet to be rectified (see [HERE](#)).



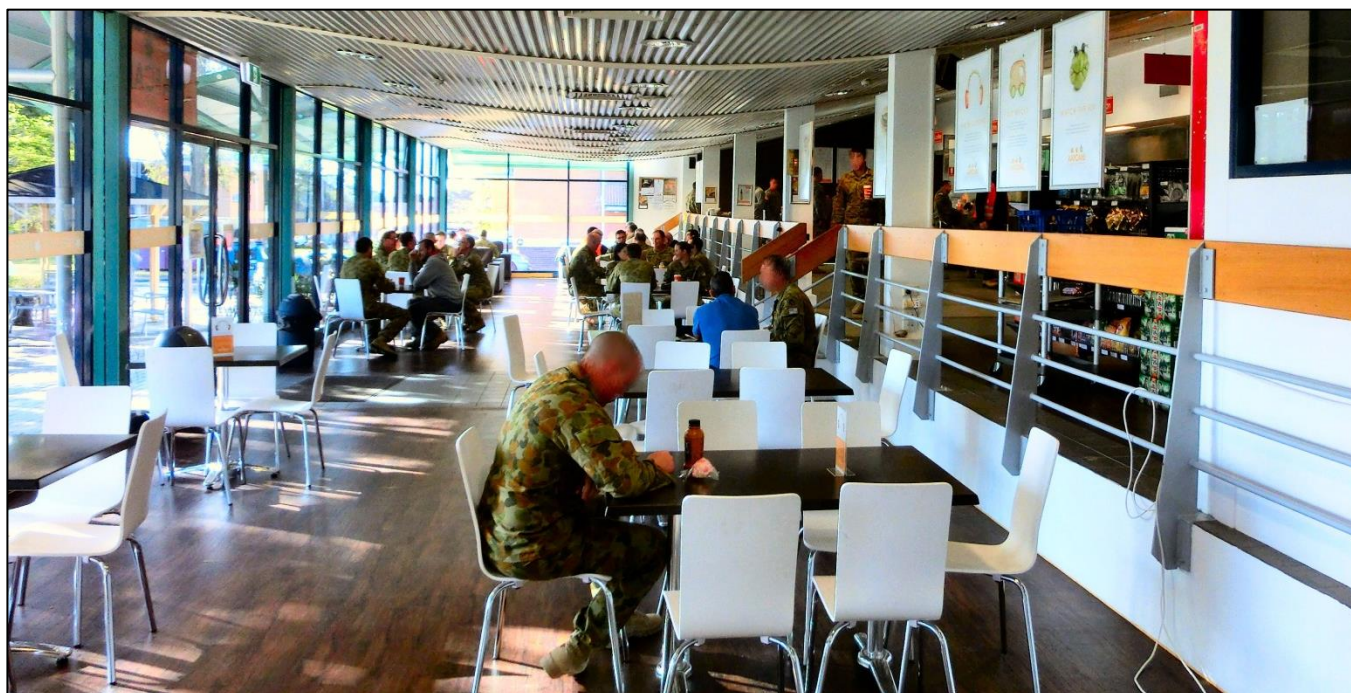
The KC-30 is a relatively new aircraft with Australia being the lead customer so any problems the RAAF experiences with the aircraft are shared with the RAF, the UAE Air Force and the Royal Saudi Air Force who have also ordered the aircraft.

Once again, we were met at the gate at Amberley, this time by Eamon Hamilton who is the Air Lift Group's Public Affairs Officer and is normally based at Richmond. We were then taken to 33 Sqn's crew room only to be told that unfortunately there was an hour's delay so it was off to the Base AAFCANS for the morning heart starter cup of coffee. The AAFCANS, (Army, Air Force Canteen Service) which is the replacement for the long gone ASCO canteens, is, I've been reliably told, situated near where the old Amberley Airman's boozer once stood.



The quality and standard of food and drink offered in the AAFCANS as well as the surroundings, would put the old ASCO to shame. What was a surprise though was the number of people in the canteen mid-morning, quietly going about their business, holding group discussions, another obvious change in the culture of the modern Air Force.

Good thing!!!



After we'd coffeed ourselves, it was back to 33 Sqn's hanger and onto the aircraft which had been pre-flighted and was ready to go. This is where you experience a huge culture shock, no longer do you have to endure hours strapped to a red canvas side saddle seat, these days it's like boarding an International Qantas flight, with the only thing missing being the inflight entertainment screens in the back of the seat in front.



L-R: Eamon Hamilton, Craig Murray, Aviation photographer, Nigel Pittaway, Aviation photographer and journalist and [Mike Yeo](#), Aviation photographer, originally from Singapore but now based in Melbourne.

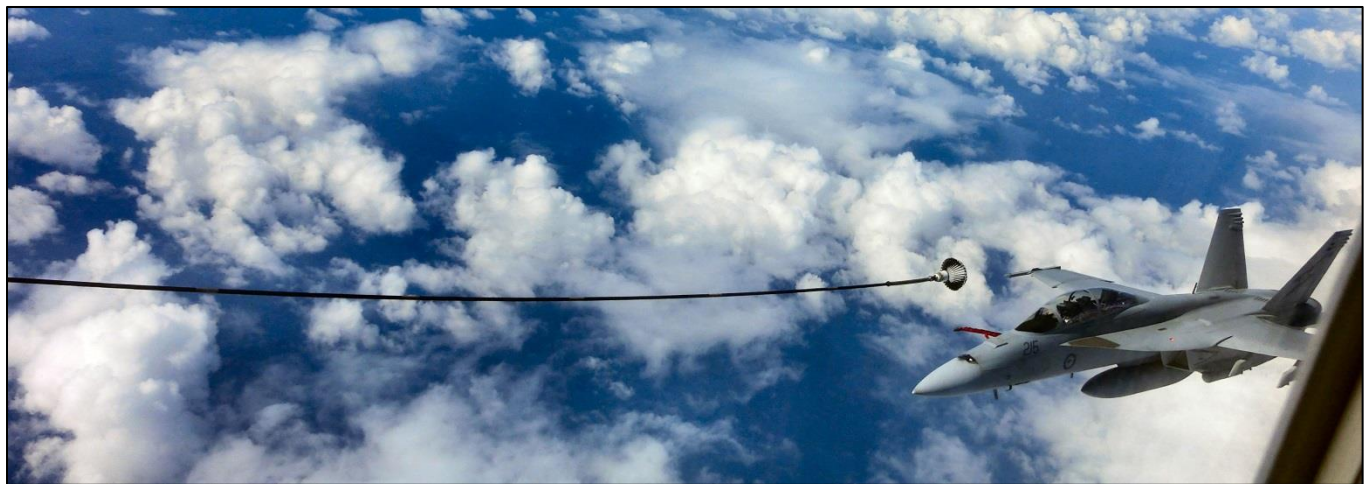
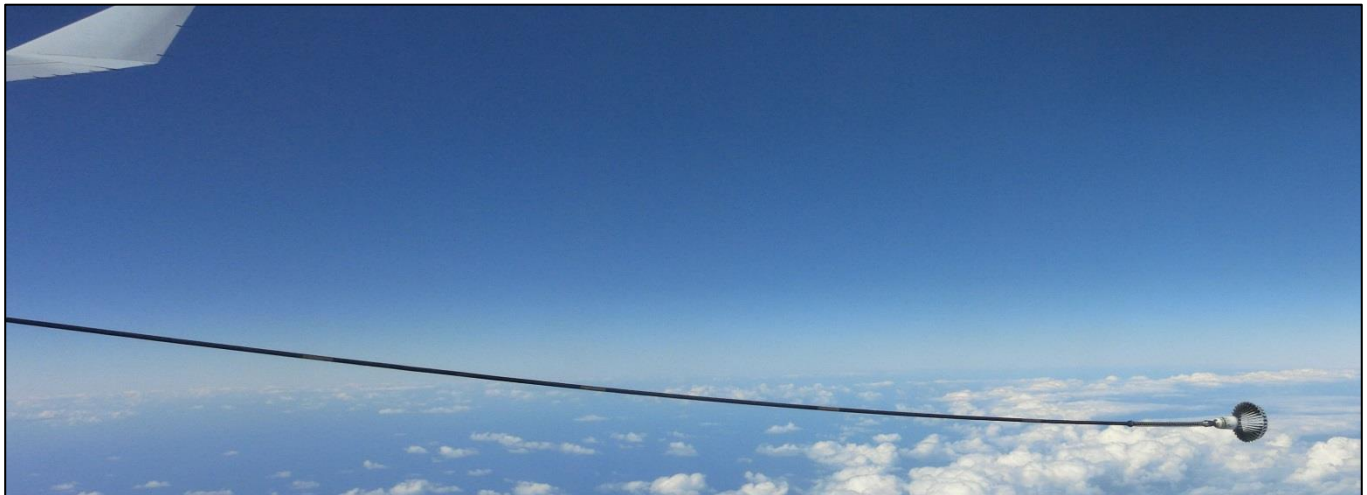
John Broughton, in the “Business Class” section



Looking towards the rear of the aircraft in the ‘economy’ section of the aircraft.



Once airborne, we headed out to sea off Morton Island and eventually the FA/18s found us and lined up astern. The hoses were run out on each side and the jets lined up to hook up.



Hooking into those drogues is definitely precision flying, especially in rough weather where the target is swinging all around the sky, though even in clean air, as we had that day, the “bow wave” developed by the receiving jet can and does deflect the drogue just as the jet is about to couple. Watching the coupling you could see the drogue move just as the jet was about to couple but the F/A-18 boys seemed to have it sorted as there didn’t seem to be a problem. As they say, “Practice makes Perfect.”



Once the jets are hooked up, fuel is transferred automatically via the hose and drogue system at the rate of about 1,500 litres per minute then when they were all topped up, they pulled alongside for a photo opportunity then it was a wave from the crew and off they went again.



Click [HERE](#) to see a small video of the coupling.



The refuelling consoles are situated on the flight deck, behind the pilots, with the two Air Refuelling Operators looking towards the rear of the aircraft. There are two positions, one for each side hose pod with either able to operate the tail boom. A number of cameras, both 2D and 3D are fitted to the aircraft and are displayed on the operators' consoles.

When not in use, the hose is reeled in and stored in the wing pods which are situated well out from the engine exhaust.



After the exercise was finished, the hoses were reeled in and we headed for home and luckily for me, just as we hit a bit of turbulence, Jamie Polzin, one of the Cabin Attendants, was there to steady me.



Jamie has been in the RAAF for 3½ years and prior to joining 33 Sqn as a Crew Attendant, was in Supply. Prior to obtaining her half wing she had to undergo many weeks of training which included:

Aviation Medicine:

1 week

Held at the School of Aviation Medicine, RAAF Edinburgh, to make aircrew aware about the physiological affects of flying. The course consists of theory and practical exposure using a hypobaric chamber.

Aircrew Environmental Survival and Aircrew Combat Survival Course:

3 weeks

Held at the Combat Survival Training School, RAAF Townsville, to train aircrew who may be forced down or separated from friendly forces in a combat environment. Instruction is given in surviving in global environments; evasion; resistance to interrogation, indoctrination and exploitation; and escape. Practical exercises are conducted in the sea, seacoast, arid and jungle environments, and culminates with an

evasion and capture scenario. The course includes a swimming component and students are challenged both physically and mentally while on the course. Students need to be physically fit and have no medical injuries or limitations prior to arriving at Combat Survival School.

Airman Aircrew Initial Course:

2 weeks

Held at 285 SQN RAAF Richmond, to introduce students to a variety of aviation principles. Topics include Air Traffic Control; meteorology; basic theory of flight; First Aid, Crew Resource Management and Aviation Risk Management.

CREWATT Basic Course:

2 weeks

Held at 33SQN, Amberley, and covers general service knowledge, wine education, Responsible Service of Alcohol (RSA), CREWATT duties, meal service procedures, ground safety and basic food handling.

CREWATT Aircraft Conversion Course:

10 to 22 weeks

Held at Amberley, where students commence ground and air training phases. The ground phase ranges from two weeks to four weeks and covers such areas as aircraft safety equipment; emergency procedures; pre-, in- and post- flight checks and procedures; in-flight service; and flight documentation. The air phase ranges from six weeks to 16 weeks and comprises practical consolidation of ground training in an airborne environment, leading to the award of the CREWATT Brevet.

Jamie has been 'on the 'Job' now since May this year and we asked her whether she liked the job – "JOB??" She says, "this is not a job, this is 100% enjoyment" and she says she couldn't think of a nicer way to spend the day.

We returned to Amberley, had a walk around the aircraft and marvelled at the size of the thing, then it was time to head into Ipswich, frequent one of the locals for lunch and a hold a debrief.

Thanks to Paul Lineham, Eamon Hamilton, the crews on both aircraft and MediaOps in Canberra for making it all happen, it was a wonderful experience and was really enjoyed.



RAAF Edinburgh

Val Bukmanis.



Prior to World War Two, in late 1939 or early 1940, the whole area (where the Base sits today) was compulsorily acquired by the Commonwealth government to build the South Australian Munitions Factory. The closure of the township of Penfield meant the then tiny village of Salisbury began to grow. The factory, beginning production in July 1941, was the largest munitions factory in the Southern Hemisphere and the fourth or fifth largest such factory in the world. The factory manufactured a wide variety of explosives and subsequently manufactured ammunition, detonators, fuses, shells, rockets, mines and torpedoes. At the end of WW II, most of the site was closed down, with the exception of the TNT manufacturing plant (south of today's RAAF Base) that continued production until the mid 1960s. The plan was to reopen the plant, albeit on a smaller scale, for military and peacetime explosive manufacturing at a later time. This didn't happen, with most of the operations sold off as scrap with operations being relocated to Gladstone in the mid north of South Australia.

In the 1940s the Anglo-Australian Agreement (the Joint Project) was signed and Salisbury enjoyed a new lease of life. Salisbury housed the administration infrastructure, stores, laboratories and most of the Australian end of the various UK-based contractors. RAAF Edinburgh Field (as it was called in those early days) was the logistics hub plus it housed a wide variety of Royal Air Force personnel. Established in 1953 it was formally opened by HRH Philip, Duke of Edinburgh in 1954. The Base is named after his title. RAAF Edinburgh supported the Salisbury end of weapons trials at Woomera (rockets and missiles) and

Maralinga (atomic bomb testing). It had been decided [RAAF Mallala](#) was too far away from the Salisbury operations centre to be effective.

The old Tank Farm became the Technical Area; this had to be separate – unlike every other RAAF Base - because of the secret nature of the operations. So it was decided to create a separate Domestic Area in what had been the Cordite Area. Traces of this cordite work can still be seen. The old Airmen's Mess building (demolished in late 2011) was the Cordite Casting Hall – that's why it looked like a factory. Similarly, on the southern side of the Base there were two truncated pyramids – these were used for the manufacture of Nitro-glycerine.



At Woomera there were similar, but smaller, arms factories to those set up at Salisbury, plus the various ranges, trials support test shops and several airfields. In those early days Edinburgh was very much a multi-service (RAF and RAAF) establishment. This was necessary to prepare, fly and service the wide variety of aircraft based there and at RAAF Woomera. Smaller airfields were established at the Koolymilka Rangehead ([RAAF Evetts Field](#)) and at RAAF Maralinga. During the early days of the Joint Project aircraft flown included Boeing B29 Superfortress and B-50 Washington (right), Gloster Meteor NF11, Mk 4 and Mk 8, English Electric Canberra (British B2), Avro (Python) Lincoln and North American/CAC CA-27 Sabre.



Additionally, the manned GAF Pika was used to develop the unmanned GAF Jindivik target aircraft. Later, RAF Vickers Valiant, Handley Page Victor and Avro Vulcan aircraft supported the Blue Steel project. Eventually the project wound down, so the area was largely empty.

Headquarters RAAF Edinburgh was formed on 17 January 1955, with an establishment of seven officers and eight airmen. On 23 June 1955 the Royal Air Force Courier Service (Hastings aircraft) moved from Mallala to Edinburgh, and on 28 October the first WRAAF personnel arrived on posting from Mallala. The new Sergeants' Mess was opened on 7 September 1956 while 29 September 1956 saw the first official function in the Officers' Mess. 16 Joint Trials Unit (British Army) disbanded at Weapons Research Establishment, (WRE) Salisbury, on 14 December 1964 and on 14 May 1965, 4 Joint Services Trials Unit disbanded at Edinburgh. Maintenance Squadron Edinburgh disbanded on 1 June 1965 after amalgamation with 2 Air Trials Unit. No 1 Recruit Training Unit commenced training in 1965 and the WRAAF Flight moved from Point Cook to Edinburgh on 15 July 1965 to become part of 1RTU.

Recruit Training Unit stayed at Edinburgh until 2006 prior to relocating to RAAF Wagga. Maritime operations commenced in 1968 with the arrival in Australia of the first three of 11SQN's P-3B Orion maritime patrol aircraft; 11SQN completed their move from RAAF Richmond by June 1968. They were joined, from RAAF Townsville, by 10SQN in 1978 after the squadron commenced operating P-3Cs (replacing the P2V-7/Neptune), the first of which arrived in Australia on 28 May 1978. Air Commodore Ford, on behalf of the Department of Air, officially accepted RAAF Edinburgh from the Director, WRE, acting on behalf of the Department of Supply, on 1 February 1968. A detachment of Aircraft Research and Development Unit (Detachment 'B') was raised at Edinburgh on 15 November 1976 and the unit completed its move from Laverton during February 1977. The School of Aviation Medicine transferred from RAAF Point Cook.

In June 2000, the Australian Government decided to renovate RAAF Base Edinburgh in two stages at a cost of \$141.56m. The Finance and Administration Department cited a proposal in June 2000 to redevelop the base.

The Stage 1 redevelopment project, worth \$42m began in 2002 to rectify the shortfalls of the previous construction works at the base. Stage 1 was completed in 2004. Works included development of new facilities for ARDU (and demolishing of old buildings), replacement of the hangar workshop, removal of asbestos, renovation of the aircraft shelter, expansion of the ground support equipment storage area, restoration of the armament test support facility and upgrade of site engineering services.

In May 2010 the Australian Government approved \$50m in May 2010, from the 2010-2011 budget, for the Stage 2 redevelopment. The project, which cost around \$100m, was approved by the Australian Government in December 2008. Stage 2, including construction of permanent facilities for No. 462 and No. 87 Squadrons, new and upgraded facilities (including new crew rooms, a reconfigured briefing room and a common room) for No 92 Wing, new and upgraded facilities for No 24 Squadron, a new air traffic control tower and two



ordnance loading aprons, began in late 2009.

The 7th Royal Australian Regiment Battle Group commenced relocation from Darwin to new purpose-built facilities (at a cost of about \$597.4m) at RAAF Base Edinburgh in January 2011. Over 800 members of the Battle Group are now operating out of the new facilities. Army's presence at Edinburgh consists of the 7RAR mechanised infantry battalion equipped with upgraded M113 Armoured Personnel Carriers, a mechanised combat engineer squadron, a self-propelled artillery battery, a combat services support team and a detachment from the headquarters of the 1st Brigade.

A little known fact about its naming in 1954 may be of interest – and I will stand corrected. It 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 the name actually meant "Swamp". "Goodness. We can't have RAAF Base Swamp. What else can we call it?" "Well the Duke is opening it so why not call it RAAF Base Edinburgh?"

A New plaque was hastily arranged and the ceremony apparently went off without a hitch.

The original plaque?

Well up to the time when I left 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".



A Close Call.

A Story from RAAF Caribou Aircraft Operations in Papua New Guinea.



Ted Strugnell

It was a beautiful day for flying as we fell to the day's assigned task of moving a group, from memory probably about a company of Pacific Island Regiment grunts (infantrymen) from Telefomin in the highlands near the Irian Jaya border with PNG, to Green River, really just a clearing in the jungle. The weather held, which was just as well as Telefomin was a typical PNG strip, somewhat better than most, however still with high mountains at both ends and definitely where we didn't need limited visibility. These strips were what our STOL (Short Take-off and Landing) Caribou was designed for. This work horse of an aeroplane we operated was the largest aircraft that could get into and out of many of these jungle fields.



This was the last day and the last task after operating for about a week on the North Coast, away from our main detachment base in Port Moresby and a long way from 38 Squadron's home base at Richmond. This task consisted of ferrying the grunts in several sorties of approx. 30 troops at a time (our max capacity). For so long away from detachment base it was not unusual to take one or more ground crew as supplementary (super) crew to assist with loads, re-fuelling, re-oiling and to fix any unserviceabilities as they occurred. On this aircraft there was the normal crew of pilot, co-pilot, loadmaster plus me as the super crew. In this case the pilot and loadmaster had just returned from a tour of South Vietnam and had already had their share of adrenalin pumping flying and I was to take up a posting to Vietnam at the end of this detachment.



The previous night, after the usual few beers, we had borrowed a vehicle to drive to a clearing in the jungle somewhere to buy artefacts. My purchase was a tribal mask from the Upper Sepik, or so they said, and it now lay in state under one of the aircraft fold down seats.

The task soon got down to a routine of ensuring weapons cleared, magazines off, grunts aboard seatbelts on, extra gear tied down near the ramp, take that lot to Green river, come back for the next lot and repeat the process. Throughout these sorties the aircraft operated as advertised. The task was complete without incident in time for a late lunch of whatever in-flight rations the previous night's accommodation has supplied, eaten while sitting on the ramp door of the aircraft.

During lunch there was quite a bit of discussion on the route we should take home. The options were the safer longer way low level around the coast or the shorter high altitude route over the Owen Stanley Ranges running the risk of the weather closing in which would necessitate a turn back and another night away. Our unpressurized Caribous with Pratt and

Witney piston engines were labouring at 10,000 feet and we definitely didn't have the altitude capability to make it over the ranges safely if the weather closed in. As there was now no load and only the crew and their baggage aboard the aircraft, after a quick trip back to Wewak to pick up fuel, the Captain opted to go over the Highlands. This could have been our downfall. The Captain gave the co-pilot the opportunity to fly the aircraft from the left hand seat while he flew as check Captain from the right.



We made it over the ranges, only just, pushing it at 14,000 feet and at that altitude we were high enough to be on oxygen. At least all were on oxygen except me as we only carried one walk around bottle for the loadmaster so I sat there with finger nails turning blue and a walk down the length of the aircraft was exhausting.

It was while at low level tracking down the South coast towards Moresby when the port engine started misfiring. As per procedures the port engine was immediately shut down to remove the risk of fire and the propeller feathered to reduce drag. We faced a slow flight home on one engine just maintaining altitude, however not too far from Moresby and no big deal so far. That was until the starboard engine instruments indicted that engine was also failing. Now what are we going to do? We were in a twin engine aircraft a long way from any airfield with at least a reasonable possibility of both engines failing.

There followed a tense period during which the port engine was restarted and both engines were powered on and off in turn in an attempt to determine which engine had a "hard" failure and which engine, if any, was still producing sufficient power and to hold us in the sky and get us back to Moresby. In other words we were trying to determine which engine had a material / metal failure (con rod parted, cylinder head blown off etc.) and which (hopefully) may have only been an indication failure or a more minor fuel / carburettor problem.

In the heat of the moment the co-pilot suggested that we re-start both engines and fly with both defective engines until they both seized and then try for a wheels-up landing on the beach. This brought comments in much stronger language than I can use here to the effect that the co-pilot thought he was Douglas Bader re-incarnated or something like that.

Even at that low level we were having difficulty maintaining altitude on one engine and as options were considered there was even a suggestion that we jettison the load, if we had one that is. The problem was the only load we had was a tool box and fly away kit or two and our personal baggage. Groan, I could see my Upper Sepik mask floating forever somewhere in Torres Strait.

In the event sanity prevailed. The captain opted to re-feather the port engine which was definitely failing, powered up the starboard engine, declared a PAN (urgent assistance required, no immediate threat to life; would have been a MAYDAY a couple



of minutes before) and requested clearance for a straight in approach to Moresby. The co-pilot carried out a near perfect single engine landing ahead of the thankfully-not-required emergency services. Four very grateful aviators, after signing over the aircraft to the ground crew, were met by the Detachment Commander holding four beautiful cold frothy beers, easily the best I have ever tasted.

As always there were a lot of “what ifs” with this one. What if one or both of those engines failed on take-off at Telefomin with a full load of thirty troops and their gear aboard and those big mountains at either end of the only runway. Or, what if they failed over the Owen Stanleys with no way to hold that sort of altitude on one engine and no visibility and clouds full of rocks below us with nowhere to land, even if we could see. Or, what if both engines failed on the coast and we were forced into landing on or just off some remote beach in PNG.



Engines misfiring were common in tropical operations in PNG and South Vietnam because of ingress of water to magnetos and other components. We replaced the port engine the next day and the defective engine was sent back to Australia for analysis and follow-up. I never did find out the cause, as by the time the Air Incident and Technical Defect Investigations were completed I was in Vietnam with other problems and other aircraft to worry about.

Suffice to say at this time we were having ongoing problems with a bad engine overhaul contractor which may have had something to do with it. Ironically not long before this a similar incident occurred with exactly the same crew, including me, and the same aircraft with a different engine only this time we had a full load of freight and many more ground crew than just me as we were taking off from Richmond (Sydney) for Port Moresby. In this case the engine failed catastrophically and violently with thumping sound effects and the Windsor Golf Course was looking good for a landing; but that's a story for another day.

I shudder to think of those “what ifs” and what might have been or, more to the point, what might NOT have been, every time I'm reminded of it by a glimpse at that Upper Sepik mask, real or otherwise, now hanging on the wall in my younger daughter's house.

Skyland News.

If you were involved in the aviation game in PNG back in the late 1970's, you probably religiously read the Skyland News, the self-titled “Leading Aviation and Travel Publication.” It was produced by a couple of Air Niugini F27 pilots, who shall remain un-named, but who everyone knew, and it usually caused a stir when published.



We recently found a copy and you can read and/or print a copy of it [HERE](#)

Infantry Soldier's kit.

Over the years the Australian soldiers' kit has significantly improved. A WW2 digger would surely think today's soldier, when fully kitted out, was some sort of alien. Today's gear obviously works and is supported by the intense and worthwhile training that the Digger gets. In the past, the individual load carriage and personal protection systems employed by the Australian Defence Force (ADF) have been sub-optimised to meet the requirements of the entire organisation. This has meant that there has been one type of combat uniform and limited types of body armour, irrespective of job or role.



The Digger's basic combat ensemble from East Timor in 1999 that cost \$3700 has morphed into a high-tech \$27,700 outfit in Afghanistan today but the comparative cost of the kit of yesterday and of today should not be a factor in providing protection and ability to our soldiers. A soldier's life is surely worth a lot more than \$27,700.

Army has identified the need for a Soldier Combat Ensemble (SCE) that is designed to be functional and fulfil its intended purpose. This means that different types of combat uniform, load carriage and body armour systems are required and now provided for different roles and tasks.



In broad terms, the SCE includes: combat clothing (combat uniform, footwear and cold weather clothing); personal protection systems such as body armour, combat helmets and eye protection; and individual load carriage systems such as equipment pouches and field packs.

The 2013 outfit includes multicam, uniform, ballistic glasses, tiered body armour, GPS, pelvic protection system, stretch pants, knee pads and high-tech fitted boots. A collaboration between battle hardened soldiers, defence scientists and the purchasing body, the Defence Materiel Organisation, (DMO) has abandoned methods

where quantity was king and price was paramount, and streamlined the link between feedback and production.

The 1999 version included a large field pack, Somalia-era flak jacket, old style webbing and camouflage uniform and Vietnam era combat boots. With a long history of crook boots, overweight body armour, inferior clothing and dodgy packs and pouches, the DMO had plenty to work on and in three short years it has made some big strides.



It is hoped that mistakes like the 2010 purchase of 17,000 sets of inappropriate body armour will never happen again.

The sole purpose of a child's middle name is so he/she can tell when he/she's really in trouble..

Darwin

Keith Dudman was posted to Darwin many moons ago and while there took many pictures. He has sent us a few.

Keith says, "This scanned photo may be of interest. It was handed to me when I passed through Darwin in 1956. It shows the two cross runways in use at that time. Heading numbers unknown. The cleared area at the top is where the current International airport now stands. This was being cleared by 5ACS. Also visible are the old wartime taxiways and dispersal bays.



The control tower and water tank with its checkerboard pattern are in the top centre. To the right is the old civil air terminal. The Sgt's mess and quarters are to the right of the air terminal, the airman's (erks) mess is below that. The officers' mess is in a direct line from the control tower and the hangar. Headquarters is the building at the top of the road circle and the picture theatre/ gymnasium at the bottom of the circle.

The main gate is mid lower right with the rail line and Sturt Hwy as semi circles centre right.

Click [HERE](#) for a bigger view.



These two Boeing B29's flew into Darwin sometime in 1956 on a navigation exercise from Guam. Keith was not been able to pinpoint the Sqn or BOMB GRP they were from and the serial number on one does not give any clues as all B29 serial numbers started with the year of manufacture ie 46-xxxx, 44-xxxx etc.



The Vampires and Mustangs were from Williamtown in 1955. The Mustangs were used as drone towing aircraft for the Vampires and Meteors at that time.

The long nose Lincoln was in Darwin in 1956.

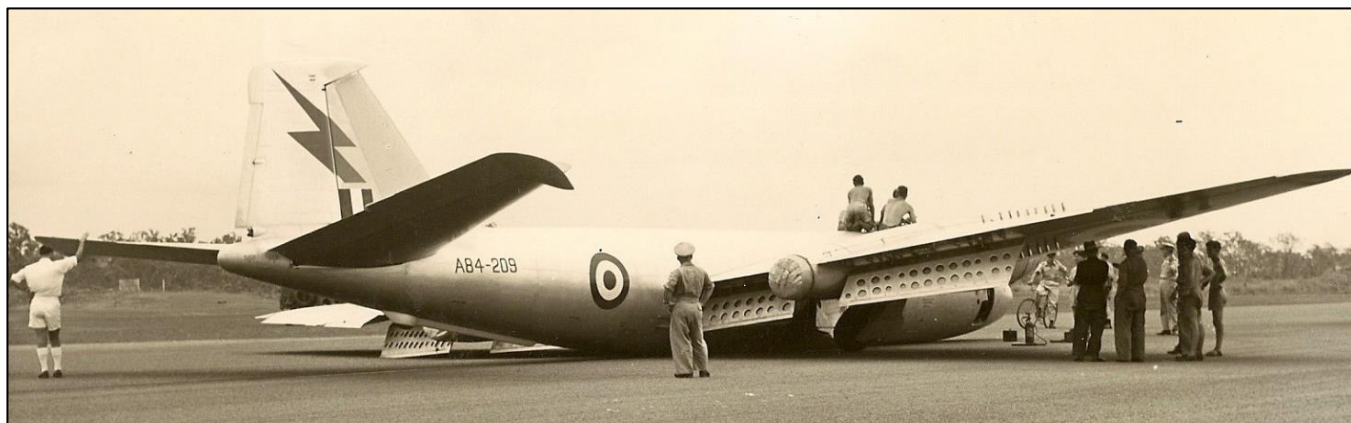


The next two photos show a Lockheed Constellation aircraft on the hardstand outside the civil air terminal, a stop-over on the then Kangaroo Route between Australia and the U.K. These were the long range version and the only inter-continental aircraft that Qantas used at that time. You can also see a RNZAF Hastings parked near the hangar.





The two photos below show a Canberra that was on exercises in Darwin in 1956 and which when it had an hydraulic failure in the undercarriage. The pilot was told to eject and ditch the aircraft instead he bought it in for a safe belly landing, tearing off about \$100 worth of aluminium. I was told he got a promotion as a result of saving the aircraft. The blue flash on the vertical stabiliser indicates that it was from 1 squadron Amberley.



The next two photos show the RNZAF Hastings which came to grief on take-off one early morning on its way from Hong Kong to New Zealand. Just as it lifted off from the runway it flew

into a flock of eagles some of which were sucked into the air intakes on the wing leading edge. As a result the engines quit. It dropped like a stone onto the cement apron, skidded through the cleared approach area, through a fence, bounced over two water mains.



Its nose hit the rail line (which went only as far as Birdum at that time) pivoted around facing the way it had come from and the rear fuselage resting on the Sturt Highway. All the engines and undercarriage were ripped out.



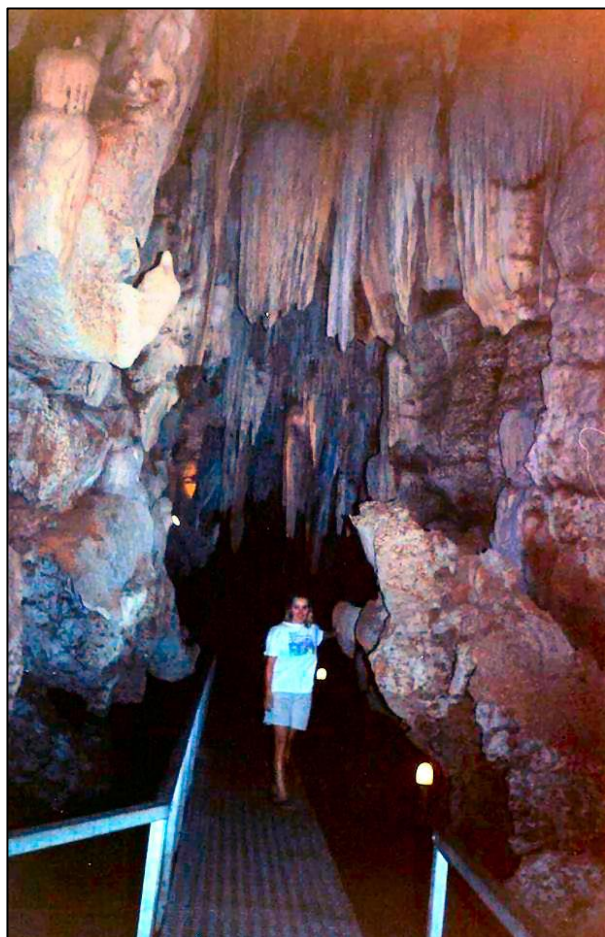
The aircraft was then stripped of equipment and the shell thrown into the bush.



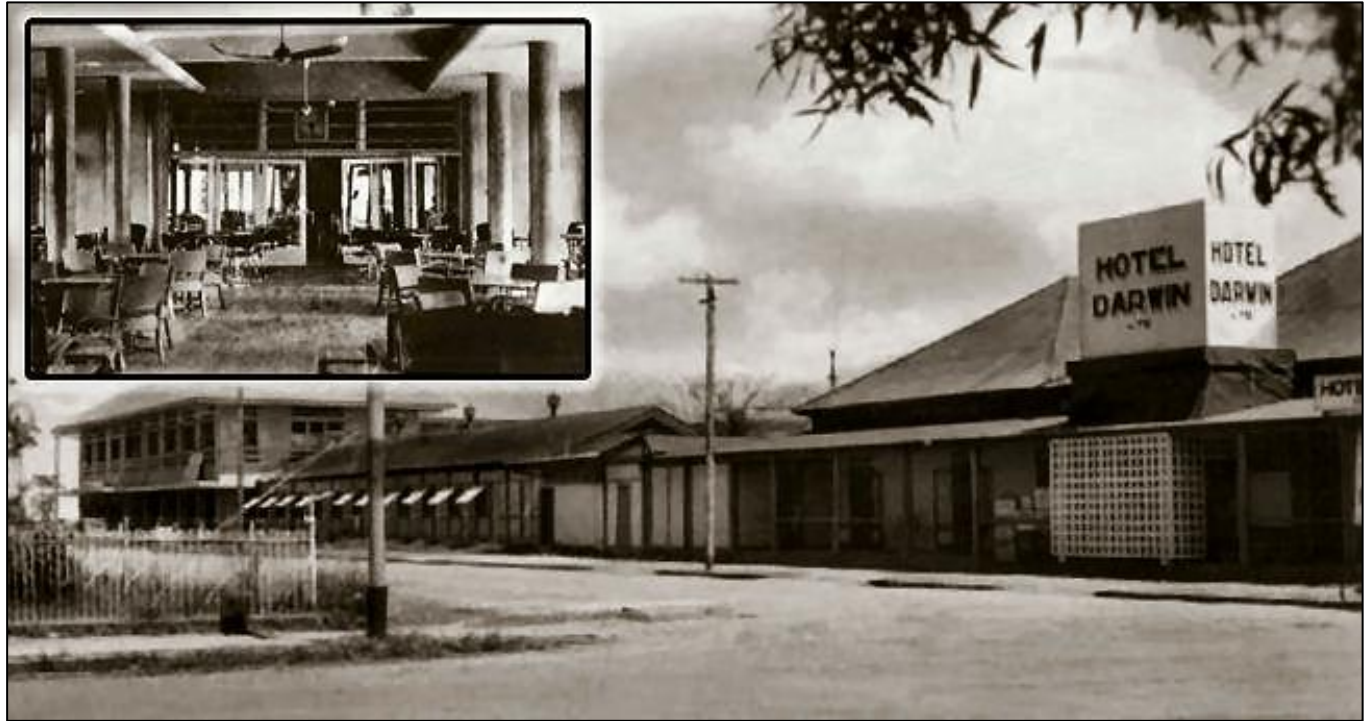
The photo above shows a Comet Mark IV ready for take-off piloted by wartime hero Grp Captain (cats eyes) Cunningham. It was on a good will tour of commonwealth countries to drum up sales following the earlier Comet disasters and as we all know Boeing beat them with the 707.

Chrissy Hart sent us these pics of Darwin and thereabouts. Some are sure to bring back fond memories.

Below left, Chrissy in the Cutta Cutta Caves, back in 1990. The Cutta Cutta caves are down near Katherine and right, the old Darwin Airport Lounge Bar.



Below, the Darwin Hotel, this must be an old pic as I was there in 1970 and it was a substantial building then, with the “Hot” and “Cold” bars.



Darwin Cinema and ASCO, 1959.



Darwin Cinema.



Dear paranoid person who checks behind the shower curtain for murderers,
if you find one, what's your plan?

Airman's Accommodation block.



Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out.



John Elliott

John recently spent 11 days in hospital. He's now fitted out with new titanium skull and new scalp from a spare bit of skin taken from his back. John has been suffering from melanomas for a while and hopes this substantial treatment will and cure the problem. He hopes the titanium won't rust.



Dick McCann

Dick has been in hospital again, they are trying to eradicate an infection in a knee replacement which he had inserted three years ago. Earlier efforts were unsuccessful so this time he had the prosthesis removed and, hopefully, when they implant a new one it will kill off the problem. In between time, he lived on crutches because his knee joint was filled with cement which was impregnated with antibiotics.

Barry Sharman.

Unfortunately, Barry has been diagnosed with Pancreatic and Liver Cancer. He is in a lot of pain with morphine helping him at the moment and has indicated that, in his words, "I'm stuffed and I don't think I have very long at all." Barry was a loadmaster on the Caribou and did two tours of Vietnam, one from Nov 1965 to July 1966 and from Oct 1968 to July 1969.

Gary Martin.

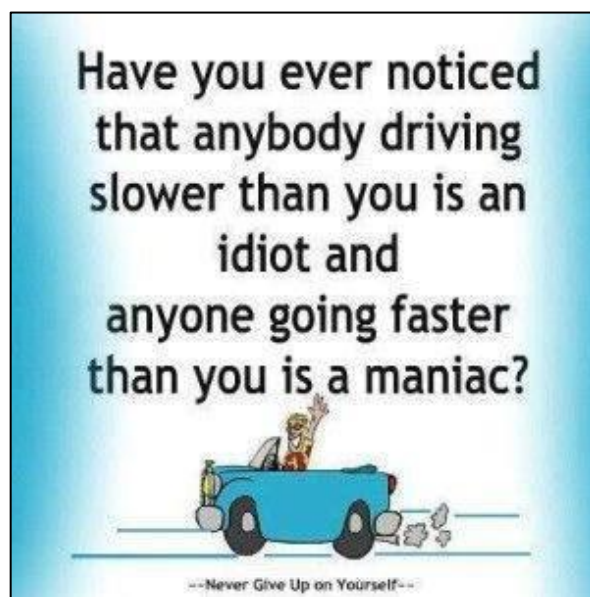
"Sticky" Glew, tells us that Gary Martin, ex RAAF pilot, recently had a serious fall from his balcony and did himself a fair bit of damage. Sticky says, "It was about a 3 metre drop I believe, seems he thought he could still fly but forgot the aircraft."

"He was in Royal North Shore and was then moved to a Rehab Centre in the Mona Vale area. He fractured his pelvis in a lot of places and also damaged the hip replacement he had had done a few years ago, as well as other fractures to ribs etc. He was a sick and sorry boy but his injuries are not life threatening and necessary repairs are being carried out to get him serviceable again".

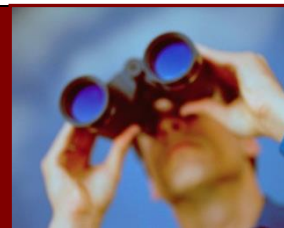
Jim Grant

Ray Thompson advises us that Jim Grant is not all that well. Ray says, “Jim was a little bloke and a gentleman. He was an Lac Clerk Admin in the Orderly Room of the Apprentice Squadron, Frognall back in 1960 when I first met him. He moved with the Apprentices when they transferred to Laverton. I'm sure a lot of ex RadTech apprentices would remember him.”

Jim's daughter Kim got in touch with Ray and said “I am Jim's daughter. Dad is not well. He was diagnosed with bowel cancer last December and after a couple surgeries and many complications post op, we learned about 5 weeks ago that the cancer has spread. Unfortunately, Dad has taken a steep decline and may not be with us for very much longer. Please keep him in your thoughts.”



Where are they now?



John Monkhouse

Roger Bailey wrote, he said: “I was reading [Vol 35](#) and I noticed a photograph on page 14 of people who were at the 2011 Anzac Day parade and I saw a photograph of John Monkhouse. He was an armourer and I don't see his name in the members list. Do you have any details of how I could contact him? Was this photo taken in Brisbane?”

Yes Roger, it was taken at the Port Office hotel and if anyone knows where John is please get in touch with us and we'll pass on the details to Roger.

Found!!

We've been looking for two blokes for many years and remarkably, last month, we found both of them – or more accurately, they found us through the magazine.

First was **Terry Horsley**. We hadn't seen Terry since a bunch of us left Laverton back in 1967, after completing 41 RTC (below). Terry is now living in the US and loving every minute of it, but, unfortunately, still following Collingwood.



We spoke with Terry, he says: “After I graduated from 41 RTC in '67, I spent a few years in Townsville with 10 Sqn (and there are some stories from that time). In 1971, I was posted back to Radschool as an APS31 radar instructor. The RAAF Instructional Techniques course and RADTECH course set me up for an engineering career with Wang Laboratories after I left the RAAF.

I'm now I'm living in the USA, been here since 1982, but still have a large family back in the Sydney area that I come home for a visit every so often. I stumbled across the Radschool Association recently and found many old friends, acquaintances and stories.



I'm into Sailboats these days. I first got into bigger boats back in 1989 with my then girlfriend, who was a sailing nut at the time. We shared finance on a 33' Morgan sloop, which we called “Hasten Slowly”. To simplify the transaction we decided to get married. Not a good reason to get married! but the upside of that is that 3 years later when we separated and divorced, I inherited the permanent floating condo and learned to be a live-aboard downtown in Boston for the next 7 years. What a great life for a guy that turned out to be! Although being locked inside the boat after an ice storm could have been disastrous. I got out by melting the ice around the hatch with a hair dryer – I had power – took hours. Whoops! If I start telling war stories this will go on for 130 pages or more! I'll try to minimise the embellishments, they should be saved for a get-together with a lot of beer (agreed!).

I moved up in '98 to a much grander boat, a 41' ketch, a Morgan Out Islander, commonly referred to as an Outhouse. I called mine “Sweet Pea”. She had a big diesel, 85HP, and two



masts. I got laid off and went solo sailing south for the winter to Florida, ending up in Key West.

Sweet Pea had radar, autopilot, a 4kw diesel generator, air conditioning, 4 burner propane stove, fridge, all the stuff that you don't need when you're sailing the islands and that you

spend most of your life head down, bum up fixing it. Kept living as a boating bum for about 6 years, roaming the Florida Keys and the Bahamas and ending up broke, working at a marina in Baltimore for \$10 an hour. Loved it! Finally snagged a consultant job back in Rhode Island and went back into the electrical power industry for a few years until I got laid off again at the age of 62. I sold Sweet Pea in 2006 and was retired and boatless.



The boat I have today is a Sovrel 37' centerboard coastal cruiser. Her current name is "Full Circle" but I plan to rename her "Sea Horse 2" to keep her in the Horsley family. She's a fiberglass sloop that draws 4 feet, and 9'6" with the 500lb. board lowered. She has a Yanmar 3 cylinder diesel, 24 HP, fresh

water cooled, that (now) runs like a swiss watch.



She was originally rigged as a cutter, which means that she has a single mast with two forestays to fly two jibs, but I only use one jib/forestay, so she's a regular sloop (referred to by some as a slutter, sloop/cutter).

I like her bottom. The board is tucked up in the keel trunk. She's narrow, at 9'6" beam which makes her pretty quick, and there's enough headroom for a 6 footer like me down below. She has an

autopilot, GPS, fishfinder, VHF, and, while I lived on her, a 120V fridge and microwave.

I found her on eBay three years ago, and put a bid on her just for laughs – there was a good surveyors report on her and no-one was bidding-she'd been sitting at a dock in Hampton VA (near the US Navy port of Norfolk) for a few years and was pretty old (1972), but in good nick. Well, I snagged her, which was a complete surprise to me – I hadn't counted on being back on board again after selling my previous boat. That meant driving 1200+ miles round trip every week or so to work on her so that I could eventually bring her back to Newport, Rhode Island,

which I did via the Intracoastal Waterway, up the Chesapeake (another story on its own!), outside into the Atlantic from Cape May, past Atlantic City to Sandy Hook, NY, through to the East River, via the Statue of Liberty, along Manhattan and up through the famous Hell Gate and into Long Island Sound, then a 100 mile run to Narragansett Bay and an anchorage in Newport.

I'd done this run over the years three times, and have many stories to tell about these trips. For example, (uh oh! Another war story!) I rescued a guy out of the East River near Hell Gate while I was sailing solo from south to north in a tide flow of 5 knots. This hellish current was rushing him and his out-of-gas wave-runner downstream towards Hell Gate – aptly named. After struggling with the guy to get a line on his tipped over wave-runner for half an hour (he was exhausted by this stage) I heard a barge tug trumpeting as it entered the turn in the river under the Hell Gate bridge. I'd already Mayday'd over the VHF, but you know New Yorkers – not a sausage of a response. A 20,000 ton barge (40,000 tons after a few beers!) was being pushed against the tide by a huge elevated-bridge tugboat as it came bellowing around the bend. Finally the drownee, who was in the water, couldn't board the wave-runner, got a line tied from my stern to his tipped over waterbike and scrambled up onto Sweet Pea by climbing on my rudder and dragging his little vessel out of the way of the chundering wall of the barge that was descending on us. The barge missed us by about three feet. We shared a warm beer or two after that.



I could go on forever about these little stories...Back to the subject of living aboard. In my Sweet Pea days in Florida and the Bahamas, I always lived on the hook at anchorages, with a good, big dinghy to taxi me around the harbor at zero cost. In the colder climates, when working a regular 9 to 5, in Boston or Baltimore, I'd be at a marina, which is as good as, if not

way better than living in a harborside condo and cheaper. Free parking, cable TV, power, swimming pool, great neighbours, many of them global sailors, writers, doctors, architects, single females.....Lots of parties.

My consultant job in RI made it impractical to live aboard for long, dinghying to and fro at all times of the day and night, and the anchorage is restricted to 3 or 4 days only (Summer marina dockage is astronomical in Newport). Winter, you're dealing with snow on deck, on the docks, storms, etc. Inevitably, it's got more expensive, and my boat is not set up for full time living aboard any more. Besides, I'm old and comfortable in my apartment in Jamestown, RI. BUT, I still have the boat and I'm almost ready to go again.....

I have a bunch of pics from rookies in Edinburgh and Townsville (10 Sqn) that might be of interest to some old hands. (Yes please mate – looking forward to getting them – tb)

If you get an email telling you that you can catch 'swine flu' from tins of ham, delete it - it's spam.

The other bloke we recently found, also from 41 RTC, is **Peter Kensett**. Pete was on the move for a number of years, living in various states, but is fit and well and has settled down in southern Tassie. Like Terry, Pete has also gone marine (he never bought that Cooper S), he bought a yacht from a marina in Brisbane, had it shipped to Tassie and it is now home.

He is currently fitting it out and hopes to one day go cruising.



Bob Mead.

Dick "Stix" Chambers wrote, he says: Howdy folks, in the latest Radschool News, Reg Wood was looking to get in touch with Bob Mead ex Radtecha. Sadly Bob passed away many moons ago.

Flt/Lt Ken BAFF

Alan Hall says: "I understand your privacy rules ... but if you have an email contact for Flt/Lt Ken BAFF 10 Squadron would you please pass on my email address to him. I have been searching for him as he has some research on the first WWII RAAF fatalities (Walrus) which I am also looking at."

If you can help, please let us know and we'll pass on the info.

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Your say!

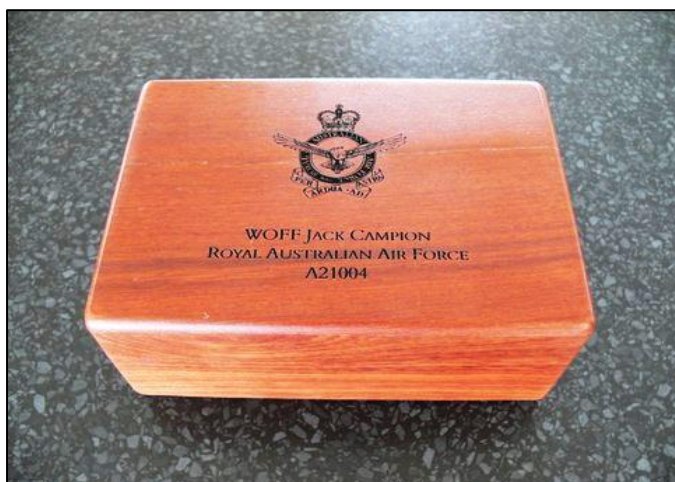


The RAM does not necessarily endorse the content of this page.
Any views expressed herein are solely those of the author
and do not necessarily reflect those of the RAM.

Jack Campion.

Rick Campion, Jack's son, saw our mention of Jack in our last issue. He wrote: "Howdy, I was talking with Mum the other day, and she remembered quite a few of the blokes that dad used to teach as he used to bring the troops home for a bit of socialising, mainly on Friday nights. I was only young then but do remember they were quite rowdy, with all manner of competitions going on, one of the favourites being to see who could pee over the fence and into the neighbour's yard. I remember the cheering that went on when someone achieved the objective! She said he had been an Instructor at both Ballarat and Laverton, but had no idea of how many courses he had been involved in, other than it was many.

As an aside, after Dad passed (March 2011) I had his service medals mounted and the box made to keep them in. He always kept them in a shoe box, stuffed in the cupboard. Maybe some members of the Assoc. might be interested in getting one made for themselves. They are from Western Australia, made of Jarrah and are laser etched, and look fantastic. You can get them from here - www.medalbox.com.au/.



I'm always disappointed when a liar's pants don't actually catch on fire.

John Cridland.

John saw our story in [Vol 42](#) where David Edwards was looking for confirmation that blokes and blokettes passed out having to send/receive Morse at the rate of 37 WPM. John says: "The pass out speed for Morse was 25 wpm even though it is known that individuals did achieve higher speeds."

Agent Orange.

Mick Morrissy got in touch, he says: "Thank you for including the USVA Agent Orange warning for Ubon in your latest newsletter. A follow up to that, I did write to the Repatriation Medical Authority and warn them of the USVA warning. Several RMA letters later it became clear that they intended "NO ACTION" on their part unless I could come up with "Sound Medical and Scientific Evidence" that RAAF personnel who had served at Ubon had been subjected to increased risk to their health by the exposure to Agent Orange. Really what they were requesting was that I provide proof that Agent Orange had been used! The RMA also remarked that there are 14 known diseases associated with exposure to Agent Orange.

Well mate at 74 this year, there isn't enough time left to be pissing about with Government Agencies. The warning will just have to do.

I have attached another two pdf files about Ubon (Get one [HERE](#) and the other [HERE](#)). I am not sure if the Government notifies people as to decisions that affect their DVA entitlements, probably not, my guess would be the information comes from mates. So all the guys effected by the information in these DVA decisions will be entitled to a Gold Card at age 70, even if they have never made a claim for compensation. There are also a couple of medals attached to the DVA decisions. Maybe you would have the space in the next newsletter to pass on the information. It is a wondrous thing that after 40 to 50 years, some recognition should come to these guys from a reluctant government.



It is funny you know, in your newsletter there is a photo of blokes at a reunion and I recognized the name and mug of a bloke I have never met! Gene Fisk, a Ubon first in bloke who wrote and recorded a song about Ubon years ago. Wonder if he is still alive?"

Fred Robinson.

Fred says: "The National Disability Insurance Scheme which we are all paying for is going before Parliament at present. I was listening to a panel discussion recently and was curious as to why the CEO of Disability Services Australia was less than enthusiastic about the Scheme in its present form. It was pointed out that anyone 65 years or older would not be covered by the scheme, the reason being it would make the scheme cost prohibitive (given an aging

population etc). If you have a disability at the time you reach 65 years of age you will be covered for the benefits of the scheme when you pass age 65. If you become disabled at age 65 or over you will not be covered and there is no other safety net scheme to provide support and services other than present State and private Health Insurance product/services.



The Disability Services representative on the panel pointed out that a large number of disability cases in the community affect elderly people who by misfortune have a stroke leading to partial or greater permanent disability, folk with bone degenerative disease, osteoporosis etc, other degenerative disease- Dementia, Parkinson's and the like, plus serious accidental- broken hips, etc. From age 65 and older none of these people are covered and as was pointed out the impact of this exclusion would include large numbers of baby boomers, parents and grandparents of the current 25-40 year olds. I have not heard one mention of this exclusion from any of the Politicians from both sides. What was mentioned from a legal participant in last Friday's panel discussion was that the Federal Government tinkered carefully with the title of NDIS, so as to have a loop hole against future litigation for discriminating against a section of the Australian population with a Nationally funded program. Apparently the trick is in the use of the word "Insurance" in the scheme.

From a Western Australian perspective, I can also understand Colin Barnett's reticence to sign up to the scheme. Our current state run disability scheme offers more comprehensive and superior services to that of the services proposed by the NDIS and there are no age exclusions. It was pointed out that with the present proposal if we are part of the NDIS our level of services will decrease.

My own view is that while the concept of an NDIS is laudable, I question why in main younger 30-40 year olds are paying an increased Medicare levy to fund a scheme that would not cover their parents and elderly dear ones, in the event of disability. In the age 30 to 40 group young people are career focussed, have a lot of cost in their lives, getting established with a house, raising young children etc, so the scheme should be funded from consolidated revenue and not yet another levy. They also mentioned in the panel discussion that around 1000 Commonwealth Public Service FTE's would be required to administer the Scheme from Canberra, again I have great concern about the efficiency of this, given the present Federal Governments track record with the Home Insulation Program, Better Schools Program, management of Australian border protection and the like.

Insurance - what a joke!

Ernie Gimm wrote: "Every afternoon there are dozens of Funeral Insurance ads from numerous companies aimed at the Boomers. I often wondered just how many of them are the same company under different guises, now we know, my suspicion was correct.

- IAG own both CGU and NRMA being the largest insurer of Australians
- SUNCORP own SUNCORP, GIO, VERO, AAMI, Shannon's, APIA, the 2nd largest insurer of Australians

- QBE may well be the largest Australian insurer but over 69% of their business is overseas business
- YOUi is owned by a South African insurer called Outsurance.
- Budget Direct is owned by a South African Insurer called Auto & General
- Real is owned by a South African Insurer called Hollard
- Progressive is owned by an American insurer I believe to be the largest motor insurer in Chicago

It's called brand separation. Suncorp have 15 different brands and that way they get your money whichever way you turn.



If you want scandal, try iselect They claim to provide choice but in effect they provide 9 brands underwritten by the 1 insurer Auto & General and have "as a comparing insurer", Dawes which is owned by Calliden which specializes in the prestige end of the market and won't even write the business that Auto& General will write so there is no true comparison of insurers, only comparison of brands.

Don't worry about a duopoly market in Australia as it can never happen, worry about questionable marketing practices that lure people in under false pretences.

So, while we hear the public MOAN about Woolworth's and Coles holding such a large market share, what about Insurance Companies??..

But, don't be scared.... The ACCC is there keeping watch for all of us.

Reg Wood

"I recently visited Fighter World after not seeing the base at Williamtown since 1971 when I was discharged, it brought back quite a few memories which were all good and thoughts about friends not seen since so I decided to do a bit of research and found the Radschool site with Frank Alley's articles.

Frank mentioned that 55 Radmechs course was the one that he taught for the first time at Laverton. He was a great lecturer and had the gift of keeping us all interested and entertained in what was being taught at the time."

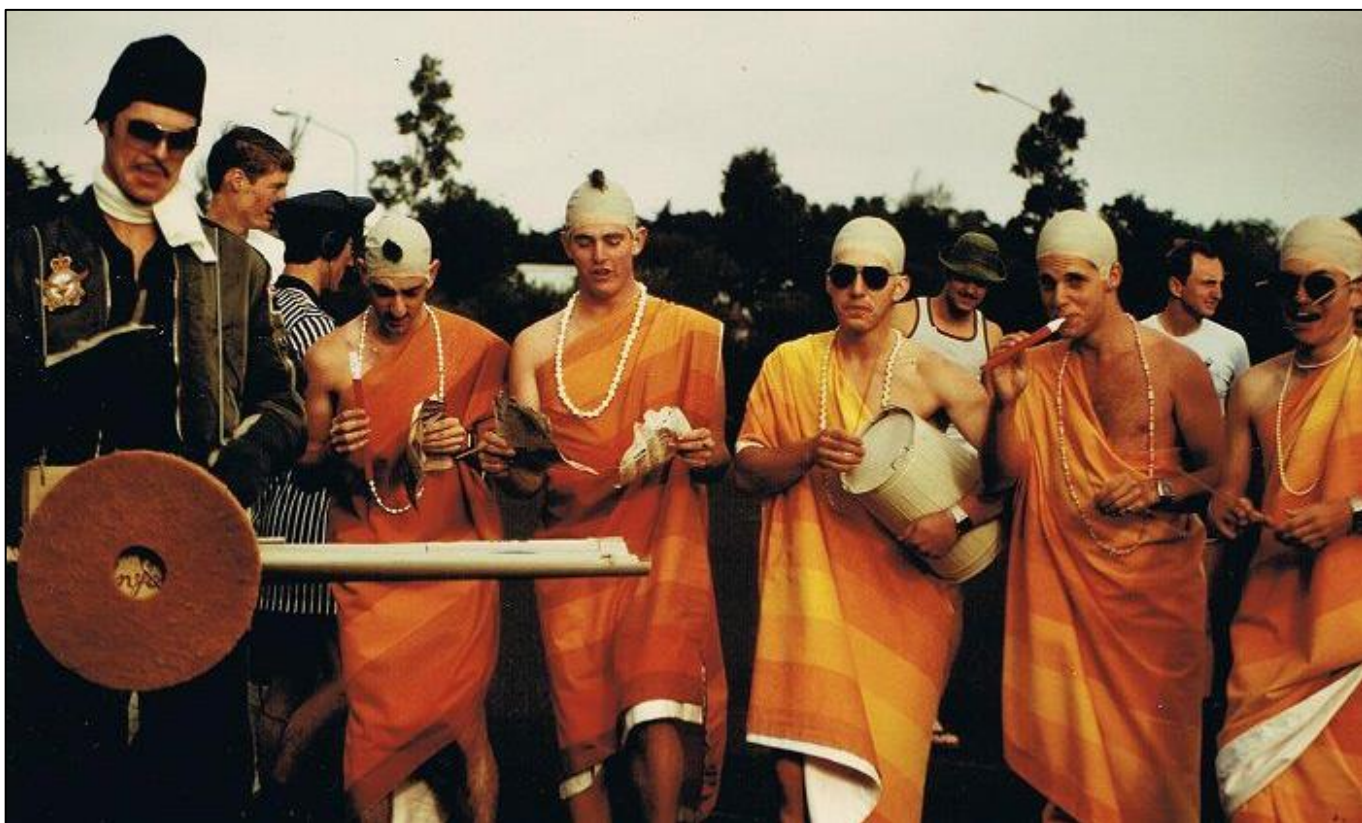


We agree Reg – tb

When you are broke, ask your mom for a loan.
She will help you remember what you wasted all your money on

Phil Patterson

Phil sent us this pic, he said:



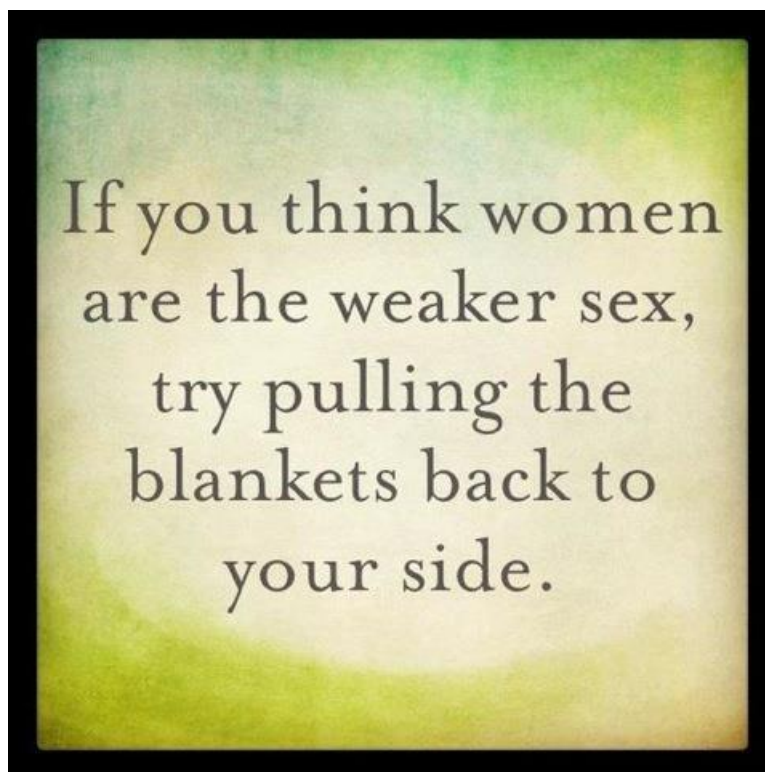
This pic is of the final Radschool muster parade of the year in '83. I've got a couple of others from the same parade, including one of the WOD taking the parade in a leprechaun suit, with someone in a gorilla suit standing behind him (if I remember correctly). Let me know if you want them.

YES please Phil!!! – tb - can you provide names???

Roger Bailey

I looked at the "recent" aerial photo of [Laverton](#) and there are a couple of errors with the labels showing old (1960s) building locations. The 1960s cinema was on the corner, where the new

Airmen's mess is located. I assume the building you marked as the old cinema is a 'very' old cinema because it seems to be of stone but the one in the 1960s was made of wood. Also, the gymnasium used to be located behind the Airmen's mess and I assume it was beside the very old cinema. The gym and the Airmen's mess probably got atomised at the same time - along with the white building that was the other end of the mess (for 6 months or so I used to live in that 2 story white building) The WRAAF quarters used to be 2 or 3 two story wooden buildings located between the Airmen's mess and the main gate.



News and Reunions!



Australian Air Force Cadets.

The Australian Air Force Cadets (AAFC) is a youth oriented organisation that is administered and actively supported by the Royal Australian Air Force.



Some activities undertaken by the AAFC include flying, fieldcraft, adventure training, firearms safety training, drill and ceremonial, service knowledge, aeromodelling, navigation and gliding. The fundamental aim of the AAFC is to foster qualities that will enable cadets to become responsible young adults, who will make a valuable contribution to the community.



John Griffiths, a bloke who has flown nearly everything the RAAF had in the garage, is the Director, Performance Evaluation, for the AAFC. He says the AAFC was known as the Air Training Corps (AIRC) until 2001, when it was renamed as the AAFC. In February 1941 the War Cabinet approved the formation of a cadet corps as part of the RAAF Reserve – the 'Air Training Corps' (ATC). A Mr W.A. Robertson was appointed Director with the rank of Group Captain. The original staff of the Directorate of the ATC commenced duty on 11 June and the six ATC Wings came into being from 12 August. All Wings were formed in the States by 1 October. Although staffed by a small nucleus of RAAF personnel, most of the ATC's instructors were unpaid volunteers, many of whom had been pilots in WWI.

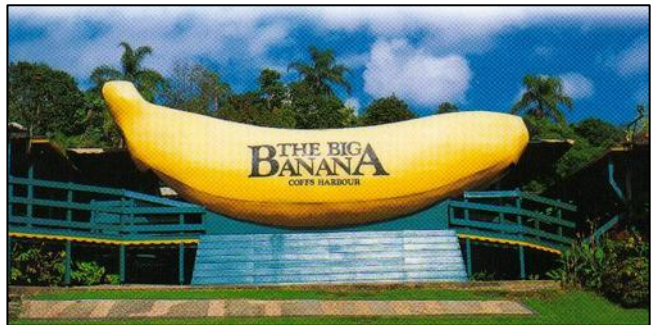
By 31 October 1943, 12,000 cadets were under training. Although this number declined to 7,557 when the Pacific War ended in August 1945, by then just under 12,000 former members had gone on to enlist in the wartime RAAF.

The Corps had two objectives, the primary and short-term aim was to train and educate young men aged between 16 and 18 to join the wartime RAAF. The second, long-term objective, to come into force after the 1939-45 War, was to encourage young men to increase their knowledge of air matters and in particular the RAAF, instil a sense of discipline and provide elementary training in air-related technical matters; thus, even at that stage, a continuing post-war role was seen for the Corps. These days, of course, the AAFC is open to both young boys and girls.

You can see more [HERE](#).

Coffs Ex Service Centre.

A new Ex Service Centre is being set up on the Mid Coast NSW at Coffs Harbour, VCMNC, it will be a hub for all Welfare Pensions from Woolgoolga, Coffs Harbour, Urunga, Bellingen and Dorrigo. Once the site is fully established, it is hoped to have a drop in Centre. Some funding has been provided by DVA.



Wednesday morning is an Ex Service Coffee morning at Piccolo Coffee in the Mall at Coffs Harbour, it is an informal meet and greet with lots of the younger and not some not so young chatting.

Full details will be provided once the site is established.

Trevor Williams

Advocate, Welfare Officer.

RSL Sub Branch Coffs Harbour and RAAF Association Coffs Harbour and District

17 Radio Appy reunion.

Graham Crawford is trying to organise a reunion of all ex-17 Radio Appies. 17 Appy graduated on the 11 August 1965 and August 2015 will be the 50th anniversary. If you're interested you can contact Graham on 08 8381 9181

18 Radio Appy.

Dave Gaffee (Secretary, RSL Port Lincoln Sub-Branch) has been asked to establish a database/website for all surviving ex-18 Radio Technician Apprentice Course members. If you were on 18 Appy please get in touch with Dave at dagrasshopper48@yahoo.com.au

John Butler.

Sean Butler, son of John, tells us that John and Maureen have up stumped and moved to Caloundra. They recently bought a block and are in the process of building, first a house, then an aircraft. "Buk" purchased an aircraft kit from USA and is going to build it. Part of the reason for the shift was to be closer to an airport for flying and to have a shed in which to build the machine in which to go flying.



Someone obviously forgot to tell Buk that he's nearly 70 and normally 70 year olds don't do that sort of thing.....good luck to him we say, I wish I had the energy!!!

Airman Aircrew Reunion.

The Airman Aircrew Association is planning a reunion to be held at the Maroochydore RSL on the 17-18 October 2014.

The reunion will comprise two functions; an informal 'Meet 'n Greet' on Friday afternoon 17th October 2014 and a formal reunion dinner on the evening of Saturday 18th October 2014.

The Maroochydore RSL is set in wonderful surroundings and close to popular beaches and tourist centres. Visitors will find plenty to do or places to visit while in Maroochydore. Guaranteed to be a great event with some interesting activities planned. Please stay-tuned for more details in due course.



You can get further info [HERE](#)

15 CLKA Reunion.

“Hi, I met you blokes at the [Equipos reunion](#) at Rathmines in November last year and hope that you can help. We propose to hold a reunion of 15 CLKA course (Wagga April to June 1968) at a date to be determined in 2014. Our problem is contacting ex members. I put a notice in last Sunday's Herald Sun and at this stage have had no response and there is a notice going into VETAFFAIRS newsletter in the winter edition. Would it be possible for you to include our details in your newsletter.



Contacts are Mick Hawryluk 0407 285 457, Peter Ruston 0438 885 381 and Ken Mould 0418 531 760. Would appreciate any assistance you can give. Thanks” - Mick Hawryluk.

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](#).

If you think you would be interested please let us know [HERE](#). This is not binding but we will place your name/email address on a data base and make sure you get all the latest info.

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.

In a dark and hazy room, peering into a crystal ball, the Mystic delivered grave news: "There's no easy way to tell you this", she said, "so I'll just be blunt. Prepare yourself to be a widow. Your husband will die a violent and horrible death this year."

Visibly shaken, Laura stared at the woman's lined face, then at the single flickering candle, then down at her hands. She took a few deep breaths to compose herself and to stop her mind racing. She simply had to know. She met the Fortune Teller's gaze, steadied her voice and asked, "Will I be acquitted?"

For some reason, wives tend to like this joke..... Oh, and ex-wives too!

THE 521 FALLEN AUSTRALIANS VIETNAM RESEARCH BY BARRY HAMPSON

Click [HERE](#)

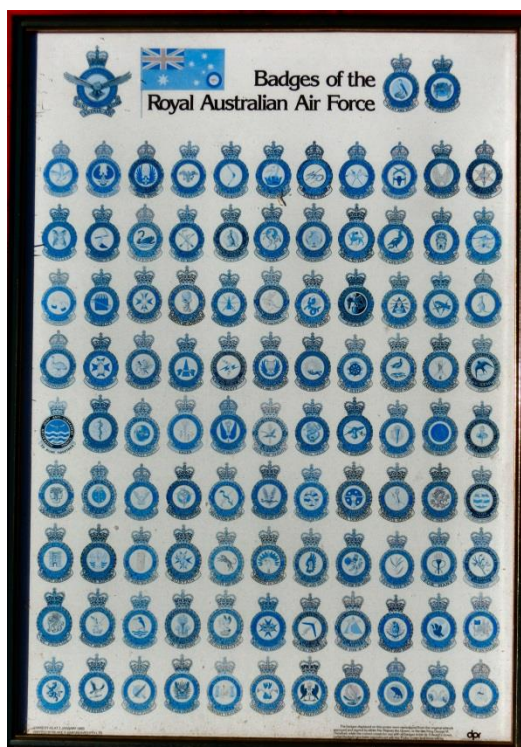
At the Movies.

As of the 6th May 2013, the Seniors Club Online is now rebranded Cine Buzz Rewards for Seniors. Membership benefits remain exactly the same as previously. For details please see [Cine Buzz for Seniors](#).

Please collect your new membership card when you are next at the movies.



If you are over 60 and already a member of Seniors Club Online and have a Seniors Club Online or a Cine Buzz membership card then next time you are at the movies at any Event, Greater Union or Birch Carroll Coyle cinema, simply present your present Seniors Club Online or Cine Buzz branded Membership Card and the cinema staff will give you your replacement Cine Buzz for Seniors Membership Card. <http://seniorsclubonline.com.au/>



Ted Ilton gave us this, it shows the b adges for all the RAAF's Units/Squadrons.

Click [HERE](#) for a bigger copy.

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.



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

Indonesian confrontation.

There is a Tri-Service commemoration ceremony planned for the 50th anniversary of the embarkation to Indonesia. See [HERE](#).