

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 Judie Pick.

See Page 3



How safe is your browser? Is your anti-virus program a resource pig and how good are those free tune up programs?

See Page 4






Kev Rosser started this, is it still going? Terese Vaughan, went to the mainland, didn't like it so went back to Hobbit Town.

See Page 5



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	<p>Ted has the latest pension rates, a story on Russia's new fighter aircraft and says Butterworth's days are numbered.</p> <p>See Page 6</p>	<p>John Griffiths tells us about his exciting and very satisfying career in the RAAF</p> <p>See Page 7</p>	
	<p>Fernberg House has been Queensland's Government House since 1911, and what a magnificent house it is</p> <p>See Page 8</p>	<p>At last, the truth behind Rudolph the red nose reindeer. Ledgerwood (Tas) remembers their fallen.</p> <p>See Page 9</p>	
	<p>Air Cdr Dave Pietsch, with a little help from his friends, put on a magnificent Air Show at Point Cook 1-2 March.</p> <p>See Page 10</p>	<p>DVA release a free App to monitor your drinking and at last, a worthwhile survey has revealed that SEX is good for you!!</p> <p>See Page 11</p>	
	<p>The DVA Qld had their Christmas get together and Kedron Wavell RSL Sub-Branch played Santa</p> <p>See Page 12</p>	<p>What the devil is retirement?? And just who was Bruce Carr?</p> <p>See Page 13</p>	
	<p>Have we allowed the Gallipoli debacle to hide the real heroics from WW I. The HMAS Sydney II memorial at Geraldton is a must see.</p> <p>See page 14</p>	<p>HMAS Stirling, south of Perth, is the RAN's largest base.</p> <p>See page 15</p>	

	<p>The Diamantina is a WW II frigate that is “on blocks” in Brisbane and open for inspection. Well worth a visit.</p> <p>See Page 16</p>	<p>A couple of blokes have been a bit crook and could do with a bit of a cheer up.</p> <p>Page 17</p>	
	<p>We’re looking for a few people, perhaps you can help??</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.

We've also been in touch with the company that hosts our site and for an fee they will not monitor our site and guarantee to keep it clean. Each week they send us the following:

Your website is currently being monitored daily and we can confirm in the past seven days we have identified NO issues with your site.

Your current Website Security service includes automatic remediation and removal of identified issues if they occur. If we find a problem, we will let you know and clean it up.

So, you can now log on in the knowledge that your computer will not be affected.

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.

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.

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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.

Camera.

Recently the DVA, through their generous grants scheme, gave us a grant to enable us to buy some new camera equipment. Up to now we have been using our trusty little Casio "point and shoot" camera, but with the grant money we were able to buy the latest DSLR Canon camera body with a Tamron 18 – 270mm lens and Canon 600EX-RT Flash unit. We've also bought a carry case, tripod and did a course on how to drive it all – no excuses now.



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.

Errors

Our aim is to have this site error free – but that’s probably impossible. But with your help we can. If you see any errors, be they punctuation, spelling, links that don’t work, fact wrong etc, please let us know so we can fix them.

IN MEMORY OF

Claus Winther.

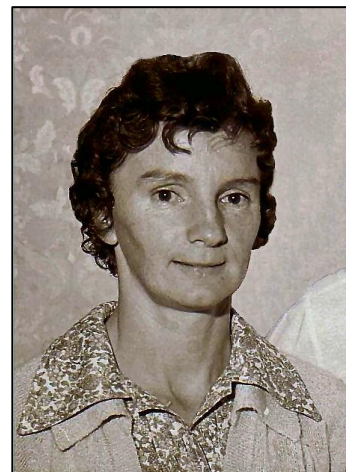
Neil Hunter advised the passing of one of our earlier members, A33262 Claus (Bluey) Winther on 12 March 2014 at the age of 87 - he was originally on Course 2TTC in 1954/55 Claus was buried on the 18th March at the Weeroona Chapel, Bunurong Memorial Park, Dandenong Sth in Victoria.

Jack Dudington.

Athol Logan told us of the passing of Jack Dudington who passed away at his home in Richmond on Thursday 13 February 2014. He was a member of 35 Sqdn.in Vietnam in 1970's. Athol says he served with Jack in 1970.

Barbara Cook (Nee Nutting)

Dave Cook has advised us that his wife of many years, and ex WRAAF, Barbara, passed away in September 2013. Barbara was known as Sally to her many 60's and 70's vintage ex WRAAF and RAAF friends. She joined the WRAAF in 1964 as a Clerk and remustered to WRADNCO in 1967. She served at East Sale, Richmond and Darwin. She left Darwin in 1969 for discharge to marry. She accompanied Dave on postings to WLM, ESL, PNG and HQSC. She passed away at home, aged 71, in September from a massive haemorrhage due to complications from a heart operation 10 years earlier.



She is survived by husband Dave, daughters Karen and Gillian and 2 grandsons. Since her death 1 more grandson has been born with another due before the end of 2013.

Barry Sharman.

Ted McEvoy advises that Barry passed away peacefully this morning (29th November 2013) at 9.30 am. Sadly no further details are available.

John Harrold Bradford Clifton.

Gordon Charlton reports the passing of John Clifton. John was on the 5th radio apprentice intake (although not listed in my copy of From The Ground Up).

Unfortunately we have no further details.

John Byrne.

Ernie Gimm advises the passing of Ex WOff Comms John Byrne, born 25/4/36 died 27/1/14. John's funeral was held on Monday 3rd Feb at the Mattiske Funeral Chapel, Salisbury. It would appear John died of Leukemia. Ernie says he knew John as a FSgt at Frognall, "we were both in charge of different shifts but lived in the same hut. I know he did stints at School of Radio Laverton and used to travel to Adelaide to visit his family every two or three weeks. He took many passengers. He later got posted to Commcen Edinburgh where he spent some happy years. On retirement from the RAAF, he settled in Adelaide and I believe purchased a milk run. John was a good family man and mentored many a young serviceman. He will be sadly missed by all who knew him."

Derek Ward.

Marianne Ward says, "I am very sad to have to tell you all that Derek died late on Monday night 2nd December 2013 in the St Vincents ICU (Sydney). He had put up an immense fight helped by wonderful doctors and nurses, but in the end it was too much for his body. It was his express wish that he not be revived if there was no real quality of life at the end of the tunnel, so there was no question for me, Derek's brother Geoffrey or the doctors - it was sadly a given that he be allowed to peacefully and without any pain just pass away.

There was a cremation service on Wednesday next week (11th Dec) at the Northern Suburbs Crematorium, and a celebration of his life was held in Bundanoon.

Your friendships over so many years have been so well celebrated with the RAAF reunions held over more recent years, and it gives me great comfort to know that Derek and I were there in Port Stephens with you all in March 2013 which was a milestone year for you all.

I will miss him terribly, we had just quietly celebrated our 34th wedding anniversary and his 77th birthday in September. I am OK and have had wonderful support from family and friends both in Sydney and in Bundanoon.

Laurie Lindsay remembers Derek, he says, "He joined Radio Apprentice School in 1953 as a member of No 7 Course. He was commissioned and that is about all I know. Noel Hadfield says Derek and I were fellow 7 Courses members. Following the Apprentice Course, we completed the RMIT Fellowship Diploma and were commissioned 1 Jan 59. Derek's early years as an ENGRAD included service in the control & reporting radar field. He eventually moved to HQSC

in Melbourne and my last service contact with him was there, before he left the RAAF c1973/74. I don't have any info on him thereafter and the last time I saw him was at our 50th reunion in Canberra in 1953.

John (Jackson) Greer.

Bob Hambling advises that John “Sluggo” Greer, died on the 9th Feb 2014. He had been suffering from lung cancer. Bill was born on the 24th March 1932. He joined the RAAF and trained as a TelsTech and was the section NCO at Frognall 1972-76 when the comms centre was closed down. Sluggo worked at RRIS 1AD in the early 1960,s and finally discharged in 1975 as a WO.



His proud daughter Yvonne said of him, “I have such fond memories as a family while we were based at Laverton. Sadly though, dad developed terminal lung cancer and being the proud airman he was, he never complained and tried his best to stand tall, even though the cancer had spread throughout his spine and he was in terrible agony.”

In 1971 he was awarded the British Empire Medal at Melbourne’s Government House. He was laid to rest on the 15th February 2014 at the Pinaroo Valley Memorial Park, Padbury WA.

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Page 3 Girl.

Our lovely Page 3 girl this edition is the delightful Judie Pick. Judie was spotted at the WRAAF reunion in Perth late last year.



Back in 1965, Judie Fenton, a young, keen and adventurous Hobart girl joined the WRAAF.

Judie had had a rough trot as a young girl, her mother died of TB when she was only 5 and her father was unable to look after her. She was placed in St Joseph's Orphanage in Hobart where she was looked after by The Sisters of Charity until she was 14. She said it was tough but she says it taught her a lot about tolerance.

After the orphanage she went to live with a family in Hobart and at the ripe old age of 14, when other kids her age were out playing, socializing and discovering friendships, she had to look after the family's 4 children as their 'nanny'. (Sometimes we don't know how lucky we are).

When she turned 18 she got a job with Myer in Hobart from where, shortly afterwards, she applied for and was accepted into the WRAAF.

She left Hobart with 3 other Hobbit girls (Moyna Ring, Carol Jamison, and Judy Britton) and they all went off to Edinburgh to join number [151 Recruit Course](#). 151 was the first WRAAF Recruit Course to be held at Edinburgh, prior to then, courses were held at Point Cook.

After Rookies, Judie was posted to Laverton where she completed [25 Telsop course](#) then it was off to Williamstown for a little while then back to Laverton to attend a Cryptography course. The course was taught by a WO Stuart Leader who Judie says was a great teacher. With the course under her belt, it was time to go west and she was posted to Pearce where she worked with a WO Stuart Leader who was the Comcen supervisor.

It was while she was at Pearce that she met her future husband - Richard Pick. Unfortunately, because of the stupid rules that were in force at that time, as a married lady she had to leave the WRAAF and the life and job that she loved. The WRAAF also lost a dedicated and lovely person.

Squadron Leader Tom Baldwin, who was her CO at the Comcen, gave her away on her [wedding day](#).



By now, Rick had done his 6 years and they decided that one out all out was the order of the day, so they both left. Rick got a job with the Department of Defence in the computer area in Canberra. In 1971, they moved back to Perth where they live today.



In 1966, when she was at Laverton, she and a Sgt Jack Campion 'conned' a flight in a Neptune down to Tassie and back. Although not landing, it was a chance to see the old home town again. All decked out in flying suit and life jacket, Judie remembers that it was a training flight for AEOs and they had to carry their own 'toilet' (a bucket) - the rule 'if you use it you have to empty it' – she made sure she didn't use hers.

When she was at Pearce, she was selected to pin the wings onto graduating Navy pilot, Michael Perrott.



This wasn't an actual graduation ceremony, instead was a photo opportunity for a Navy magazine – and it is easy to see why they chose her.

Judie had their first daughter in Dec 1973, then another daughter in August 1976 and lately their daughters have presented them with 5 lovely grand kids.

These days Judie and Richard are both retired, enjoying retirement with a vengeance, doing a bit of gardening, a bit of travelling and lots of spoiling of the grand kids.

Caribou grave yard.



Bob St John sent us this pic, it shows 6 of the RAAF's old Caribous quietly rusting and rotting in silence at the Oakey Army base, about 30 klms west of Toowoomba.

The Caribou aircraft were retired from RAAF service in 2009 after 45 years of service (see [HERE](#)) and this 6 eventually ended up here. Well out of the public gaze - 5 years ago!!

All aircraft seem intact so it is assumed that they flew in, had their last 'after-flight' and since then have done nothing but gather bird dung and cob-webs.

And yet, there are historic military museums all around the country that would kill for one of them, the very popular Caloundra Air Museum (as an example) has one that is far from complete, they have to scrounge for everything yet here we have 6 complete aircraft that are just being allowed to rot.

HARS at Wolloongong have two of the wonderful old work-horses that they maintain in a serviceable condition and fly around the country showing them to an admiring public. You can bet HARS would love another just for spares.

Along with the Iroquois, the Caribou symbolises Vietnam to many many people – they should be on show, people should be allowed to crawl all over them, they all have a story to tell, yet they are being allowed to just fade away.

Where is the sense in that???

A little known fact...



The first tescular guard (“box”) was used in cricket in 1874.



The first helmet was used in 1974.

It took man 100 years to realise that his brains were also an important part of his body.

2/91 Radtech A.

Manun Pholsratta sent us this pic. He and a bunch of other blokes from the Royal Thai Air Force were at Laverton in 1991 doing their Tech course.



Back L-R: AC Aarren Tam, ALC Angelo Cinalli, AC Paul Halman, AC Darren Bosanko, AC Ricardo Camiselle, AC Patrick O'Reilly.

Third L-R: Tony Marriott, AC Clayton Mackenzie, AC Tony Vaneyk, AC Tony Lee.

Second L-R: AC Stephen Kirk, AC Skip Alderson, AC Chris O'Neil, AC Peter Fitzgibbon.

Front L-R: Sgt Srimoongkool Tawe, FS1 Pikulthong Apinan, CO Radschool, Training Staff, FS1 Pholsratta Manun, Sgt Greangkert Santi.

Old Airman's Mess, Laverton.



Connie Flett sent us this pic, taken of the long since gone Airman's Mess – and of the WRAAF's undies.....

Tindal.

We got this pic from Peta Brough, who was Peta Leech when it was taken back in June 1992.



Back Row L-R: Bill Perry, Peter Coleman, Mark (Smiley) Smejliis, Doug Henderson, Clayton Shaw, Lynton "Ralph" Alderson, Brad Saunders, Peter Rae (Mousse), Bob Forsyth, Chris Dearman, Dave Brown, Roland Kettle, Steve Leech, Dean Copely, Andy Clarke.

Middle Row L-R: Peta Leech, Jenny Henderson, Joy Macpherson, Raylee Fletcher, Karen ?, Karelle Payne, Mitch Stevens.

Front Row L-R: Paul Winitana, Andrea Fulwood, Mark Lloyd, Ken (Swampy) Marsh, Jane Cameron, Pat Bannan.

A Roman soldier walks into a bar, holds up two fingers and says, 5 beers please!

Commsop, Williamtown. 1993



Back L-R: Sgt G Hill, Lacw J Hose, Acw S Wallace, Lac G Fergusson, Cpl C Logan, Lacw M Presbury
3rd Row L-R: Cpl W Butler, Lacw K Eats, Cpl T Caines
2nd Row L-R: Cpl R Bowles (Woolnough), Lacw G Aldridge
Front L-R: Sgt R Robertson, Cpl K Mair, Acw D Christensen, Cpl N Speed, Fsgt D Tape, SqnLdr C Edwards Fltlt S Watts,

Schrodinger's cat walks into a bar. And doesn't.



L-R: Kathy Bunyan, Tania Fromont, Candy Lee, Wendy Dembowski at the RAAF museum.

Darwin Hotel.



A lot of people will have fond memories of this place.

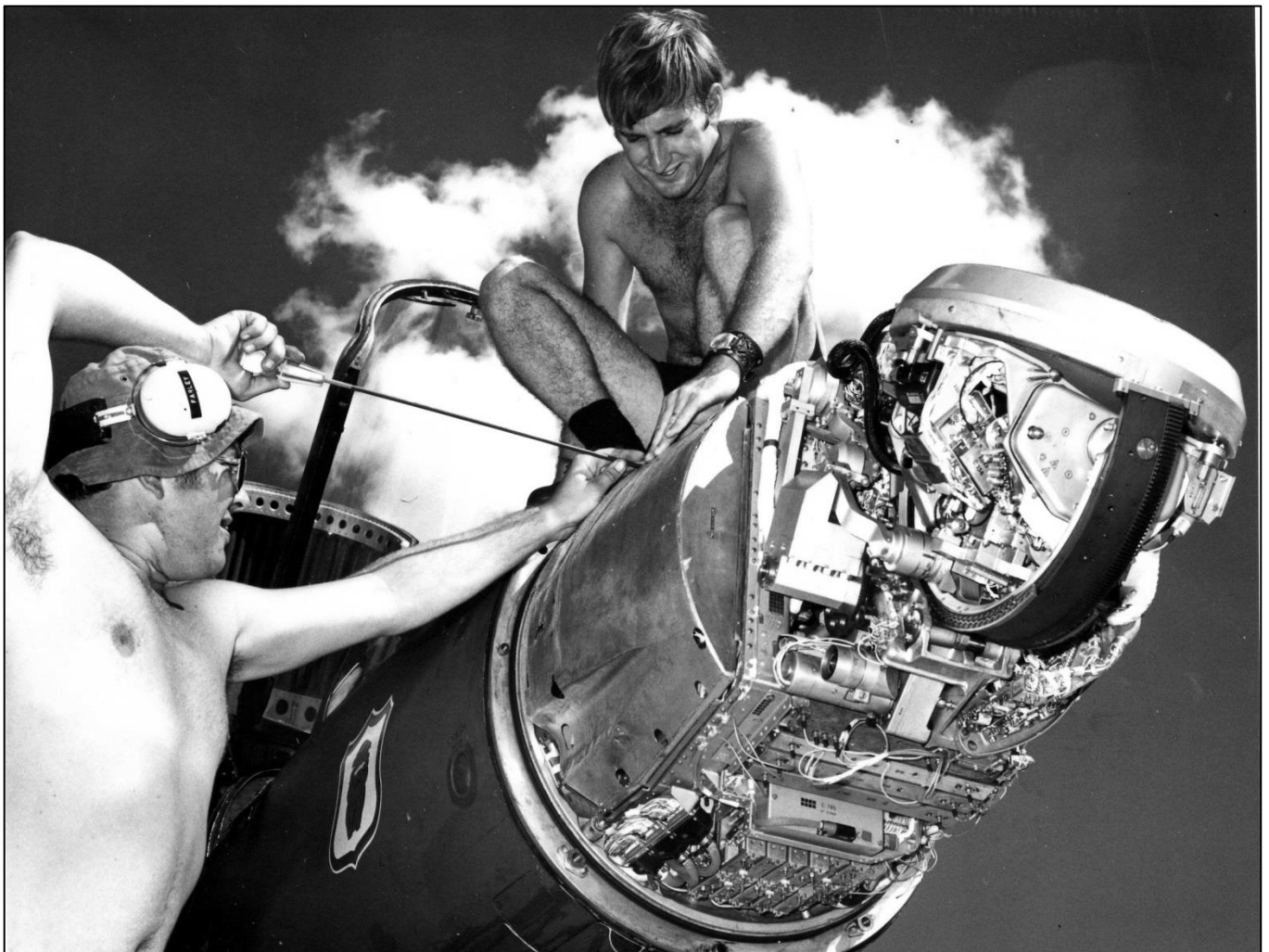
One that didn't get away.



L-R: Rex Jones, Cliff Richardson, Bob Swain. Darwin about 1980. Barra caught at Buffalo Creek.



Mirage.



Radio Techs, Ray Farley (standing) and Peter Roberts, working on a 77Sqn Mirage radar during exercise 'Blue Denim' in Darwin 1973.

A Higgs Boson walks into a church and the priest says “sorry, we don’t allow Higgs Bosons in here”. The Higgs Boson then replies, “but without me, how could you have mass?”.

37 Sqn.

37 Squadron was formed in July 1943 at RAAF Station Laverton and currently operates 12 C130J-30 Hercules aircraft from RAAF Base Richmond. The unit saw active service flying C60 Lodestars and C47 Dakotas in World War II, before being disbanded in 1948.

The squadron reformed at Richmond in February 1966 with 12 x C130E Hercules which were drip fed to the Squadron between August 1966 and January 1967. These aircraft operated between Australia and South-East Asia during the Vietnam War.

Since Vietnam, the squadron was heavily involved in disaster relief in Australia and the Pacific and South East Asia region, as well as peacekeeping missions in the Pacific, the Middle East, South East Asia and Africa plus war related service in East Timor, Kuwait and Afghanistan.



The C130E, fitted with 4 Allison T56-A-7A turboprop engines, provided the Australian Defence Force with a long-range strategic transport aircraft from 1966 until November 2000, flying a total of 200,000+ accident free flying hours. The 100,000 hr mark was achieved on 28th July 1977 (A97-177).

Last year old and current 37 Sqn bods and bodettes got together at the Windsor RSL to celebrate the Squadron’s 70th anniversary. You can see details [HERE](#).



Computers and Stuff.

Sam Houliston.

Is there a last reprieve for the enduring Windows XP?

By now, every Windows XP user and his third cousin should know that on April 8, the clock runs out on the venerable OS.



There are people who say provided you “do this and/or do that” you *should* be ok. My advice, don’t believe it, after the 8th April you are completely on your own and very vulnerable to those “sick” people who get their jollies from writing all sorts of viruses, Trojans, malware stuff and/or who want to get into your computer and pinch all your files or all your money.

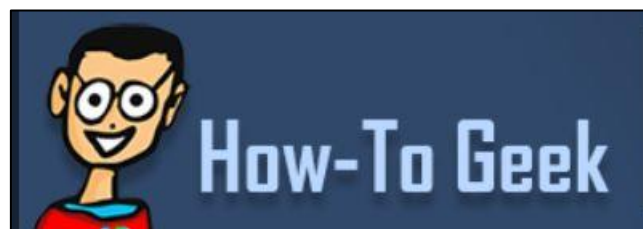
As the Walrus says, “The time has come” – UPGRADE now!!

The Internet.

If you’re interested in how the internet works, and would like to know in language that you can understand, see [HERE](#)

JavaScript.

You hear a lot about JavaScript. Some people say having JavaScript on your computer is no different from having a great big open door with a sign saying “Viruses this way”. Is this a fair description of the software or is it all wild hysterics.



JavaScript makes the type of web pages we have and enjoy today possible and while it is easy to disable JavaScript, it would be a lot of annoyance for little benefit. In reality, the security benefits of disabling JavaScript are dubious, it’s a case of cutting off your nose to spite your face.

What is JavaScript?

JavaScript isn’t the same thing as Java. JavaScript and Java aren’t really related at all, aside from the name. JavaScript is a programming language used on web pages. JavaScript was

initially pretty basic and was used for things like alert boxes and menus that appeared when you hovered your mouse over elements on the page. However, JavaScript isn't just used for such minor things anymore. It's the language that powers modern web apps, allowing web pages to dynamically load and send content in the background without page loads and do other dynamic, interactive things. Most websites use JavaScript to provide various features.

JavaScript is built into your web browser – Chrome, Firefox, Internet Explorer, Safari, and Opera all have their own JavaScript engines. Unlike Java (with its yet-to-be-discovered security holes) JavaScript is not a plug-in produced by a single company. It makes more sense to disable or remove Java than to disable JavaScript.

Java is the one that should be disabled or even better, should be removed from your computer – not JavaScript.

If you disable JavaScript, many websites, like Gmail, won't work properly. When you perform a search on Google, JavaScript allows you view these images seamlessly.



So, why do people disable JavaScript?

Many people who disable JavaScript do it because of a perceived security benefit. There have been a few browser vulnerabilities that were exploited via JavaScript, however, this is extremely uncommon and the rare security holes in JavaScript engines have been patched very quickly. Most websites use JavaScript – it's what makes the web we have today possible. In contrast, Java has had a never-ending series of security holes. They're often not patched very quickly – in fact, the Java plugin is still vulnerable today. Java seems to spend most of its time with unpatched security holes, waiting to be exploited.

Very few public-use internet sites use Java. Creating properly signed and trusted Java items is a lot of trouble for small players and is reportedly something cybercriminals can do, which makes it difficult to know how safe running a bit of Java from a public web site might be. Probably you'll get by OK without it.

However Java applications running on a corporate intranet are an entirely different matter. Security issues are completely different when the organisation writing the code is the same as the organisation running it, and in that environment Java offers the advantage of platform independence, ie you can run the same code on Windows Mac or Linux.

How You Can Be Infected via Your Browser, and How to Protect Yourself.

In a perfect world, there would be no way for your computer to be infected via your browser. Browsers are supposed to run web pages in an untrusted [Sandbox](#), isolating them from the rest of your computer. Unfortunately, this doesn't always happen.

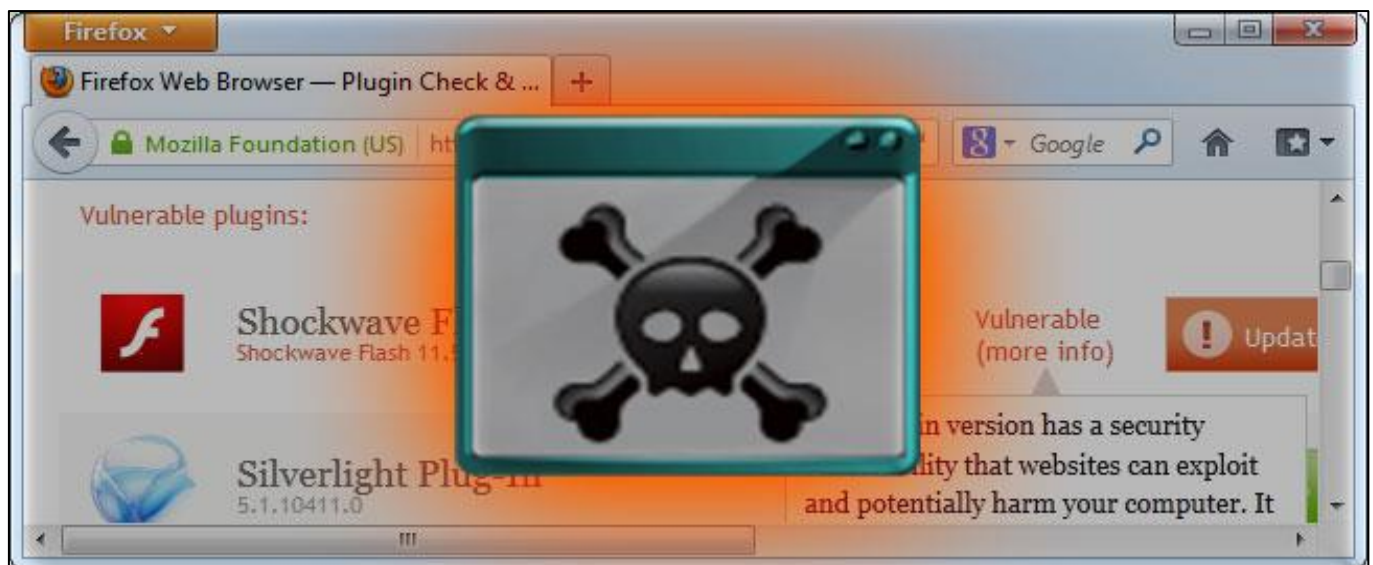
Websites can use security holes in browsers or browser plugins to escape these sandboxes. Malicious websites will also try using social-engineering tactics to trick you.

Insecure Browser Plugins

Most people that are compromised through browsers are compromised through their browsers' plugins. Oracle's Java is the worst, most dangerous culprit. Other browser plugins, particularly Adobe's Flash player and PDF reader plugins, also regularly have to patch security vulnerabilities. Adobe has become better than Oracle at responding to these issues and patching their plugins, but it's still common to hear about a new Flash vulnerability being exploited.

Plugins are juicy targets. Vulnerabilities in plugins can be exploited across all different browsers with the plugin across all different operating systems. A Flash plugin vulnerability could be used to exploit Chrome, Firefox, or Internet Explorer running on Windows, Linux, or Mac.

To protect yourself from plugin vulnerabilities, follow these steps:



- Use a website like [Firefox's plugin check](#) to see if you have any out-of-date plugins. (This website was created by Mozilla, but it also works with Chrome and other browsers.)
- Update any out-of-date plugins immediately. Keep them updated by ensuring automatic updates are enabled for each plugin you have installed.
- Uninstall plugins you don't use. If you don't use the Java plugin, you shouldn't have it installed. This helps reduce your "attack surface" – the amount of software your computer has available to be exploited.
- Consider using the click-to-play plugins feature in Chrome or Firefox, which prevents plugins from running except when you specifically request them.
- Ensure you're using an antivirus on your computer. This is the last line of defence against a "zero-day" vulnerability (a new, unpatched vulnerability) in a plugin that allows an attacker to install malicious software on your machine.

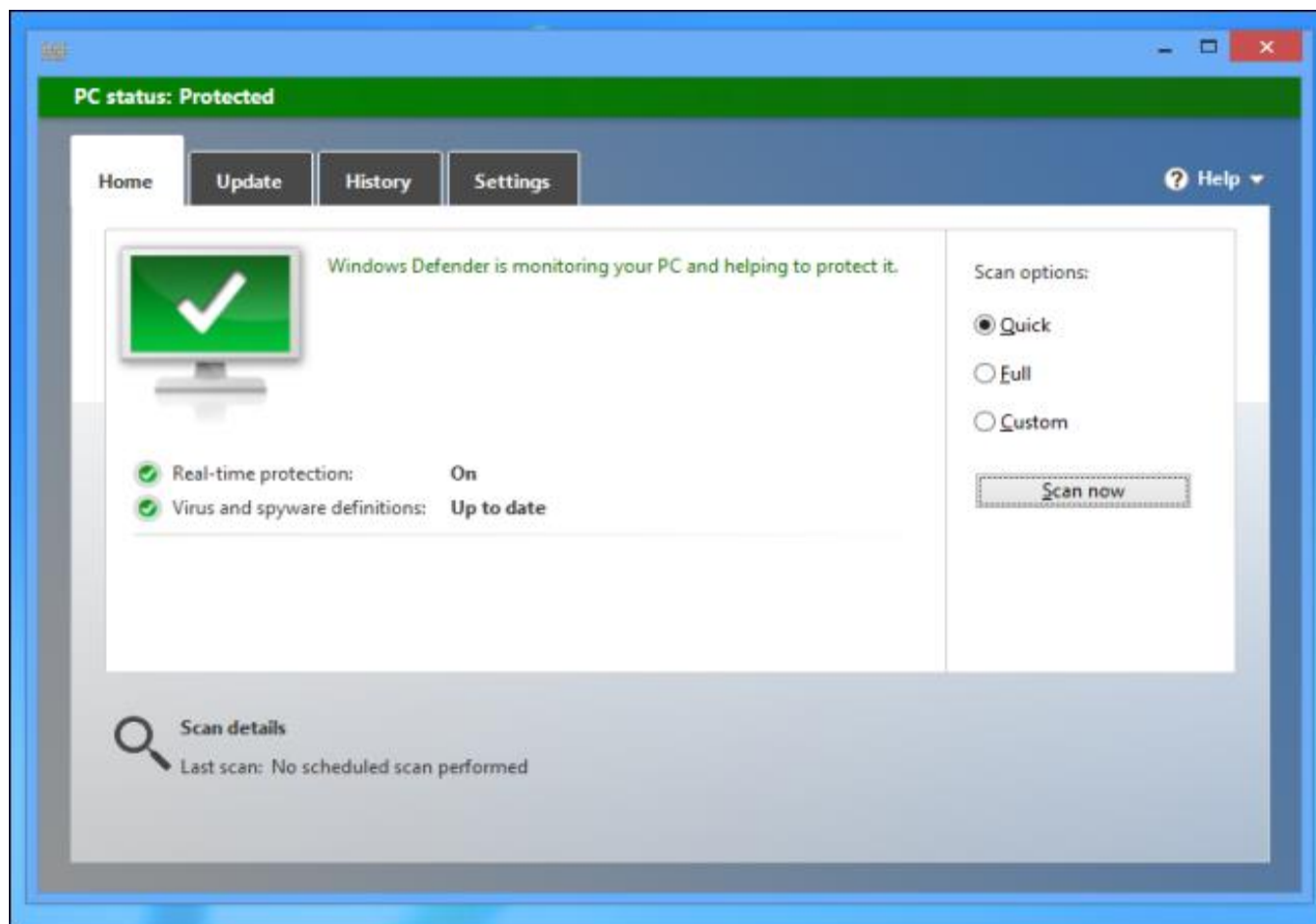
Browser Security Holes.

Security vulnerabilities in web browsers themselves can also allow malicious websites to compromise your computer. Web browsers have largely cleaned up their act and security vulnerabilities in plugins are currently the main source of compromises.

However, you should keep your browser up-to-date anyway. If you're using an old, unpatched version of Internet Explorer 6 and you visit a less-reputable website, the website could exploit security vulnerabilities in your browser to install malicious software without your permission.

Protecting yourself from browser security vulnerabilities is simple:

- Keep your web browser updated. All major browsers now check for updates automatically. Leave the auto-update feature enabled to stay protected. (Internet Explorer updates itself through Windows Update. If you use Internet Explorer, staying up-to-date on updates for Windows is extra important.)
- Ensure you're running an antivirus on your computer. As with plugins, this is the last line of defence against a zero-day vulnerability in a browser that allows malware to get onto your computer. If you're using a PC, Microsoft's Security Essentials, which is free to download, is very good.



A clean house is a sure sign of a broken computer.

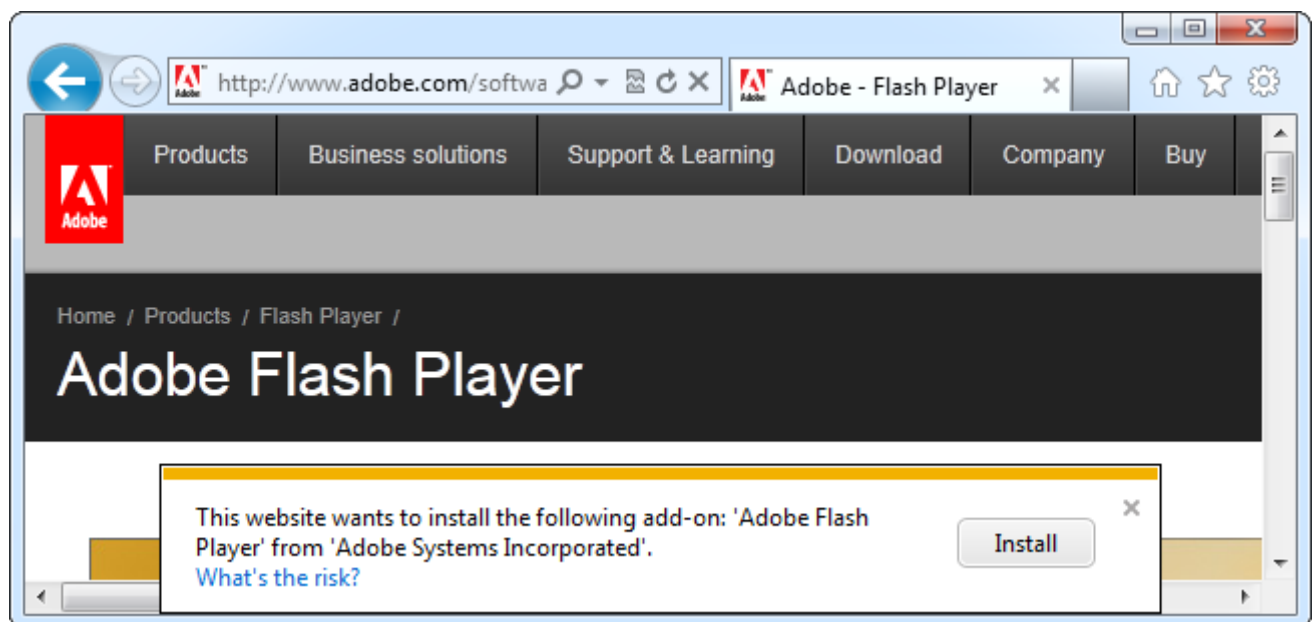
Social-Engineering Tricks.

Malicious web pages try to trick you into downloading and running malware. They often do this using “social engineering” – in other words, they try to compromise your system by convincing you to let them in under false pretenses, not by compromising your browser or plugins themselves.

This type of compromise isn’t just limited to your web browser – malicious email messages may also try to trick you into opening unsafe attachments or downloading unsafe files. However, many people are infected with everything from adware and obnoxious browser toolbars to viruses and Trojans via social-engineering tricks that take place in their browsers.

ActiveX Controls.

Internet Explorer uses [ActiveX controls](#) for its browser plugins. Any website can prompt you to download an ActiveX control. This can be legitimate – for example, you might need to download the Flash player ActiveX control the first time you play a Flash video online. However, ActiveX controls are just like any other software on your system and have permission to leave the web browser and access the rest of your system. A malicious website pushing a dangerous ActiveX control may say the control is necessary to access some content, but it may actually exist to infect your computer. When in doubt, don’t agree to run an ActiveX control.



Auto-Downloading Files.

A malicious website may attempt to automatically download an EXE file or another type of dangerous file onto your computer in the hopes that you will run it. If you didn’t specifically request a download and don’t know what it is, don’t download a file that automatically pops up and asks you where to save it.

Fake Download Links.

On websites with bad ad networks – or websites where pirated content is found – you’ll often see advertisements imitating download buttons. These advertisements try to trick people into

downloading something they're not looking for by masquerading as a real download link. There's a good chance links such as this one contain malware.

You Need a Plugin to Watch This Video.

If you stumble across a website that says you need to install a new browser plug-in or codec to play a video, beware. You may need a new browser plugin for some things – for example, you need Microsoft's Silverlight plugin to play videos on Netflix – but if you're on a less-reputable website that wants you to download and run an EXE file so you can play their videos, there's a good chance they're trying to infect your computer with malicious software.



Your Computer is Infected.

You may see advertisements saying your computer is infected and insisting you need to download an EXE file to clean things up. If you do download this EXE file and run it, your computer probably will be infected.

This isn't an exhaustive list. Malicious people are constantly on the look-out for new ways to trick people. As always, running an antivirus can help protect you if you do accidentally download a malicious program.

Ransomware!!

Security experts warn of growing threat of ransomware. Imagine turning on your computer and finding all your files have been taken hostage. You have just three days to pay a ransom or you lose the data forever. Computer security companies say it is a scenario more Australians are likely to face over the next six to 12 months.

[CryptoLocker](#), a piece of malicious software which runs on Windows operating systems, is a major concern, says Sean Kopelke, director of technology at computer security company Symantec. "It encrypts your files and then demands a modest ransom in return for a unique key to unlock the files". It may have the name of a B-Grade Hollywood thriller, but CryptoLocker has already caused enormous headaches throughout the United States and the United Kingdom.



In Australia, at the moment, we're seeing about a 2 per cent infection rate, which is sort of low but growing quite rapidly. In the US and Europe the rates are much higher and it is said they're quite good early indicators for us. The Australian Communications and Media Authority says the malware is most often spread by email. It's sent out by cyber criminals ... a user clicks on

the email and then the program runs quietly in the background. It's not until CryptoLocker is finished locking up the files that a ransom message appears.

Real estate agents, a Sydney council, a medical centre and the Queensland University of Technology have already been attacked.

The virus encrypts not only all of your local drives but it encrypted all of your shared drives it can see. Ransomware is not new, it is just getting more sophisticated. CryptoLocker's code is currently unbreakable and the ransoms are generally quite modest, often less than the cost of getting help. If they penetrate someone's machine and lock up mum and dad's family photos of the kids, that's something we're emotionally attached to and we want.

"There's no doubt Ransomware is here to stay and we will see more of it in years to come - the criminals will already be working on the next new program – so be careful. Don't download anything with an .EXE extension unless you are 100% sure of the program.

Is your free AV tool a 'resource pig?'

Windows Secrets put six popular, free antivirus tools through their paces and measured their impact on startup and shutdown times, disk space, and RAM use.



It has been suggested that Microsoft's Security Essentials (MSE) adds time to your computer's boot time – but does it?? It was time to compare MSE with other free AV programs.

These AV programs were not checked for their ability to detect and remove viruses and malware as most are considered acceptable and some even excellent.

The following programs were selected for comparison:

- **Microsoft Security Essentials.** ([site](#))
- **Avast Free Antivirus** ([site](#))
- **Avira Free Antivirus** ([site](#))
- **AVG Technologies' AVG Anti-Virus Free** ([site](#))
- **Comodo Antivirus** ([site](#))
- **ClamWin Free Antivirus** ([site](#))

To produce this comparison, a fresh, clean, fully up-to-date Windows 7 SP1 installation in a virtual PC (VPC) was used. This was then cloned (copied) 5 times which meant there were six identical virtual PCs. Piriforms CCleaner was then added to each VPC.

One of the six AV tools was installed on each VPC, accepting whatever default settings the apps set at installation. When

	Startup seconds
MSE	36
AVG	53
Comodo	43
Avast	40
Avira	83
ClamWin	35

prompted, they were allowed to update themselves and run an initial, post-installation scan. Next, each VPC was rebooted to make sure the setup was 100 percent complete and running normally. Any and all installation file(s) were then removed using CCleaner to make sure nothing was left over from the setup that would affect the tests.

Each VPC was then powered off and on again 3 times and the times were recorded and averaged. The times given at left are the averages of the three runs. (The green is the best, the red the worst).

Windows' startup happens in two parts, the initial system bootup before the sign-in prompt, then the time Windows takes to load user settings (from sign-in to the full appearance of the desktop). All 6 VPC were started and timed the same way and the times recorded.

As you can see, the open-source ClamWin offered the fastest average startup time (about the same as starting up the PC without AV software), closely followed by MSE. Avira had a significant impact on startup — more than double the fastest three products.

In this test setup, MSE doesn't have any real impact on startup time. In a real-life situation, very few PC users will notice the one-second difference between ClamWin's 35-second boot and MSE's 36-second boot.

On the other hand, Avira's 83-second average boot is quite noticeable. In fact, Avira's boot was so slow, it was thought something was wrong with the setup and so it was done again from scratch but the results were consistent — consistently awful.

Measuring the effects on shutdown times was simple, the stopwatch was started at the same time as the Shutdown button was clicked then stopped when the VPC session stopped. The results are at left.

	Shutdown seconds
MSE	11
AVG	12
Comodo	14
Avast	11
Avira	13
ClamWin	8

Although there were differences in shutdown times, they were much smaller than with the startup times — too small to worry about. ClamWin again was the fastest, its eight-second time stood out among the six apps. At 14 seconds, Comodo was the slowest — but it was only three seconds slower than MSE and Avast, the two second-place finishers.

To measure the amount of disk space each of these apps occupies, Windows Explorer was used to view the properties

of the C: drive on each VPC - the amount of disk space available before and after installing each anti-malware app was recorded.

	Disk footprint (GB)
MSE	-
AVG	+0.2
Comodo	-0.6
Avast	0
Avira	0
ClamWin	-0.3

MSE use of disk space was set as the yard-stick and the other programs disk usage was shown as more or less than that of MSE. The table at left shows the results, ie: AVG uses 0.2GB more than MSE but Comodo use 0.6GB less than MSE.

Disk-space use varied only negligibly. Unless your hard drive is near capacity (in which case you have more pressing

problems than the AV software footprint), there are really no significant differences among the six products. In today's era of 750GB and larger drives, disk space use should not be a factor in picking one of these AV products over another.

For RAM use, after waiting 5 minutes after installation, Task Manager was checked in each system to see how much RAM was in use before and after the apps were installed. To make the RAM-utilization numbers easy to understand, once again MSE's results were used as the yard stick.

	RAM footprint (MB)
MSE	-
AVG	+2
Comodo	+76
Avast	-13
Avira	+139
ClamWin	-1

The table at left shows the results.

RAM use varied significantly. Avast consumed the least amount of RAM — 13MB less than MSE, AVG and ClamWin were on par with MSE, but Avira used a whopping 139MB more.

Summing up antivirus-software resource use.

The table below shows all the results, for easy side-by-side comparison. The best results are shown in green, the worst in red. The immediate conclusion, at least in these controlled-environment tests, is that MSE is not the "resource pig" some PC users think it is. In fact, it offers respectable, near-best numbers in every category.

If there's one app that consumes more PC resources than its competitors, it's Avira, with the heaviest RAM use and significantly slower startup time.

ClamWin is a pleasant surprise; it performed well in every category and earned two "best of breeds," however, because it's a relatively new product and is used by a relatively small number of people, we wouldn't recommend it.

For our money and for personal use, Microsoft Security Essentials is hard to beat. It's free, it's in widespread use and it has proven itself in the real world. And on most systems, it has little effect on system resources.

Bear in mind that this is a snapshot taken at a particular point in time. Run the same comparison six months later using Windows 8 rather than 7 and the numbers are likely to be completely different. But this does serve to show that there is a difference between these products that the normal user is likely to notice.

It's your choice though.

A Yawn is an honest opinion openly expressed.

Test-driving 'free scan' tune-up suites.

Everyone has seen them, you download something then a little while later, up pops a program that offers to scan your computer “completely free” and tell you if there are any problems – and if it finds any, will offer to fix them for you. So! With nothing to lose, you say yes and off it goes, impressively scanning the whole box and dice - then bingo!!

Even on the best maintained systems, these free system scanners always find hundreds of "problems," but when you click the “Fix Problems” button you get a surprise. This is where you discover that to fix the problems you need to download the full program, and surprise, surprise, there is a charge, usually \$29.95 or \$39.95.

We thought it would be a good idea to check and see if these problems were really problems or just a way to sell “fixit” programs. No PC is perfectly clean after even minimal use but we know ours is free of ‘baddies’ as we keep a close eye on it, so we decided to use it to check the system scanners.

It was decided to test three “Free” system scanners,

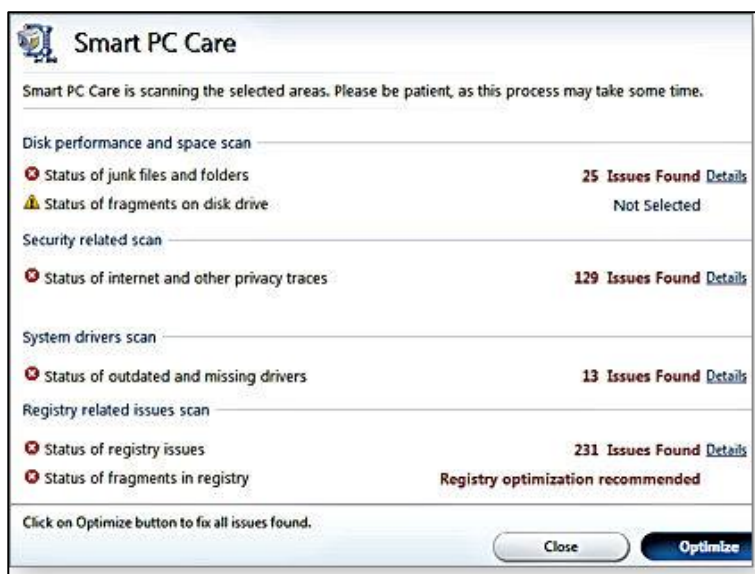
1. Corel's WinZip System Utilities Suite.
2. Norton PC Checkup.
3. AVG PC Tuneup.

Corel’s program is free to scan but requires you parting with \$40 to fix things. The scan was run and returned the result shown below right. (“Smart PC Care” is part of the suite.) That’s a total of 398 problems – it’s a wonder the machine ran at all. This definitely called for a closer look.

Clicking the *details* link for each problem resulted in some surprising results.

The 25 problems found in the junk files section were normal and harmless, files that have been temporarily cached by the browser, any cleanup tool could remove them.

The 129 issues in the ominous-sounding "Internet and privacy traces" category turned out to be ordinary browser cookies – completely normal and harmless. Calling ordinary cookies "privacy traces" could inflate their perceived threat in the minds of unwary users, inaccurately suggesting serious security problems that do not exist. Next to be checked were the 13 out-of-date or missing drivers WinZip reported and funnily enough, when the PC manufacturer's official driver update tool was run it reported that all the drivers were fully current. None of the computer’s drivers needed updating. This is bad form as needless driver updating can destabilize a PC or even cause



working hardware to fail, so this portion of the WinZip report was completely wrong — and *potentially dangerous* to the health of the PC.

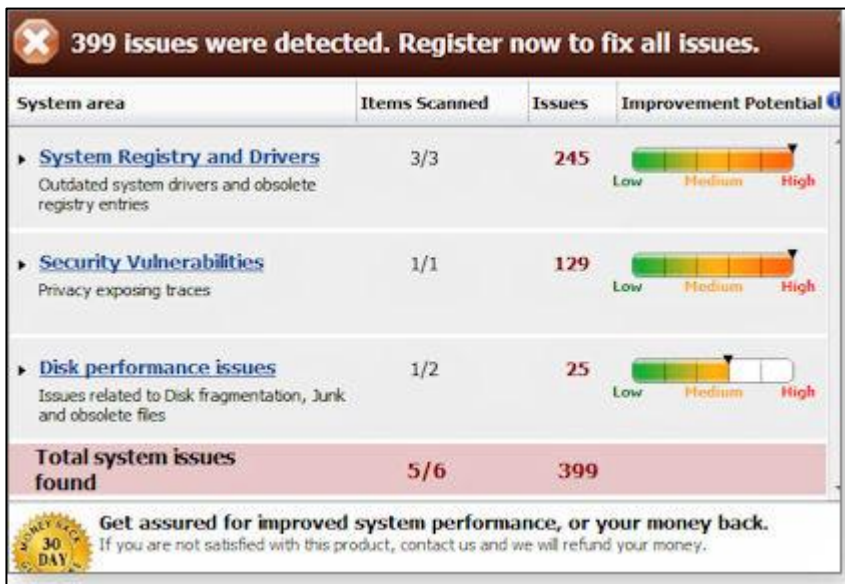
Next to check was the report that found 231 registry issues on a freshly cleaned system. This turned out to be a mixed bag as although some of the items were real they were mainly trivial. Most were files associated with uninstalled programs and the wasted space used by the entries is minuscule. Other issues were too vague to call. For example, it's hard to tell what was going on with most of the 138 "orphaned" ActiveX and COM objects. Would removing all 138 references save a lot of space? Answer – No!!

All of this seems designed to make your PC appear to be in dire need of paid-for repairs, when in fact there appear to be no real operational problems.

Similar results with Free Norton PC Checkup

Its report was less detailed than WinZip System Utilities Suite's, but it produced almost identical results, claiming to find 399 "problems" on my system. See Figure below.

There's no point in going into detail because, on examination, almost all of the Norton-reported



issues closely paralleled those reported by WinZip: harmless cookies (some created by the Norton site itself) reported as security "vulnerabilities," fully up-to-date drivers being reported as obsolete, and so on.

But Norton had some major faults all its own.

It reported that the Windows firewall was disabled (it was not), and it reported that the PC had startup "speed issues." This was curious because the

Norton software did not actually time the system startup. If it had, it would have seen the system boot to the Windows desktop in about 12 seconds, which most would agree isn't slow at all.

Once again, you can download and run Norton PC Checkup for free, but it makes no repairs until you pay \$70. The repairs are then effected by a live tech using Remote Assistance to take over your PC and make adjustments for you. Don't bother!!

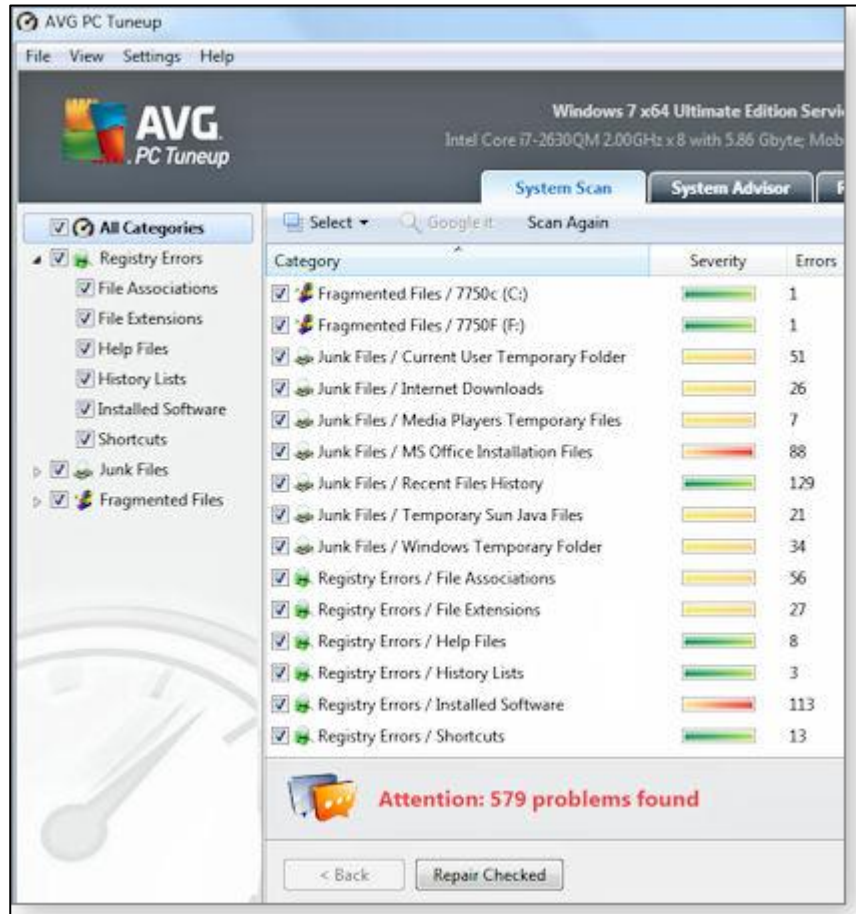
AVG's PC Tuneup

This set the record for the day, reporting almost 600 problems (see right) on a clean and stable PC. Same as the others, it's free to download and run but when you want it to do something it cost \$35. Once again, don't bother!!

Like the other products in this article, AVG's PC Tuneup can find some legitimate problems on your system, but like its competitors it has inflammatory language, exaggerated problem counts, and in some cases, offer potentially dangerous fixes.

With only three products in this test-drive, nothing here should be taken as a blanket condemnation of this class of software however, they clearly seem to be aimed at inexperienced users who are more likely to purchase "repairs" when confronted with frightening reports of critical and numerous system problems.

My recommendation – don't bother with any of them!!!



75 Sqn radio.



Around Christmas in 1987, when Kev Rosser was the SNCO/IC radio section at 75 SQN Darwin, he organised most of the radio techs, a Mirage for them to sprawl over and a RAAF photographer to take some photos, he then got a number of copies of the pic made and sent them out as Christmas cards to a number of other radio sections.

Kev still thinks it was a good idea and wonders if there is anyone doing it in today's more serious politically correct RAAF.

Looking at the pic today, Kev wonders how he ever got into his drabs back then, he reckons the belt was just long enough to circle his 107 kg frame, caused entirely by the need to drink buckets of the amber fluid, all necessary to keep the body temperature at a nominal level in that stinking hot, stinking humid, stinking weather.



27 RMC

Arthur Fry, who now lives on the Sunshine Coast (see [HERE](#)) sent us the following pic.



Back L-R: 'Young Bruce' Waring from Violet Town, **David King** from Tasmania - later commissioned as a Radio Officer, **John Ball**, (last heard of, some twenty years ago,) in retirement in Redland Bay, Queensland, . **Geoff Stephenson** from down Geelong way, still passes occasional greetings to me through Bob McInnis of our RSL sub-branch, **Tim Gear** (deceased), who was killed while travelling on posting from RadSchool to Amberley at Gladfield, leaving his new bride Mary behind in Drysdale. **John Monteith** (Monty) - no contact since he left the Air Force after 6 years.

Middle L-R: **Bob Jordan** (never seen again after RadSchool,) **Arthur Fry**, re-mustered Linguist in 1965 after his Vietnamese Course, followed by Mandarin Chinese in 1969. Commissioned in 1975; left the Air Force in 1986 as a Squadron Leader IntelO to join the church. **Keith Fletcher**, left the Air Force as a Warrant Officer Ground Tech. He has appeared in the RadSchool magazine at associated functions. I believe he is still at Tanamerah south of Brisbane. **Noel Fenton**, from down Geelong way. I never met him again after Radschool. **Ian Simper**, originally from Broken Hill, then Horsham. Ian left the rad mech course to become a Telegraphist, and later a Sigs Op; was commissioned into the Intel branch and no further contact except I do see his name in Djinnang Association. **Ray (?) Peterson**. I heard he became a PTI and no news since then.

Front L-R: Bruce? Wallace - I believe he became a pilot and flew off into the sunset. Next was the 'old man' of the course but I can't recall his name. **Mick (?) Kelly**. I'm also told he became a pilot, but never heard of or saw him again.

Arthur says “that was taken some 52 years ago and my memory – she ain't what she used to be”. He also says he can't recall if the photo was taken at Ballarat or Laverton but he reckons it must have been Ballarat as there were two ex-PMG techs who joined the course towards the end and they aren't in the photo. Sadly, one of these boys was killed along with five other trainees when his Hudson Straight Eight was wrecked at Holbrook a few hours after leaving Laverton.

Terry Johnson was also a PMG technician who joined the course for the latter part of the course as was Bob McKee, an ex - Armament Fitter from Ipswich.

I thought Huck Ennis was also on my Rad Mech's course but he must have been on my Rad Tech's course (No. 18). Huck became a pilot also and flew Mirages and became CO of one of the Mirage Squadrons.

I arrived in Ballarat in November 1960 waiting for the next Rad Mech course to start in early 1961. We commenced our training at Ballarat, were caught up in the move to Laverton in April 1961 where we finished our course. We received our postings in about the June and in July, we headed out to our first adventure as a Radio Mechanic. Of those of us who came to Amberley, Tim Gear was killed on the way up. Monty and Johnno went to 82 Wing as Rad Mech (Air). I went to 3AD as Air. Fletch went to Base Squadron as a Rad Mech (Ground). But contrary to all expectations, we did not turn the Radio World upside down!

35 RMT (Air)

Frank Oostenbroek, who has been known to catch the odd fish or two, sent us the following pic of 30 RMT.





Back L-R: Ron Mehrtens, John Allcorn, ?? Watson, Danny Franks, Chris Bell, Gus Tredo-Loof.

Middle L-R: Ray Rose, Mick Clancy, Murray Lawson, Tony Finch, Vince Manion, Frank Oostenbroek, Ron Cooper, Noel Flynn.

Front L-R: Danny Dwyer, Brian Gatfield, Brenden (Murf) Isbister, Dick Bailey, Mick Taylor, Graeme Smith, ?? ??, Darryl Vane, Milton Green, Ken Clarkson.

Hobbit Town Girl.

Terese Vaughan was Terese Brimfield when she joined the RAAF back in February 1979 and completed Rookies Course No 258 which was held at Laverton. She then went on to No. 17 Commsop Course.

Terese was, and still is, a Hobart girl which although not a bad thing, it could be better. Everyone knows that all the good Tasmanians come from anywhere north of Oatlands.

Terese says she came from a large family, she has 5 sisters, all younger than her and 1 poor suffering brother who is 3 years her senior. He escaped earlier and joined the Navy and her dad, while trying to further dilute his family, encouraged her to do likewise, but Terese made a typical feminine decision and decided to join the RAAF instead as she preferred the colour of the RAAF uniform over the Navy whites.



WRAAF Course 258.



The 2 pics below were taken after Terese had graduated from Rookies and was waiting to start her Commsop course.



She took leave and popped down to Hobbit Town and spent some time walking around the Cat and Fiddle to the admiring looks from a large section of the male population. (You can click the two pics to see why.)

17 Commsop.



Terese is in the back row, far left.



Karen Chasty, who was Karen Walsh, sent us these pics.



L-R: Unknown, Unknown, Hayley Morris, Karen Chasty, Unknown.



Karen on a bivouac, pretending to look busy!



L-R: Yvonne ?, Karen Chasty, Sonya ?, Al ?, Rod ?, Sheryl Smith, Hayley Morris, Julie ?, Shane Broomhall.

East Sale.

Ted Ilton sent us this pic, it was taken in 1972



People out the front were:

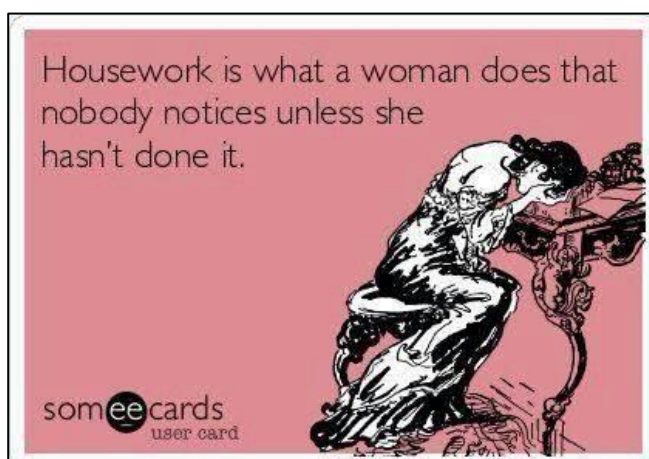
Gp Capt “Jimmy” Wilson, AFC, OC, Wg Cdr Brian Graf, CO Mntce Sqn, Wg Cdr Ken McPhan, CO Base Sqn, Wg Cdr Ted Ilton CO HQ Unit, Wg Cdr Reg Gillard, CO S.A.N., Wg Cdr Ed Plenty, CO C.F.S.

Down the back the boys and girls who made the whole thing work.

2 Sqn Phan Ran 1969



This pic was taken in November 1969, during the CO's hand over, take over period, with Wg Cdr Whitehead on the way out and Wg Cdr Boast on the way in.



The pic below was taken in June 1982 when 2 Sqn farewelled the faithful old Canberra.



L-R: "Tits" Tait, Jules Wills (CO), Deebs, Adrian Sloopjes, Charlie Colghan (sp?) Dick Waddy and Noel Williamson.

35Sqn, Vung Tau.

Back in 1969, 35 Sqn operated 7 Caribous in Vietnam, always in harsh Tropical conditions. There was always lots of rain followed by lots of sun, perfect conditions for the growing of mushrooms and for rust and corrosion to attack any metal bits left out in the open.

The poor old Caribou was no different to any other metal apparatus and sometimes certain nuts and bolts tended to fuse into one piece and needed specialised attention to cause separation.

Unfortunately, apart from the odd can of WD-40, there wasn't a lot of equipment available for these specific tasks, but the old 35 Sqn sumpie was always quick at improvising and it wasn't long before they found the ideal tool to loosen those pesky 3/8 nuts.



Don Payne, holding the cold chisel and Dit Eaton, with precision tool in hand, loosening a couple of difficult nuts.

You can see the metal tray suspended from the prop spinner ready to catch any inadvertently broken off bits of IOC or prop. It is easy to see that the Sqn was very diligent in preventing FOD from falling onto the ground and probably causing damage to jeeps or Studebaker 6 wheelers.

It is also good to see the men were working on safe and sturdy engine stands and wore protective footwear preventing their feet being burnt on the hot PSP.

Law of Random Numbers - If you dial a wrong number, you never get a busy signal - and someone always answers.

REUNION of LAVERTON RAAF 26 APPY COURSE
MELBOURNE 11th February 2012



Back L-R: Steve Dench, Paul Daniels, Norman Hoy, Colin Stannard, Ian Champion, Michael Stockey, Graham Crossley, Graeme Roberts, Bilkk James, Brian Hunt, Brian Collins.

Middle L-T: Peter Harry, Peter Ralph, Gary Brighton, Peter Howman, Rob McKay, Ray Taylor.

Front L-R: Brian Dittman, Pygmy McAndrew, Darian Childs.



Out in the shed with Ted.

Ted McEvoy

The President's Car.

Hours after Pearl Harbor, on December 7, 1941, the US Secret Service found themselves in a bind. President Franklin D. Roosevelt was to give his [infamy speech](#) to Congress the next day and although the trip from the White House to Capitol Hill was short, agents weren't sure how to transport him safely. The White House did already have a specially built limousine for the president that he regularly used, but it wasn't bulletproof and the Secret Service realized this could be a major problem now that the country was at war. FDR's speech was to take place at noon December 8th, and time was running out. They had to procure an armored car, and fast.

At the time, Federal Law prohibited buying any cars that cost more than \$750 (\$10,455 in today's dollars). It was pretty obvious that they weren't going to get an armoured car that cheap, and certainly not in less than a day so the option was to get clearance from Congress to spend more but nobody had time for that. One of the Secret Service members remembered that the US Treasury had seized the bulletproof car that mobster Al Capone owned when he was sent to jail in 1931.



They cleaned it, made sure it was running fine and had it ready for the President the day after.

And run properly it did. Capone's car was a sight to behold. It had been painted black and green so as to look identical to Chicago's police cars at the time. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio. To top it off, the gangster's 1928 Cadillac 341A Town Sedan had 1,360 kilograms of armour and inch-thick bulletproof windows. Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief. The car apparently performed perfectly, so perfectly that Roosevelt kept using it, at least until his old car could be fitted with identical features (and to this day, Presidential limousines have flashing police lights hidden behind their grilles). When he was told his car's origin (probably on December 8th as he rode to Capitol Hill), Roosevelt reportedly quipped, "I hope Mr Capone won't mind."



The old car was a 1939 Lincoln V12 Convertible built by Ford - wouldn't you love it?? It was affectionately nicknamed the "Sunshine Special," supposedly because FDR liked to enjoy the sun while riding around with the top down. Hardly a safe way for a President to meet the masses although the use of presidential convertibles was not eliminated until after JFK's assassination.

Roosevelt was apparently so attracted to his convertible that he had it bullet-proofed. The Lincoln was now undoubtedly worth more than \$750, so the White House got around the spending cap regulation by making a special arrangement to lease it from Ford at the rate of \$500 per year. This car was used by both FDR and President Harry Truman until 1950 and is now on display in the Ford Museum in Michigan.

There is nothing wrong with sobriety in moderation.

No Comment!!

IN a long-awaited fusion between hot-blooded hormones and cold-headed engineering, a Japanese lingerie company has produced a bra they claim will only unlock when the wearer is really in love. Japanese lingerie maker, Ravijour, which is celebrating its tenth anniversary, recently launched their new high-tech bra, the True Love Tester. Featuring embedded sensors and a high-tech clasp, the True Love Tester bra connects to a smartphone app via Bluetooth and only snaps open when it senses that the woman is "in love". According to the designers, the sensors monitor the woman's heart rate and the app analyses the received data to figure out whether or not the woman is in the grip of true love.

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

Carer Allowance.

From 1 January 2014 the rate of payment for those who receive a Carer Allowance was increased in line with the CPI, so how much extra will you receive?

More than half a million people who receive a Carer Allowance will have their payment increased by \$2.80 a fortnight, lifting the basic rate of payment to \$118.20 a fortnight. While only a small increase, it does keep the payment in line with the Consumer Price Index.



A good story not known by many.

The only four (4) airplanes Israel had when the war of independence began were smuggled from the Czech Republic. They were German "Messerschmidt 109" and were assembled overnight in Tel Aviv and were never flight tested. This is a short video about their pilots.

Contrary to popular perception the United States' assistance to Israel during the war of independence was quite different. Americans were not allowed to join the fight and an arms embargo had been established and enforced by the FBI.



At the same time Arab armies were very well supplied by the same countries who maintained arms embargo against Israel and of course had great advantage in manpower. You can see the video [HERE](#).

The Pie.

Bev told me to put the pie in the oven at 120 degrees.....I'm not a very good cook and it took a bit of doing, but being an ex-Radtech I can do anything – see it [HERE](#).

Manure.

There is a very credible story doing the rounds which goes like this:

In the 16th and 17th centuries, everything for export had to be transported by ship. It was also before the invention of commercial fertilizers, so large shipments of manure were quite common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began again, of which a by-product was methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was discovered just what was happening

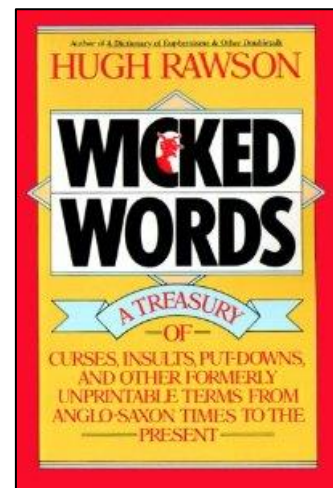
After that, the bundles of manure were always stamped with the instruction "Stow high in transit" on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this "volatile" cargo and start the production of methane.

Thus evolved the term ' S.H.I.T ' , (Stow High In Transit) which has come down through the centuries and is in use to this very day.

It's a good story, and over a few beers or around the barby it would seem perfectly credible, but.... whoever came up with it doesn't know shit about "shit."

The word is much older than the 1800s and appeared in its earliest form about 1,000 years ago as the Old English verb scitan. That is confirmed by lexicographer Hugh Rawson in his bawdily edifying book, ***Wicked Words (New York: Crown, 1989)***, where it is further noted that the expletive is distantly related to words like science, schedule and shield, all of which derive from the Indo-European root skei-, meaning "to cut" or "to split."

For most of its history "shit" was spelled "shite" (and sometimes still is), but the modern, four-letter spelling of the word can be found in texts



dating as far back as the mid-1700s. It most certainly did not originate as an acronym used by 19th-century sailors.

Rawson observes that "shit" has long been the subject of naughty wordplay, very often based on made-up acronyms on the order of "Ship High in Transit." For example:

- In the Army, officers who did not go to West Point have been known to disparage the military academy as the South Hudson Institute of Technology....and
- If an angelic six-year-old asks, "Would you like to have some Sugar Honey Iced Tea?", the safest course is to pretend that you have suddenly gone stone deaf.

Lastly, all these stories are reminiscent of another popular specimen of folk etymology claiming that the F-word (another good old-fashioned, all-purpose, four-letter expletive) originated as the acronym of "Fornication Under Consent of the King" (or, in another version, "For Unlawful Carnal Knowledge").

Suffice to say, it's all C.R.A.P.

I couldn't help but over-hear two blokes in their mid-twenties while sitting at a bar. One of the blokes says to his mate, "Man you look tired." His mate says, "Dude I'm exhausted. My girlfriend and I have sex all the time. I can't keep up with her, I just don't know what to do." A old bloke, about my age (73), sitting a couple of stools down had also overheard the conversation. He looked over at the two young men and with the wisdom of years says, "Marry her. That'll put a stop to all that!"

Russia's Stealth Fighter – the T-50

Could it outfly and outshoot American Jets?

The T-50 is fast, long-ranged and has fearsome new weapons. Since its public debut about four years ago, Russia's first stealth fighter has quietly undergone diligent testing, slowly expanding its flight envelope and steadily working out technical kinks. But for all this hard work there have been precious few indications just how many copies of the Sukhoi T-50 Moscow plans to build ... and how it means to use them.

Until now!!

Fresh reporting from *Aviation Week's* Bill Sweetman, one of the world's top aerospace writers, offers tantalizing hints regarding Moscow's intentions for the big, twin-engine T-50, an answer to America's F-22 stealth fighter.

If Sweetman is correct—and he usually is—the angular warplane with the 50-foot wingspan could be bought in small numbers and used as a sort of airborne sniper, elusively flying high and fast to take down enemy radars and support planes using powerful, long-range missiles.

The T-50's design and apparent weapons options seem to lend themselves to this niche role, which could exploit critical vulnerabilities in U.S. and allied forces and level the air power playing field for the first time in a generation. Especially considering the Chinese are apparently taking the same approach with their own new stealth fighter.



At a recent MAKS air show near Moscow, some of the five T-50 test models possessed by Sukhoi made appearances—and manufacturers also showed off missiles that could be fitted into the T-50's voluminous weapons bays or under its wings and fuselage. But Sweetman, wandering the show, detected restraint on the part of the stealth fighter's boosters. He declared the T-50 exhibits "tamer than some people hoped."

"I suspect that the fighter won't be in service for some years, except possibly in the form of a small test squadron," Sweetman noted. Indeed, Moscow recently pushed back the T-50's first frontline use from 2015 to 2016. But when it does enter service, even in limited numbers the T-50 could have a big impact on rival forces. Scanning the missiles on display at MAKS, Sweetman concluded that the T-50 could be armed with two powerful main weapons:

- a version of the Kh-58UShE anti-radar missile and
- the new RVV-BD air-to-air missile.

Both nearly 15 feet long, the Kh-58UShE and RVV-BD can hit targets 120 miles away or farther. The Kh-58UShE homes in on enemy radars; the RVV-BD is for destroying other warplanes.



The smaller AGM-88 anti-radar missile and AIM-120 air-to-air missile are the American analogues of the new Russian weapons. Both several feet shorter and hundreds of pounds lighter than their Russian counterparts, the U.S. munitions reflect a specifically American warfare philosophy. American stealth jets including the B-2 bomber, the F-22 and the still-in-development F-35 carry relatively small, lightweight weapons with short ranges.

The B-2's main munition is a 2,000-pound, satellite-guided gravity bomb. For attacking ground targets the F-22 and F-35 rely on a 500-pound, winged guided bomb that can glide up to 60 miles under optimal conditions. And the F-22 and F-35's AIM-120 air-to-air missile, 12 feet from tip to tail, has a range of probably only 50 miles or so, although the precise distance is classified. Remarkably, no American stealth jets can carry anti-radar missiles like the T-50 probably can.



Left, the MiG-29 (top) and the T-50.

The differences in weapons-loadouts point to the opposing U.S. and Russian concepts for using stealth planes. With the exception of the F-22, American radar-evading jets are not particularly fast and must constantly sneak around in order to use their lighter, shorter-range weapons. This means they need all-around stealth that makes them hard to detect from any angle.

The B-2 can fly thousands of miles but the F-22 and F-35 have modest fuel loads, forcing them to frequently refuel from aerial tankers. The T-50, on the other hand, is apparently being designed to blast through defences in a fairly straight line, relying on front-only stealth features, high altitude, sustained speed and long range to swiftly fire long-reaching missiles at vulnerable targets deep behind enemy lines, without the help of aerial tankers, of which Russia possesses few.

But, this is not to say the T-50 isn't also highly manoeuvrable when it needs to be. The Russian fighter's preferred targets might include spy planes, Airborne Warning and Control System/Airborne Early Warning and Command (AWACS/AEW&C) aircraft, tankers and ground-

based radars, in other words, all those vital systems that comprise the pricey, high-tech back-end in any U.S. led air campaign. destroy the support systems and their crews and you hobble the enemy's aerial war effort.

Moscow is not alone if indeed that is its approach to defeating its rivals in a technological battle. China, too, has a new stealth fighter, the J-20. It's big, heavy and potentially fast like the T-50, likewise concentrates its stealth features up front and also has apparent new weapons. According to the Air Power Australia think tank, the J-20 could be "employed offensively, to punch holes through opposing air defences by engaging and destroying defending fighter combat air patrols, AWACS/AEW&C aircraft and supporting aerial refuelling tankers."



It's a sound strategy. A 2008 war game conducted by the U.S. Air Force-sponsored think tank RAND pitted F-22s against older Chinese Su-27-style fighters in a hypothetical air battle over Taiwan. After Chinese bombardment of American airfields, just six F-22s were available to fight 72 Chinese jets. Backed by support planes, the defending F-22s got in close and shot down 48 Su-27s, but the remaining Chinese planes managed to power through and destroy six tankers, two AWACS, four P-3 patrol planes and two Global Hawk spy drones, effectively crippling the U.S. force. With no tankers to refuel them, the F-22s crashed for lack of gas despite surviving the missile exchanges.

If older Su-27s firing older weapons could do that, newer and better T-50s and J-20s with longer-range missiles might inflict even more devastating losses with fewer casualties of their own. With these methods, it wouldn't take many of the new Russian or Chinese jets to make a huge difference in any future air war. So Sweetman's prediction that the T-50 won't be built in large numbers any time soon is cold comfort. With its powerful performance and weapons, Russia's new warplane could tip the balance of power in the air.

Two Mexican detectives were investigating the murder of Juan Gonzalez. 'How was he killed?' asked one detective. 'With a golf gun,' the other detective replied. 'A golf gun! What is a golf gun?' says number 1 'I don't know' says 2, 'But it sure made a hole in Juan.'

Sorry Rupe!



Sigh..There Goes Butterworth AFB..

The Butterworth AFB will be transformed into a leisure-oriented development under a proposed joint venture (JV). The proposal which is presently being negotiated between the parties was mooted by the JV Company (JVC) to the Government along the lines of a Public Private Partnership concept.

The 407 hectares of land occupied by the base in Teluk Air Tawar – which is about 8km from Butterworth directly opposite Penang Island – would be transformed into “a city of arts and leisure.” The air base will be relocated and reconstructed at a site soon to be identified.

The Government shall pay the JVC for the new air force base through a land swap at the current market value of the Government land, which included but was not limited to the 407ha of land where the existing Butterworth AFB is situated. The land swap deal means that the Government needs not fund the cost of relocating and reconstructing the air force base and also secured it the opportunity to participate in the redevelopment of the land via its 30% interest in the JVC.



Butterworth AFB has been the main military installation in Malaysia since the early years of World War 2. Initially known as RAF Butterworth, it was a part of the British defence plan for defending the Malayan Peninsula against an imminent threat of invasion by the Imperial Japanese forces during World War II. During the Battle of Malaya, the airfield suffered some damage as a direct result of aerial bombing from Mitsubishi G3M and Mitsubishi G4M bombers of the Imperial Japanese Navy Air Service based in Saigon, South Vietnam. Brewster Buffalos from the airbase rose to challenge the escorting Mitsubishi A6M Zero fighters but were mauled during several of these engagements by the highly trained and experienced Japanese fighter pilots.

The RAF airfield was subsequently captured by units of the advancing 25th Army (Imperial Japanese Army) on 20 December 1941 and the control of the airbase was to remain in the

hands of IJA until the end of hostilities in September 1945. After the War, the RAF resumed control of the station and Japanese prisoners of war were made to repair the airfield as well as to improve the runways before resuming air operations in May 1946.

In 1957, the RAF closed the station and it was transferred to the Royal Australian Air Force (RAAF) and it was promptly renamed RAAF Butterworth, becoming the home to numerous Australian fighter and bomber squadrons stationed in Malaya during the Cold War era.

The Australian fighters and bombers played a significant role in providing air support during Operation Firedog during the Emergency and later was part of Commonwealth air defence contribution against the might of the then *Angkatan Udara Republik Indonesia* (AURI now TNI-AU) during the *Konfrontasi*.

From 1970's onwards, the airbase played an important part in supporting Malaysia's fight against the communist threat. Being the northernmost and nearest base to communist hotspots especially those near the Thai-Malaysian border, a dark episode looms over the airbase when a Sikorsky S-61A-4 Nuri helicopter operated by No 3 Sqn was shot down by the communist terrorists over Gubir with the loss of all hands on-board.



The RMAF Butterworth, as the airbase was known back then, was also the birthplace of Malaysia's jet fighter units namely No 11 Sqn with CAC CA-27 Sabres in 1967. During Ops Gubir, F-5 fighters from the airbase were launched to pound communist hideouts in Gubir, Kedah. This feat was later repeated again decades later, when two Hawk and five Hornet jets from No 15 Sqn and No 18 Sqn were deployed to Labuan AFB from the airbase and took part during the opening hour of Ops Daulat in March 2013.

After relinquishing its control over the airbase to the RMAF in June 30, 1988, the RAAF maintained an infantry company (known as Butterworth Rifle Company) and a detachment of AP-3C Orions from No 92 Wing. The Five Power Defence Arrangement (FPDA) also has an Integrated Air Defence System HQ (IADS HQ) located at the airbase.

It is unknown whether these factors have been considered in the proposed development plan as Butterworth AFB has a long and rich history and heritage that is significant to Malaysia. You can read more on Butterworth AFB's history [here](#), [here](#) and [here](#).

While shopping for holiday clothes, my husband and I passed a display of bathing suits. It had been at least ten years and twenty pounds since I had even considered buying a bathing suit, so I sought my husband's advice. 'What do you think?' I asked. 'Should I get a bikini or an all-in-one?' 'Better get a bikini,' he replied. 'You'd never get it all in one.' He's still in intensive care.

Service at Butterworth Air Base. 1970 – 1989

Prepared in Support of the Rifle Company Butterworth (RCB)
Claim for Recognition of Service.



Ken "Swampy" Marsh

Introduction.

Australian service personnel, both Army and Air Force, served at Butterworth Air Base (BAB) throughout the 1968-1989 Malaysian Communist Insurgency War. BAB was shared with Malaysian forces who conducted operations against the enemy from the Base. Despite clear evidence of Communist activity in the vicinity of BAB and security assessments concluding the Base could come under attack at any time without warning, the service of these veterans remains classified as peacetime.

Service at BAB during the Insurgency War is clearly comparable with that rendered in Ubon, Thailand in the late 1960s and at BAB during most of the 1948-1960 Malayan Emergency. In both instances veterans have been granted active service recognition. The peacetime service classification denies these veterans medallic and repatriation benefits that have been granted to others with comparable service and is at odds with established precedents for recognising Australian military service. BAB veterans are being treated unjustly by the government and any delay in rectifying this situation only exacerbates that injustice. It is a betrayal of men and women who pledged their lives to the defence of Australia.



This article presents evidence supporting an outstanding claim by members or an Australian Rifle Company to have their service at BAB recognised for what it was – active service. It provides evidence of Communist activity in the area around Butterworth, Australian service chiefs' concerns over BAB security, and compares service at BAB during the war with that at Ubon and Butterworth during the earlier Emergency. It also demonstrates the selective use evidence by Government as well as immaterial data to deny the claim.

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

perhaps because of this decision that little has been written on the subject and that nature of the insurgency and its impact on the country is not generally understood.

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

The Threat

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

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

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

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



The Peking-inspired revival of the armed insurgency can be fixed to the date of 17 June 1968 when a force of the MNLA for the first time since the late 1950s attacked a

Malaysian security force unit on Malaysian territory. This well-trained Communist force numbered about 40 armed and uniformed men, and their ambush was effectively carried out. The evidence is that the revival of the insurgency in mid-1968 reflected from the start considerable military competence: good planning, tactical caution, good execution. CT units were armed and given uniforms in Southern Thailand and were infiltrated skilfully into Malaysian territory with the initial mission of reconnoitring and re-establishing contacts with underground insurgents. Their mission later became that of making selective attacks on Malaysian security force units and undertaking selective sabotage of key installations in West Malaysia. Toward the end of 1968, the number of NMLA – or CT – incursions from southern Thailand gradually increased.

In late 1970, it was solidly confirmed that small groups of CT infiltrators had permanently established small bases for inside-Malaysia operations – a development occurring for the first time since the late 1950s. Later, the base camps were reported to be capable of supporting 40-60 CTs, as they included food caches.

The CTs were still building their units and were not in a phase of general offensive operations. But they did engage in selective strikes against government forces. A major incident involving the mining by CT forces of the main west coast road linking Malaysia and Thailand took place in late October 1969. On 10 December, a strategic installation was hit: a group of CTs blew up the 100-foot-long railway bridge on Malaysian territory about two miles southwest of Padang Besar, Perlis Province, severing for a few days the main railway link between Thailand and Malaysia. Gradually the CTs increased the number of cross-border incursions, their calculation having been to demonstrate their ability to operate on Malaysian territory without suffering extensive combat losses. They wanted to test their own ability to safely infiltrate, to hit important installations and roads, and to move bigger units across undetected. Their planning was careful, the pace deliberate, and the actions generally low risk.

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

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



By October 1974 the MCP leadership had split into three different factions following internal conflicts going back to early 1970. Author Cheah Boon Kheng (above) says that consequently 'each faction tried to outdo the other in militancy and violence'.

Penang Attacked During 'New Emergency'

Writing for the journal *Pacific Affairs* summer edition of 1977 Richard Stubbs says:



In September 1975 the Malaysian Prime Minister, Tun Razak, described the recent resurgence of communist guerrilla activity in Peninsula Malaysia as the "New Emergency". By making the comparison [to the 48-60 Emergency], the Prime Minister clearly signalled the seriousness with which the Malaysian Government viewed the renewal of the communist threat ... Not only had there been a number of spectacular terrorist attacks – the bombing of the capital's War Memorial; the assassination of Perak's Chief of Police; and the grenade and rocket attacks on the Police Field Headquarters, Kuala Lumpur military air base and several camps in Johore, Port Dickson and Penang – but also, and perhaps more ominously, there had been a steady increase in the preceding three years in the number of police and security force personnel killed and injured. Moreover, the communists seem to have been able to attract recruits and solicit at least some support throughout the peninsula.[15]

Communist Successes

Major Nazar Bin Talib writes:

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

1971

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

1974

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



1975

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



1987

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

Malaysian Government Response.

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

Major Nazar Bin Talib provided a commentary on the Government's response to the emergency:

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



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

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

Crisis in the Malaysian Government.

While the government responded to the emergency effectively, as demonstrated by its final victory, the Communists unsettled the government. According to one of Malaysia’s leading historians, Cheah Boon Kheng:

The communist threat was so serious during the administration of the third Prime Minister Hussein Onn (1976-81) that it was alleged the government had been infiltrated and there was communist influence among UMNO politicians. These allegations arose in the heat of UMNO politics during the party’s annual elections for top posts, and were taken so seriously that two UMNO deputy ministers and several Malay journalists were detained for communist activities.

According to Stubbs, ‘Abdul Samad Ismail (former managing editor of the *New Straights Times*) had communist affiliations and there were suspicions around Government members, ‘particularlry Abdullah Ahmed and Abdulla Majid, close associates of the late Prime Minister, Tun Razak’.

Contrast to 48 – 60

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



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

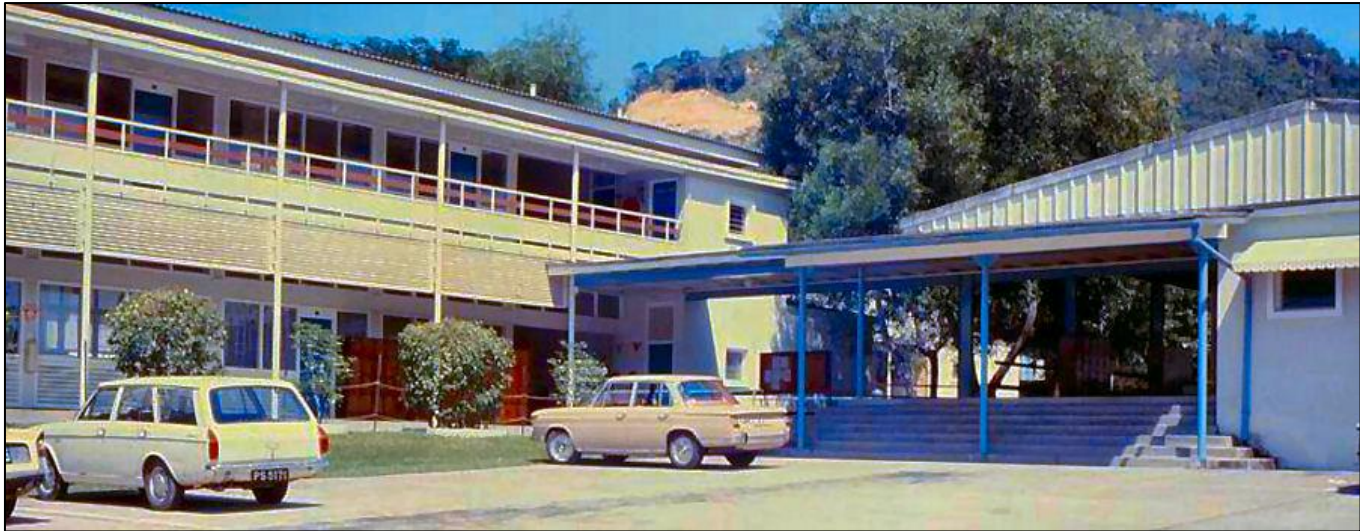
In the spring of 1953 Chin Peng, the communist leader, fled Malaya to direct operations from Thailand. This had a devastating impact on the morale of the CTs. To quote Barber, 'it seems that in many ways the heart had gone out of 'the cause'".

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

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

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

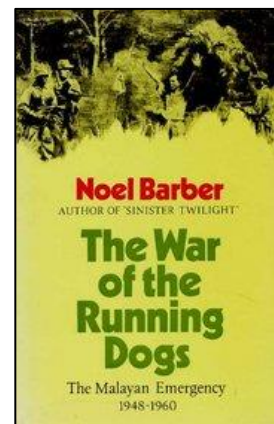
RAAF School Penang was established in 1958. 'Prior to 1958, the Australian commitment at Butterworth was the Airfield Construction Unit. The few primary school-aged dependants of these men attended either the RAF School at Butterworth (which closed when the RAF returned to England in 1960) or the British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



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

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

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

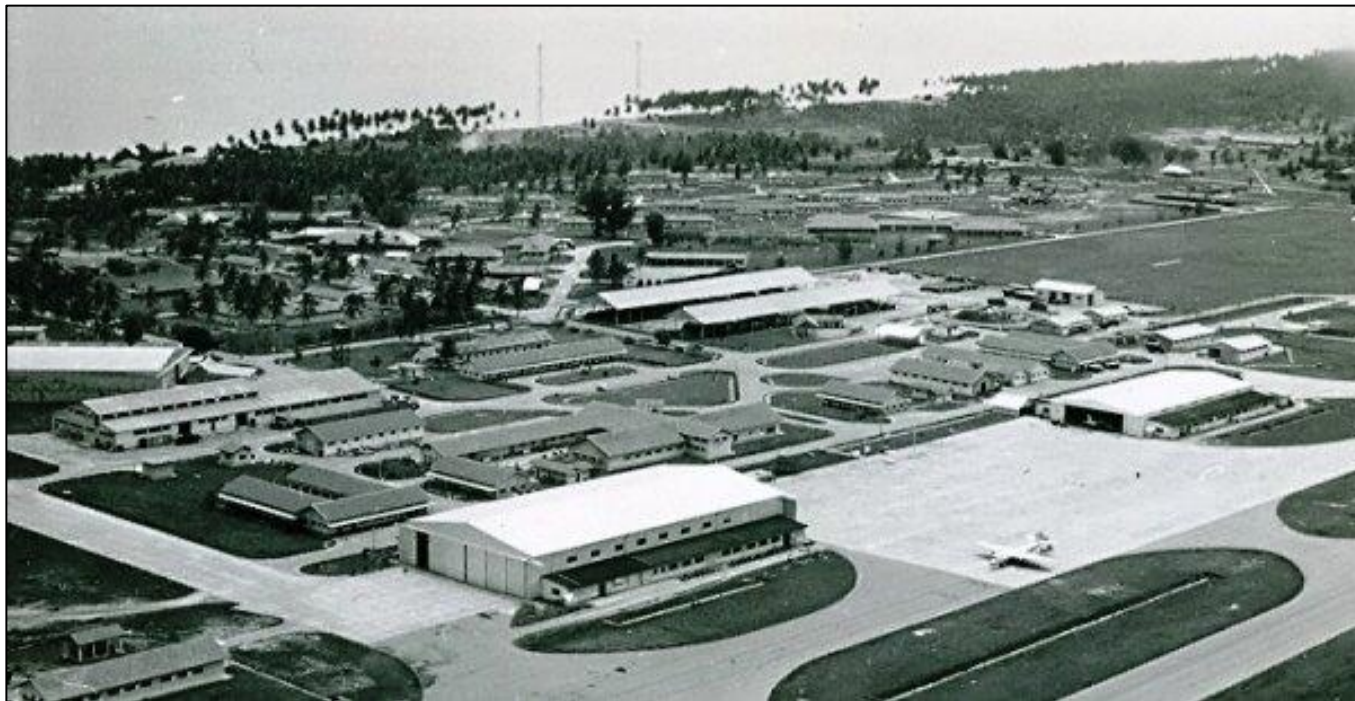


By the middle of 1970 there were around 1,600 well trained, bold, aggressive and competent CTs active in Malaysia supported by a greater number of cadres. The CIA estimated that by 1972 this number had risen to around 1800. Richard Stubbs, in his 1977 paper, estimates the number of guerrillas at around 2,600 with Ching Peng's group being around 2000. It is further estimated that there were approximately 15,000 supporting cadres in Peninsula Malaysia.[48] From the start of the insurgency they targeted security forces, including military establishments, and public infrastructure with their activities peaking in 1975. They successfully conducted terrorist activities from the Thai border in the north to Johore in the south and penetrated areas that had been declared white – and therefore out of the war – since the mid-1950s.

These forces had learned to operate without reliance on the support of the local population – a factor that had contributed to their defeat during the Emergency. Following the surrender of two factions in 1987 around 1300 guerrillas remained active. For almost 20 years they had

maintained numbers at a higher level than at any time since the end of 1957 and were not contained in the jungles as they had been for much of the first insurgency.

Butterworth Air Base.



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

It was against the background described above of growing communist activity in the states immediately surrounding BAB that a 1971 intelligence assessment of the threat to the Base to the end of 1972 considered it 'possible, but still unlikely, that the CPM/CTO could take a decision to attack the Base.' However, it also concluded that; 'There is definitely a risk that one or more CTs or members of subversive groups could regardless of CPM/CPO policy and/or acting on their own initiative, attempt an isolated attack on or within the Base at any time.' It was believed these 'isolated' attacks could occur at 'any time' without advanced warning. Anticipated methods of attack included penetration of the base at night by one or more (up to 20) CTs, sabotage, booby traps, small arms fire or mortar attacks (the CTs were using mortars in early 1974). It must be noted that communist activities continued to escalate after the date of this assessment and that following the split in the early 70s 'each faction tried to outdo the other in militancy and violence.'

Against this background it seems highly unlikely that an Australian military commander would do anything less than take all necessary precautions appropriate to the assessed level of risk to defend Australian assets and personnel. Documents cited in the Rifle Company Butterworth's submission clearly indicate an increased concern regarding base security and this is supported

by the testimony of members of the Company. Confirmation of the existence of Australian intelligence reports indicating several incidents involving CT and Australian troops is contained in an email sent by a Mr Allan Hawke of the Department of Defence to Mr C. J. Duffield. Armed patrolling and rules of engagement authorising lethal force can only mean one thing – these men were on a combat footing. Any other conclusion denies the evidence.

In the February 2000 *Review of Service Entitlement Anomalies in Respect of South-East Asian Service 1955-1975* Major General R F Mohr (See [HERE](#)) addressed the matter of 'objective danger'. Mohr stated:

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

However, the matter cannot rest there.

On the assumption that we are dealing with rational people in a disciplined armed service (ie. both the person perceiving the danger and those in authority at the time), then if a serviceman is told there is an enemy and he will be in danger, then that member will not only perceive danger, but to him or her it will an objective danger on rational and reasonable grounds. If called upon, the member will face that objective danger. The member's experience of the objective danger at the time will not be removed by 'hindsight' showing that no actual enemy operations eventuated.

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

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

Mohr had earlier stated:

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

duty, which they did, took no steps to ensure the required allotment procedures were attended to when quite clearly they should have been.

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

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

This statement has relevance for the RCB claim.

It's only when you see a mosquito landing on your testicles that you realise that there is always a way to solve problems without using violence.

Reasons for Denying Active Service Classification.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For any ADF service at Butterworth from 1970 onwards to meet the original intent of hazardous service, the service would need to be shown to be "substantially more dangerous than normal peace time service" and "attract a similar degree of physical

danger” as “peacekeeping service”. Peacekeeping service generally involves interposing the peacekeeping force, which may be unarmed, between opposing hostile forces. The immediate threat to peacekeepers is by being directly targeted or by being caught in the crossfire of the opposing forces.

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

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

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

Principle 3 of the CIDA principles states: ‘To maintain the inherent fairness and integrity of the Australian system of honours and awards care must be taken that, in recognising service by some, the comparable service of others is not overlooked or degraded’. This ‘inherent fairness and integrity’ will remain compromised until ADF members serving at BAB during the second communist insurgency are recognised as having participated in ‘war-like service’.

Pensions.

The Minister for Veterans’ Affairs, Senator the Hon. Michael Ronaldson, announced new pension and income support payment rates for some 290,000 veterans, their partners, war widows and widowers across Australia would apply from 20 March.

The first full pension payments at the new rates will be on 03 April 2014.

The table below highlights the key changes to fortnightly rates. The next review is scheduled for the 20 September 2014.

Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,269.00	\$1,293.20	\$24.20	1.9%
Extreme Disablement Adjustment	\$700.70	\$714.20	\$13.50	1.9%
100 per cent General Rate of Disability Pension	\$451.00	\$459.60	\$8.60	1.9%
50 per cent General Rate of Disability Pension	\$225.50	\$229.80	\$4.30	1.9%
Intermediate Rate Disability Pension	\$861.30	\$877.80	\$16.50	1.9%
Service Pension - Single	\$827.10	\$842.80	\$15.70	1.9%
Service Pension - Couples	\$1,246.80	\$1,270.60	\$23.80	1.9%
War Widows/ers Pension	\$840.20	\$856.20	\$16.00	1.9%
Income support Supplement	\$247.60	\$252.40	\$4.80	1.9%

Disability pensions are not taxed. You do not need to declare it as income in your tax return.

Pensions are indexed twice a year in March and September taking account of changes in the Consumer Price Index (CPI), the Pensioner and Beneficiary Living Cost Index (PBLCI) and Male Total Average Weekly Earnings (MTAWE).

Carer Allowance when caring for a person 16 years or over is paid at \$118.20 per fortnight and is adjusted each year on the 1st January.

A Jewish husband and wife were having dinner at a very fine restaurant when this absolutely stunning young woman comes over to their table, gives the husband a big open mouthed kiss, then says she'll see him later and walks away.

The wife glares at her husband and says, "Who was that?"

"Oh," replies the husband, "she's my mistress."

"Well, that's the last straw," says the wife. "I've had enough, I want a divorce!"

"I can understand that," replies her husband, "but remember, if we get a divorce it will mean no more shopping trips to Paris, no more wintering in Barbados, no more summers in Tuscany, no more Jaguar in the garage and no more yacht club. But the decision is yours."

Just then, a mutual friend enters the restaurant with a gorgeous babe on his arm.

"Who's that woman with Moishe?" asks the wife.

"That's his mistress," says her husband.

"Ours is prettier," she replies.

***Blessed are those who are cracked,
for they are the ones who let in the light!***



Ok, Ok!! – I'm going back to my room now!!

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My Story

WGCDR. John Griffiths, MBE (Retired).

Not that he would ever admit it in mixed company, but John was born and bred in Melbourne. A true Baby Boomer, he was born in 1946 after his Dad returned from the War in Borneo but, as he was no great scholar, a Radio Apprenticeship was way out of his reach. However, the first light was turned on, on the playing fields. He vividly remembers one of his school mates telling him about the Air Training Corps and how great it was especially having the chance to fly in a RAAF Dakota on camp. Sure enough, he headed off the next Friday night to the West Melbourne Drill Hall where plenty of old Second World War instructors were teaching all those beaut subjects like Map Reading, Drill, Aircraft Recognition, Morse Code, more Drill and stripping the No 1 Mk 3, Short Magazine .303” Lee-Enfield Service Rifle. The Reserve was alive and well with the staff and blow-ins making full use of the bar to the side of the drill hall. The smell of stale beer permeated the old timbers and the ghost and a few spirits must have gone down with the timbers when the building went the way of the developers.



Early screening tester for pilots (right).

Four great years in the ATC saw John getting a taste for the uniform life. The first General Service Training Camp was held at RAAF Base Ballarat where he learned all those service traditions of Panics, scrubbing, polishing and Emu parades. Unfortunately there was none of the aforementioned RAAF Dakota flying on that GST camp. Back in Melbourne it was on with schooling and Air Training Corps and later he was promoted to Corporal and then, while in year 11 there was an opportunity to apply for the Air Training Corps Flying Scholarship. In hindsight this was such a great opportunity for a free run over the target. The Aptitude tests, Medicals and Interviews were virtually the same as that used for the RAAF Pilot Selection process two years later. What a great opportunity to learn to fly in a quasi Military environment.



RAAF Base Laverton was the home for the Victorian Squadron candidates, many would go on to great service careers including Air Commodore, retired, Dave Leach. Four DHC-1 Chipmunks were beaten into submission by a dedicated team of Argentine Ants, controlled by an equally eager bunch of RAAF and Royal Victorian Aero Club Instructors. The lessons and Mass Briefings were not all that different to what the Australian Air Force Cadets

(AAFC) are experiencing now at bases throughout Australia, still supported by the Chief. The Flying Scholarship in the early 60s enabled the recipient enough flying for their Unrestricted Private Pilot's Licence. That start in aviation made for some long lasting friendships, as is the wont of the aviation family. Bob Williams (left) turned out to be John's Best Man in 1969 after Vietnam and the Aero Club Liaison Officer was SQNLDR [John Laming](#), another aviation legend, still instructing to this day on the Boeing 737 Simulator.



John "Wings" Laming

After the taste of flying, school was rather boring. It was a wee bit too distracting for year 12 studies and John finished up going to night school the next year to pick up Maths and Physics, necessary for pilot selection. He enjoyed the Cadet Under Officer's course at RAAF East Sale and served his last year in the ATC as a CUO. Unfortunately the ATC was only for 14 to 18 year olds at that time. The kids have so much more to give back now with two more years if they wish. To fill in time while waiting for Pilot course selection John worked as a Costing Clerk for Victorian Railways. This was tactically a great move as it reinforced the need to stay out of a civil office job and find that Air Force Career.

On 7 May 1965 he marched in to RAAF Point Cook with some fresh faced cadets, midshipman, Army Lieutenants and a couple of crusty old troops, some of the greatest friends John has in this world today. Not much to see involving Aviation, but plenty of those service traditions of Panics, scrubbing, polishing and Emu parades. Lessons on Drill, English, PT, Aerodynamics, Navigation, Drill, shooting and more Drill. There were lots of fun times with the upending of rooms, room relocations and doubling around the Base. WOFF Ashton always had it in for that Course known as 58 Pilot's Course. But he didn't break their spirit. They were shipped off to Pearce early in 1966 to see if they could break some Vampires. They must have done a pretty good job of it as Paul Rigby had a great cartoon, Per Bicycle Ad Astra. That was the time when the serviceability of the Geriatric Jet was problematic. When the young lad was lucky enough to get a solo it was often disturbing to do a slow roll only to hear the fuselage catch up with the wings some time later as there was a thunk under the floor.

The aircraft was still a great machine. Fitted with Long Range tanks it was possible to do a Navex to Albany and back, not bad for a Vampire which without additional tanks has an operational range at economical cruise of just under 2000 klms and when flat out will reach a dizzy 850 klm/hour. They learned Altitude and Compressibility runs and Limited [Panel Aural Null homing and Letdowns](#) – something that was tried on the Caribou in the late 1990's. If you ever have the time, go and sit in one of the dual Vampires around, sit someone in the Right Hand Seat who is a big 7' angry gorilla and try reaching over to tune the ADF. The cockpit was rather comfy and with long legs, an ejection would have been rather dramatic. Hence, good practice Flameout descents.



John's Wings Test Vampire, now resting at Albion Park.

Eventually his course graduated and then it was into suspense mode while waiting for that important posting. Vietnam was rapidly building up and the RAAF urgently needed Iroquois and Caribou pilots and John claims that is the only reason he scraped through his final and was



given his wings. He was chosen to fly the old Caribou but first off it was down to the Gold Coast and the Army's torture camp at Canungra for survival training. His mate at the time was big Jack Rydstrom, a damn nice bloke who was tragically lost in an aircraft accident many years later. After a flight from Port Moresby on Thursday 1st July 1995, Jack's aircraft (a Civvy Caribou - left) had to divert to Kiunga due to bad weather at it's destination, Tabubil. During climbout from Tabubil the No 2

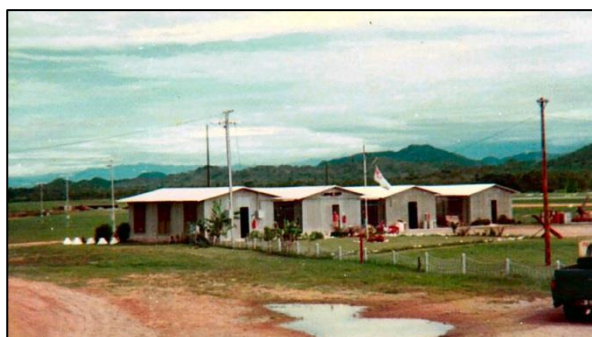
engine failed, then while on approach to Kiunga the other engine also failed. The Caribou crashed into trees, short of the runway.

While in transit to Canungra, John and his mates were talking about and looking forward to days off where they imagined themselves down on the beach surfing, chasing lovely ladies, having the odd cold one with a nice juicy steak and just being Mr Tourist – were they in for a shock. Canungra was the ADF's survival training camp, they spent their first week learning the theory then the next was putting all that theory to practice, they were dropped off in the scrub and told to live off the land and to evade capture as there would be people out there trying to capture them. Not a lot of time to spend in the boardies, on the beach

After their 'holiday' on the Coast, it was back south again, this time to Richmond and 38 Squadron, the home of the brand new Caribou. The RAAF accepted the first Caribou in February 1964 and three were ferried to Richmond, arriving on the 22nd April, 1964. John and 4 mates from his pilot's course joined Tony Fookes, Rick Lundberg, Jock Cassells, Stu McAlister and "Tommy" Thomson arrived at Richmond in August 1966 and were taken under the wing of experienced blokes such as Ron Raymond (right) and Mike Lancaster and shown how to get the best out of the old girl.



Those brand new shiny chocolate brown Caribous were a great workhorse and a great way to learn how to operate in Australia and Papua New Guinea. In hindsight, Vietnam was such a



letdown after learning to operate in the High and Hot Papua New Guinea. 38SQN DetA (left) was a great way for a young team to get to know each other, knowing their limitations both at work and at play. Some of the motor vehicle accidents in Port Moresby highlighted all too well the limitations – but what happens in PNG stays in PNG. After a couple of Detachments to PNG, a time at Rockhampton playing war games with the Army, the odd flood relief fodder drop, overnights at Puckapunyul,

Whyalla and Leigh Creek, most crews learned how to go away together, get the job done and bring the aircraft back in one piece with, in a lot of cases, the Imprest balanced. Always a challenge for a young Boggie. Funny thing about the old Caribou, the harder you worked it the more it seemed to like it.

Vietnam was always the cherry on top. All the young 38 Sqn pilots would regularly check out the board to see who they needed to nobble so they could get a run up North. Conversion course members who had previous experience on other aircraft jumped up the list but John and a few of his mates were off in May 1968, just after TET 68. Arriving into Tan Son Nhut Air Base (Saigon) in the Qantas 707 they were decanted into a USAF C130 and Combat Loaded to Vung Tau. Since then, the tarmac at Saigon hasn't changed that much, the revetments are still there but the plethora of gunships have long gone. So too the stack of empty aluminium caskets.



John returned a couple of years ago with Ian 'Jake' Jacobsen, reliving the old haunts from Danang to the Delta with some new treats thrown in with Hanoi and Sapa. He was back again in 2013, 45 years ago to the day that he first arrived at Vung Tau.

The year flying in Vietnam was a great experience for a Boggie pilot, plenty of flying during the day, a couple of cheap beers at the end of each day and off flying again the next. The serviceability of the aircraft was always so much better than in Australia. They flew 8 hours or so just about every day of the week and considering the high workload there weren't too many incidents. A few artefacts have made it to the Australian War Memorial including a nosewheel steering wheel with an incoming bullet hole, a windscreen with a bullet hole directly in line with the Pilot's head and there were the odd, outgoing bullet holes. Tommy Thomson and Rocky McGregor were very lucky lads when a mortar shell exploded very close. Tommy was heading for a bunker and Rocky realized that the base was under attack and that it wouldn't have been a great move to stay and see the fireworks. Rocky started moving out and the rest of the crew caught up.



A funny thing happened in Manila – when crews were picking up A4-173 which had been in the shop undergoing a major service, Tommy Thomson was nearly left stranded. A4-173 had

earlier been in a [major incident in Vietnam](#) and as a result the repairs had left a whole lot of butt joints in the nose. Even though it seemed to fly ok, the Manila repairers had difficulty matching the airframe to the plans and this required a longer stay than the Imprest allowed. The crew were on hard tac rations and there was no sign of the aircraft captain (Tommy) when the Diplomatic Clearance Departure time arrived and was about to pass. Then, in the nick of time, around came the police car with the aircraft Captain and his True Love, just in time to say Clear Right.

The Vietnam era did have its lighter moments. John recalls a couple, he says while watching an old Doris Day movie one night, the Base alarm was sounded. Everybody bolted from the safety of the bar to the bunker, except Doc Tebbitt, who decided to stay put and guard the Bar against possible incoming insurgents. He can remember one morning, while still a rather new, wet behind the ears Boggie and flying co-pilot down in the Delta region with the CO, they reached their planned destination only to see a boat going along the strip. John, to the CO's dismay, called up on HF telling Hilda, the MACV, operator that Wallaby 02 would not be landing. Bad move!! John had his back-side kicked from the Delta all the way back to Vung Tau, he was told quite forcefully that he didn't make any decisions, the CO being the CO would do that and any decision whether they landed or not was his – boat or no boat.

While in Vung Tau a lot of the boggies did their promotion exams and this gave them a couple of days off flying. Jack Rydstrom and John completed their assigned papers and as it was warm, had a refreshing beer or two before retiring. However, there was an urgent need to get a Caribou to Phan Rang and Jack and John were the only two pilots available. They reckon it was one of the smoothest and most uneventful flights ever, the landing being one of the best ever done, we don't know what the loady thought of it.



Then it was time to catch the freedom bird, and it was here that they discovered it wasn't the drinking that caused a hangover, it was the sleep. John and a couple of mates stayed in the general vicinity of the bar all night and next morning were as fit as fiddles and reckoned they could have flown the Caribou back to Saigon – no worries. The blokes who gave up during the night and who had hit the sack looked like they had been in a rocket attack.

Back in the late 1960's, communications between Vung Tau and home were not the click and talk facility they are today, the normal method being snail mail postage. While he was away, John's fiancé had been organising a wedding to be held on his return but as expected, the RAAF had an earlier requirement, they wanted him to head straight to Richmond for a conversion course onto the E model Hercs at 37SQN, which had been brought forward a week. John gets out the old pen and paper and hurries off a letter to the father of the bride and to his fiancé explaining that yes she really was marrying the Air Force and this is what happens sometimes. The letter left Vung Tau then went via the great circle route, via Honolulu and Washington and finally reached home. You can imagine the language; thank goodness the groom to be was miles away from telephone contact.

Foreign aid might be defined as a transfer of money from poor people in rich countries to rich people in poor countries.

37SQN was a different operation. All pilots believed that they were cut adrift from Caribou operations rather than being posting back to 38 Squadron as they had been seen to enjoy themselves too much flying the old girl. C130 operations in 37SQN were virtually all long range transport with the majority of flying heading back to Vietnam and Butterworth. Medevacs made for some long nights with about 14 hours flying from Butterworth back to Richmond. The troops coming back amazed all the aircrews. Troops missing limbs were elated to be going home. Many of their mates were going home on Cargo flights.



The 10th Anniversary dedication brought home the differences between Air Force members and the Army National Service Conscripts. John went with his neighbour to Canberra and heard that the Army Nashos were in the field one day, back to Vung Tau for a change of uniform and flown back to Australia, farewell, amen. No letting down to get back to normal life. The Air Force members came back to a Unit, back to normal Squadron life, back to OC's Parades and back to normal. OK, there were a few nasties like being labelled baby killers by the ABC but generally, the Air Force looked after its own.

Thank goodness all that has changed – see **Soldier Recovery Centre** [HERE](#)

Celebrating 12 months of marriage, John and bride Lyn were celebrating at the Kurmond Road House (at Kurrajong, up the hill from Richmond) with one bridesmaid when, lo and behold half 38SQN were there so naturally they invited themselves back for a few beers at the Griffio's MQ. Unfortunately, so too did the guitar wielding folk singer who was hell bent on finding some good antiwar songs that he could glean from these newly returned Vietnam heroes. He was not very happy so he started to get into the weed until a couple of the Caribou crew picked him up bodily and told him to find another party.

After 37 Sqn, he was posted to CFS for the Instructor's Course. He had a great time flying the Macchi, boring holes in clouds and then it was back to the Winjeel, the same tough old bird in which he had learned to fly many moons ago. Then it was a case of déjà vu, pack the bags, load the car and back to Point Cook though this time as an instructor not an instructee.

In April 1973, John was involved in his first aircraft accident investigation.



He has always felt more empathy for the poor pilot, he just happens to be the first at the scene of the accident. Winjeel A85-446 was on a training flight in the Ocean Grove area (down near Geelong) and was carrying out a practice forced landing when it went just that little bit too low and left its undercarriage on the far side of a creek. Of course the aircraft cartwheeled and came to a stop all broken but luckily the two drivers were able to relieve themselves of the aircraft relatively unhurt.

After a tour of Winjeel instructing and a short stint as ADC to AOC Support Command AVM Geoff Newstead it was back to 38 Sqn and the old Caribou for Instructing duties. 38SQN was losing two instructors to the Department so Little Chuck Connor and John were posted in. John says that even though he had flown the old girl so often into so many different places and it was as familiar to him as was his own shed, it was amazing just how much you forgot having not flown it for some years. There was a great team at 38, Trev Etheridge, George Bliss, Chuck Connor and Bob Bacchiella all under the guidance of Stan Clarke. A highlight of the tour was the UN changeover to Srinagar, Kashmir. There were also plenty of trips to PNG.

In 1972, 35 Sqn had returned to Australia from Vung Tau, taking up home at Richmond, but in 1976, the Squadron moved to Townsville where it was joined by Iroquois choppers and where with this mixed fleet of aircraft, it undertook army tactical support tasks and civil aid operations, including search and rescue, medical evacuations and flood relief work. John soon followed as Caribou FLTCDR and had a happy and uneventful time except in October 1978 he nearly lost one of his birds. Caribou A4-164 had crashed on take-off at Eliptamin, which is about 300kms SW of Wewak, out in the 'bush' and initially it was decided to leave it there. But with some great cooperation from the Navy with their HMAS Jervis Bay, the old Australian Trader, 12SQN

with their Chinook and AMTDU the aircraft was recovered, sent to Bankstown for repairs and eventually lived a happy life. In 1992 it was finally retired and used as a training aid for AMTDU at Richmond. The tail and wings were removed and are now fitted to A4-173 which is on display at the Queensland Air Museum at Caloundra.

In later years, during his next life as an Aviation Insurance Loss Assessor, John was back at Eliptamin to investigate a fatal MAF aircraft accident. He says getting out of there, late in the afternoon in a non-turbo charged C206 heading for Mt Hagen is another story.

His next posting was to Southern California for a staff position at the USAF Inspection and Safety Center (sic). Part of the job was looking after the health of a fleet of transport aircraft including the T-39, C140, C131, C12, Caribou and Boeing 737. The other fun part of the job was to fly the T-39 Sabreliner (below) as a Line Pilot getting plenty of flying all over the Continental US. The three Foreign Officers, Canadian, German and Australian always seemed to bid for more flying than the US counterparts. A highlight was the Rex Riley Award programme where



they would take a T39 Sabreliner for a week and drop in unannounced to a whole range of bases to see how they would treat visiting crews. They would lodge a Flight Plan and naturally the Base Ops folk would call their mates to warn them. But, with plenty of options, they would go somewhere else, always having a night in Florida for a nice seafood meal.

The [Sabreliner](#) really was a geriatric jet, no autopilot, no antiskid and no weather radar, but it could get along very well with those F86 wings. There

was some great training at USC and at Arizona State University with aircraft mishap investigation and aircraft crash survival. But all good things must come to an end, John was aware that the posting to follow was back to Canberra. The Directorate of Air Force Safety was a very busy place then with several Mirage major accidents together with helicopters, both Air Force and Army. This set the scene for John's next career in a few years time.

After Canberra he received a command posting. It was time to head back to Lae in Papua New Guinea but this time to take over from John Harris as Commanding Officer Air Transport Squadron Papua New Guinea Defence Force. With six DC3s and four Nomads and a great team of RAAF, ARA, RAN and PNGDF instructors and tradesmen, John thoroughly enjoyed the



challenges of a command in a foreign country. Hearing charges in tok pidgin was something the CO's Short Law Course didn't prepare the new CO for. He says he had some of the finest PNG pilots and engineers thanks to the outstanding expat training team. What did concern him was when an Australian would ask how he gave a PNG national a captaincy. John would always say that he had to be happy to have his wife and kids fly in the aircraft with that pilot in command anywhere in the country. To that end, they often did.

A highlight, or low light, was the Mutiny. The troops were unhappy. The ground crew, mostly qualified as LAEME, were not getting any specialist pay and the pilots were getting the same as their infantry brothers. So, one Wednesday morning a deputation paid a visit to John's Office. 'Sir, we are going on strike' Well after John heard their story a meeting was set up downstairs in an hour where he advised them that it's not called a Strike in the Defence Force, it's called a Mutiny and now that he was aware of the Mutiny he would be the one that would go to the cells if he didn't do something about it. He said that the buses would be coming to take the men to sport or the cells after the meeting. The men, true to their word, stood by their guns so off they went to the cells. John had to break the news to the Commander, Brigadier General Ken Noga that he didn't have any aircraft to fly. The next day was the handover parade in Port Moresby so John fronted up in his trusty little Nomad and caught up with all other COs and XOs, Infantry, Engineers, Maritime, etc.



All were very happy that the Mutiny was quelled in a very amicable manner and that it wasn't them facing the music, as they said, 'Can you imagine how I would get on, a Sepik locking up my Highlanders, there would be Pay Back'. After looking at the possibility of helicopters for the Squadron, the PNG Government decided on buying three IAI Arave aircraft (right), a fixed wing aircraft, somewhere between the Caribou and DC3 for performance and



load carrying. John was awarded the MBE the next year. Was there a connection? Posting time came around again and John was posted back to the Directorate of Air Force Safety, or so he thought. A C130 was passing through Lae on a PNG trainer and the aircraft captain said, "That was a shame to hear that your posting has been changed" John was rather interested to find out a bit more about this so he called DPO to see if they knew more than he did. 'Don't worry', he was assured, "We will find something for you in Canberra". That's great, all the end of year postings have been filled so you get what's left over. This was the straw that did it for him and he started looking for a career that would give some stability for his children in high school. He was interested to see if he could put to some use his aircraft accident investigation experience.

In May 1987 he left the RAAF and took on the position of Queensland Manager for Airclaims,



an international company of Aviation Insurance Loss Assessing, Surveys, Valuations and maintenance planning. Not long into the job, he was out in the field investigating mostly light aircraft, but everything from Airships, gliders, Ultra Lights, Turbines, to wide bodies. Locations varied as well, mostly in Queensland but also in New Guinea, Solomons, NT, WA, NSW, Victoria and South Korea. There were many and varied accidents from fuel starvation to mid-airs, gear up landings, gear down landings on water, fires, golf ball strikes, hail strikes, bird strikes, lightning strikes. The pic (left) shows the outcome of a Mooney approaching to land over a golf course

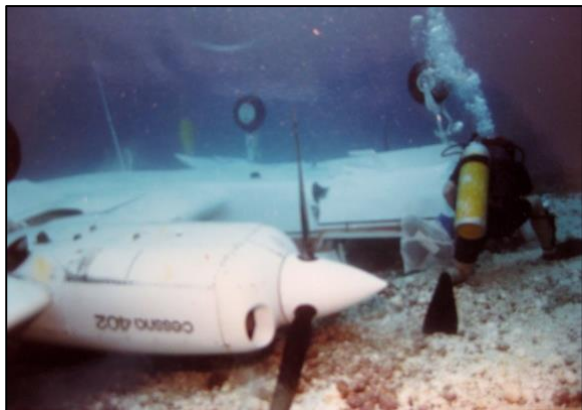
when a Slice caused a Nose Landing Gear to unlock and collapse. That's what you call a freak accident. There were Ag accidents, helicopter accidents, engine failures and sadly a double engine failure with his dear friend Jack Rydstrom in Caribou Serial Number 13 near Kiunga PNG.

Getting into and out of the accident sites was always a challenge. Very rarely do aeroplanes consider the investigators when they crash, and there were many occasions when he had to get to the site by winching, walking, climbing, wading, boating and/or flying. As time went by, the hills got higher, the bush thicker, rivers faster and deeper and at times he says you would be sitting in your office and waiting for the phone to ring. His car boot was always packed with gear to handle any of the above situations or to attend a board room or the General Manager's offices.



The Rabaul volcano eruption was an interesting time. 'Go to Rabaul'. 'Rabaul is a disaster Zone' "Don't worry, you have wantoks, you will get in, somehow". It was a surreal Rabaul that John was faced with as he rounded up the volcanic ash covered Bell 206, Squirrell, Islander, Cessna 402, Cessna 206. The helicopters survived much better than the fixed wing aircraft and they were shipped back to Lae where they were washed down and sold on behalf of Underwriters.

There were always surprises. One accident he investigated was a Cessna 402 which went off the end of the runway and ended up upside down in water. John was there with David Inau, an ex PNGDF pilot and a PNG DCA aircraft accident investigator. They were sitting and chatting and having a think about what caused the accident, when a local came up, resplendent in all native attire and mumbled, “No gut. No gut.” The local pointed out that the aircraft had made a



straight in approach, he didn't overfly and check the surface wind and as the local said, “Nobody would land to the North West at this time of the year”. David and John both looked incredulous with that comment and the local offered the fact that he was an off duty weather forecaster from Moresby.

A later accident at Eliptamin brought him back to the Caribou accident site to see the remains of a Cessna 206 which had ended up against the hill. The excitement for the day followed. Leaving Eliptamin heading to Mt Hagen late in the afternoon in a non-turbo charged Cessna 206 with 5 adult males on board with build ups on the ranges was not a position that John was overly excited about. Finally landing at Mount Hagen, the sky was dark, and so too were all on board. John often found aircraft accident sites where he would expect fatalities and yet there were no injuries, sometimes too he saw accidents where the folk should not have died. When your time is up.



He came across a Winjeel while visiting a Cadet Unit at Mildura. Naturally he was interested in looking the cockpit to check the serial number. Yes, it was 446, the ghost of Ocean Grove.

In 2004 the time had come to leave aviation insurance game as the company was downsizing and closing offices. Now it can be very difficult trying to get back into the workforce at 58 and after writing copious letters, responding to advertisements where the job was obviously already filled, he became despondent. The realization was then; it's easier to get a job if you have a job. So he spent six months in the retail sector as a Workplace Health and Safety Officer then a further six months in the metal trades also as a WHOSO - at least it was a job.

Then he saw that the Australian Air Force Cadets were advertising for the position of Officer Commanding 2 Wing AAFC. Well they were looking for someone younger but they gave John an invitation to come in for an interview. Seven years later he has finally retired from what he considers an amazing time. He was very lucky serving in the Active Reserve until he was 67, visiting virtually all



of the AAFC Units throughout Australia and participating in RAAF Safe Audits, HAZCHEM Audits, Flying activities and working with 7,000 dedicated Cadets and staff.

The staff are mainly volunteers who give of their time for a mere honorarium. The youth being turned out are far better than those who went before and John is sure that many of them will finish up as CAF, CDF, Prime Minister or whatever they see as their challenge. Cadets are achieving. They have been going on to succeed in the Defence Force and other worthwhile careers and John is most grateful that he had the opportunity to serve.

John is now the Director of the Air Cadet Alumni and the web address is:

<http://www.aircadetsalumni.org.au/>

The People I meet.



While in WA last year, we were fortunate enough to be given a [tour of HMAS Stirling](#), the Navy base just south of Perth. Gary Booth, who is the ADF Public Relations man in the West, went out of his way to show us around and when back in his office, we were introduced to Brooke Bartolic who is Gary's girl Friday. Brooke has been in the Navy for 6 years, and when she found out we were ex-RAAF she couldn't control herself and just had to have her photo taken with one's self. Always ready to help the Navy in any way we can, we of course agreed and Brooke has ordered 50 copies of the photo and plans to have them hanging all around her home,

Fernberg House, Brisbane.

In 1911, the Queensland Government purchased Fernberg House for the sum of £10,000 (\$20,000). From that date it has been Queensland's permanent Government House. This magnificent property was opened to the public on Australia Day 2014 and we went along.



Fernberg, is the third building that has been used to house the Queensland Governor, the first is a little known building called Adelaide House which is tucked away in the centre of the city, it is hard to find and these days is rarely seen.

It was built in 1853 as the private home of a Doctor William Hobbs who had arrived in Brisbane from London in 1849. It is a substantial house of three stories, with a central staircase and 4 rooms to each floor.

Right: the back of Adelaide house as it is today.

The external walls are 2 foot thick, three of which are porphyry stone with the eastern wall being made from dressed sandstone. It originally had a slate roof but that has been replaced with an Ozzie favourite, corrugated iron.



For those that know Brisbane, when built, the house with its grounds and extensive gardens extended from Ann Street down to Queen St and although Adelaide Street had been surveyed, it had not been constructed any further east than Wharf St. Hobbs called the house Adelaide House and the arrow shows its current position, next to St Pauls Anglican Cathedral.

When William Hobbs married Anna Barton in 1853, they shortly afterwards moved out from Adelaide House and built another house near where the FAI Building (Eagle St) is today. The Government of the Colony rented the property from Hobbs for the princely sum of \$350 per year.

In 1859 Queensland separated from the colony of New South Wales and Sir George Ferguson Bowen, who had arrived from England on the 9th December 1859, read the Letters Patent from Queen Elizabeth 1, proclaiming Queensland as separate from NSW. This took place from Adelaide House's balcony. Bowen was sworn in as Governor by Judge Lutwyche then took up residence in the building which became Government House and also the seat of Government for the new Colony. The colony was the first in Australia to begin with its own parliament, instead of spending time first as a Crown Colony.



Bowen stayed in Adelaide House until 1862 then moved into the new Government House which had recently been built.

When Bowen moved out, the Hobbs family moved back in. In 1876, while Hobbs was in England, a 21 feet (6.5 metres) cutting was dug in front of the house, removing a large portion of the front garden and Adelaide St was pushed through, allowing transport right along Adelaide St. In 1883 the Hobbs family moved out and the house was used for a variety of reasons from private residence to a private school and in the late 1890's, the National Bank acquired the House as mortgagee in possession.

Then in 1899 it was decided to build Brisbane's Cathedral on the land around Adelaide House. A large parcel was acquired, including Adelaide House which at this time was in a thoroughly dilapidated condition and discussions were held whether or not it should be demolished. Luckily for us, in 1901 it was decided to keep and repair the house which was to be used as the temporary Diocesan Office and in 1910, the new sub-Dean of the Cathedral and his family, moved into Adelaide House which has since been used as the Deanery,

About this time, Adelaide St, in front of the house, was further widened and the excavation was deepened to 40 feet (12 metres). This effectively removed any front yard the house once had and meant the main entrance to the house had to be moved from the front to the back.

In the movies:

Any person waking from a nightmare will sit bolt upright and pant.



The front of the house as it was in 1921.

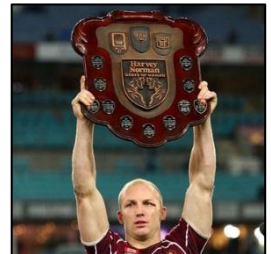


The rear of the building as it was in 1958.

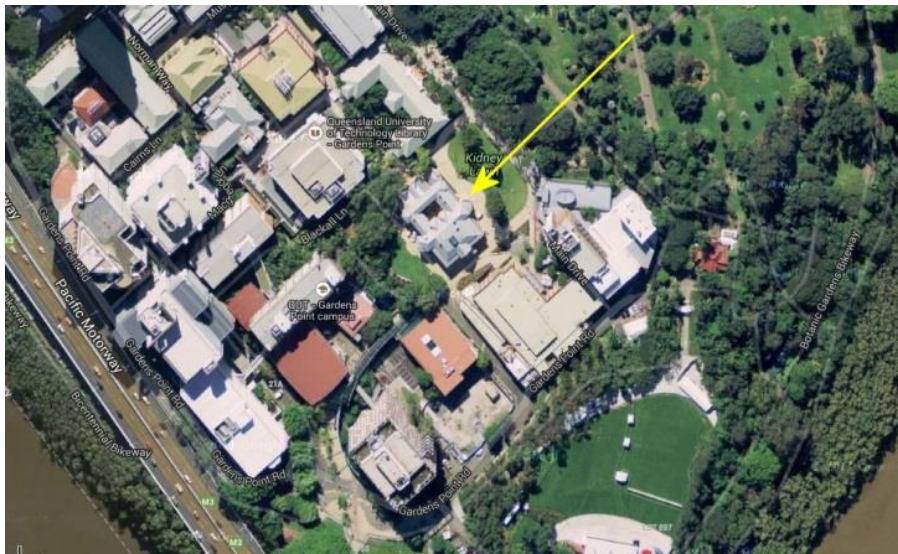


All that can be seen of Adelaide House today, viewed from Adelaide St.

It is a shame that a property with so much significance to Queenslanders should be hidden away and not open and readily available to the general public. It was after all the place where the wonderful State of Queensland started, the place where Queensland left the clutches of those wicked NSW'ers and really started to fire, perhaps we should house the ARL State of Origin trophy there!!



When the independent Colony of Queensland was established in 1859, one of its priorities was to build a suitably grand vice-regal residence for the new Governor.



Queensland's inaugural parliament voted £10,000 (\$20,000) towards the design and construction of a Government House and considering Queensland's population at the time was only about 25,000 people, this was a huge amount of money and showed just how important the building of this house was to the new colony.

It was designed to serve three distinct purposes, as Home for the Governor and his family, a key administrative office for Queensland and a hub for elite social events in the colony. A site was chosen that is now in the QUT grounds at Gardens Point (above) and the building was started in 1860 and completed in 1862. It was to become the hub of colonial life in the early days of Brisbane and played an important symbolic role in the early years of the colony.

Its grand design and location high on the promontory at Gardens Point made it an impressive sight for visitors and immigrants arriving by ship. As they circled the point, it came into view as a stately palace against the backdrop of Brisbane's ramshackle wooden huts scattered throughout the bush. It was a symbol of the colony's potential prosperity.



It was designed by a [Charles Tiffin](#) and incorporated a number of adaptations to the Greek revival style to better suit it to the local climate. The House ended up costing nearly twice the original estimate and on completion had cost £17,000 but was considered the most economical vice-regal residence in the Australian Colonies. Public opinion of the finished Government House was overwhelmingly positive. The press declared it a “structure highly creditable to the colony” and reported that “the building itself appears to be well adapted in point of coolness and ventilation to the climate of this colony; the rooms being large, lofty and airy, and furnished in a plain but exceedingly tasteful manner”. Tiffin was a significant figure in Victorian-era public architecture in Australia and went on to design over 300 Queensland buildings

The House was built by Joshua Jeays who brought the huge loads of sandstone used for its construction down the Brisbane River from his Goodna quarry. Jeays was also an alderman in the first Brisbane Municipal Council and later served as mayor.

In the movies.

The Chief of Police will always suspend his star detective - or give him 48 hours to finish the job.

The House was designed so that the governor had a view of the adjacent Botanic Gardens from his office. These gardens were established in 1855 and played a key role in the development of Queensland's primary industries. Walter Hill, a botanist trained at the prestigious Royal Botanic Gardens, Kew, was appointed first Superintendent and allocated 9 acres (3.6 ha) and a sum of £500 to purchase rare plants. Kew can be credited with the birth of Queensland's sugar cane industry after trialling the crop in the Botanic Gardens. Along with a planter from Barbados, Hill made the first sugar ever produced in the colony in 1862. The pair conducted a top-secret experiment in the dead of night, crushing sugar cane with a lever and boiling the juice in a saucepan, thereby settling the uncertainty over whether Queensland sugar cane juice would granulate. Hill also planted the first commercially grown Macadamias in the world, originally sourcing the native trees from the Queensland bush.

Eleven governors and their families lived in the House over a period of almost fifty years and many key moments in Queensland's early development took place within the walls of the Governor's library. The House and its gardens saw some of Brisbane's most magnificent social events with countless balls, receptions, dinners and garden parties taking place as well as the birth of four children and the death of two governors. But as Queensland's population grew, it became increasingly apparent that the House was simply too small to accommodate the extensive hospitalities demanded of it. On the 10th December, 1909, the controversial decision was made to move the governor out and a chapter in the life of the House came to a close.



On that same day, the University of Queensland was established with the then serving governor, Sir William MacGregor, installed as its first chancellor. He moved out of the House in June the following year and the building and its surrounding grounds became the University's first campus. The hunt was on for a new home for the Governor.

The first classes were held in the House in 1911. The University's student body numbered 83, including 23 women and the teaching staff comprised four professors and thirteen lecturers across three faculties of Arts, Science and Engineering. The rooms in the former governor's residence were adapted for new use as required: the drawing room became the University library, the dining room was used for English lectures and biology classes took place in the private drawing room.

By the 1920s it was clear that the House was not an ideal educational facility. As one mathematics professor put it, "we are housed in a building inadequate in size and unsuitable in design. It is riddled with white ants; leaking roofs are frequent and falling ceilings not unknown". The unsuitability of the site saw the University of Queensland progressively move to its current home at St Lucia from 1945, but a lack of space simply resulted in the Queensland Institute of Technology (QIT) moving in. QIT (which became Queensland University of Technology in 1989) used Old Government House for classes until the 1960s, when its Gardens Point campus was more established.

In 2009, after a \$15 million restoration, Old Government House, as it is now known, was reopened to the public as a museum. It is perhaps the most significant and best kept heritage building in Queensland and if you have the time and would like to do a tour it is a good idea to join one of the free guided tours which are held every Tuesday, Wednesday and Thursday mornings (booking is essential – 07 3138 8005). The House is open from 10.00am to 4.00pm Sunday to Friday and if you don't have the time for a guided tour, you can take a Podcast tour at any time. There is no charge, entry is free.

While looking for a new permanent residence for the Governor, the Queensland Government decided to lease Fernberg House in Paddington as a stop gap.

Fernberg, which is German for 'distant mountain' was built in 1865 by a Johann Heussler, a Brisbane merchant and who later became a member of parliament. It was one of the first homes built in the Brisbane suburb of Paddington and being first it was built on the pick of the spots, on a hill with a wonderful northern aspect.

It was constructed of stone excavated on site and combined with a cement and lime mixture. The Heussler family occupied Fernberg until 1872 when reverses in the sugar industry and the high cost of upkeep forced foreclosure on the property by the mortgagee. From 1878 it was owned by the Cohen brothers.



In 1882, it was sold to a John Stevenson, a member of parliament, who extended the building to more than double its original size and changed it from an 1860s villa to an Italianate mansion. But the pauper's curse struck again and Stevenson lost his considerable fortune

in the financial crisis of the 1890s and in 1894, the title to Fernberg was transferred to his mortgagees - two directors of the Mount Morgan gold mine in Central Queensland - William Pattison and Walter Hall. Stevenson might have lost title to Fernberg but he continued to live in the building and in 1901, the title to Fernberg was transferred to a Mrs Adelaide Palmer, who happened to be Stevenson's sister-in-law.

When Governor Sir William MacGregor moved to Fernberg in 1910, it was planned to build a new Government House in Victoria Park. Plans were drawn and foundations laid, but the project did not proceed, and the Queensland Government purchased Fernberg as a permanent Government House in 1911 for £10,000. The House was badly run down and extensive works were undertaken to bring the house and property up to an acceptable standard.

No structural work was undertaken until 1937 when a new wing was added, incorporating the drawing room, investiture room and a first floor bedroom suite. A new building for the domestic staff was also constructed in the same year.

On Australia day, many Brisbanites took advantage of the mild weather and spent many enjoyable hours looking over the house. The Army had a couple of their vehicles on display, a great attraction to heaps of kids and 4 bands took turns in entertaining the public. And being Australia, the Queensland Scouts had a sausage sizzle going, and of course they sold hundreds.



Staff Quarters.

In 1948 the administration block, known as The Cottage, was built, and in 1987 the building was extended and modernised, and a new guard house constructed. In 2001 a multi-function building (the Pavilion) was built adjacent to the tennis court to replace an old change shed and to provide additional flexibility for hosting events at Government House.



Guard House.

To complement the natural bush vegetation in the south-east corner of the estate, two connected ornamental ponds with an associated gazebo were constructed in 1992. The Government House grounds cover an area of some 14 hectares.



Part of the magnificent grounds at Fernberg.

Fernberg's gardens are heritage listed. When the house was first constructed, considerable work was undertaken to clear and establish a formal garden to complement the house in its bushland surrounds. When the Governor moved in on a permanent basis, a process began of transforming the gardens to suit the particular requirements of the Governor and household.

Picking gardens were established in the long borders near the current service entry and kitchen or vegetable gardens were created on the southern slopes. A small herb garden still exists at the rear of the house. Near the current garage is a memorial pine tree which was grown from the seeds of the famous Lone Pine of ANZAC Cove which were brought back to Australia by WW1 diggers.

In the early 20th Century, the Government House garden party was an important part of the social ritual associated with the vice-regal life. These events were normally held in either Spring or Autumn when you can safely stay outdoors without getting sizzled by Brisbane's sun.

Guided tours of the gardens are provided on open days.

In the movies:

Wearing a singlet or stripping to the waist can make a man invulnerable to bullets.



Part of the gardens with the guard house in the distance.



Fernberg has two flagpoles and it is usual practice to fly the Governor's Standard and the Queensland Flag. The Governor's Standard is always flown when the Governor is in Residence.



The Army's vehicles were a great attraction for the kids – both large and small.



Cars from the Governor's stable, the blue Rolls Royce Phantom VI is the car used for ceremonial outings, the Holden Caprices are used to nip down to the shops.

Over the years, the Fernberg estate has been developed progressively to meet the requirements of the Governor's Office. As home to the Governor and workplace for both the Governor and the Office of the Governor, it plays an important and enduring role in Queensland public life. It is listed as a place of cultural heritage significance on the Queensland Heritage Register.

If you would like to look over Fernberg, the next opportunity for the general public is Queensland Day, the 8th June 2014. See [HERE](#)

In the movies:

A person being pursued will always stop and throw something at the person chasing them, even though it takes three times longer to stop and throw the obstacles than it does for the person chasing to jump over them.

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Allan George's Gems

The True story of Rudolph, the red nosed Reindeer.

A man named Bob May, depressed and broken-hearted, stared out his draughty apartment window into the chilling December night. His 4-year-old daughter Barbara sat on his lap, quietly sobbing. Bob's wife, Evelyn, was dying of cancer. Little Barbara couldn't understand why her mommy could never come home. Barbara looked up into her dad's eyes and asked, "Why isn't Mommy just like everybody else's Mommy?"

Bob's jaw tightened and his eyes welled with tears. Her question brought waves of grief, but also of anger. It had been the story of Bob's life.

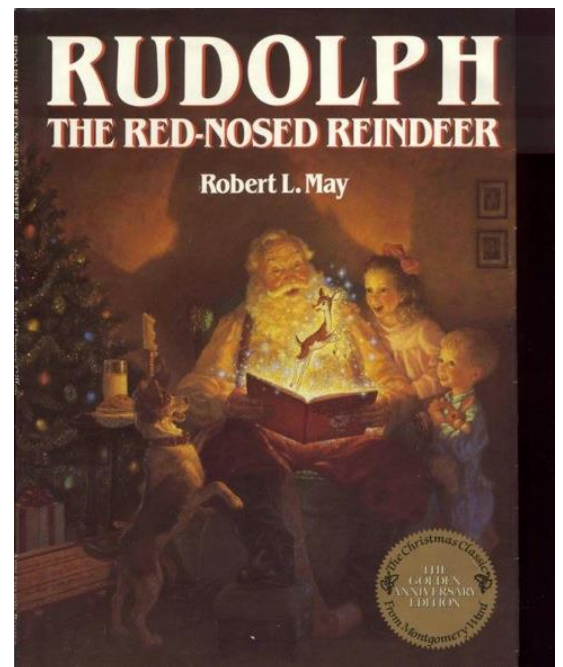
Life always had to be different for Bob. Small when he was a kid, Bob was often bullied by other boys. He was too little at the time to compete in sports. He was often called names he'd rather not remember. From childhood, Bob was different and never seemed to fit in. Bob did complete college, married his loving wife and was grateful to get his job as a copywriter at Montgomery Ward during the Great Depression. Then he was blessed with his little girl.

But it was all short-lived. Evelyn's bout with cancer stripped them of all their savings and now Bob and his daughter were forced to live in a two-room apartment in the Chicago slums. Evelyn died just days before Christmas in 1938. Bob struggled to give hope to his child, for whom he couldn't even afford to buy a Christmas gift. But if he couldn't buy a gift, he was determined to make one - a storybook!

Bob had created an animal character in his own mind and told the animal's story to little Barbara to give her comfort and hope. Again and again Bob told the story, embellishing it more with each telling.

Who was the character? What was the story all about?

The story Bob May created was his own autobiography in fable form. The character he created was a misfit outcast like he was. The name of the character? A little reindeer named Rudolph, with a big shiny nose.



very comfortable in seating, leg room and service, hot meals were served on bone china with silver cutlery, free liquor flowed and over-nights were in the very best hotels.

There was no rush, no waiting in lines and everyone was well-dressed. Flying along at only a few thousand feet, one could see (down to the quality of the washing on the backyard clothes lines) every interesting feature passing below. At 95 to 100 mph one also had time to look at the passing panorama. It took four days to a week (depending on headwinds and weather) to fly from London to Cape Town, South Africa, by flying only about four hours a day and staying at the best hotels in Europe, Cairo, Khartoum and Victoria Falls. All stops to India also made for an interesting choice of destinations. Old fashioned and good mannered ideas and behaviour, like dressing up to have evening drinks on the balcony and certainly not ever being in a hurry - one can only salivate at how pleasurable that would be.



In a modern jet, one can get from A to B quickly (even with stop-overs), but nowadays there is nothing to be seen on the ground from 35,000 feet, the modern airline food is at best, basic (unless you are in first class) and passengers are so jam-packed in that one tends to feel like an immigrant in steerage as the Clipper Ship (ca 1844) creaks and strains along. We will not get on to the subject of terminals. Older bi-plane aircraft, such as Tiger Moths, can land almost anywhere, wherever there is a stretch of grass. This airliner was a little more speedy than a DH-82 Tiger Moth, but its landing speed would be quite similar. They flew all over the UK and Europe



The Handley Page HP-42 "Helena" of Imperial Airways, 1932. Slow, safe and very comfortable.

and down to South Africa on a regular basis. They also conducted regular services to India via many places en-route. There were occasions, flying down to Cape Town, when the strong headwinds from the south reduced the groundspeed to such an extent that the crew turned the machine around and flew back to their point of departure to sit it out in the hotel.

True to its name, Imperial Airways was the flag airline of the inter-war British Empire. Over a route network stretching to almost 25,000 miles (1938), it carried passengers and air freight across and between Britain's far-flung colonies. It was Britain's commercial long range air transport company and operated from 1924 until the outbreak of war in 1939. It formed local partnerships with Qantas and TEAL (Tasman Empire Airways Ltd) in New Zealand. It was

merged into the British Overseas Airways Corporation (BOAC) in 1939, which in turn merged with the British European Airways Corporation to form British Airways.

A man had two of the best tickets for the AFL GRAND Final. As he sits down, another man comes along and asks if anyone is sitting in the seat next to him. "No", he says, "the seat is empty." "This is incredible!" said the man, "who in their right mind would book a seat like this for the AFL GRAND Final, the biggest sporting event of the year, and not use it?"

He says, "Well, actually, the seat belongs to me. My wife was supposed to come with me, but she passed away. This is the first AFL GRAND Final we haven't been to together since we got married." "Oh... I'm sorry to hear that. That's terrible. I guess you couldn't find someone else, a friend or relative or even a neighbour to take the seat?" The man shakes his head...

"No...no, they're all at the funeral."

Lipstick in a Catholic School in Singapore.

They say this is true!!! According to a news report, a certain private Catholic school was recently faced with a unique problem. A number of 12-year-old girls were beginning to use lipstick and would put it on in the bathroom. That was fine provided it was of a natural or neutral skin tone, but after they put on their lipstick, they would press their lips to the mirror leaving dozens of little lip prints. Every night the maintenance man would remove them; and the next day the girls would put them back. Finally, the principal, Sister Mary, decided that something had to be done. She called all the girls to the bathroom and met them there with the maintenance man. She explained that all these lip prints were causing a major problem for the custodian, who had to clean the mirrors every night (you can just imagine the yawns from the little princesses!) To demonstrate how difficult it had been to clean the mirrors, Sister Mary asked the maintenance man to show the girls how much effort was required, and how he cleaned off the lipstick marks every night. He took out a long-handled squeegee, dipped it in the toilet bowl, and cleaned the mirror with it.



Since then, there have been no lip prints on the mirror - There are teachers..... and then there are educators!

Cheap Watches.

If you were in the market for a watch in 1880, would you know where to get one? You would go to a store, right? Well, of course you could do that, but if you wanted one that was cheaper and a bit better than most of the store watches, you went to the train station! Sound a bit funny? Well, for about 500 towns across the northern United States, that's where the best watches were found.

Why were the best watches found at the train station? The railroad company wasn't selling the watches, not at all. The telegraph operator was. Most of the time the telegraph operator was

located in the railroad station because the telegraph lines followed the rail road tracks from town to town. It was usually the shortest distance and the right-of-ways had already been secured for the rail line.

Most of the station agents were also skilled telegraph operators and that was the primary way that they communicated with the railroad. They would know when trains left the previous station and when they were due at their next station. And it was the telegraph operator who had the watches. As a matter of fact they sold more of them than almost all the stores combined for a period of about 9 years.

This was all arranged by "Richard", who was a telegraph operator himself. He was on duty in the North Redwood, Minnesota train station one day when a load of watches arrived from the East. It was a huge crate of pocket watches. No one ever came to claim them.



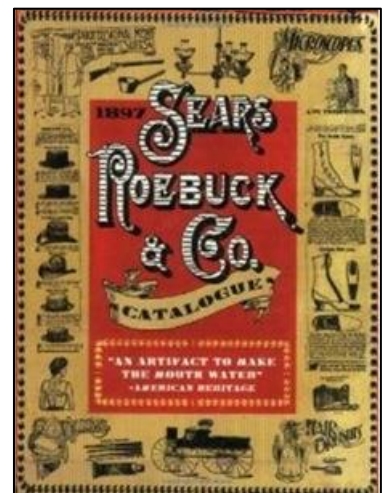
So Richard sent a telegram to the manufacturer and asked them what they wanted to do with the watches. The manufacturer didn't want to pay the freight back, so they wired Richard to see if he could sell them. So Richard did. He sent a wire to every agent in the system asking them if they wanted a cheap, but good, pocket watch. He sold the entire case in less than two days and at a handsome profit.

That started it all. He ordered more watches from the watch company and encouraged the telegraph operators to set up a display case in the station offering high quality watches for a cheap price to all the travellers. It worked! It didn't take long for the word to spread and, before long, people other than travellers came to the train station to buy watches.

Richard became so busy that he had to hire a professional watch maker to help him with the orders. That was Alvah. The business took off and soon expanded to many other lines of dry goods. And the rest is history as they say.

Richard and Alvah left the train station and moved their company to Chicago -- and it's still there.

Yes, it's a little known fact that for a while in the 1880's, the biggest watch retailer in the country was at the train station. It all started with a telegraph operator: Richard Sears and his partner Alvah Roebuck!



Sears Roebuck published their first catalogue in 1888 and by 1894, it had grown to 322 pages. These days, of course, the catalogue is on line and you can see the latest one [HERE](#).

Age doesn't always bring wisdom.
Sometimes age comes alone.

Dance with Death.

31 B-52's were lost during the Vietnam war.

On 22 November 1972, a B-52D from U-Tapao was hit by a surface-to-air missile (SAM) while on a raid over Vinh. The crew was forced to abandon the damaged aircraft over Thailand. This was the first B-52 to be destroyed by hostile fire in Vietnam. In total, 31 B-52s were lost during the war, which included 10 B-52s shot down over North Vietnam.

The zenith of B-52 attacks in Vietnam was Operation Linebacker II (sometimes referred to as the Christmas Bombing) which consisted of waves of B-52s (mostly D models, but some Gs without jamming equipment and with a smaller bomb load). Over 12 days, B-52s flew 729 sorties and dropped 15,237 tons of bombs on Hanoi, Haiphong, and other targets. Originally 42 B-52s were committed to the war; however, numbers were frequently twice this figure. During Operation Linebacker II, there were 15 B-52s shot down, five B-52s were heavily damaged (1 crashed in Laos), and five B-52s suffered medium damage. A total of 25 crewmen were killed in these losses.



Vietnam claimed 34 B-52s were shot down.

You can see a video on how North Vietnam used the Soviet supplied SAMs to great effect [HERE](#)

Legerwood tree sculptures.

If you've ever been to Tassie, after doing Port Arthur and it's surrounding areas, you probably toured up the east coast towards Launceston via Orford, Swansea, Bicheno and then most likely went back inland though St Marys, Conara and up to Launceston via the Midlands Highway – which is a shame. Although the road via Conara is much better and much quicker, there's not a lot to see. The trip back to Lonnie via St Helens, while taking quite a bit longer is definitely worth the extra time spent on the road.

When you take the long way you can divert off the highway and visit such places as the [St Columbia Falls](#), Derby with its old tin works and further up the line call into the quiet little township of Legerwood. It's not a big town with only about 250 permanent residents, you won't find a Myer or Big W there, but you will find something quite remarkable. Back in the early 1900's, Legerwood was an important railway stop for trains on the way to Pioneer (way up the

north east) but now that the railway and trains have long gone, there's not a lot happening industry wise.

With the outbreak of WW1, Legerwood sent most of their able bodied young men off to fight and quite a number did not come home. After the war, the people of Legerwood decided to remember their fallen young men by planting an avenue of trees, one for each fallen soldier and one to remember all who had fallen at Gallipoli and one for the Anzacs. They were determined that these brave fathers, husbands, sons and sweethearts were never to be forgotten.



They say "Age shall not weary them....." unfortunately, this does not apply to trees. In 1999 the trees were checked and declared a safety risk and the memorial appeared destined to be lost forever, but, in the spirit in which the trees had been planted so many years before, the tiny but determined community rallied and enlisted the talents of skilled Tasmanian chainsaw carver, Eddie Freeman, to bring the soldiers back to life in sculpture.



Legerwood now has a lasting tribute to their fallen heroes and to remember the importance of the once busy railway, they have also constructed a picnic and bar-b-q area with a small shop in the likeness of a railway station from which to sell souvenirs.

It is definitely worth seeing.



You can click each one of the pics to get a bigger view.



If you're into Golf, [THIS](#) is definitely for you.

Condoms don't guarantee safe sex!

A friend of mine was wearing one when he was shot dead by the woman's husband!

The Age of the drone.

Recently we, like a lot of you, received an email which contained a link to a video showing a US Navy drone which, according to the email is called the Northrop Grumman X-47. You can see that video [HERE](#). The X-47 was shown flying off the USS George HW Bush which, according to the video, happened in May 2013.

Wikipedia says of the X-47, "The



Northrop Grumman X-47B is a demonstration unmanned combat air vehicle (UCAV) designed for carrier-based operations. Developed by the American defence technology company Northrop Grumman, the X-47 project began as part of DARPA's J-UCAS program, and is now part of the United States Navy's Unmanned Combat Air System Demonstration (UCAS-D) program. The X-47B first flew in 2011, and as of 2013, it is undergoing flight testing, having successfully performed a series of land- and carrier-based demonstrations. Northrop Grumman intends to develop the prototype X-47B into a battlefield-ready aircraft, the Unmanned Carrier-Launched Surveillance and Strike (UCLASS) system, which will enter service by 2019”.

It has a cruise speed of Mach 0.9, a range of 2,100 nm and a ceiling of 40,000ft. It has 2 weapon bays, providing for up to 2,000 kg of ordnance and today has cost \$813 million

BUT!!!

We got another email, this time showing what is said to be the first vision of a state-of-the-art drone touted as the future of British warfare. It was shown soaring over what is thought to be Woomera in remote South Australia.

According to the email, the Taranis drone is a joint project between UK defence and BAE Systems and costs \$336.5 million. That's a heap cheaper than the Yankee one.

It is designed to carry a payload of guided bombs and missiles, travel at supersonic speeds, and fly undetected by radar. It's faster than the Yankee one too.



The UK military says the Taranis will be operable via satellite from anywhere in the world. The first test flight is being hailed as a "major landmark for UK aviation". You can see video of it in flight [HERE](#). The vision shows the Taranis, named after the Celtic god of thunder, making a take-off and conducting a number of manoeuvres over red desert during its first test flight. The British Ministry of Defence (MoD) will not confirm where the footage was shot, but revealed in a submission to a UK parliamentary hearing last year that the Taranis Unmanned Combat Air Vehicle (UCAV) demonstrator had conducted initial test flights - shortly after ABC sources confirmed that the prototype had been shipped to the Woomera test range.

The MoD is hailing the test flight, which it now confirms occurred in August last year, as an overwhelming success. "The demonstrator aircraft made a perfect take-off, rotation, 'climb-out' and landing on its 15-minute first flight," it said in a statement. "A number of flights took place last year, of up to one hour in duration and at a variety of altitudes and speeds. "The findings from the aircraft's flights prove that the UK has developed a significant lead in understanding unmanned aircraft, which can strike with precision over a long range whilst remaining undetected."

Click [HERE](#) to see the number of unmanned aircraft – what's new??

So!! It looks like everyone's got one of these things and we wonder whether Pilots are going to go the same way as Ford, Holden and Toyota.

Japanese Secret WW2 Weapon Found Off Pearl Harbour.

Only days before the 72nd anniversary of the Pearl Harbour attack, the secret weapon of the Japanese admiral who planned the "Day of Infamy" has been found and positively identified at 2,300 feet in waters off Oahu.

Research teams organized by the University of Hawaii at Manoa made the formal announcement Tuesday that the wreck on the Pacific bottom was the I-400, a submarine aircraft carrier that was the brainchild of Isoroku Yamamoto, the Japanese Marshal Admiral and commander-in-chief of the Combined Fleet during World War II.



Yamamoto was the architect of the carrier attack that killed 2,300 and devastated the U.S. Pacific fleet at Pearl Harbour on the 7th Dec. 1941. The attack began 1,351 days of war and triggered major innovations in military technology that included Yamamoto's vision of a fleet of super subs that would hit the Panama Canal and even New York to demoralize Americans and slow or even stop the U.S. advance across the Pacific.

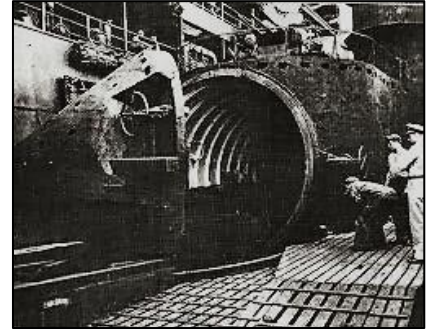


"Had they been able to affect those strikes, it would have been a different war," said James Delgado, director of the National Oceanic and Atmospheric Administration's Maritime Heritage Program.

Yamamoto wanted a fleet of 18 super subs but the I-400 and two sister ships were the only ones ever built. At 400 feet long, the Sen-Toku class 1-400 dwarfed all other submarines of the age and each had four 1,680 kW (2,250 hp) engines and carried enough fuel to go around

the world one-and-a-half times. Its range of 37,500 miles was not matched until nuclear subs were developed in the 1960s.

The I-400 and its sister ship the I-401 each had 150-foot hangars built into the hull to accommodate three folding-wing M6A1 Seiran bombers for hitting the U.S. mainland with a 1,800-pound bomb. The pontoon-equipped Seirans were to be launched by catapult from the sub's deck and then be hauled back aboard by crane. However, the subs were never used as intended and were mainly consigned to hauling fuel to Japanese bases.



Terry Kerby, a veteran underseas explorer who piloted the research sub that found the I-400, said U.S. prize crews were stunned to come across the super subs when Japan surrendered to end the war. "We never knew they existed," said Kerby, operations director of the Hawaii Undersea Research Laboratory (HURL). The I-400 was one of five Japanese subs brought back to Pearl Harbour at the end of World War II to be studied by the Navy, but they were soon caught up in the just-beginning Cold War with the Soviet Union. When the Soviets in 1946 demanded access to the subs under terms of the treaty that ended the war, the U.S. Navy sank the subs off the coast of Oahu and claimed to have no information on their precise location.

Kerby has now found four of the five scuttled subs.

"The I-400 has been on our 'to-find' list for some time," Kerby said. "It was the first of its kind of only three built, so it is a unique and very historic submarine. Finding it where we did was totally unexpected." The announcement of the find was delayed until the NOAA verified the identification with the State Department and the Japanese government.

The I-400 was truly revolutionary. The innovation of air strike capability from long-range submarines represented a tactical change in submarine doctrine. The large I-400, with its extended range and ability to launch three aircraft, was clearly an important step in the evolution of submarine design.

Laugh and the whole world laughs with you, cry ... and you have to blow your nose.

Scepticism.

For too long now Green groups and others with a specific barrel to push have scared the pants off a lot of us with their "we're ruining everything" predictions. It's time to sit back and examine some of these people and in a lot of cases, the garbage they preach. Be sceptical, it's healthy.

See [HERE](#).

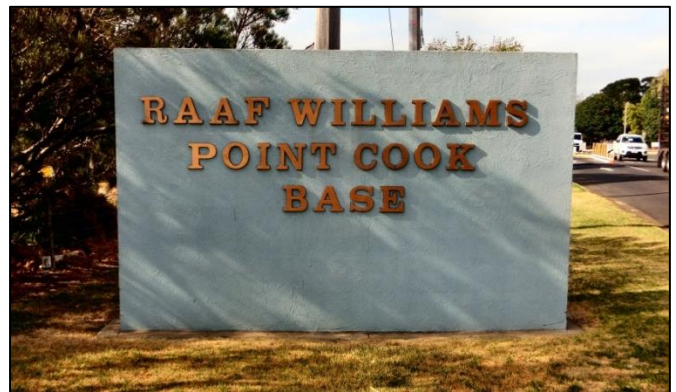
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Point Cook Air Show.

Over the weekend 1st and 2nd of March 2014, the Centenary of Military Aviation Air Show was held at Point Cook, the oldest continually operating military air field in the world. You can click a lot of the pics below to get a bigger look.



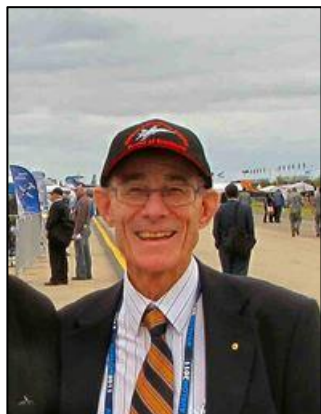
Back in 1913, a Lieutenant Henry Petre selected a parcel (300 hectares) of coastal grazing land for the purpose of establishing a flying school for the Australian Flying Corps (AFC). As flying was still in its infancy and still highly experimental, land at sea level, devoid of any hills or obstructions, was essential for flying training and development. The Australian *Central Flying School* was formed and began its operations at Point Cook with two Officer instructors and a few aircraft mechanics.



On the 1st March 1914, a Lieutenant Eric Harrison left the ground in a Bristol Boxkite to become the first person to fly from the newly established Base and exactly 100 years and a few minutes after, Air Vice Marshal Mark Skidmore (retired) flew a recently built replica of the same aircraft in front of crowds of people at the Air Show. His descendants were guests at the Airshow and watched as the replica was flown early on the Sunday morning (02Mar2014).



The brainchild of Group Captain (retired) Ron Gretton, AM, (below) and Wing Commander (retired) Geoff Matthews, the Boxkite replica was painstakingly built at the RAAF Museum, and was first flown on the 11th September, 2013. (See [HERE](#)).



The Boxkite has a rich history in the evolution of military aviation in Australia and was the first official military aircraft built in Australia that was used to train Australia's military aviators. It was developed in the UK in 1910 by the British & Colonial Aeroplane Company and was 'state of the art' in its time and also one of the most successful trainers of the era.

The replica project was started in April 2006 when it was estimated it would take 4-5 years to construct the aeroplane. Most of the smaller wood components, brackets and fittings were manufactured in the Museum's Maintenance Hanger and the project was essentially completed in April 2011, five years after wood was first cut.

These aircraft were originally powered by a French designed Gnome 7 Omega 7-cylinder air cooled radial engine, but finding a spare serviceable and reliable replacement was a bit hard so it was decided to fit the Australian Rotec R2800 engine which is frequently used as a replacement engine for aircraft of this vintage. The Rotec was ground run in its temporary ground support stand and the complete module (seats and engine) was installed in the aeroplane prior to Christmas 2010. The aeroplane was finally registered with the Civil Aviation Safety Authority, the registration being VH-XKT. Its completion is a credit to all involved.



You can see how and where the aircraft was built [HERE](#).

A few months after Lieutenant Eric Harrison's first flight, the school commenced its first flying course with four students, coinciding with Britain's declaration of war against Germany (WW1) on the 4th August. During the war, the school produced 120 pilots for the fledging AFC then in March 1921, the AFC was transformed into the Royal Australian Air Force and there was a rapid expansion of Point Cook with the establishment of seaplane and fighter aircraft along with Officer Cadet training. In 1939, with war once again inflicted on the world, Point Cook became a major training centre producing 2700 pilots and more than 7000 wireless telegraphy and cipher operators.

In 1945, with peace and normality returning to the world, Point Cook continued its flying training role, hosting courses for the RAAF as well as for the Army and Navy until 1992. During these years it was also home to such bodies as:

1. The RAAF College (later renamed the RAAF Academy).
2. The RAAF Staff College.
3. Central Flying School.
4. No 1 Basic Flying School.
5. The Officer Training School.
6. The RAAF Institute of Aviation Medicine.
7. The RAAF School of Languages, and
8. The Air Force Training Group HQ.

In 2003, the Government announced that Point Cook would be sold as freehold land but they weren't anticipating the huge backlash from both the service and civvy population. Wing Commander Ted Ilton had been retired from the RAAF for 25 years and felt he had to join the chorus and attempt to reverse the decision. Along with many others, he submitted several well documented papers which he feels had some affect in the eventual reversal. In Feb 2004, to the relief of many, the decision was reversed and in 2005 the Government announced that the Base would be retained indefinitely for Defence use. In 2007 it was included in the National Heritage.



Both Point Cook and Laverton are now called RAAF Williams after Richard Williams who graduated from the first AFC training course in 1914. Richard Williams went on to be Air Marshall Williams and Chief of Air Staff from 1922 until 1939. He is known as the "Father of the Air Force".

Point Cook is home to some wonderful old buildings, many dating back to pre WW1, including the oldest hangers and workshops in Australia, most of which were built between 1914 and 1917. It was only fitting that Point Cook, which is home to the RAAF Museum and 21 Squadron, was chosen as the Base to host the Centenary of Military Aviation Air Show.

RAAF flying had stopped some time ago and the airstrip was being used by RMIT as a base for their flying school but in January this year the RAAF once again took control of the airside. A good thing!!

Prior to the Airshow, Point Cook had been allowed to 'wind down' and the basic facilities needed to run a successful event were in short supply. Aircraft GSE had to be brought in from other bases, personnel transport vehicles had to be found and brought to Point Cook, refuelling facilities arranged, crowd control material and personnel found and briefed, portable elec power arranged and delivered to where it would be required, food, drink, toilet facilities all arranged and confirmed. As well as that there was marketing and insurances to consider. A massive task! The RAAF also provided accommodation and meals for military and civil persons engaged in the show and Air Commodore Phil Byrne, (left) the Head of Special Events in the RAAF, and his team, had to scour far and



wide, then beg, borrow and steal a tonne of equipment to make it work as well as find sufficient beds, bedding and other facilities necessary for a comfortable stay.

As uniform numbers on the Base had dropped to a low number, there was not a working Mess on the base that could prepare and serve the meals needed to feed these people so alternative arrangements had to be made. The old Officers Mess was used, civvy caterers



were brought in, gas barbecues and ovens were found and assembled at the back of the mess, the dining room was cleaned up and from these rudimentary facilities, everyone was served up breakfast, lunch and dinner and there wasn't a complaint in the house. Well done to everyone involved.



Old Officer's Mess dining room, Point Cook.

The two day flying display was put together by the RAAF's Head of Flying operations, Air Commodore David Pietsch, (right). The program included quite a number of civvy participants, people who, at their own cost, gave of their time to bring their aircraft to the Airshow for a static display or to wow the crowd with their professional and precision flying, (see program [HERE](#)). David and his team burnt the mid-night oil to get everything right and it showed on the day as the events went without a hitch.



Some of the aircraft on display included:

Avro Cadet Mk. II

In May 1935 the Avro 643 Cadet II was selected for RAAF training and an initial order for 12 machines was placed with A.V. Roe and Company Ltd. Local production of the chosen training aircraft was being considered and the Cadet was considered favourable to the DH.82 Tiger Moth because its performance was better with the air cooled radial engine. In addition deHavilland had specified a slower delivery rate at higher cost and stipulated that 36 DH.82s must be built in England before Australian production would be allowed.

The first six Cadets arrived at Melbourne on board SS *Nestor* on 29 December 1935. Two months later an agreement was approved between the Australian Government and A.V. Roe and Co Ltd for manufacturing rights for Australian built Cadets. A further order for 10 British built Cadets was approved on 18 August 1936, followed by another 12 Cadets placed on 18 August 1936.



Delays in establishing the Australian production necessitated another order for 12 more British Cadets. In a complex story of RAAF policy changes and Australian politics of the volatile years leading up to the outbreak of World War Two, the planned Australian production line was never established.

In all, the RAAF obtained a total of 34 Cadets, all Avro 643 Mark II models, powered by the 150hp Armstrong Siddeley Genet Major 1A radial engine, operated without cowlings. The RAAF named them *Avro Trainers* and they were referred to by that name during their RAAF careers.

All Avro Trainers were retired from the RAAF during 1944. Eventually DCA approved the aircraft for civil use and 17 received civil certification, initially flown by aero clubs and private owners. Later Cadets found a new role in aerial agriculture, when a number were fitted for dusting and spraying and two were re-engined with the more powerful American 220hp Jacobs R-755 radial. A modification installed on most drop dusting Cadets was an air scoop on the top of the rear fuselage, to expel superphosphate and other granular fertiliser dust, which otherwise covered the fuselage internal structure.

This particular aircraft is owned by Clinton Ashton-Martin.

P-51 Mustang.



This aircraft first saw service with the RAAF in 1948 and was retired in 1958. It entered the Civil register in 1959 but was grounded in 1960 and stayed on the ground until restored in 1981 by ex-RAAF pilot Jeff Trappett. Jeff bought the aircraft in 1978 and with the help of several dedicated ex-RAAF bods, lovingly restored it over a number of years.

Jeff graduated from the RAAF's pilot course in 1968 and as a F/O flew Caribous with 35 Sqn in Vung Tau from Oct 1970 to Oct 1971. After Vietnam, he left the RAAF and joined TAA but in 1979 signed on again, was posted to Amberley and flew the F111. In 1981 he was promoted to Squadron Leader and eventually led the Roulettes Aerobatic Team.

He finally retired from the Air Force in 1989 and, when not flying the Mustang flies Qantas Boeing 747s. He tries to take the Mustang out once a month to flying displays, airshows and other events, many of which are associated with the Museum at Point Cook.

It's kept at his Latrobe Flying Museum at Traralgon in Victoria where he keeps a number of other aircraft he owns and operates, including a Winjeel and a Douglas C-47B. Jeff admits to spending "massive amounts" of time and money on his passion for historical aircraft, but it's a labour of love.

Curtiss P-40 Kittyhawk.

The Curtiss P-40 Kittyhawk was an American single-engined, single-seat, all metal fighter and ground-attack aircraft that first flew in 1938. The P-40 design was a modification of the previous Curtiss P-36 Hawk which reduced development time and enabled a rapid entry into production and operational service. The Kittyhawk was used by most Allied powers during World War II, and remained in frontline service until the end of the war. It was the third most-produced American fighter, after the P-51 and P-47; by November 1944, when production of the P-40 ceased, 13,738 had been built, all at Curtiss-Wright Corporation's main production facilities at Buffalo, New York.



During WW2, the RAAF operated a total of 908 of these aircraft, in various models and they were retired in 1947.

This particular aircraft is owned by Judith Pay.



Above, part of the line up of civvy aircraft on display.

I remember when I took my son to the pub for his first drink. Got him a Fosters.....he didn't like it, I had it. Then I got him a VB, he didn't like that either, I had it. It was the same with Guinness and XXXX. By the time we got down to the whisky I could hardly push the damn pram.

Gloster Meteor F8.



This aircraft was built in 1949 in the UK and is the only Gloster Meteor F8 flying in the world. It originally flew with the RAF until 1982 and was then sold to a private owner and continued to fly in the UK. It was then purchased by the [Temora Aviation Museum](#) and transported to Australia where it was given the registration VH-MBX and after some restoration, took to the skies again in 2001. Since being re-painted, the aircraft carries the markings of a Korean War era Meteor operated by 77 Squadron and flown by Sgt. George Hale.

Sadly, during the Korean War we lost 54 of our 90 aircraft and 30 RAAF pilots were killed in action.

Lockheed Hudson III



This aircraft, which is also owned by the Temora Aviation Museum, was received by the RAAF in 1941 and after service with No.1 O.T.U. it was allotted to 14 Squadron in July 1942 for anti-submarine patrol off the coast of Western Australia. It was then allocated to 6 Squadron in PNG and flew out of Milne Bay in bombing, armed reconnaissance and patrol work for a period of twelve months. It returned to Australia for a major then was allocated to the RAAF Survey Flight and flew with them for the next two years. Post-war, it was sold to East-West Airlines and became their flagship (VH-EWA) for the next six years then was purchased by Adastral Aerial Surveys as a photographic aircraft. Malcolm Long purchased the aircraft from Adastral in 1976 and restored it to its original military configuration in 1993.

Temora Aviation Museum bought the aircraft in May 2004 and operates it as a tribute to Hudson crews of World War 2.



A total of 2,941 Hudsons were built of which the RAAF operated 247. This example is painted to represent a Hudson III A16-211 that served with 6 Squadron during the decisive Battle for Milne Bay. A16-211 crashed on landing at Millingimbi (NT) after its undercarriage failed, it was Christmas Treed and parts of it are still there.

DeHavilland Caribou. (A4-211).

One aircraft that needs no introduction is the faithful old Caribou. After they were retired from RAAF service, two were bought by and are now operated by [HARS](#). This particular aircraft (A4-210) was delivered to 35 Sqn in 1964 and started work in Vung Tau. In December 1968, after running into a ditch on landing, it was loaded onto HMAS



Sydney and delivered to De Havilland's at Bankstown for repairs after which it was sent to 38 Sqn at Richmond but remained a scary aeroplane in which to fly. On full flap it tended to do very un-aeroplaney things and it spent many weeks with tell-tale ribbons taped to its outsides until it was worked out what had been put back incorrectly.

Once fully repaired, it was put on the line and continued to work with 38 Sqn until it was retired and sent to Oakey for storage where it was bought by HARS in 2011.



Bob St John and the crew brought '210' down to Point Cook where it put on a show for the crowd.

Douglas DC-3



Another aircraft that is as familiar and as solid as an FJ ute is the old DC3. This aircraft, also owned and flown by HARS, was delivered to the RAAF in 1945 and served with 38, 36 and then 34 Squadrons. While at 34 Sqn it was used as a VIP aircraft and was used as a support aircraft carrying equipment and transporting members of parliament and visiting dignitaries during the Queen's tour of Australia in 1954,. Retired from 34 Sqn in 1967, it finally went to ARDU where it stayed until 1997.

Early in 2000, not long after its 55th birthday, it was decommissioned after having flown a total of 14,600 hours. It was acquired by HARS in July 2000 and flown from Edinburgh to Bankstown where it went through a thorough restoration and registration process to bring it onto the domestic register as VH-EAF. With the RAAF's permission, the aircraft was essentially left in RAAF livery except the words 'Royal Australian Air Force' on both sides of the fuselage were changed to 'Historical Aircraft Restoration Society' and the ARDU insignias on the tail were changed to the HARS insignias.

The Old.

The Australian Government ordered 24 F-111Cs in 1963, but the aircraft were not delivered until 1973 because of long-running technical problems. A further 15 F-111G models were ordered and delivered between 1993 and 2007. The C models underwent modernisation programs in the 1980s and 1990s but despite this, by the 2000s they were becoming outdated and expensive to maintain, leading to a decision to retire them in 2010 rather than 2020 as originally planned.



The aircraft above was delivered to the RAAF in June 1973 and was the first F111 to land at Amberley. In December 2010 it performed another milestone when it took part in a flying display to mark the retirement of the type and was the last RAAF C model to land.

In May 2011, it left Amberley for Point Cook, though this time on the back of a truck, taking 3 days instead of the 30 minutes it was quite capable of. Once on the ground again at the Museum, it was re-assembled by the blokes and blokettes from 82 Wing and is now on permanent display – still a very impressive looking aeroplane.



The New.

With the F111's in the retirement home, the RAAF was left with a big hole in its strike department and with the planned replacement aircraft, the F35 (below) not quite ready to go, the RAAF took delivery of 24 Boeing F/A Super Hornets to temporarily fill the gap.



The RAAF's first two of a total order of 100 F35A's, the conventional take-off and landing variant, should be delivered some time in mid 2014. These aircraft will be stationed in the US and will be used to train pilots for the Australian based aircraft which should start arriving some time in 2018. These will go to 3 Squadron at Williamtown. It is planned to eventually have two Squadrons based at Williamtown, one at Tindall and one at Amberley.

A lot of negativity has been peddled about the F35, as a lot was said about the F111 before it arrived and eventually and thoroughly proved the doomsday sayers completely wrong. We've got a feeling the F35 which is a fifth generation fighter, combining advanced stealth with fighter speed and agility, advanced mission systems, fully fused sensor information, network-enabled operations and cutting-edge sustainment, will also prove the knockers to be ignorant know-alls.

The aircraft above is a 'mock-up' and has been used at various events to show the public their taxes at work.

The big fella.

The RAAF's 6 C-17 Globemaster aircraft are based at 36 Sqn at Amberley. The first arrived in 2006 and since then they have performed all sorts of heavy lift tasks in all sorts of places (see our earlier story [HERE](#)). Capable of lifting a 70 tonne load these magnificent aircraft kept the Australian contingent in Afghanistan regularly supplied with vital equipment.



Normally a very popular attraction when and wherever they are shown, at Point Cook over the weekend they didn't let the organisers down. The long lines of people waiting to walk through didn't shorten at any time during either day, it was just a case of in the front door, walk through the aircraft then down the ramp – a ten minute wait in line for a two minute walk through. There were elderly people, middle aged, married couples with kids, teenagers, all eager to get inside and have a look.

Full marks have to go to the RAAF people who were detailed off to be on duty inside the aircraft, over the two days they would have had to answer at least a million questions, some silly, some technical, some completely irrelevant, most of which would have been repeated a

thousand times, yet they all handled themselves professionally and with smiles on their faces, a credit to themselves and to the RAAF.

General Purpose Uniform (GPU).

The RAAF used the Show as an opportunity to unveil their new General Purpose Uniform. The dark blue and metal grey uniform was officially launched by Chief of Air Force, Air Marshal Geoff Brown, AO, who said Point Cook, the historical birthplace of the RAAF, was a fitting location to launch the new GPU.

"The purpose of the GPU is to provide a unique and easily identifiable Air Force presence to the Australian Defence and civilian communities, consistent with the Air Force's distinctive identity and still effective in meeting our service requirements," AIRMSHL Brown said. "The GPU will begin from today to replace the current camouflage uniform, also worn by Army, for general base duties and in non-warlike environments such as humanitarian tasks and Defence assistance to the civil community."



David Smith, an MT Fitter and Sidney Widjaja, Clerk, show off their new uniforms.

It is planned that all Air Force personnel will be issued with the new uniforms by the end of 2015.

(I think the new cap badges are confusing – everyone looks like an officer these days, bring back the berets, shorts and T-boots we say!!! - tb)

The RAAF Museum

When not looking at the flying display or the static aircraft, most of the people did a tour of the RAAF Museum. David Gardener has been the director of the Museum since 1999 and has overseen some dramatic changes. There are some wonderful old aircraft on display, though pride of place has to be the Bristol Boxkite replica. As well as aircraft and RAAF memorabilia, the Museum also holds thousands and thousands of film negatives, some taken many many years ago. They are in the process of scanning these negatives and one day, as and when time allows, they will be made available.



To commemorate the release of the Boxkite, the museum invited owners of vintage Bristol cars to display their vehicles next to the Boxkite and three magnificent examples of the marque and their owners turned up, along with a wonderfully restored 3.8S Jaguar.



Bristol Cars is the last remaining descendant of the Bristol Aeroplane Company, a major aircraft manufacturer that at one point employed well over 50,000 people. After the Second World War the Car Division of the Bristol Aeroplane Company was formed, later becoming Bristol Cars Limited.

The company suspended manufacturing in March 2011 when administrators were appointed then soon after in April that year, the company was purchased by Kamkorp, a British-Swiss holding company assuring its continuation. At present it restores and sells old models of the marque, whilst a new model is developed.

Another aircraft normally on display, but which was banished to the back of the bus for the show is the old A model Herc.



Many say this model was the best Herc ever made and that 36 Sqn went downhill when they got rid of them, but perhaps that's only a rumour. It did sound the way a Herc was meant to sound though.

If you have never been to the Museum, it should be on your bucket list, it is open Tuesday to Friday from 10.00am to 3.00pm and on Weekends and Public holidays from 10.00am to 5.00pm. Closed Mondays.

Admission is free but people over 18 will need photo ID.

Army.

The Army paraded several of their new helicopters, the Multi Role Helicopter (MRH) and the Tiger Armed Reconnaissance Helicopter (ARH).

Both are being built under licence at Australian Aerospace's complex at Brisbane Airport. The Army has ordered 30 MRH to replace the aging Black Hawks and these aircraft can carry between 12 and 20 soldiers, (depending on seating configuration) or 12 stretchers or an

internal load of up to 2,500kg. The Navy will also receive 16 of the type to replace their ancient Sea Kings.



Foreground the Tiger ARH and in the background, two MRH.

The Tiger ARH, of which the Army will receive 22, has been designed to provide significant reconnaissance and fire support in a combined arms team and is equipped with Hellfire missiles, 70 mm rockets and cannons.

Attendance.

It was reported that more than 33,000 people flocked to Point Cook at the weekend for the Show and you can bet not one would have been disappointed.



The Melbourne God turned on some good weather, cool in the morning but blue sky and warm in the afternoon and all day they streamed in through the gates with their chairs, umbrellas, rugs, eskies, cameras, found a spot on the grass and watched the flying show that commenced at 10.00am and continued non-stop until 4.00pm.



Part of the huge crowd that lined the runway to get a glimpse of the displays.

Spotted in the crowd and later in the Officers Mess enjoying a cold ale at the end of a hot day was Wing Commander (Retired) Ted Ilton and his lovely lady friend Beverly Malone.



Ted and Bev flew down from Brisbane where they met with Ted's son, Wing Commander Gary Ilton and his wife Sqn Ldr Robyn Green.

Robyn, now retired, served in Rawanda and East Timor while Gary is currently stationed in Darwin.

We spoke with Ted who insisted he wouldn't have missed the show for all the tea in China. He was stationed at Point Cook as a boggy Admino back in the 1950's and was kind enough to show us around the Officer's Mess and related a few stories that perhaps should remain in the Mess.

Jack decided to go skiing with his buddy, Bob. So they loaded up Jack's minivan and headed north. After driving for a few hours, they got caught in a terrible blizzard. So they pulled into a nearby farm with a very lavish home and asked the attractive lady who answered the door if they could spend the night.

"I realize it's terrible weather out there and I have this huge house all to myself, but I'm recently widowed," she explained. "I'm afraid the neighbours will talk if I let you stay in my house." "Don't worry," Jack said.. "We'll be happy to sleep in the barn. And if the weather breaks, we'll be gone at first light." The lady agreed, and the two men found their way to the barn and settled in for the night. The next morning the weather had cleared, and they got on their way. They enjoyed a great weekend of skiing.

But about nine months later, Jack got an unexpected letter from an attorney. It took him a few minutes to figure it out, but he finally determined that it was from the attorney of that attractive widow he had met on the ski weekend...He dropped in on his friend Bob and asked, "Bob, do you remember that good-looking widow from the farm we stayed at on our ski holiday up north about 9 months ago?" "Yes, I do," said Bob. "Did you..... Uh, happen to get up in the middle of the night, go up to the house and pay her a visit?" "Well, um, yes!" Bob said, a little embarrassed about being found out, "I have to admit that I did.." "And did you happen to give her my name instead of telling her your name?" Bob's face turned beet red and he said, "Yeah, look, I'm sorry, buddy.... I'm afraid I did. Why do you ask?"

"She just died and left me everything."

I know what you were thinking Rupe!!

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Health and Life style.

Alcohol Management App ‘ON TRACK’ to deliver additional support.



The Minister for Veterans’ Affairs, Senator the Hon. Michael Ronaldson, today announced a new and improved version of the ON TRACK with The Right Mix mobile phone application, which is now available for download.

The Department of Veterans’ Affairs’ (DVA) ON TRACK mobile app currently lets you keep track of the number and types of drinks you consume; the amount of money it’s costing you; and lets you know about that impact the alcohol has on your wellbeing and fitness.

“With the update, users will be able to graph the data being collected – providing a visual representation of the impact of one’s drinking behaviour over time. Users will also have the ability to send data to their health clinician, enabling the app to be more easily used in conjunction with treatment,” Senator Ronaldson said.

DVA has also expanded the options to track how much exercise is required to burn off the alcohol kilojoules consumed. Since being released in March 2013, the app has been downloaded around 3000 times. Current users of the app will receive a notification to download the update.

The updated version will also include a feedback feature which allows users to provide feedback to DVA on how they use the app.

“We are evolving ON TRACK to meet user needs as we learn more about what users want, what works and what doesn’t. “This updated app will further assist veterans and Australian Defence Force members to better understand how their drinking habits affect their fitness and wellbeing,” Senator Ronaldson said.

ON TRACK with The Right Mix was developed by DVA in consultation with the ADF and the Veterans and Veterans Families Counselling Service (VVCS). It can be downloaded free from the Apple App Store (iOS) and Google Play (Android) or at www.at-ease.dva.gov.au

Some features of this app may not be accessible on earlier model Android phones.



Beards Keep You Young, Healthy and Handsome.

Gentlemen, beards are not just for hipsters and the homeless any more. While both dead sexy and totally awesome, beards are also a boon to your overall health. Researchers discovered that men with beards and moustaches actually enjoy numerous benefits including, but not limited to, instant handsomeness. A study from the University of Southern Queensland, published in the Radiation Protection Dosimetry journal, found that beards block 90 to 95 percent of UV rays, thereby slowing the aging process and reducing the risk of skin cancer.

Got asthma? Pollens and dust simply get stuck in that lustrous facial hair. Additionally, all that hair retains moisture and protects against the wind, keeping you looking young and fresh-faced. What's more, shaving is usually the cause of ingrown hairs and bacterial infections that lead to acne.

Have you tossed your razor in the bin yet?

Researchers conducted a study into the benefits of having a beard by placing bearded and non-bearded mannequins in the blistering sun of the Australian outback and then compared the amount of radiation absorbed by each. Those with beards absorbed heaps less.

But don't forget to take care of those blessed follicles; beards can also spread infection if not properly cared for and make consumption of certain foods (e.g. cheeseburgers, corn on the cob, falafel sandwiches—anything with hummus actually, syrupy pancakes) rather laborious. Fuzzy-faced men would be wise to take advantage of beard wash and beard oil, essential tools for looking and feeling your beardy best.

Beard Facts



America is the only country where a significant proportion of the population believes that professional wrestling is real but the moon landing was faked.

Sex is good for you.

Stressed, burdened with life's difficult problems and fear that your health is declining? Then sex is the answer to happiness, longevity and a healthy body. You don't agree? Well, here is a list

of the health benefits of sex, so do it daily to experience complete pleasure. These are 16 reasons to have sex today!

1. De-stress. Sex helps you reduce stress. When deep breathing exercises fail to de-stress you, sex will do the needful. During sex your body produces dopamine, a substance that fights stress hormones, endorphins, aka "happiness hormones" and oxytocin, a desire-enhancing hormone secreted by the pituitary gland. In a study, published in the Public Library of Science journal, three neuroscience researchers conducted a test on male rats and found that the sexually active rats were less anxious than rats with no sexual activity.



2. Great Form of Exercise. Making love is a form of physical activity. During intercourse, the physiological changes in your body are consistent with a workout. You must have noticed that the respiratory rate rises, which means you get tired. Hence, you burn calories. If you have sex three times a week for 15 minutes (but we know you can do better than that) you'll burn about 7.500 calories in a year. That's the equivalent of jogging 75 miles! Heavy breathing raises the amount of oxygen in your cells, and

the testosterone produced during sex keeps your bones and muscles strong.

3. Lowers high blood pressure. Hugs and sex can improve your blood pressure. Sex reduces diastolic blood pressure, that is, the bottom number while reading blood pressure. Researchers with the University of Paisley conducted an experiment on the same. They concluded that sex improves blood pressure.

4. Builds your immunity. Trying to fight the sniffles? Sex is the answer to fight cold and other health problems; sex can boost your immunity. Immunoglobulin A, an antigen that fights the flu increases when the frequency of sex increases.

5. Makes You Look Younger. Making love three times a week can make you look 10 years younger, claims a Scottish researcher. "It's good for you to have good sex," says David Weeks, a clinical neuropsychologist at the Royal Edinburgh Hospital, whose study on the effects of sex on aging appears in his book, *Secrets of the Superyoung*.

6. Healthy heart. Sex helps you burn calories but it can also improve your heart. Sex will take care of stroke and heart attacks, you just have to enjoy the moment. Scientists with New England Research Institute examined the effect of sex on the heart. The study concluded that men are 45 percent less likely to experience cardiovascular diseases. But the study fails to study the effect of sex on a woman's heart.

7. Pain relief. Pleasure is the measure to beat out the pain. Do you experience migraines and body pain? Well sex is the answer. But if you experience back pain, it is best to consult a doctor. Dr. George E. Erlich, an arthritis specialist from Philadelphia conducted a study on the link between arthritis and sex. He narrows down that patients who engaged in sex experienced less pain.

8. Builds trust and intimacy. The act of sex spikes the hormone oxytocin; this hormone is responsible for your happiness and love. If you feel your relationship is falling out, or you're worried that your partner will stray away, then sex will dispel these doubts. The hormone oxytocin builds trust and brings couples closer, and cupid too.

9. Less chances of cancer. Regular ejaculation reduces your chances of developing prostate cancer. In an Australian study men who ejaculated 21 times a month were least likely to

develop cancer. It is further supported by other researches that sexual intercourse reduces the risk of prostate cancer.

10. Stronger pelvic muscles. Sex involves the use of several muscles; hence regular sexual intercourse can help you develop stronger pelvic muscles. Further, since the act of sex involves a range of muscles, it also helps strengthen these muscles - for ex: quads, your core, and the upper back. Through regular sex, you can also maintain a strong bladder and bowel function. Strong muscles, calorie burner, improves heart health - sex seems to take care of you.

11. Prostate Protection. Most of the fluid you ejaculate is secreted by the prostate gland. If you stop ejaculating, the fluid stays in the gland, which tends to swell, causing lots of problems. Regular ejaculation will wash those fluids out and ensure the well-being of your prostate until old age. Problems may also occur when you suddenly change the frequency of ejaculations.



12. Induces sleep. After that great, lovely workout you are bound to get good sleep. But guess what? Sex works the same way as exercise. The increased heart rate leads to increased post-coital relaxation. Sex could be the next thing for insomniacs! So what really happens: - Sex can relax you, hence if you are already tired, the act of sex will induce sleep. - When men ejaculate they become lethargic, this can make them sleepy.

13. Regular periods. Apparently sex can improve your menstrual cycle. Sex regulates hormones, which in turn regulate the menstrual cycle. Sex reduces stress, which is one of the reasons women miss their periods. Sex seems like a better option than pills.

14. Prevents Erectile Dysfunctions. Fifty per cent of men older than 40 suffer from erectile dysfunctions and all young men fear the moment when they won't be able to get it up any more. The best medicine against impotence is...sex. An erection keeps the blood flowing through your penile arteries, so the tissue stays healthy. Plus, doctors compare an erection to an athletic reflex: the more you train the more capable you are to perform.

15. Live longer. A healthy heart, stronger muscles, increased circulation of oxygen and happiness are some of the factors that add life to the years and as a result - years to your life. A study published in the British Medical Journal reveals that men who engaged in sex often live twice as long as those who rarely had any action.

16. Healthier semen. If you're trying to conceive, you increase the volume of semen if you have sex regularly. Regular sex replaces old sperms from the testicles. If there is a natural build of sperms it can lead to DNA damage.

A doctor made it his regular habit to stop at a bar for a hazelnut daiquiri on his way home. The bartender knew of his habit and would always have the drink waiting at precisely 5:03 PM. One afternoon, as the end of the work day approached, the bartender was dismayed to find that he was out of hazelnut extract. Thinking quickly, he threw together a daiquiri made with hickory nuts and set on the bar. The doctor came in at his regular time, took one sip of the drink and exclaimed, "This isn't my hazelnut daiquiri!" "No, I'm sorry," replied the bartender, "it's a hickory daiquiri, doc.

Sorry Rupe!

Prostate Cancer.

Men who suffer from prostate cancer are statistically significantly less likely to die from their cancer if they are taking cholesterol-lowering drugs called statins. The study, led by researchers from the US based [Fred Hutchinson Cancer Research Centre](#), have published their findings online in The Prostate.

The study was led by Janet L. Stanford, Ph.D., co-director of the Prostate Cancer Research Program. It followed about 1000 USA prostate cancer patients over almost eight years. Approximately 30 per cent of the 1000 participants in the study were taking statin drugs to control their cholesterol. Over the eight-year period, the researchers found that the risk of death from prostate cancer in those not taking statins was five per cent. In those taking statins the risk of death caused by prostate cancer was only one per cent.



The study is unusual, as most research on the impact of statins on prostate cancer patients looks at the effect of the cholesterol-lowering drugs on a man's PSA level. A study which looks at death rates required a much longer follow-up period. Dr Stanford is hopeful, however, that her research will prompt further studies. "If the results of our study are validated in other patient cohorts with extended follow-up for cause-specific death, an intervention trial of statin drugs in prostate cancer patients may be justified."

Researchers are not yet sure what the medical reason behind the lowered death rate when taking statins will prove to be, but they have some strong theories. The first is that cells which are high in cholesterol play a key role in controlling pathways associated with the survival of prostate cancer cells in the body. More cholesterol-rich cells in the body means higher survival rates for cancer cells. The second possibility is that statins inhibit an essential precursor to cholesterol production, known as mevalonate. Lower levels of mevalonate in the body may

reduce the risk of fatal prostate cancer. It may also be that these two mechanisms are working together to prevent fatal prostate cancer, but further study will be required.

But, and there is always a BUT!!! A new study suggests these drugs can also slightly increase a patient's risk for developing Type 2 diabetes, particularly at higher doses.

The association between statins and Type 2 diabetes is not a surprise: a 2010 study in the journal Lancet suggested that people taking statins were 9% more likely to develop the disease than those who didn't take the drugs. Still, experts say the findings shouldn't put people who need statins off the medication. The new study suggests that the cholesterol-lowering benefits of statins outweigh the small diabetes risk. According to the data, 498 people would have to take high-dose statins for a year before causing one new case of diabetes. In contrast, only 155 people would need to take high-dose statin therapy for year to prevent a heart attack.

When a man opens a car door for his wife, it's either a new car or a new wife.

Snoring.

Snoring is often a pointer to a more serious sleep disorder. If you snore loudly, if you have pauses in your breathing during sleep, or if you wake up frequently during the night, you may be suffering from sleep apnoea. Ask your partner or a member of your family to listen for signs of this disorder.



Sleep Apnoea.

Sleep apnoea is a condition where the sufferer stops breathing intermittently during sleep. This repeatedly interrupts the normal sleep pattern and may cause low oxygen levels in the blood.

Symptoms: Snoring, grunting during sleep.
 Restless sleep.
 Non-refreshing sleep.
 Headaches on waking.
 Daytime sleepiness.
 Lack of energy and drive.

Poor memory and concentration.
 Depression.
 Reduced sexual drive, impotence.

Treatment: If sleep apnoea is confirmed, the choice of treatment depends on the severity of the condition. Possible treatments include:

- CPAP Therapy.
- Weight loss.
- Sleeping on the side.
- Reduced pre-sleep stimulant intake.
- Nose and throat surgery.
- Mandibular Advancement Splint.

Consequences; Sleep apnoea impairs your quality of life and medical research has shown that it may also be related to:

- Heart disease.
- Atrial fibrillation.
- Stroke.
- Central obesity.
- Hypertension (high blood pressure).
- Insulin resistance/type 2 diabetes.
- Hyperlipidaemia.

Road-safety research shows sufferers also have a greatly increased risk of road and work accidents.

A computer once beat me at chess, but it was no match for me at kickboxing.

A Link Between Post-traumatic Stress Disorder and Alzheimer-type dementia.

As we know, lots of war veterans have or will develop Posttraumatic Stress Disorder. Evidence has been mounting that there could be a link with Alzheimer-type dementia. This is important, because if there is, GPs should be made aware of it and be on the lookout for early symptoms. Also any link should be recognised by the Department of Veterans Affairs for compensation and treatment purposes.



In September 2012, the Vietnam Veterans Federation presented the evidence it had gathered, and asked the Repatriation Medical Authority to investigate. This the Repatriation Medical Authority did, resulting in a new factor being inserted into the Alzheimer Statement of Principles. That factor recognises the link.

In summary it states;

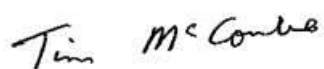
The Repatriation Medical Authority amends, the Statement of Principles concerning Alzheimer-type dementia Instrument No. 22 of 2010, by:

Inserting the additional factor:

Having posttraumatic stress disorder at least five years before the clinical onset of Alzheimer-type dementia .

(see the Statement of Principle itself for the exact wording)

Yours sincerely,

A handwritten signature in black ink that reads "Tim McCombe". The signature is written in a cursive, slightly slanted style.

Tim McCombe
National President

DVA Queensland Christmas Break-up Party.

The Qld branch of the Dept of Veterans' Affairs held their annual Christmas break-up party on the 06 Dec 2013 and once again they put on a memorable and enjoyable afternoon.



Quite a number of invited and associated people enjoyed several hours at the Department's offices in Brisbane where good food, cold drinks and tall tales flowed freely.

The event was hosted by the Qld Deputy Commissioner, Alison Stanley (below).

Alison has worked in the Department of Veterans' Affairs for over six years and in the position of Deputy Commissioner for Queensland for the past five years. Prior to this she managed the national client contact and insurance areas of the Department. As Deputy Commissioner she is responsible for the delivery of services to the veteran community in Queensland while also having direct management responsibility for business functions at both national and state levels.

Prior to joining the Department of Veterans' Affairs Alison was the Queensland State Manager for the then Department of Employment and Workplace Relations for nearly 5 years. She has worked in the Australian Government for over 30 years and has worked at the international, national, state and regional levels. She has extensive senior management experience and has managed complex projects and business areas and large numbers of staff. Alison has been responsible for implementation of a range of new initiatives at national and state level.

A lovely lady, much-admired and respected by all her staff and the thousands of Vets that rely on her.

Amanda is the Executive Assistant to the Deputy Commissioner, assisting with the day to day operations. She is Alison's gate keeper and has worked at DVA for 4.5 yrs, 3 of those as Alison's Assistant. Prior to this position she worked in VAN Brisbane and in the Defence Home Ownership Assistance Scheme (DHOAS). She is a very experienced lady, always pleasant and is very good at her job. DVA are lucky to have her.



L-R: Amanda Green, the Deputy Commissioner's mover and shaker, Cyril Gilbert OAM and Alison Stanley, the Deputy Commissioner for Queensland (many say the nation's best).

Cyril is now 93 years young. He enlisted into the Army in 1940, just after he had turned 20, was eventually captured by the Japanese and was worked and starved into subservience on the Thai-Burma railway. He weighed just 45kg by the time he arrived at Singapore's Changi Prison in 1944. "And that was in Changi, that was like heaven compared to the railway. I was just skin and bone up there," he said.

Cyril spent three and a half years as a prisoner. He says, "It was a terrible time in my life. I made a determination that I was getting home to Australia – I wasn't going to be stuck there." Despite starvation and 24 bouts of malaria in three years, he survived the so-called "death railway" - 2800 of his Aussie mates weren't so lucky. "All of my section was gone by 1945. I had no mates left whatsoever" he says.

He is one of Australia's remaining 69,200 veterans of World War II, a group whose ranks have thinned since Anzac Day 2012 by an estimated 12,000. He is a well-known Queenslanders who has achieved national recognition for the veteran and ex POW community and was awarded an OAM for his services to the veteran community in 1983 and a Centenary Award in 2003. He is also a member of the Greenslopes Private Hospital Ex Service Organisation (ESO) Committee.

Proverbs.
Strike while ... the bug is close.



L-R: Ron McElwaine (Chairman Boar War Memorial – Qld Committee), Katie Sutton (DVA - MyAccount) and John McDougall (Pres RTFV/35Sqn Assoc).

Katie is with the Department of Veterans' Affairs' MyAccount service, which is the new online way of doing business with DVA quickly and easily at a time and place that suits you. Once registered, MyAccount enables you or your Nominated Representative to access a range of DVA's services online such as update income and assets, change payment destination, organise transport services, submit reimbursement applications and view accepted medical conditions. It is quick, simple and secure, with new services being added regularly.

Registration is easy, just follow the following steps.

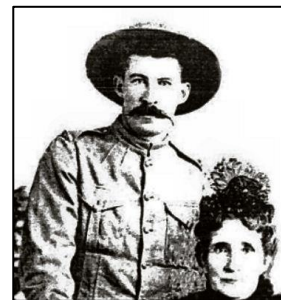
- Step 1: Call 1800 173 858 to speak to a DVA officer and receive a registration number. You will need to go through a simple proof of identity process, so please have your DVA file number or client number ready.
- Step 2: Once you have your registration number, visit www.myaccount.dva.gov.au , select the REGISTER NOW button and follow the on screen prompts to get your account logon.

Click [HERE](#) to print out a set of instructions.

Click [HERE](#) to see a short Video showing what you can do once you have registered with MyAccount.

If you have any questions, Katie would love to hear from you.

Lt Col Ron McElwaine (Retired) is the grandson of Trooper Thomas McElwaine who, in 1900, fought in the Boer War which was the first war in which Australia fought as a nation. It was also the first war in which Australians fought alongside New Zealanders.



From 10th October 1899 to the end of May 1902 a bitter conflict raged across the South African veldt between Britain and her Empire and the two largely self-governing Boer Republics of the Transvaal and the Orange Free State. The six Australian States (colonies) were quick to make troops available to Britain. The first formed unit of troops from Australia, a squadron of the New South Wales Lancers, landed in Capetown on 2 November 1899, less than one month after hostilities began.

The Boer War was the first full commitment of troops by all the Australian Colonies to a foreign war and with the formation of the Australian Commonwealth on 1st January 1901 it became the country's first military involvement as a nation.



Australia's contribution was significant; we suffered casualty numbers which have only been exceeded by those of World Wars 1 and 2. In all, over 16,000 troops were engaged in the Australian contingents and another 7,000 Australians fought in other colonial and irregular units. Possibly 1,000 Australians lost their lives on service in South Africa during the Boer War.

In the beginning there was a preference for infantry units but the value of Australian horsemen was quickly recognised as mounted infantry, due to their capacity to deploy quickly and their ability to match the Boers' own game. Therefore they were much sought after. With the exception of one field artillery battery and some medical groups (field ambulance, stretcher bearers and some 60 nurses) the Australian forces in South Africa comprised mainly mounted infantry. Along with the New Zealanders, Australian horsemen were unsurpassed as scouts and were greatly valued by column commanders. After Federation the mounted troops which were sent to South Africa included the various Australian Commonwealth Horse units.

Our soldiers, who were truly the first Australian expeditionary force to fight overseas, did Australia proud in the Boer War as they have done in all conflicts since. Informed military commentators saw the magnificent defence of Elands River by Australian and Rhodesian troops as the finest episode of the whole war. The majority of the defenders were Australian bushmen, mainly men from Queensland, New South Wales and Victoria with a lesser number from Western Australia, South Australia and Tasmania. They manfully defended the post against impossible odds for 12 days.



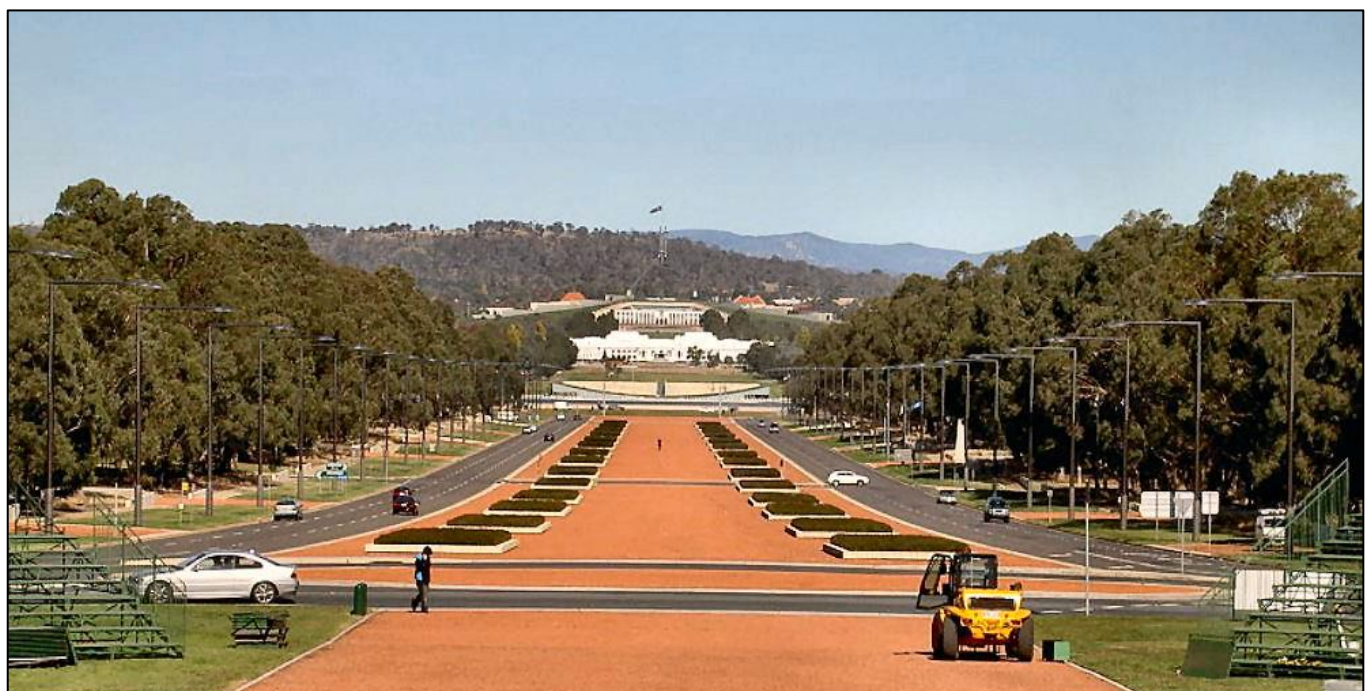
The trial and execution of Australian BVC officers 'Breaker' Morant and Peter Handcock without the knowledge of, or any reference to the Australian

Government, changed for ever our nation's attitude to the execution of servicemen. In the period since, no Australian serviceman has suffered the death penalty, regardless of the war-related crime committed.

Unfortunately, this war is not recognised on ANZAC Parade in Canberra, but on the 31 May 2008 a site was dedicated for it and the National Boer War Memorial Association (NBWMA) was formed to design, fund and construct a suitable monument. The NBWMA, which is made up of State based committees, will ensure that those who fought in South Africa are commemorated in a way that will preserve Australia's heritage and military history for the education and benefit of future generations of Australians. Ron McElwaine is the Chairman of the Queensland Committee.

ANZAC Parade, Canberra stretches from the Australian War Memorial to Lake Burley-Griffin, along a line between the Memorial and Parliament House. Flanking this grand avenue with a gravel marching surface in the broad median, there are memorials of specific focus.

- Australian Hellenic Memorial,
- Australian Army National Memorial,
- Australian National Korean War Memorial,
- Australian Vietnam Forces National Memorial,
- Desert Mounted Corps Memorial,
- New Zealand Memorial,
- Rats of Tobruk Memorial,
- Royal Australian Air Force Memorial,
- Australian Service Nurses National Memorial,
- Royal Australian Navy Memorial,
- Kemal Ataturk Memorial.



These are beautiful structures commemorating the service of our countrymen and our relations with other nations. There is even a memorial to our most respected adversary in Kemal Attaturk, the Turkish commander at Gallipoli. There is yet no memorial to those who died in the Boer War.

The NBWMA is conducting a national design competition whilst continuing the necessary fundraising for construction of the memorial. This site is designed to provide some details about the War and its place in Australian military history.

You can see more [HERE](#)

Don't bite the hand that ... looks dirty!

On the 1st July, 2010, Major General Mark Kelly (Ret'd), AO, DSC, assumed the appointments of:-

1. Repatriation Commissioner,
2. The Services' Member of the Repatriation Commission, and
3. The Military Rehabilitation and Compensation Commission.

These commissions supervise the Department of Veterans' Affairs in delivering compensation, health care and support to veterans, serving and former serving personnel of the ADF, widows, children and dependants.

Mark joined the Army in 1975 and retired in 2010. *(A Major General is equivalent to an AVM.)*

During his distinguished career, he was awarded the following:

4. Officer of the Order of Australia.
5. Distinguished Service Cross.
6. Officer of the US Legion of Merit.

and served in the following theatres:

Rhodesia (Zimbabwe)

- Commonwealth Monitoring Force

East Timor

- Operation Stabilise
- International Force for East Timor (INTERFET)

Afghanistan

- Operation Enduring Freedom
- Operation Slipper



Iraq

- Operation Iraqi Freedom
- Operation Catalyst.



Mark Kelly and Nadine Craven.

During his distinguished career, Mark served in the following conflicts:

Rhodesia (Zimbabwe)

- Commonwealth Monitoring Force

East Timor

- Operation Stabilise
- International Force for East Timor (INTERFET)

Afghanistan

- Operation Enduring Freedom
- Operation Slipper

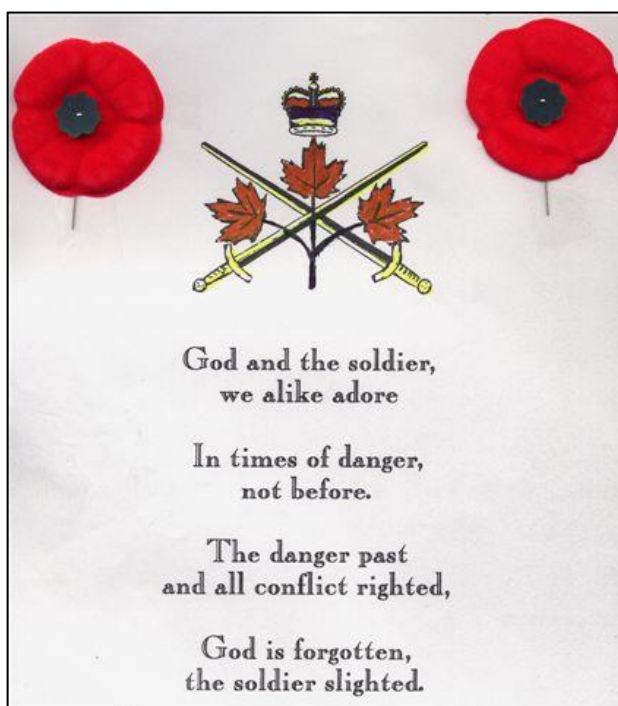
Iraq

- Operation Iraqi Freedom
- Operation Catalyst

He served as Commander Joint Task Force 633, commanding all Australian Forces in the Middle East Area of Operations and Afghanistan from 12 January 2009 until 14 January 2010 and as Land Commander Australia from July 2005 to December 2008.

He entered the Royal Military College, Duntroon in January 1975, and graduated in December 1978, receiving the Sword of Honour. In the same year, he received a Bachelor of Arts degree from the University of New South Wales.

You see further details on Mark's career [HERE](#).





Peter Schwarze and Lesley McNamara.

Peter was Nashoed and served in Vietnam with the Army's 3rd Special Air Service Squadron from 04Feb1969 to 20Feb1970. He now lives in one of Brisbane's western suburbs.

Lesley is with the Department's Veterans' Children Education Scheme (VCES). The VCES provides financial assistance and student support services to help eligible children achieve their full potential in education or career training.

To be eligible under the scheme students must be under 25 years and be:

- a child of a deceased veteran, Australian mariner or member of the Australian Defence Forces or of a Peacekeeping Force:
 - whose death was accepted as war-caused; or
 - who was a former Australian prisoner of war; or
 - who was eligible to receive a disability pension at the special rate (T & PI); or

- at a rate increased by a special disability adjustment for certain amputations or blindness,
- a child of a veteran, Australian mariner or member of the Australian Defence Forces or of a Peacekeeping Force who is:
 - receiving a disability pension at the special rate (T & PI); or
 - at a rate increased by a special disability adjustment for certain amputations or blindness.

Also eligible is a child:

- whose parents are both deceased but where one parent had operational service; or
- of a deceased member of the Australian Defence Forces or of a Peacekeeping Force who is eligible to receive a disability pension at the extreme disablement rate.

The rate of payment of education allowance depends on the age of the child and whether he or she is living at home.

VCES applicants are not subject to an income test on either their own or their parent's income.

Students receiving benefits under the scheme cannot claim benefits under Austudy or any other Commonwealth student assistance arrangement.

It is strongly recommend that anyone intending to make an application under the VCES should first consult an ex-service organisation, (in which they have confidence), which has pension officers who have completed the Training Information Program, (TIP).



For further information on applying for the Veterans' Children Education Scheme, contact your nearest DVA office or visit their web site at www.dva.gov.au and look up fact sheet [MRC47](#).

Click [HERE](#) for the rates paid as at Sept 2013.

An idle mind is ... the best way to relax.



John “Sambo” Sambrooks, Pam Boll, Trev Benneworth.

Sambo is the Secretary of the RTFV/35Sqn and he too knows a pretty girl when he sees one.

Pam is the Brisbane manager for DVA’s Veterans' Access Network (VAN), which aims to promote independence and quality of life for the veteran community and improve access to a range of programs and services provided by the Department. Van can assist eligible persons including veterans, serving and former Defence Force members, war widows and widowers, certain Australian Federal Police Personnel with overseas service and their dependants with:

- appropriate income support and compensation in recognition of the effects of the war.
- access to health and other care services that promote and maintain self-sufficiency,
- well-being and quality of life,
- holistic information on DVA services and entitlements,
- facilitation of activities / services, which address the physical, financial, social and emotional aspects of independence and well being,

- facilitation of access to DVA funding by Ex-Service and community organisations applying for grant funding.

Your local VAN should be your first port of call if and when you need any assistance from DVA.

DVA has many VAN offices across the country, you can see an address directory [HERE](#).

A penny saved is ... not much.



John Sambrooks, Nadine Craven.

Once again, Sambo just couldn't help himself, had to have his pic taken with Nadine – but then, who can blame him??

Where there's smoke, there's ... pollution

Monday, 16 December 2013

TOWARDS 2020: A BLUEPRINT FOR VETERANS AFFAIRS

The Minister for Veterans' Affairs, Senator the Hon. Michael Ronaldson, and the Department of Veterans' Affairs (DVA) Secretary, Mr Simon Lewis PSM, jointly launched the Department's new strategic plan, [DVA Strategic Plan - Towards 2020.pdf](#).



Senator Ronaldson said, "Over the next five years, the Department of Veterans' Affairs is set to undergo the most significant change in its history. The sad but inevitable decline of our Second World War veterans will continue, and our Korean, Malaysian, Borneo and Vietnam veterans will continue to age and require different services. For veterans of more recent conflicts, their needs are no less complex nor less pressing".

"This strategy will enable DVA to look confidently to the future as we, as a nation, continue to provide care and support to veterans and their families. In particular, the Government is determined to ensure the nation's response to the mental health needs of veterans and their families continues to evolve and improve as new strategies and treatment opportunities are identified".

"This strategic plan leaves me in no doubt that DVA will continue to support the veteran community and will not lose sight of the challenges that lay ahead."

Christmas Cheer.

Over the Christmas period when a large chunk of the nation morphs into a shopping frenzied mass, when sales figures go through the roof and a heap of stuff is bought that will be considered useless and returned within a week of Christmas Day, there are some wonderfully generous people who unselfishly give up their valuable time to make the period just that little bit better for a lot of people.

Every year Kedron Wavell RSL Sub-branch (in Brisbane) puts together a large number of Christmas hampers which are then delivered to the elderly ex-service people in their area.

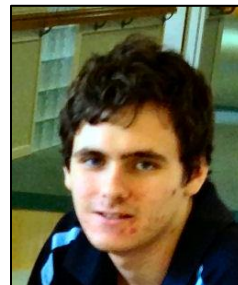
The task of putting the hampers together requires a lot of people to give up a lot of their time and last year, Greg Peake, the immediate past President had a bunch of young and eager Padua



College year 12 student toss in and help.

Last Christmas, when most kids their age were out zooming, this group of year 12 students spent almost a week sorting and packing the hampers, then, as most of them were too young to drive, went along with Sub-branch members when the hampers were delivered.

One such young fellow was Sebastian Sherry. Seb had just finished his schooling and was waiting to start 4 years' study to obtain a Bachelor of Creative Industries. We spent a day with Seb as his driver and we asked him why he'd volunteered to get involved with a bunch of old buggers like us when he could be off with his mates doing anything and he said he just wanted to help.



Sadly we're only too speedy to judge all our young people by the one or two rat-bags who stuff up. The press latch onto these rat-bags and as bad news sells, that's what we get. Schoolies is a classic example. I lived on the Coast and saw 3 Schoolies first hand and what I saw was a bunch of lovely young people having a good time. Just like we did! The biased and selective

press reports tend to paint all our young kids as being misfits, when in fact that is so far from the truth as being fanciful. If the majority of young people coming through today are like Seb and his mates - then Australia's future is in good hands.

One Vet who deserved one of the hampers was Ronald Paynter.

Ron, who was born in 1924, joined the RAAF in 1944 when he was only 19 and did his Rookies at No. 3 Initial Training School which was in Brighton, a northern coastal suburb of Brisbane. The site of the old base is now the Eventide Nursing Home on Beaconsfield Parade.



Ron Paynter receiving his Christmas hamper from Sebastian Sherry.

Ron was trained as a Guard, a forerunner of what is today the [ADG mustering](#).

He was posted to 452Sqn and also 457Sqn and saw service in Borneo, in PNG and on the island of Morotai. By the end of 1943, Japanese air activity in northern Australia had almost ceased and 452 Squadron moved to Morotai and found itself in regular combat. The Spitfires flew ground attack operations against Japanese island garrisons and in particular supported the allied invasions of Tarakan and Balikpapan.

The site of the WW2 RAAF recruit training base, Brighton.





Shortly after the Japanese surrender in August, 1945, the Squadrons were disbanded. In Feb 1946 Ron was posted back to 3AD at Amberley for discharge, he resumed civvy life in Brisbane and today takes it easy at the RSL Care Inverpine Retirement Community Centre where, he tells us, both he and his wife Elizabeth are happy and well cared for by the Inverpine Team.

Right, Ron as a bright eyed and bushy tailed young bloke.



There Ought to Be Another Word.

This edition I'm going to talk about something I'm pretty sure every reader has done, is doing or is thinking about doing.

Of course, I'm talking about retirement - What did you think was coming at ya?

'Retire' – it's such an innocent sounding word, like something you might do to your 4 Wheel Drive before setting off around Australia. But it's not innocent. It's bloody sneaky in fact. It's right there before you know it, and no matter how prepared you think you are, you haven't got a clue what it's really about.



People say that when you retire you have time to do the stuff you've always wanted to do. Yeah, right. But now you're too old to be able to do it. And even if you do try doing it, people will think you're just weird.

Fun fact: research has proven conclusively that the average life expectancy of retirees is much lower than that of people going to high school. So, if you want to live longer go back to school!!



Actually retiring really sucks.

Turns out you just sit around waiting. And what you're waiting for sucks even more than the waiting.

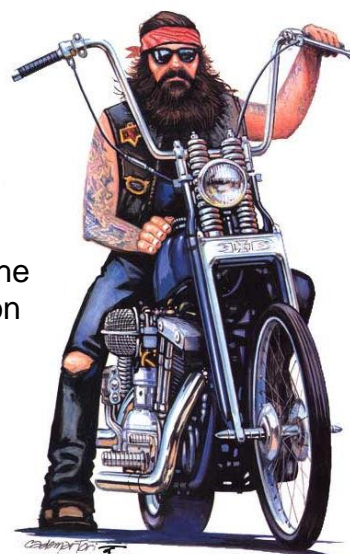
When I mentioned this to my mate Harvey, he didn't speak for a bit. He just stared out the garage door at the horizon in that way he has, waiting for Jerry Garcia to finish a solo on the stereo, at a volume that had dogs howling in Toowoomba.

And we live in Brisbane.

He picked up a gleaming spanner, leaned over his Harley and made a microscopic adjustment to the carburettor. Then he wiped the spanner and put it back in its place on this immense shadow board he has.

He stood back, squinted, and then reached forward and adjusted the spanner so it was hanging perfectly vertically. Did I ever mention that I sometimes think Harvey is just a tad obsessive?

Anyway, he goes to his forty year old Kelvinator, which, by the way, runs quieter than my watch - and my watch is digital - and pulled out a can. He cracked it, took a huge slug, belched expansively and then murmured, "Retirement? If I'd known what retire bloody meant I'd never've gone near it."



“Did I ever show you the flow chart I made, trying to figure out how to retire?”

“No,” I replied, surprised. I’d never have taken Harvey for the flowcharting type.

“Blood oath.” He reached up to his top shelf and pulled down a file, flipped it open and gave me a squiz.

“Now,” he said, “I’ve got nothing against cracking a tinny or six, but you gotta have something to have a crack at in between getting up and cracking one... if you get what I mean.”

I decided right there that old Harve had nailed the sucker. You’ve got to have a challenge in your life. Of course, there’ll come a time when just tucking your shirt in will be a challenge, but that’s usually a fair way off when we retire.

“Did you know,” Harvey said, interrupting my brilliant train of thought, “that an astonishing number of retirees get depressed?”

“I didn’t,” I replied, “but I’m not surprised. Getting old is, in itself, bloody depressing.”

“Yeah, but that’s not what I meant. It’s all to do with your Circles of Influence and your Circles of Concern.” Every so often, Harvey really surprises me. It can be downright scary.

Harvey pulled a sheet of paper from a drawer under his immaculate work bench and drew a big dot in the middle. “Imagine,” he said, “That’s you.”

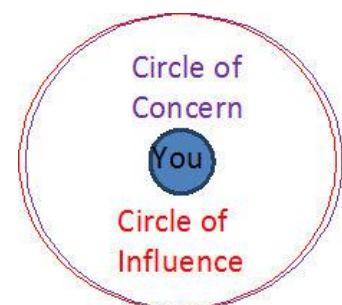
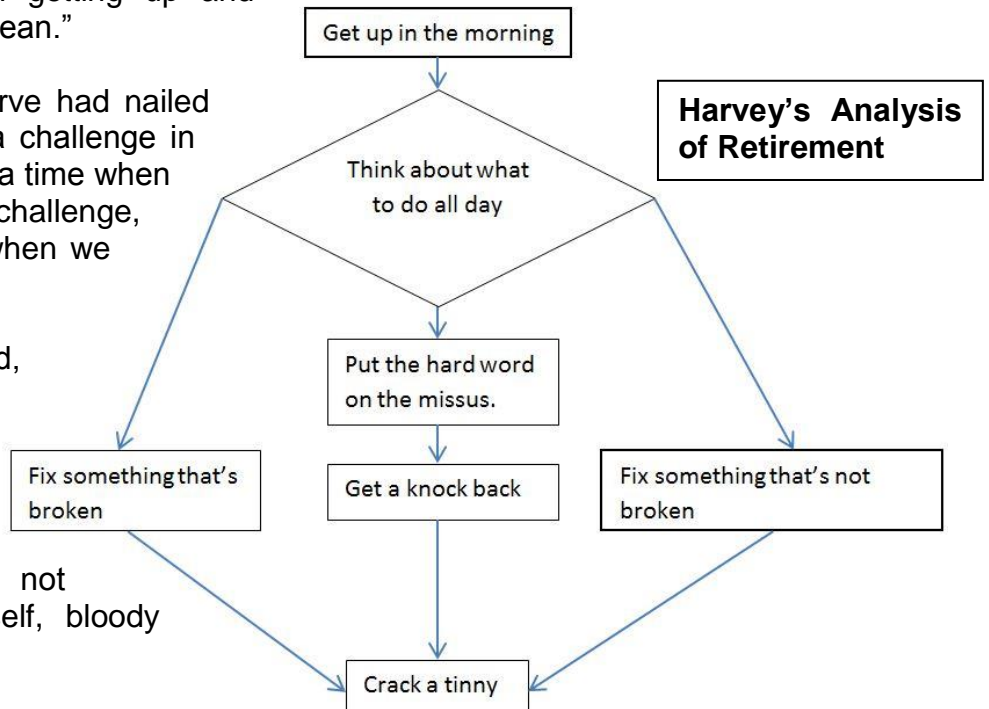
“I suppose,” I replied, “That if I were to squint...”

“Don’t be a smart arse,” Harvey said, as he drew a circle with the dot in the middle, using a blue pen. “Now, imagine that inside that circle are all the things you worry about. That’s your Circle of Concern.”

“Okay,” I said, cautiously.

Harvey then drew another circle about the same size as the first one, but in red. “Inside this circle are all the things you can actually do something about. This one is called your Circle of Influence.”

Now the diagram looked like this:



“When you’re in your working prime, your Circle of Concern and your Circle of Influence are just about the same size. You’re mostly concerned about family and your job. You’ve figured out how to be a husband/wife and father/mother, sort of, and you know how to do your job, (unless you’re a politician). So, your Circle of Influence is big enough to cover most of the things you’re worried about. But generally not a lot bigger, because you don’t have much time to worry about other stuff.”

I stared at the diagram. Yep, I’d been there. “Okay, I said. “I’ve got that.”

“Right,” Harvey said. “Now let’s look at what happens when you reblodytire.”

“One day you’re maybe a boss with lots of contacts and a fair bit of power and influence. People listen to you. Then Bam! The gold watch. Now, you’re the boss of no one, nobody listens to you, you don’t have a title and pretty soon all your old contacts are too busy to talk to you.”

“Well, that’s not good,” I opined.

“Not good at all,” Harvey said, vehemently. “But it gets worse. Now you’ve got this time on your hands. You start to read more. You listen to talk back radio more. You’ve got time to read the whole paper. And you discover something monumental.”

What’s that,” I asked.

“That,” Harvey said, solemnly, “the world is entirely R.S.”

“Really?”

“Really. So suddenly your Circle of Concern gets huge. And guess what.”

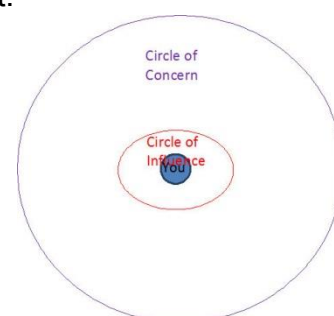
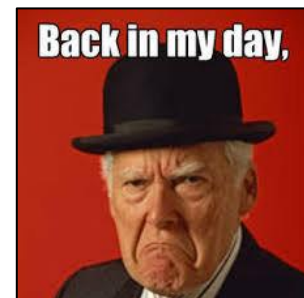
“What?”

“You can’t do a bloody thing about any of it.” Harvey quickly drew a new diagram:

“So here you are, with all this time on your hands. And you’re discovering all this terrible stuff you never had time to worry about before.”

“Like what?”

“Like Global Warming, Iran might build a nuclear bomb, Justin Beiber’s got issues about driving, Rupert Murdoch wants to own the ABC, and every day twenty six million plastic bags get put in the ocean. And that’s just for starters.” “And here’s the thing. You can’t do a thing about any of it. Actually, you never could, but now everybody and their brown dog make sure you know it.”



Harvey grabbed a couple more tinnies from the fridge and passed one over to me. As he cracked his, he said, “Now you know why so many retirees get seriously depressed. So you just watch yourself, alright?”

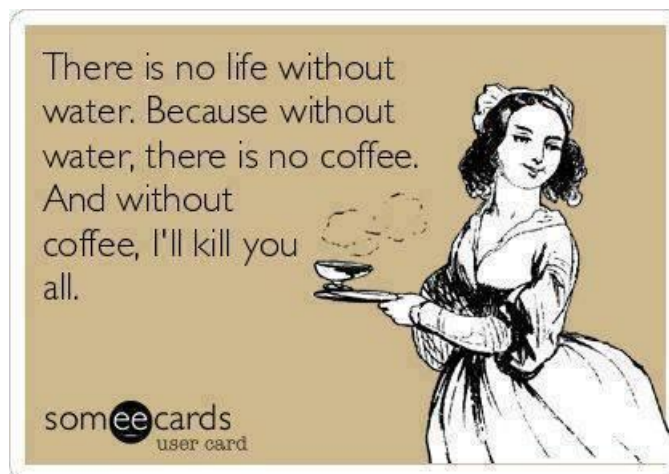
And so, boys and girls, here are Harvey’s tricks for surviving that bit of your life after you quit working for someone else:

- Find yourself something challenging to do; and
- Don’t sweat what you can’t do anything about.



Oh, and it helps to have an old Kelvinator full of the amber fluid.

But I still think there should be another name for it – that bit of your life, I mean, after all, I’m quite happy for beer to be called amber fluid.



This is a true story of 20 year old Bruce Carr.

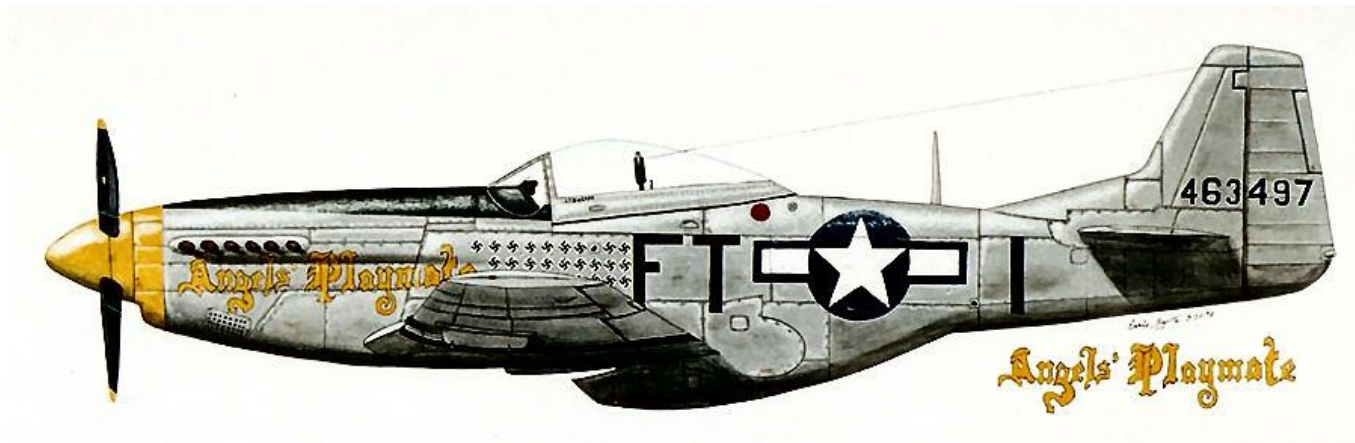
Bruce was a fighter pilot who was shot down behind enemy lines in World War Two.

The dead chicken was starting to smell. After carrying it for several days, 20-year-old Bruce Carr still hadn't decided how to cook it without the Germans catching him. But as hungry as he was, he couldn't bring himself to eat it raw. In his mind, no meat was better than raw chicken meat, so he threw it away.

Resigning himself to what appeared to be his unavoidable fate, he turned in the direction of the nearest German airfield. Even POW's get to eat sometimes. And aren't they constantly dodging from tree to tree, ditch to culvert? He was exhausted!

He was tired of trying to find cover where there was none. Carr hadn't realized that Czechoslovakian forests had no underbrush until, at the edge of the farm field, he struggled out of his parachute and dragged it into the woods.

During the times he had been screaming along at treetop level in his P-51 'Angels Playmate' the forests and fields had been nothing more than a green blur behind the Messerschmitts, Focke-Wulfs, trains and trucks he had in his sights. He never expected to find himself a pedestrian far behind enemy lines.



The instant anti-aircraft shrapnel ripped into the engine, he knew he was in trouble. Serious trouble. Clouds of coolant steam hissing through jagged holes in the cowling told Carr he was about to ride the silk elevator down to a long walk back to his squadron. A very long walk.

This had not been part of the mission plan. Several years before, when 18-year-old Bruce Carr enlisted in the Army, in no way could he have imagined himself taking a walking tour of rural Czechoslovakia with Germans everywhere around him. When he enlisted, all he could think about was flying fighters.

By the time he had joined the military, Carr already knew how to fly. He had been flying as a private pilot since 1939, soloing in a \$25 Piper Cub his father had bought from a disgusted pilot who had left it lodged securely in the top of a tree. His instructor had been an Auburn, New York native by the name of 'Johnny' Bruns.



"In 1942, after I enlisted"; as Bruce Carr remembers it, "we went to meet our instructors. I was the last cadet left in the assignment room and was nervous. Then the door opened and out stepped the man who was to be my military flight instructor. It was Johnny Bruns! "We took a Stearman to an outlying field, doing aerobatics all the way; then he got out and soloed me. That was my first flight in the military.

"The guy I had in advanced training in the AT-6 had just graduated himself and didn't know a damned bit more than I did." Carr can't help but smile, as he remembers: "which meant neither one of us knew anything. Zilch!

"After three or four hours in the AT-6, they took me and a few others aside, told us we were going to fly P-40s and we left for Tipton, Georgia. We got to Tipton, and a lieutenant just back from North Africa knelt on the P-40s wing, showed me where all the levers were, made sure I knew how everything worked, then said, 'If you can get it started . . . go flying,' just like that!

"I was 19 years old and thought I knew everything. I didn't know enough to be scared. They didn't tell us what to do. They just said: 'Go fly!' so I buzzed every cow in that part of the state. Nineteen years old and 1,100 horsepower, what did they expect? Then we went overseas."



By today's standards, Carr and that first contingent of pilots shipped to England were painfully short of experience. They had so little flight time that today; they would barely have their civilian pilot's license. Flight training eventually became more formal. But in those early days it had a hint of fatalistic Darwinism: if they learned fast enough to survive, they were ready to move on to the next step.

Including his 40 hours in the P-40 terrorizing Georgia , Carr had less than 160 hours flight time when he arrived in England .

His group in England was to be the pioneering group that would take the P-51 Mustang into combat, and he clearly remembers his introduction to the airplane.

"I thought I was an old P-40 pilot and the P-51B would be no big deal. But I was wrong. I was truly impressed with the airplane. I mean REALLY impressed! It flew like an airplane. I just flew the P-40, but in the P-51 I was part of the airplane. And it was part of me! There was a world of difference."

When he first arrived in England, the instructions just said, 'This is a P-51. Go fly it. Soon, we'll have to form a unit, so go fly.' A lot of English cows were buzzed.

"On my first long-range mission, we just kept climbing, and I'd never had an airplane above 10,000 feet before. Then we were at 30,000 feet with Angels Playmate, and I couldn't believe it! I'd gone to church as a kid, and I knew that's where the angels were and that's when I named my airplane Angels Playmate.'

"Then a bunch of Germans roared down through us, and my leader immediately dropped tanks and turned hard for home. But I'm not that smart. I'm 19 years old and this SOB shoots at me. And I'm not going to let him get away with it

"We went round and round. And I'm really mad because he shot at me. Childish emotions, in retrospect. He couldn't shake me, but I couldn't get on his tail to get any hits either.

"Before long, we're right down in the trees. I'm shooting, but I'm not hitting. I am, however, scaring the hell out of him. But I'm at least as excited as he is. Then I tell myself to calm down.

"We're roaring around within a few feet of the ground, and he pulls up to go over some trees, so I just pull the trigger and keep it down. The gun barrels burned out and one bullet, a tracer, came tumbling out and made a great huge arc. It came down and hit him on the left wing about where the aileron is. He pulled up, off came the canopy, and he jumped out, but too low for the chute to open and the airplane crashed. I didn't shoot him down, I scared him to death with one bullet hole in his left wing. My first victory wasn't a kill; it was more of a suicide."

The rest of his 14 victories were much more conclusive. Being a red-hot fighter pilot, however, was absolutely no use to him as he lay shivering in the Czechoslovakian forest. He knew he would die if he didn't get some food and shelter soon.

"I knew where the German field was because I'd flown over it, so I headed in that direction to surrender. I intended to walk in the main gate, but it was late afternoon and, for some reason, I had second thoughts and decided to wait in the woods until morning.

"While I was lying there, I saw a crew working on an FW 190 right at the edge of the woods. When they were done, I assumed, just like you assume in America, that the thing was all finished. The cowling's on. The engine has been run. The fuel truck has been there. It's ready to go. Maybe a dumb assumption for a young fellow, but I assumed so. So, I got in the airplane and spent the night all hunkered down in the cockpit.



"Before dawn, it got light and I started studying the cockpit. I can't read German, so I couldn't decipher dials and I couldn't find the normal switches like there were in American airplanes. I kept looking, and on the right side was a smooth panel. Under this was a compartment with something I would classify as circuit breakers. They didn't look like ours, but they weren't regular switches either.

"I began to think that the Germans were probably no different from the Americans in that they would turn off all the switches when finished with the airplane. I had no earthly idea what those circuit breakers or switches did, but I reversed every one of them. If they were off, that would turn them on. When I did that, the gauges showed there was electricity on the airplane.

"I'd seen this metal T-handle on the right side of the cockpit that had a word on it that looked enough like 'starter' for me to think that's what it was. But when I pulled it, nothing happened. Nothing.

"But if pulling doesn't work . . . you push. And when I did, an inertia starter started winding up. I let it go for a while, then pulled on the handle and the engine started!"

The sun had yet to make it over the far trees and the air base was just waking up, getting ready to go to war. The FW 190 was one of many dispersed through-out the woods, and at that time of the morning, the sound of the engine must have been heard by many Germans not far away on the main base.



But even if they heard it, there was no reason for alarm. The last thing they expected was one of their fighters taxiing out with a weary Mustang pilot at the controls. Carr, however, wanted to take no chances.

"The taxiway came out of the woods and turned right towards where I knew the airfield was because I'd watched them land and take off while I was in the trees.

"On the left side of the taxiway, there was a shallow ditch and a space where there had been two hangars. The slabs were there, but the hangars were gone, and the area around them had been cleaned of all debris.

"I didn't want to go to the airfield, so I plowed down through the ditch and then the airplane started up the other side.

When the airplane started up . . . I shoved the throttle forward and took off right between where the two hangars had been."

At that point, Bruce Carr had no time to look around to see what effect the sight of a Focke-Wulf erupting from the trees had on the Germans. Undoubtedly, they were confused, but not unduly concerned. After all, it was probably just one of their maverick pilots doing something against the rules. They didn't know it was one of OUR maverick pilots doing something against the rules.

Carr had problems more immediate than a bunch of confused Germans. He had just pulled off the perfect plane-jacking; but he knew nothing about the airplane, couldn't read the placards and had 200 miles of enemy territory to cross. At home, there would be hundreds of his friends and fellow warriors, all of whom were, at that moment, preparing their guns to shoot at airplanes marked with swastikas and crosses, airplanes identical to the one Bruce Carr was at that moment flying. But Carr wasn't thinking that far ahead.

First, he had to get there, and that meant learning how to fly the airplane. "There were two buttons behind the throttle and three buttons behind those two. I wasn't sure what to push, so I pushed one button and nothing happened I pushed the other and the gear started up. As soon as I felt it coming up and I cleared the fence at the edge of the German field, I took it down a little lower and headed for home.

"All I wanted to do was clear the ground by about six inches, and there was only one throttle position for me . . . full forward!

"As I headed for home, I pushed one of the other three buttons, and the flaps came part way down. I pushed the button next to it, and they came up again. So I knew how to get the flaps down. But that was all I knew.



"I can't make heads or tails out of any of the instruments. None. I can't even figure how to change the prop pitch. But I don't sweat that, because props are full forward when you shut down anyway and it was running fine."

This time, it was German cows that were buzzed, although, as he streaked across fields and through the trees only a few feet off the ground, that was not the intent. At something over 350 miles an hour below tree-top level, he was trying to be a difficult target as he crossed the lines. But he wasn't difficult enough.

"There was no doubt when I crossed the lines because every SOB and his brother who had a .50-caliber machine gun shot at me. It was all over the place, and I had no idea which way to go. I didn't do much dodging because I was just as likely to fly into bullets as around them."

When he hopped over the last row of trees and found himself crossing his own airfield, he pulled up hard to set up for landing. His mind was on flying the airplane. "I pitched up, pulled the throttle back and punched the buttons I knew would put the gear and flaps down. I felt the flaps come down but the gear wasn't doing anything. I came around and pitched up again, still punching the button. Nothing was happening and I was really frustrated." He had been so intent on figuring out his airplane problems, he forgot he was putting on a very tempting show for the ground crew.

"As I started up the last time, I saw our air defence guys ripping the tarps off the quad .50s that ringed our field. I hadn't noticed the machine guns before. But I was sure noticing them right then.

"I roared around in as tight a pattern as I could fly and chopped the throttle. I slid to a halt on the runway and it was a nice belly job, if I say so myself."



His antics over the runway had drawn quite a crowd, and the airplane had barely stopped sliding before there were MPs up on the wings trying to drag him out of the airplane by his arms. They didn't realize he was still strapped in.

"I started throwing some good Anglo-Saxon swear words at them, and they let loose while I tried to get the seat belt undone, but my hands wouldn't work and I couldn't do it. Then they started pulling on me again because they still weren't convinced I was an American.

"I was yelling and hollering. Then, suddenly, they let go, and a face drops down into the cockpit in front of mine. It was my Group Commander: George R. Bickel.

"Bickel said, 'Carr, where in the hell have you been, and what have you been doing now?'"

Bruce Carr was home and entered the record books as the only pilot known to leave on a mission flying a Mustang and return flying a Focke-Wulf. For several days after the ordeal, he had trouble eating and sleeping, but when things again fell into place, he took some of the other pilots out to show them the airplane and how it worked. One of them pointed out a small handle under the glare shield that he hadn't noticed before. When he pulled it, the landing gear unlocked and fell out. The handle was a separate, mechanical uplock. At least, he had figured out the important things.



Carr finished the war with 14 aerial victories on 172 missions, including three bailouts because of ground fire. He stayed in the service, eventually flying 51 missions in Korea in F-86s and 286 in Viet Nam, flying F-100s. That's an amazing 509 combat missions and doesn't include many others during Viet Nam in other aircraft types. There is a profile into which almost every one of the breed fits, and it is the charter within that profile that makes the pilot a fighter pilot . . . not the other way around. And make no mistake about it; Colonel Bruce Carr was definitely a fighter pilot.

Strange new trend at the office. People putting names on food in the company fridge. Today I had a tuna sandwich named Kevin.



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Western Front heroics lost in Gallipoli myth.

Jonathan King

Australians are so obsessed with the Gallipoli debacle that the achievements on the Western Front are pushed into the background.

“Anzac achievements on the Western Front were never recognised by Australians back home, even though they were greatly appreciated by those closer to the war - the British, French and even the Germans”.

**Charles Bean,
War Correspondent,
1919**

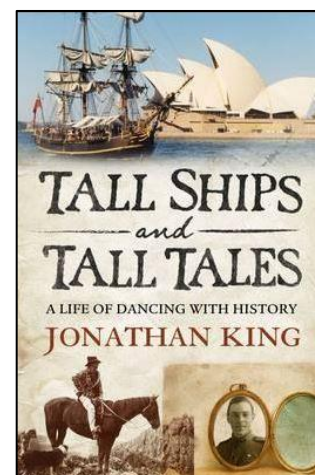
In November, Remembrance Day 2014, the Western world will be embroiled in some of history's largest commemorations - the 100th anniversary of World War I, aka the Great War, the War to End all Wars.

The Western world that is, apart from Australia. The commemorations start on August 4 - the centenary of the outbreak of World War I in Belgium - but Australians still do not get it. We as a nation are so transfixed by Gallipoli that it is difficult for us to look past that well-intended but ineffectual sideshow to the main event - the battles on the Western Front where the war was actually won. And that is despite the fact that Australians played such an enormous part in winning that war in Belgium and France (where the trench lines were known as Germany's western front).

We might have been defeated at Gallipoli and lost the lives of 8,709 young Australians - the cream of our crop - but we cling to this debacle like a drowning man to a straw. Travel companies are promoting centennial "celebrations" on that bloody beach that threaten to become a sort of grand final, with tickets at a premium and standing room only. This commercial Gallipoli juggernaut roaring down a road paved with misconceptions may be hard to stop. The first casualty in war, is after all, truth.

But having just published accounts by the last 10 Gallipoli Anzacs who I interviewed for my latest book - *Tall Ships and Tall Tales*- and also for a TV documentary funded by the Department of Veterans' Affairs, I cannot hold my tongue.

These last eye-witnesses all pleaded for us "not to glorify Gallipoli" because it was such a disaster and there was little to celebrate. I thought they were brave, but none were upbeat about their "heroic" achievements. Sydney's Corporal Ted Matthews, the world's last survivor of the landing, told me on camera, "Gallipoli was a failure because the British mucked the whole thing up." His comrade Trooper Len Hall said, "Oh yes, it was a terrible mistake altogether." Melbourne tunneller Roy Longmore said, "They landed us on the wrong beach." Sydney's Private Frank Kelly said, "It was ridiculous. The ridges we had to climb went on and on and got higher and higher. Anybody who tried to capture Gallipoli would have to have been mad!" They may have been disgruntled but they spoke the truth - hundreds also died of diseases in the dirty,



overcrowded beachhead because leaders failed to provide sanitation or enough clean water or edible food; incompetent English high command appointed via the "old boy network" sent thousands of Australians "over the top" to certain death; the Anzacs only captured a small area and all had to retreat.

These old warriors said the Gallipoli failure should have been a warning, stopping Australia rushing off to wars on far-flung shores that had little to do with us. Sobering, yet unheeded.

But the Turks agree with these last Anzacs. Having returned from Istanbul, where one of my books is being translated into Turkish and I am producing centennial books and films with Turkish historians in both languages to balance the story, I was staggered to discover how much we have inflated the "heroic" landing. Using detailed maps and army records these historians showed me how few Turks opposed the landing, and with rifles, not machine guns. Where the legendary "hail of bullets" came from is anybody's guess. Perhaps the imagination of our trusty war correspondent Charles Bean, filing censored copy for *The Age* and other newspapers.

"But if you want to tell 'em about battles we did win," Melbourne's Jack Buntine declared, "tell 'em about the Western Front." As Perth's Frank Isaacs boasted, "Every army we fought - we beat the bastards!" A pugnacious lot yes, but remember ours was the only all-volunteer army - they wanted to fight.

This Western Front was in fact at least five times greater for our Anzacs than Gallipoli because five times more Anzacs fought there. They were there five times longer, more than five times more were killed there (46,000), they fought five times more battles and won five times more Victoria Crosses.



Melbourne's Major-General John Monash, the great corps commander on the Western Front, certainly agreed with his former soldiers, saying in 1918, "The story of the glorious and decisive victories of the AIF on the Western Front will re-echo throughout the world and live forever in the history of our homeland." But it did not and the echo of these victories is now so faint, our federal government needs to turn up the volume so we can all tune in to next year's centennial commemorations on the Western Front - knowing that was more important to our Anzacs than Gallipoli.

My Remembrance Day appeal to the nation on behalf of those last Anzacs is to rethink our World War I focus. Let's use the centenary to redefine Anzac Day for what it was and upgrade our recognition of Remembrance Day - that victorious end to the battles fought by our Anzacs on the real killing fields of the Western Front from 1916-18, which should at least rank as equal favourite alongside Anzac Day.

Inside every older person is a younger person wondering what the hell happened.

Insecticide problems.

John Mordike.

For all of us who were subject to being sprayed within our barracks or took part in the aerial missions I believe that you will be most interested.

Over the last two years I have undertaken a study on the use of insecticides at the 1 ATF base at Nui Dat, the home of the Australian and the New Zealand fighting force in Vietnam. The most important finding of this study is that much of the truth about insecticide use by 1 ATF has never been revealed.

Taking a broad perspective, my study has revealed the roles played by the Army, the Department of Veterans' Affairs and the Department of Primary Industry in the examination and reporting of the use of insecticides by the Australian Army in Vietnam. This article narrows the focus. It presents a synopsis of the findings of my study in relation to the use of insecticides at Nui Dat.



The article is based on primary source documents from Army's Vietnam records. The records are held by the Research Centre, Australian War Memorial, Canberra, and are available to the public for research under the terms of the Archives Act (1983).

After the passage of forty years and a Royal Commission in 1983-5, it is time the truth was revealed.

Click [HERE](#) for more information or if you wish to add to John's data base you can contact John at: mordike@bigpond.com

HMAS Sydney II.

Late last year we were in Geraldton and as everyone who has been there knows, your trip is not complete until/unless you spend a while at the HMAS Sydney II memorial on the hill overlooking the town.

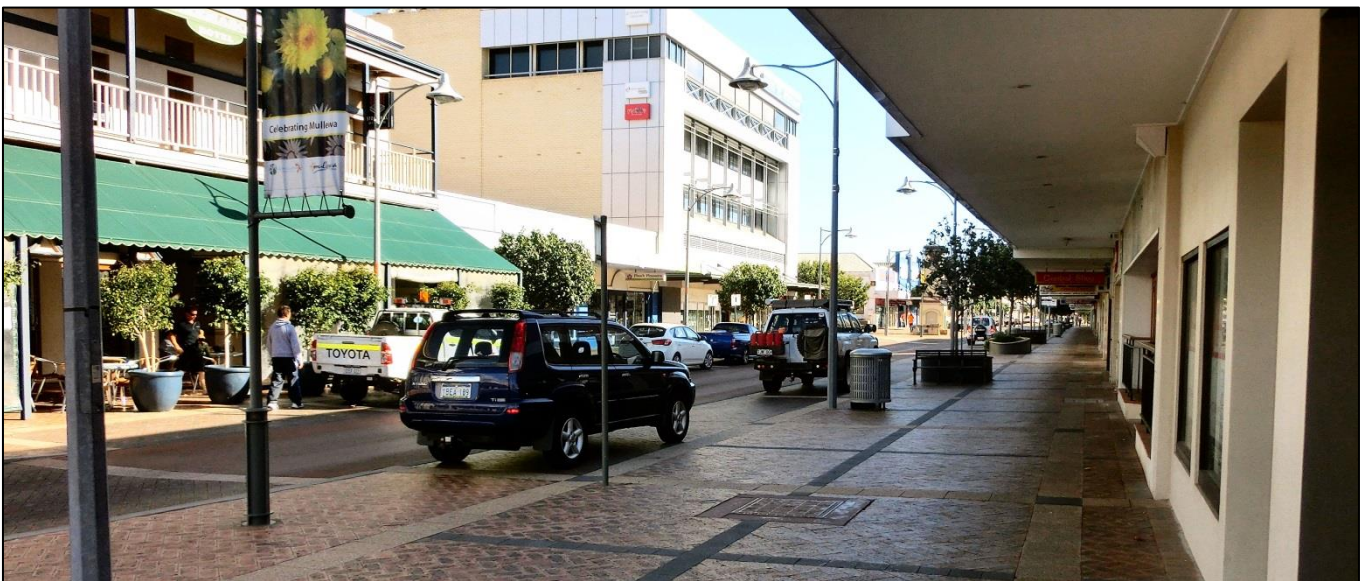
Geraldton is about 425km north of Perth, which for West Australians, is "just up the road". There are 3 ways you can drive there from Perth, the best, and probably the slowest, is the leisurely drive along the coast. There are two other roads inland, one of which takes you past Pearce, but if you've got the time, the Indian Ocean Drive along the coast is the one to take.

About 3 hours up the road from Perth, you come across the Pinnacles. There are thousands and thousands of these limestone formations, some 10 foot high, all of which were formed from seashells a long time ago. Each year, over 250,000 visitors pass through this amazing area which unbelievably remained virtually unknown until the 1960's.



The Pinnacles.

Another two hours up the road is Geraldton, a busy town of about 36,000 people. Geraldton is a major west coast seaport and is an important service and logistics centre for regional mining, fishing, wheat, sheep and tourism industries. Geraldton also has beautiful clean beaches and crystal clear blue water and offers some of the most spectacular kitesurfing, windsurfing, fishing and diving conditions.



Main St, Geraldton.

The Memorial to HMAS Sydney has been constructed on a hill (Mt Scott) which overlooks the town, the busy port and the Indian Ocean. It was built to honour the men of the HMAS Sydney II, to bring a measure of closure to their families and to comfort them in the knowledge that they are not alone in their grief, and that the whole nation grieves with them.



On November 19, 1941, the cruiser HMAS *Sydney II* (eight 6 inch guns and eight 21 inch torpedo tubes) and commanded by Captain Joseph Burnett, RAN, was approximately 150 miles south-west of Carnarvon, W.A., and was steaming on a southerly course to Fremantle, W.A.

About 5.30 p.m (WA time). she sighted a merchant vessel about 12 miles away. As the range closed *Sydney* tried to ascertain the stranger's identity and after confused signalling the other ship identified herself as the Dutch ship *Straat Malakka*. She was actually the disguised German raider *Kormoran* (six 5.9 inch guns and six 21 inch torpedo tubes). When the HMAS *Sydney II* ordered her to make her secret call sign, the German Captain, Commander Theodor Detmers, realised he could not bluff his way clear and had no alternative but to fight.

At 6.30 p.m (WA time), *Kormoran* unmasked her guns and opened a devastating fire on the Australian cruiser, simultaneously hitting her with a torpedo. The *Sydney* was soon ablaze with her forward turrets wrecked. However, her after guns returned a short but effective fire, hitting the *Kormoran* in the engine room and causing a fire that eventually was to prove fatal to the raider. Down by the bow, *Sydney* turned as if to ram the German ship or to bring her starboard torpedo tubes to bear. She passed close astern of *Kormoran* and narrowly missed her with a salvo of torpedoes. All the time she was under fire from the raider's guns.

She limped off into the evening well ablaze and her glare could be distinguished until 11 p.m (WA time). after which only occasional flickerings could be seen and these had vanished by

midnight. Meanwhile, *Kormoran's* crew had abandoned ship and the raider blew up at 1.30 a.m (WA time). Seventy-eight of *Kormoran's* complement of 393 were lost. The survivors were picked up by other ships or reached the West Australian coast.



None of *Sydney's* 645 men survived.



The wreckage of HMAS *Sydney II* was found on the 17th March, 2008.

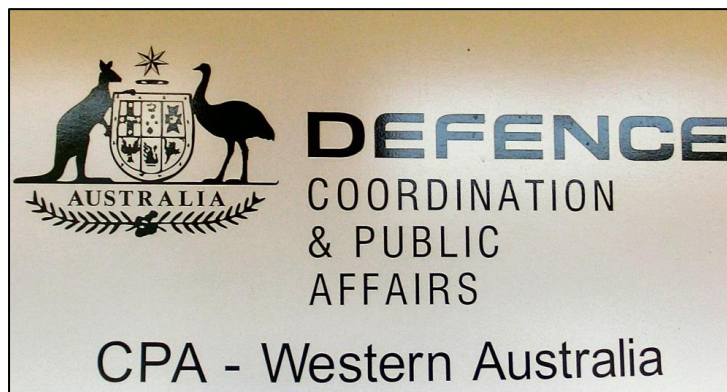
The Geraldton Voluntary Tour Guides Association runs a daily tour at the memorial starting at 10.30am. It is a 30 minute walking tour. Meet your guide at the memorial carpark, Gummer avenue, Mt Scott. It is definitely a must see!

Wood burns faster when you have to cut and chop it yourself.

HMAS Stirling – WA.

(You can click a lot of these pics for a bigger view.)

While in Perth late last year, we contacted Defence Public Relations to get permission to have a look over and to report on the Navy's large base at Rockingham, which is about 50 klms south of Perth. They were only too happy to oblige and Gary Booth, who organised our tour of [Pearce](#), contacted us (Ted McEvoy, Peter Gorta and me) and we arranged to meet him at the causeway that leads from Rockingham out to Garden Island (WA) where the base is situated.



While we were talking, Ted discovered that he had been in Vietnam, with 35 Sqn, with Gary's father Don. Don was a Sgt

Framie and served with 35Sqn from Feb 1968 to Feb 1969. Small world??

The Base, which is the Navy's largest, being home to over half the fleet, is named after Captain James Stirling, Royal Navy, the naval officer who landed on Garden Island in 1827 and returned in June, 1829 to found not only the first European settlement in Western Australia, but also the first free colony anywhere in Australia. Stirling's makeshift camp was set-up on the craggy rock outcrop on the eastern side of the island, which today is known as Cliff Head and is the site of a memorial. HMAS Stirling's crest is based on the Stirling family coat-of-arms.

Garden Island is about 4.5 klms from land and is reached by a two lane causeway and bridge.



Two thirds of the island is open to the public however, they are only allowed to get to the island by private boat and only during daylight hours. The causeway is accessible to pass holders only. There are three public picnic areas with free gas BBQs and toilet facilities and signs advise the public not to go bush as the Island is home to many angry tiger snakes. The Department of Conservation and Land Management Rangers patrol the coastline and provide assistance to visitors and ensure all rubbish is removed on departure.

Garden Island (WA) had been a Defence Base since 1915. During WW2, gun batteries were established as part of the Fremantle coastal defence network and Careening Bay, home of the current base, was home for the top secret [Z force submarines](#). After the war, it was a popular holiday destination with many cottages and shacks and was serviced by small ferries. The planning for the current day HMAS Stirling began in 1969 after the tabling of a feasibility study into the use of Garden Island as a naval base. The causeway linking the island with the mainland was completed in June 1973, allowing the construction of Stirling's wharves and workshops, which began in 1973, and then the accommodation blocks which began in 1975. Stirling was formally commissioned on the 28th July, 1978.

Since its commissioning, the Base has expanded enormously within its existing boundaries and has seen buildings such as the Submarine Escape Training Facility constructed, one of only six in the world and the only one in the southern hemisphere. It is today the largest base in the RAN and is home to more than 2,300 service personnel, 600 Defence civilians and 500 long-term contractors.

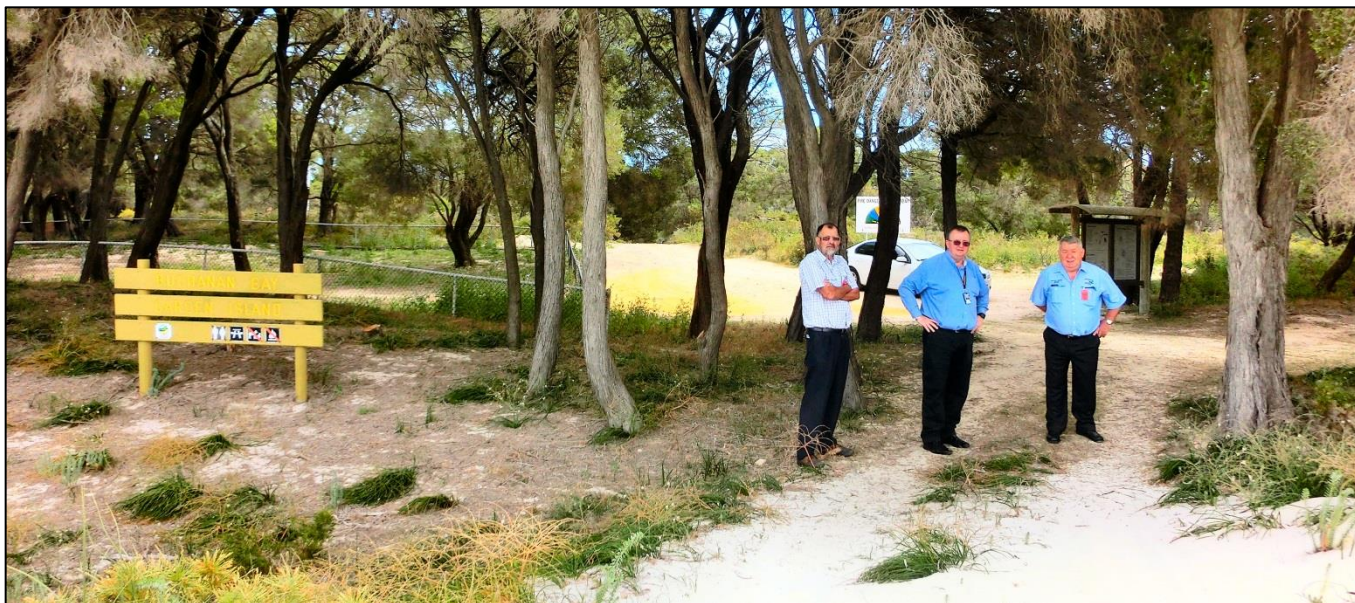
Some 12 Fleet units including RAN's Anzac Class frigates and Collins Class submarines are stationed here, along with some 70 units including the Submarine Training and Systems Centre (STSC), Australian Clearance Diving Team 4 (AUSCDT 4) and the Defence Communications Station (DEFCOMMSTA) Perth. The 314 metre long two-level: "Diamantina Pier" and the redeveloped small ships harbour have vastly increased the wharf and berthing space available to surface ships and submarines.



HMAS Stirling's primary purpose is to provide operational and logistics support to the RAN's ships, submarines and aircraft based in WA.

A lot of RAAF people wonder why the Navy has hooks on the back end of their aeroplanes, now we know – see [HERE](#).

The flora and fauna on the Island have evolved in isolation from the mainland and remain from a more complex ecosystem when the island's dunes were high points on a much wider coastal plain dating from the last ice age. The Navy are fully aware of the delicate eco-system on the island and have gone out of their way to protect it. Some 50,000 indigenous trees and scrubs were planted to stabilise the soil and enhance the wildlife's habitat.



L-R: Peter Gorta, Gary Booth and Ted McEvoy at Buchanan Bay, one of the public picnic/bar-b-q areas on the island.



The view from Capt Stirling's original camp site.

Unfortunately there were no Collins Class submarines at home when we were there nor were we allowed on any of the ships, but Gary made us feel very welcome and we had a great look around. One thing about being in the Navy, you nearly always enjoy a water view from your work place.

The ship in the above pic (copied at right), alongside the Diamantine Wharf, is HMAS Sirius. Sirius is a double hulled tanker which was built as a commercial civilian tanker but which was purchased by the Navy and converted into a fleet replenishment vessel to replace HMAS Westralia. She was launched in South Korea on 2004, brought to Fremantle WA and commissioned into the Navy in 2006. She is expected to remain in service until the 2020s.



Originally, the Navy planned to have a ship specially constructed for the role but it was decided to instead purchase an under-construction civilian tanker and modify her for military service, allowing it to enter service three years before originally planned, at a saving of half the acquisition project's cost. While HMAS Sirius is the first ship of this name to serve as part of the RAN, she is named after HMS Sirius, the flagship of the First Fleet of British convicts sent to Australia in 1788.



She completed working up and passed her first Unit Readiness Evaluation in December 2006 however, although a flight deck was fitted towards the 'back end' for helicopter operations, she has yet to pass the stability test that will allow it. She can carry over 34,806 cz (cubic metres) of fuel including 5,486 cz (cubic metres) of aviation fuel for use by RAN helicopters. (1 cub metre = 1,000 litres). Sirius can replenish ships at sea by day and night and is capable of replenishing two ships at a time. She has transfer points for fuel, water and stores.

She is 192 metres in length, has a 32 metre beam and a draught of 11 metres. Fully loaded she weighs 46,700 tonnes, will race through the water at 16 knots and has a range of 16,000 nautical miles. She has a crew of 60 persons and is not completely helpless having 5 x 12.7mm machine guns.



One ship that can definitely take care of herself is the HMAS Perth (above). Perth is an Anzac class frigate and is the last of that class to be built. Tenix Defence Systems built 10 of the type, 8 of which are operated by the RAN and 2 by the Kiwis. She was commissioned into the RAN

in 2006 and in 2007 became the first major warship of the Navy to be commanded by a woman, [Commander Michele Miller](#).

This class originated from the Navy's plans to replace their six River class destroyer escorts with a mid-capability patrol frigate. Australian shipbuilding was thought to be incapable of warship design, so the RAN decided to take a proven foreign design and modify it. Around the same time, the Kiwi Navy (RNZN) was looking to replace their four Leander class frigates but because of a deterioration in New Zealand-United States relations, the need to improve alliances with nearby nations, and the commonalities between the RAN and RNZN ships' the Kiwis decided to toss in with the RAN and order 2 ships with an option to take 2 more.

Tenders were called in 1986 and 12 different designs were received and by mid 1987 these were culled to a short list of 3 tenderers. In 1989, the Australian government announced that Melbourne-based shipbuilder AMECON (which later became Tenix Defence) would build the modified German MEKO 200 design.

Each frigate has a 3,600 tonne full load displacement, are 109 metres long at the waterline, have a beam of 14.8 metres and a full load draught of 4.35 metres. They are powered by a single, 30,172 HP [General Electric LM2500-30](#) gas turbine and two 8,840 HP diesel engines driving the ship's two variable pitch propellers. Maximum speed is 27 knots and at a cruising speed of 18 knots she has a range of over 6,000 nautical miles.

Perth was laid down at Williamstown, Victoria, in July 2003 and was launched on 20th March 2004. She was commissioned into the Navy in August 2006. She was assembled from six hull modules which were built at Williamstown (Vic) and Newcastle (NSW) and six superstructure modules which were made in Whangarei, New Zealand.

During 2010 and 2011, Perth was used as the test-bed for a major upgrade to the Anzac class' ability to defend themselves from anti-ship missiles (ASMD), a feature that would make a lot of sailors feel a whole lot better.

Perth's CEAFAR phased array radars installed as part of the ASMD Project.



The ASMD will allow the Anzac frigates to defend themselves against saturation attacks from anti-ship missiles and to give close-in protection to amphibious ships. Key elements of the upgrade include:

- Installation of an infra-red search and track system to provide detection and indication of low level aircraft and anti-ship missiles when close to land.
- Improvements to the existing fire control radar to increase the detection and engagement range against anti-ship missiles.

- Improvements to the command and control system to shorten the time between detection and engagement of anti-ship missiles.
- The phased array radar provides far better target indication and tracking of supersonic anti-ship missiles and mid-course guidance for the [Sea Sparrow Missile](#) and enabling more than one missile to be controlled in flight.

The software is still under development and when completed will allow it to fire and control a greater number of Sea Sparrows (right) – the exact figures are classified, though the original intention of the project was to defend against saturation attacks. The Kiwis are looking at the system and are watching the upgrade with interest but at the moment have not proposed to extend the Anzac ASMD project to their two ships.



Perth is armed with an array of munitions, including:

- a 5-inch 54 calibre Mark 45 gun,
- an eight-cell missile launch system.
- two 12.7-millimetre machine guns,
- two Mark 32 triple torpedo tube sets
- two quad-canister Harpoon anti-ship missile launchers.

She can also carry a Sikorsky S-70B-2 Seahawk helicopter.

Another ship that was tied up while we were there was the Toowoomba.



HMAS Toowoomba is a sister ship to the Perth and was the seventh Anzac frigate to enter the Navy. She was laid down in 2002 and commissioned in 2005. In 2007, she was first deployed

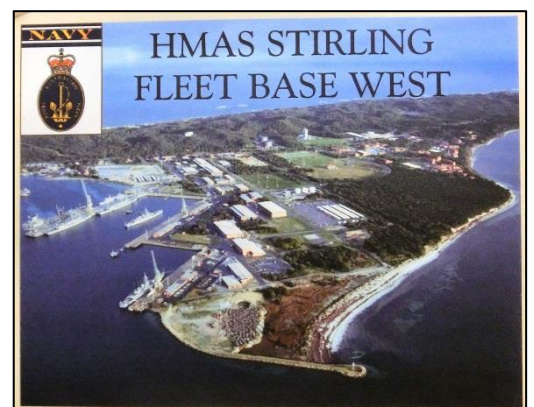
to the Persian Gulf as part of Operation Slipper then again during the second half of 2009 where she became the first Navy vessel to operate with the counter-piracy Combined Task Force. In September 2009, she responded to a call for assistance from the merchant vessel BBC Portugal and successfully prevented an act of high-seas piracy. A Japanese P-3 Orion aircraft and a naval helicopter from the German frigate Bremen provided surveillance support while Toowoomba closed in. A boarding party from Toowoomba confiscated several weapons from the attackers, including a rocket-propelled grenade launcher, six AK-47 assault rifles, and a G3 assault rifle, before the skiff was directed to leave the area.

Both ships carry a complement of about 170 sailors.

Stirling is also home to a well stocked and well maintained Museum – the Fleet Base West Naval Museum.



The museum chronicles the development of the base from its early beginnings up until today, with a replicas of HMAS Perth (above - launched 1963, decommissioned 1999) and the Diamantina on display. The Diamantina, after which the main pier was named, was a River class frigate that was constructed in the mid-1940s. She was active from 1945 until 1946 after which she was placed in reserve, then recommissioned as a survey ship from 1959 until 1980.



She was the last World War II-era frigate to leave the Navy and now rests at the Queensland Maritime Museum at South Bank as a museum ship.

She was laid down in April 1943 at Walkers Limited in Maryborough, Queensland and was launched on 6 April 1944. She has the distinction of carrying Lieutenant General Kanda and Vice Admiral Baron Samejima, officers of the Japanese Imperial High Command, to the surrender of Torokina on 8 September 1945. She was also involved in the surrenders of Nauru on 13 September and Ocean Island on 1 October; both ceremonies conducted on her quarterdeck.

In 1959, she was recommissioned as an oceanographic survey ship and based in Fremantle, WA. She performed the first survey of the Montebello Islands following the British atomic test, Operation Hurricane and later that year carried out the first survey of the waters around Christmas Island. During this period, her most notable achievement was the discovery of the deepest known part of the Indian Ocean on 7 February 1960, which was named Diamantina Deep after the ship. It is located about 1,125 km west-southwest of Perth and has a maximum depth of 7,299 m (23,947 ft). The Diamantina was finally retired in 1980.

Another interesting exhibit in the museum is the Ikara missile.



The Ikara missile was an Australian designed, ship-launched anti-submarine missile, named after an Australian Aboriginal word for "throwing stick". It launched an acoustic torpedo to a range of 10 nautical miles, allowing fast-reaction attacks against submarines at ranges that would otherwise require the launching ship to close for attack, placing itself at risk. Also, by flying to the general area of the target, the engagement time was dramatically reduced, giving the target less time to respond.

When an enemy submarine was spotted, the Ikara would be launched, fly to the general area of the submarine, drop its torpedo then fly on and splash down some distance away.

They were used on all of the Navy's River class frigates/destroyer escorts and Perth class guided missile destroyers from the 1960's right up until the 1990's.

When not at sea, the base is home to a large number of sailors and the Navy has not skimped on their accommodation.



There are numerous all air-conditioned motel-type state-of-the-art accommodation blocks on the base and the sailors and sailorettes make good use of them, more so than what we've seen on RAAF or Army bases to which we've been recently.

And with all those people living on the base, there was obviously a need for facilities which Navy has also provided.



The current Tammar Tavern is the Navy's equivalent to a RAAF Airman's Boozier only in this case, you would be hard pressed to find better facilities. About 12 months ago the old "Mess" underwent some major improvements, moved to a new location and when it reopened in January 2013 provided wonderful facilities for the sailors and sailorettes and their families.

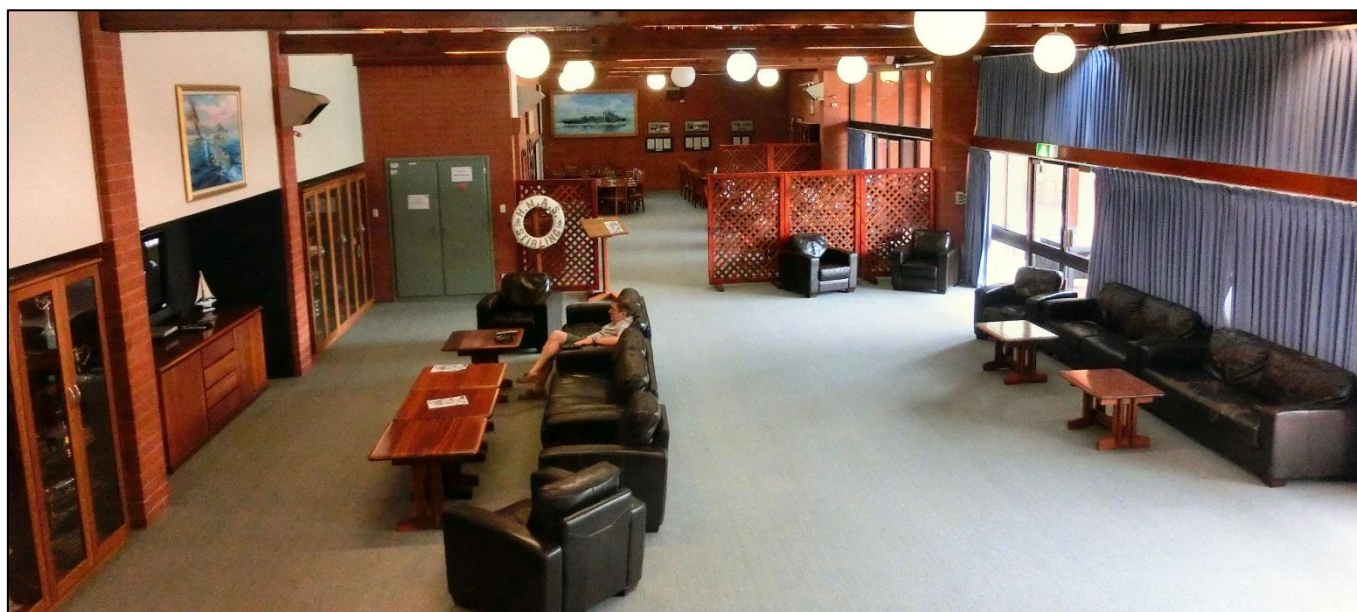


Amenities include a 160 inch projector screen, new furniture and modernised bar equipment, and an alcohol free room which gives members and their families a space to enjoy the benefits of the mess in an alcohol free environment. Like the main section of the Tammar Tavern, the alcohol free space features a pool table, an entertainment system, a lounge area and gaming equipment.

And it's not only the junior ranks that are looked after, the Navy has combined what we'd call the Sergeants and Officers messes into one which at Stirling is called the "Sir James Stirling Mess"



We were shown through the Messes early in the afternoon, when everyone was at work, so we had the run of the place all to ourselves and from what we could see, the senior NCO's and Officers don't want for too much either.



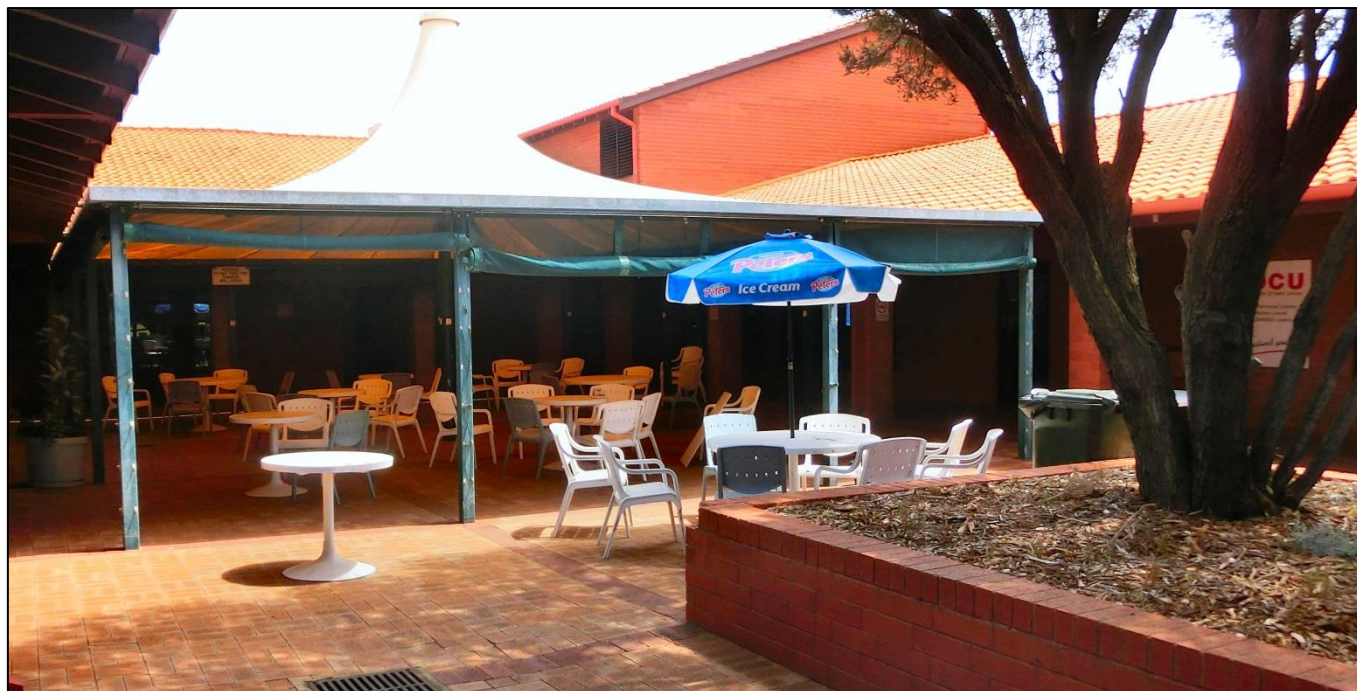


Then after all that touring and inspecting, it was time to take a breather before pushing on to other areas.



L-R: Ted McEvoy, Gary Booth, Trev Benneworth.

Similar to other ADF establishments, should the sailors and sailorettes on Stirling wish to socialise outside their Mess hours, they also have a well stocked canteen in which to do it.



As there were no Mess facilities open during the hours we were there, we also enjoyed a light meal and a refreshing glass in the canteen.

Then after we had been satisfyingly fed and watered, it was time to move on again.



One area of which Stirling is rightly proud is the Submarine Escape and Rescue Centre (SETF) which was officially opened on the 22 April, 1988. Prior to this, Navy submariners were trained at the Submarine Escape Training Tower at HMS Dolphin in Gosport, England. The SETF is the only submarine escape training system in the southern hemisphere, and one of only six operational worldwide.

Unfortunately, the SETF had not enjoyed plain sailing over recent years. Originally manned solely by the Navy, the regular posting of instructors caused a knowledge drain so Navy was forced to contract civilian diving companies to provide the training. Management of the facility was contracted to Australian Submarine Corporation (ASC), but in January 2009, it was reported that the facility had sat unused for 18 months because of a contract dispute between ASC and the RAN. *(Does that sound like your ADF?? - tb)*. While all this was going on, Navy personnel were sent to Canada for escape training, then in March 2011, the peace pipe was smoked by all parties, and the SETF reopened.

Escape training is generally a five-day course. The course culminates in a free ascent in the facility's 22-metre vertical freshwater tank, with only one attempt permitted. New submarine trainees have to pass the course before they can be posted to a submarine, and submariners must requalify every three years. Pressurisation of the escape tower takes less than 20 seconds to reach a maximum escape depth of 180 metres in order to reduce the risk of decompression illness. In 1995, training was changed to require two buoyant ascents from 9 metres wearing the submarine escape jerkin and two hooded ascents in the tower from 22 metres to reduce the risk of pulmonary barotrauma.

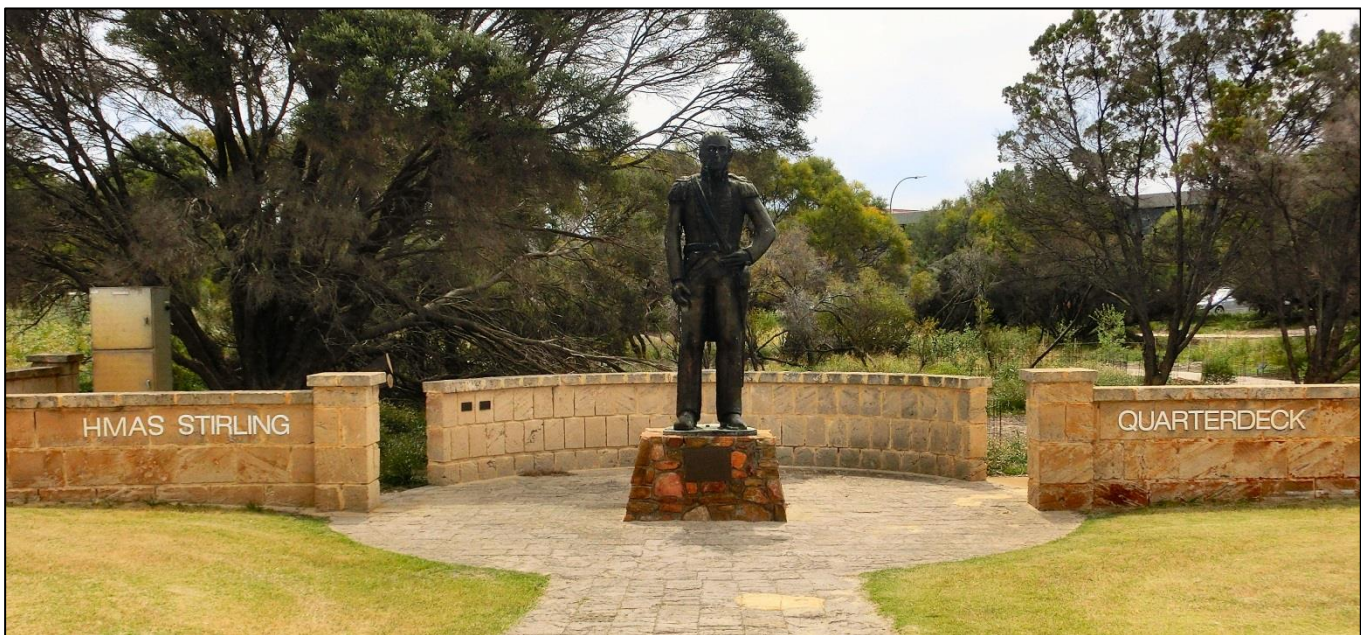
Prior to 1995, candidates were required to perform two buoyant ascents from 9 metres, one buoyant ascent from 22 metres wearing the submarine escape jerkin, one hooded ascent in the compartment from 22 metres, and two hooded ascents in the tower from 22 metres. *(All scary stuff and I'm glad it's not me – tb)*.

Another facility that Navy provided for people based on Stirling and to other ADF personnel in the area is a lending library. All books, CD's, DVD's etc held in the library are catalogued on line and ADF personnel can log on and select an item and have it sent to them.



The lovely Leanne Thorpe usually handles the request and makes sure all items requested are dispatched ASAP.

Then, unfortunately, it was time to leave. On the way Gary took us further up the eastern shore of the Island and showed us where the munitions are loaded on to the ships. This is obviously far away from the living quarters and working areas in order to ensure the safety of sailors and sailorettes.



Then it was past the statue of Captain Stirling, onto the causeway and back onto the mainland. We must thank Gary Booth who gave us his time to show us around, thanks to Defence Media in Canberra for arranging it and thanks to Peter Gorta for driving us down and back.

Paddy texts his wife...

"Mary, I'm just having one more pint with the lads. If I'm not home in 20 minutes, read this message again."

HMAS Diamantina.

In Perth last year, while we were looking over HMAS Stirling, we couldn't help noticing the number of times the Navy referred to the old WW2 frigate, the HMAS Diamantina. It seems she was something special and as we live in Brisbane we know where she rests today so we decided it was time we had a look over her, just to see what all the fuss was about.

Anyone familiar with Brisbane will also know Southbank which is the Phoenix that arose from the site left vacant when Expo (30 April 1988 – 30 October 1988) wound up. Prior to Expo, that area of Brisbane held old storage and warehouse sheds, dilapidated wooden wharves and at its eastern end, the old South Brisbane Dry Dock.



When Expo finished, the site lay vacant for a period while they figured out what to do with the land and eventually they got enough people to agree to a set of plans and today we have the wonderful open area that is extensively used by Brisbanites and visitors every day. But they left the old dry dock.

The dock was built in 1876, is 131 metres long and during the war was a strategic asset having provided facilities for the servicing of over a hundred RAN and USN ships. It was finally closed in 1972 and now, as part of the Queensland Maritime Museum, is the final resting place for the 2,120 ton HMAS Diamantina. A couple of years ago, when Brisbane flooded, so did the dock, the Diamantina floated off her chocks and after the two huge centrifugal pumps, which can

completely empty the dock in only 3-4 hours, pumped out the water, Diamantina was resettled on new chocks and that's how she rests today.



She was constructed in Maryborough Queensland, by Walkers Ltd, with the keel laid down on the 12th April 1943, launched on the 6th April 1944 and commissioned into the RAN on the 27th April 1945. She is most likely the last RAN unit to engage enemy forces in World War 2.



Walkers Ltd constructed ships between 1877 and 1974 and Diamantina was the 25th of 69 ships. At its peak during the war, Walkers employed 1200 men in the shipyard. Although welded construction techniques in ships were first used in about 1934, the River Class ships were designed for riveted construction with some welding permitted.

Early in the war (WW2) the Allies were losing too many transport and cargo ships to the German U-Boats and a convoy protection ship was urgently needed, one that could shepherd the convoys all the way across the wild waters of the Atlantic.

The German submarine operations in 1939/40 had revealed a severe shortage of convoy escorts. The corvettes, sloops and destroyers which the Allies had were not heavy-weather ships and did not have the endurance to escort a convoy all the way across the North Atlantic. In November 1940 a meeting was held at the British Admiralty to draw up the requirements for an ideal convoy escort vessel. The specifications were as follows:

- Good sea-keeping.
- A long foc'sle to help keep the ship drier in heavy seas.
- Deep propellers to prevent lifting clear of the water in rough weather.

- Good habitability for the crew including officers' accommodation in the forward section.
- A squarish hull and metacentre to give an easy roll.
- Long range, two engines and a single rudder.
- Adequate surface and anti-aircraft armament.
- Sonar (Asdic) and depth charges.
- Radar, High Frequency Direction Finding (HFDF) and good radio communications.
- Sufficient speed and acceleration to out manoeuvre surfaced submarines.

The River Class design was accepted and rushed into production. The Australian Naval Board also accepted the design and approved the construction of the frigates in 1941 and the first was laid down in 1942. 131 in total were built for Allied navies during that war; 57 in Britain, 68 in Canada, and 6 in Australia. The USA also liked the design and constructed 77 Tacoma class vessels based on the River Class design and placed orders for a 1,000 destroyer escorts derived from the River Class.

They were employed in Escort Groups for convoys, tactical response Support Groups and as the Senior Officer's ship. These frigates could handle rough water, had the endurance to escort convoys across the Atlantic; they had the sonar, radar and HFDF sensors to detect surfaced and submerged submarines and they had the speed and weaponry to attack submarines.

The warship classification "*Frigate*" which had not been used since the era of sail, was reborn in the guise of a modern naval frigate – a well-armed multi-role warship of medium size with good endurance capable of independent operations and which was economic to construct. Frigates have become one of the dominant classes of vessels in navies world-wide since 1943 and in Diamantina we see the origin of a significant line of warship development.

Lieutenant Commander Maurice George Rose Royal Australian Naval Volunteer Reserve (RANVR) was the ship's first Commanding Officer. He served with distinction in the Battle of the Atlantic from July 1940 to February 1944, in command of HMS Alisma (1941-43) (right) and HMS Fal (1943-44) undertaking convoy escort duties. He joined Diamantina in October 1944 and commenced the task of preparing the ship and her complement of 146 personnel for war service. You can see Diamantina's war service [HERE](#).



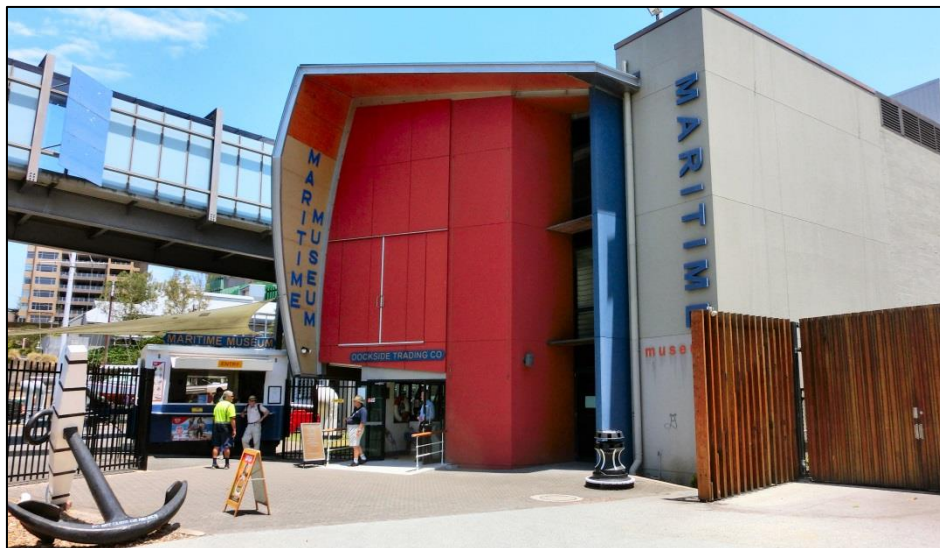
The Frigates have been described as the main reason for the 'turning point of World War II'. In 1943, four of the ships fought and won a seven-day battle against 30 U-boats forcing the Germans to withdraw their submarines from the North Atlantic Ocean.

In June 1945 Diamantina assumed duty as the senior ship supporting the 2nd Australian Corp's Bougainville campaign. On 8 September 1945 she embarked the Commander Japanese 17th Army for transfer to a surrender ceremony at Torokina, Bougainville and then embarked Brigadier J. R. Stevenson DSO representing the Australian Government to accept the surrenders of Japanese forces at Nauru and later Ocean Island, 1st October 1945. Both

ceremonies were conducted on Diamantina's quarterdeck and she is one of only two ships remaining in the world to have hosted surrender ceremonies – the other is the USS Missouri (on display in Pearl Harbour).

The ship was placed in reserve in 1946 and then re-commissioned by the RAN as an oceanographic, meteorological and hydrographic research vessel in 1959. Between 1959 and 1979, she conducted very significant operations in the Indian Ocean, South China Sea, Timor Sea, Coral Sea and Pacific Ocean. She also supported Australia's contribution to the International Indian Ocean Expedition (1959-65). That mission and the next 15 years of research of the Indian Ocean aboard Diamantina by the CSIRO and other agencies put Australia at the forefront of knowledge of that ocean.

On 8 February 1960 the ship discovered the 1200 nautical mile Diamantina Fracture Zone, the then deepest known part of the Indian Ocean. Approximately 150,000 square nautical miles of the Southern and Indian Oceans are named the Diamantina Zone in recognition of the ship's contribution to science. The research of the East Australian Current conducted aboard Diamantina changed the face of dynamic oceanography.



In February 1980, while in Sydney, the ship was de-commissioned and in October 1980 she was gifted to the Queensland Maritime Museum by the Australian Government and was dry docked at the Museum in April 1981.

Hic regit, ille tuetur (He who rules also protects) is the ship's motto. Her crest incorporates a heraldic eagle, ducal coronet and

Martello tower. Both motto and crest come from the family of Countess Diamantina Candiano Roma, the Greek born wife of the first Governor of Queensland, Sir George Bowen who assumed duty in Brisbane in 1859. In 1862 the explorer Landsborough named a large river in western Queensland, Diamantina, also in honour of the Countess.



Diamantina is the only remaining River Class frigate in the world and she is the sole evidence world-wide of the origins of the modern naval frigate – so she is definitely worth saving. She has representative significance as the largest single World War 2 exhibit on display in Australia and one of only three remaining naval vessels in Australia that served in that conflict. She is an outstanding example of the contribution made to the defence of Australia by the ships of the Royal Australian Navy, Australian naval personnel and the Australian shipbuilding industry.

The ship is internationally significant as she marks an important transition worldwide in warship design and as the only surviving example world-wide of the first anti-submarine frigates. Her

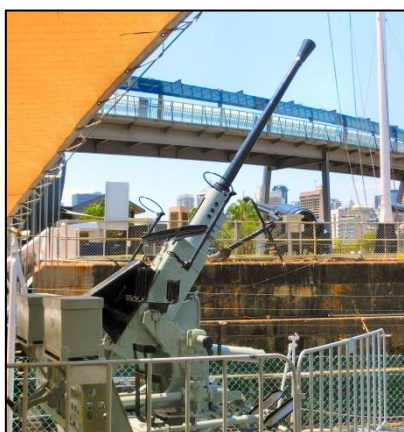
work in support of oceanography has been described by CSIRO as outstanding and established Australia's offshore oceanographic capability.

Many years ago, while living in PNG, we worked with a great bloke who was ex-Navy and who had served on the Diamantina when she was undertaking the oceanographic work. He used to say, even though the conditions on board were a bit "old", those days were some of the best days of his life and from his many stories we felt as though we also knew what it was like to serve on her. It was well past time we had a look for ourselves.



We met with ex-Navy Ian Jempson who is the CEO of the Qld Maritime Museum at Southbank. Ian made us very welcome and gave us a detailed briefing on the history of the ship and how it came to be stored in Brisbane. He then asked John Thiele, who is one of the volunteers at the museum if he would show us over the ship. John is a retired Qld Public Servant whose hobby is WW2 Naval history, so what he doesn't know about the Diamantina is not worth knowing – we certainly got the royal tour.

You enter the Diamantina at the covered rear end via the hinged gangway and the first thing you notice is one of the three 40mm Bofors anti-aircraft guns.



The Bofors gun was designed in the 1930s by the Swedish arms manufacturer AB Bofors. It was one of the most popular medium-weight anti-aircraft systems used during World War II and was used by most of the western Allies as well as by the Axis powers. The cannon remains in service today as the main armament in the Swedish tracked vehicle making it both one of the longest-serving and most widespread artillery pieces of all time. It required a number of men to operate it, 2 on the gun, one to operate it horizontally and the other to raise and lower the barrel and to fire the shells. 2 more men were required to load the ammunition and many more were needed to get the ammunition from the magazine downstairs to the gun positions. It had a useful range of 4,500 metres and could pump out 120 rounds a minute.

Bofors itself has been part of BAE Systems AB since March 2005.

Further towards the rear end are the depth charge throwers. Two were fitted on each side and the hydraulic systems could throw a 135kg canister 40 metres from the ship. The canisters, which were stored in the depths of the ship, would be armed to explode at a set depth, then brought up from the store and placed into the loading racks which sat beside each thrower. The ship carried a



total of 100 canisters and contrary to what you see in popular movies, a canister would need to explode inside 6 metres of its target to destroy it and from 6 metres to 12 metres to do enough damage to bring it to the surface. Any further from the target would only give those on board a nasty scare, it would be a bit noisy but would not do any real damage. And, if they explode at depth, there is no huge burst of water that you also see in the movies. The throwers were aligned so they tossed the canisters in a box pattern, the front one tossed its canister directly out from the ship while the next tossed its, angled towards the rear. As well as the throwers, there were two racks at the rear where canisters could be simply rolled into the water.

The throwing and rolling of the depth charge canisters was controlled from the front of the ship from where the anti-submarine officer operated and worked in conjunction with the ASDIC operator (the Yanks called it Sonar).



Diamantina was 'steered' from an area below the top deck called the wheel house. The bloke on the wheel had no idea where he was going as he couldn't see a thing, seems a strange way of doing things but it seemed to work. There would normally be at least 3 men on duty in this compartment, one on the wheel, and as the ship had two engines, one on each on the engine telegraphs. Orders to the 3 men would come via voice pipe from the bridge above.



There would also have been one or two senior bods making sure everything was being done as it should.

The Captain or his deputy would operate from the bridge, shown at left, which is out in the open air and from here he would pass directions to the men in the wheel house. Quite a few sailors would work at this position, blokes on signal lamps each side, look outs and of course gofors.

The small black door, partly seen through the gap in the surround, leads to the ASDIC position (below). The ASDIC operator could determine the range and depth of a submarine and this information would be fed to the weapons officer. This equipment was contained in an all metal 'box' and with the door usually closed, the temp inside, when operating in the tropics, would have been a bit warm.



Out to the side from the Captain's position was the Oerlikon cannon. These weapons were initially invented in Germany in about 1914, but after the treaty of Versailles which

limited the manufacturing of weapons in Germany, production was moved to the Swiss firm, Semag. In 1924, the Semag company folded and the Oerlikon firm, named after the Zürich suburb where it was based, acquired all rights to the weapon, plus the manufacturing equipment and the employees of Semag, and continued to manufacture the cannon.

Diamantina also carried two 4 inch guns, one situated towards the front of the ship and one down the back. These guns could fire 12-14 rounds a minute and had a useful range of 17,000 metres. It required about 8 men to operate each, two sitting on the gun, one bloke operating the horizontal movement, the other raising and lowering the barrel and firing the gun. Shells, each weighing about 25 kg, would be brought up from the magazine below and manhandled to the gun where they would be loaded by the loader.



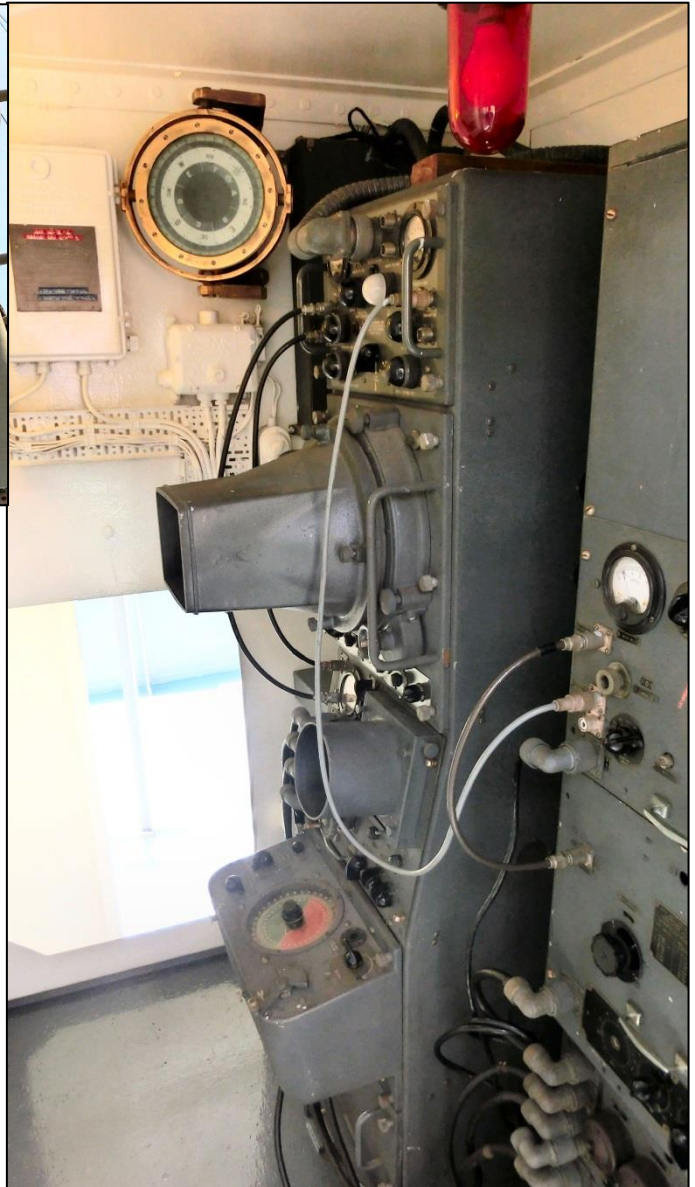
John Thiele, volunteer at the museum, showing his pride and joy, the big gun!!



Directly behind the Bridge position was the 10cm radar – another steel housing and another hot box for the operator. (See [HERE](#))

The antenna was situated inside a round protective housing, situated above where the operator worked, and the signal was transferred from the transmitter to the antenna, then back to the receiver via a piece of 10cm wave guide bolted onto the outside of the housing.

Back in the war days, the poor old operator would have had to stand in front of the set, with his face glued to the PPI shield, keeping an eye out for Mr Enemy. No seat on which to take it easy, no air con to keep the area liveable – it was a case of grin and bear it.



There was quite a bit of radio gear on the ship, all very old stuff compared to today's standards and we have a lot of sympathy for the poor old Radtech whose job it was to keep it all going. Everything was run on inherently unreliable valves and associated circuitry and the ship must have carried tons of spares. The old AVO and the mighty scope iron would have really earned their money. Power to everything on the ship was provided from huge 220V DC generators, and being DC you can imagine the size of some of the equipment. Left, some of the old switch gear.

The ship normally carried a total of 140 sailors and the first thing you notice when looking over the ship, is the number of different messes. It seemed, back then, that each time you were promoted you moved into a different mess. The Seamen (Erks) did it tough, living right up the

front and bumpy end of the ship in some pretty rough and ready conditions with no permanent bed-space and a locker the size of a tea chest in which they had to store all their worldly possessions. You can see the metal lockers in the pic below, just to the left of the dining table.

Seamen were issued with a hammock which they kept for the whole period of their service but on board they had to find a spot to hang it. The way it worked, half the men would be on duty so they would roll up their hammocks and stow them, then those off duty would hang theirs and try and get some sleep. Not easy but I suppose you got used to it.



During meal times, all hammocks would need to be stowed so everyone could sit at the table and eat their meals which were cooked in the kitchen situated on the top deck. The kitchen (pic below) would provide meals for the full ship's company (140 men) but it wasn't a case of lining up bistro style to be served. In the sailor's mess, someone would be detailed off as the gofor



and it was his job to head off upstairs, pick up all the food for the "lads", bring it down to the mess and dole it out.

Most of the ovens in the kitchen were steam heated, while the main range, behind the prep table, ran on diesel. You can just imagine how cramped and how hot it got in *there* at times.

As you moved up in rank you got it easier of course. The Mess below was the Engine Room Artificer's (ERA) mess. 4 blokes, who were tradesmen and who were responsible for the maintenance and repair of equipment in the engine and boiler rooms lived in here and ate their meals at the small table.



The Chief Petty Officers had a Mess, Petty Officers had a Mess, the Stoker Petty Officers had a Mess, and the Stewards had a Mess, most with foam beds though some would say, in rough weather, the bunks were a better choice and gave a better sleep.



The officers got it a bit easier again. They had their meals and socialised in their wardroom (below).



The bar in the corner was “a pub with no beer” as RAN ships were dry when at sea, alcohol could only be served when in port and then at the Captain’s discretion. If allowed, each sailor was issued with 1 “tallie” each day – opened so it couldn’t be stored under the bed and enjoyed en masse on a Friday night – though if you had a mate who didn’t drink, you could definitely barter.....

The Captain, of course, had the best facilities, but then his was a lonely existence, unless invited by the other officers, he was not permitted into their Wardroom, instead, he had to live, eat and exist in his day cabin – though he was looked after by several stewards.





Of course, a bunch of blokes living together in close proximity required a number of ablution blocks otherwise deodorant use would have been extreme. As usual, the Sailors had the worst of it with the washing facilities below expected to cater for at least 100 blokes. The other Messes had their own facilities.



Privacy was non-existent, but back then girls on boats hadn't been invented so it was something you just got used to and got on with, though 5 shower stalls and 6 wash basins wasn't a lot for all those blokes – and you definitely didn't drop the soap!!



The Radio room was usually manned by a couple of sailors with Morse being the main method of communications. The radio room was situated close to the middle of the ship to minimise movement and if there was a ballot for jobs on this ship, this is the one I'd take....

Another 'device' that was situated in the middle of the ship, apart from the Captain's day cabin, was the main Gyro Compass. Ships rely predominately on a gyro compass, more so than the magnetic compass as the Gyro is not affected by the metal of the ship. Before the ship departs, the Gyro is spun up and set to point to true north and unless toppled or turned off, will continue to point to true north while the ship is underway. Slave compasses, receiving data from the main compass, were then situated around the ship.

As all charts are printed based on True North, the Gyro Compass is more handy than a magnetic compass when navigating as there is no requirement to adjust for magnetic deviation.



A ship like this would normally qualify for a Petty Officer sick bay attendant (Medic) but the *Diamantina* carried a doctor. The doctor would be responsible for:

- Looking after patient care and welfare,
- Performing first aid and emergency medical care,
- Looking after surgical wounds,
- Looking after patients before they go to a hospital,
- Monitoring the overall standard of hygiene on board ship,
- Looking after medical stores and equipment,
- Looking after medical records and forms.

The doctor, of course, had his own 'room' though dined in the Officers' Wardroom.

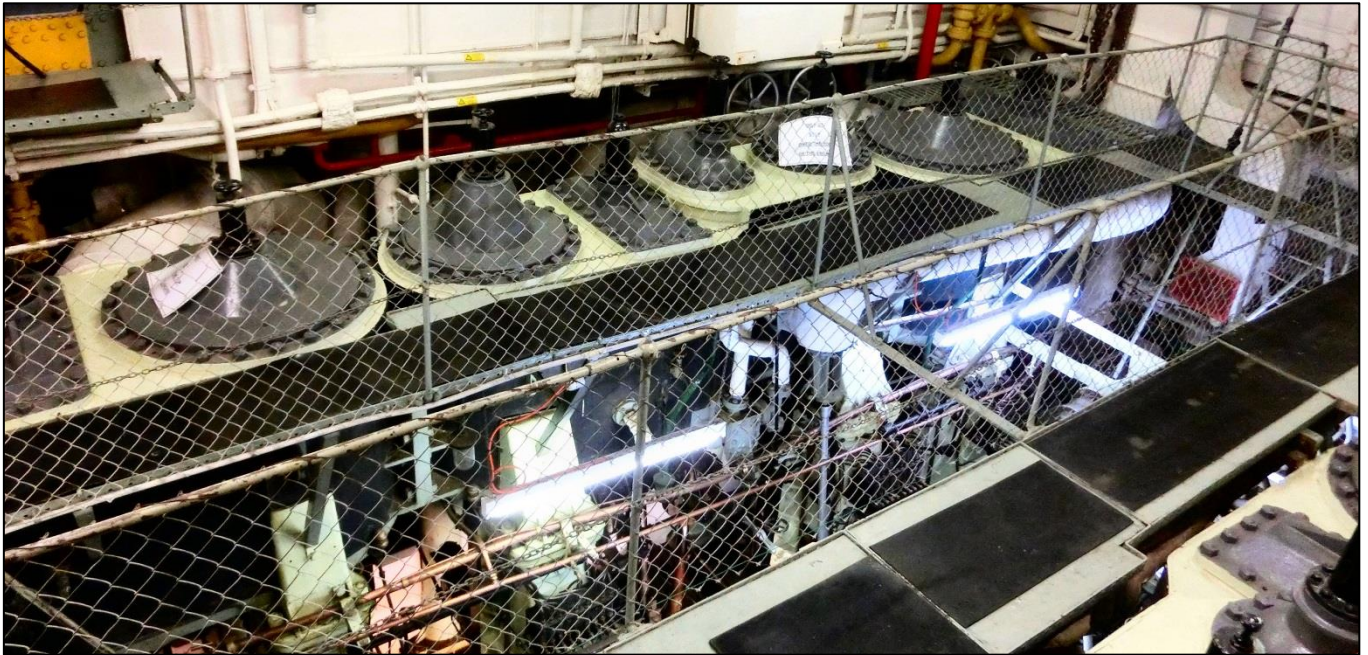
The sick bay (below) was not the most salubrious of places, but then, when you're crook, it was probably a very welcome sight. (The counterpane on the bed below right looks familiar!!)



The *Diamantina* was powered by an oil fired boiler which produced high pressure steam, which drove two 4 Cylinder Triple Expansion Compound Steam Engines, each developing 2750 H.P. Each engine was direct coupled to a propeller giving the ship a top speed of 20 knots.

High pressure steam was generated in the ship's boiler room and then piped to the engines where it was injected into the smallest of 4 cylinders, forcing that piston down. The steam was then exhausted into another cylinder, much bigger in displacement than cylinder number 1, it forced piston number 2 down and the spent steam was then exhausted into 2 larger again cylinders where it forced those two pistons down. At first thought this seems all wrong, you would normally think that HP steam would be injected into the large cylinders first and as the pressure was expended, injected into the smaller ones. Not so!! Boyles Law states that $P_1V_1 = P_2V_2$ or as the pressure is decreased, the volume has to be increased to maintain the constant. Whatever, it worked!!!

After doing its job in the 2 number 3 cylinders, the steam was passed to a condenser, turned back into water and then returned to the boiler where the process started all over again.

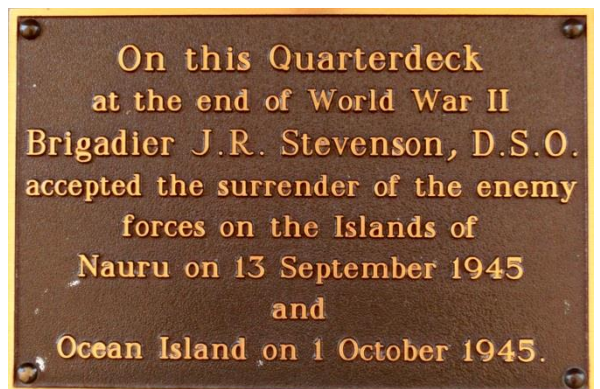


In the pic above, cylinder 1 is to the right, behind the white sign on the fence, cylinder two is the one second in from the left and the two cylinders (number 3) are on each end of the bank.

Invented in 1781, this technique was first employed on a Cornish beam engine in 1804 and in around 1850, they were used to power the Lancashire textile mills.

It was then time to leave, we walked out onto the quarterdeck where, at the end of hostilities after WW2, several surrenders were signed.

Thanks to Ian Jampson and to John Thiele for a wonderful and informative afternoon. The Museum relies on donations and ‘bums on seats’ to fund the upkeep of all the exhibits so if you’ve got a spare afternoon and would like to see a very interesting and very professional display, we suggest you take the family down to Southbank and have a look over the old girl – we can guarantee you won’t be disappointed.



Admission is very reasonable, Adults = \$12, Family = \$28, Seniors and Students = \$11.

You can see additional information on the Navy’s web site [HERE](#).

This page left vacant.

Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out.



Graham “Blue” Silk.

While we were in the Blue Mountains recently, we thought we’d call in on an old mate and his lovely wife and ‘sponge’ a cup of coffee. Any and everyone who was at Richmond in the 1960’s would have known “Blue” – at the time Blue and his Healey were better known than John Lennon.



For years the only people who knew he had been Christened Graham would have been “Meggsy” from Pay Section and Kev Carroll, the OIC Queer Trades at 38 Sqn. To everyone else he was just fondly known as “Blue”.

Unfortunately Blue hasn't been in the best of health. He's had quite a bit of heart work and not long ago had a very serious brain aneurysm. Not content with those terrible ailments, he thought he'd have a go at double pneumonia which he caught and beat just before Christmas 2013. Blue reckons all this sickness stems from his time behind the counter making Welsh Rarebits, could well be!!



No surprisingly, he's now retired, having sold his business interests, and he and Erin, who hasn't changed a bit since we first knew her, take it easy at their lovely home in the mountains, though we did notice all the sporty cars have gone, these days the garage houses a shiny black Subaru. Well he is 70!!

(Was great seeing you both again – tb)

Ted Ilton

Ted has not been too flash lately. Early this year he noticed a small lump in his lower right rib cage. The initial diagnosis suggested it was nothing sinister and that it could await further examination until he returned home after the Point Cook Airshow.

Not long after returning home from Melbourne, Ted had a biopsy which unfortunately revealed the lump was malignant.

He has now started a treatment/reduction programme which fortunately is not Chemo but a painless Radiation procedure. This will continue for a little while then he will be admitted to the local hospital for increased and concentrated treatment and where he can watch all the pretty nurses go by.

As you can imagine, it has flattened him a bit, but he's determined not to let it beat him and anyone who knows Ted will know he doesn't give in easily.

All the best Ted, we all hope you have a speedy recovery.



Where are they now?



Denise McKenna.

Does anyone know the whereabouts of Denise McKenna. Denise was on [147 WRAAF Recruit Course](#) (Feb/Mar 1965) after which she was posted to Laverton as a Dental Assistant. She was a good badminton player and played in the Base team.



William “Bill” Oliver

Andrew Child got in touch, he writes, Hi this is perhaps a long shot, William Oliver- Bill to most, was a radio tech with the RAAF from 50s to 69 and served in Butterworth from about 1960 to 65. He was also at Laverton for some time and taught at Wagga Wagga around the 80, 90s. Bill passed away this week and his wife has no photos of him in uniform. Was just wondering if anyone knew him and may have a photo

If you can help, please email Andrew [HERE](#)

John Smith.

Jason Smith got in touch, he says: : Hi I need some assistance, this is an odd request, but I am now desperate. I have been searching for over 4 years for my father. I can be contact on 0447 665 679.

The information that I have is below:

Name: John
 Year:1967
 Place: Sydney
 RAAF base at the time: Amberley, he was a pilot.

I was born July 9 1997 so I can only go by past 9-10 months so that gives me a time frame of August September 1976. My mum said the relationship was over a 2-3 week period. I have been searching for significant events that may have included the RAAF in Sydney, such as demonstrations, training or celebrations to no avail. The relationship was promising but mum ended it, and he was not aware of her being pregnant.

She said he wanted a relationship even though she was Aboriginal he didn't care about that stuff, but at the time it wasn't looked upon as a positive.

I need help, and I was thinking if I put a storey and a photo of mum I might get a response, I don't know if he's alive or dead, I don't want to cause any trouble he may be very happy and married. But I need to find out if he remembers and is interested in making contact. The only other avenue that I have is That's Life magazine or social media. I want this to be discrete. I am not a vindictive or bad person. I am a single dad with two children one 18Yo and 13Yo. I just want help to close this chapter in my life and to move on.

If you can help Jason, you can email him [HERE](#)

Bob King.

Manun Pholsratta is looking for BOB KING he used to be an instructor at Radschool and as far as he knows Bob's last posting was somewhere in Melbourne. Manun says he would really like to get in touch with Bob again as he was very kind to he Thai blokes during their stay at Radschool.

If you can help you can get in touch with Manun [HERE](#)

Your say!



Included without comment.

The Australian Army Training Team – Vietnam, was the most highly decorated Australian unit in that war. It fought some hard battles and was filled with hard men. One of them was Ian Felton. He served 20 years as a soldier in the Australian Army, rising through the ranks to become one of its senior soldiers – a Warrant Officer Class 2. Ian has recently written to the Chief of the Australian Defence Force to express his disgust at military involvement in the Mardi Gras. It is a very strong letter, and is republished with slight edits below.

“Dear General Hurley,

My name is Ian Felton. I am an ex-serviceman, having served 20 years and 17 days in the Australian Army from 1968 to 1988. I served in many capacities and was proud of the uniform I wore. I am ashamed and disgusted with the overall administration of the Defence Department since my retirement; ashamed and disgusted with the decisions and policies of the hierarchy who hold the complete security of Australia in their jurisdiction and portfolios. I have never seen a more blatant abuse of the Defence Force, than finding that our head of the Australian Defence Force, in conjunction with the politicians, has committed the ultimate crime and insult to those who wear the ADF uniform.



General David Hurley you have bought shame on the Australian Defence Force. You have now permitted ADF members to wear uniform and participate in the Sydney Mardi Gras, and this has been permitted for two years now. This is not one member of the ADF we are talking about parading now, but platoons of service men and women. General Hurley, by your prolonged support of service men and women wearing uniform and participating in the Sydney Mardi Gras, you have paid the ultimate insult to all service men and women who have donned the Australian uniform, from the days of the Boer War to the First and Second World Wars, Korea and Vietnam, and all conflicts since.

When one enlists into the Defence Force, they are obliged to swear allegiance to the Queen, and the Commonwealth. By that allegiance they swear also to uphold the respect of the Australian Army uniform, and what it stands for and represents. You, General Hurley, have allowed homosexuality in the Defence Force to be openly paraded for the public to see by condoning participation in the Sydney Mardi Gras. By condoning their participation whilst wearing the sacred uniform of the Australian Defence Force, you have not only insulted all ex-

servicemen and woman, but exposed the vulnerability and mindset of those who have the security of our country in their hands.

The service personnel marching have one thought in mind: that is recognition of their sexuality. You have allowed the use of the uniform on an unauthorised parade. The uniform is only to be worn on military parades, commemoration parades and other parades that are in accordance with military protocol, and that uphold the good order of military discipline and procedure.

These questions need to be addressed.

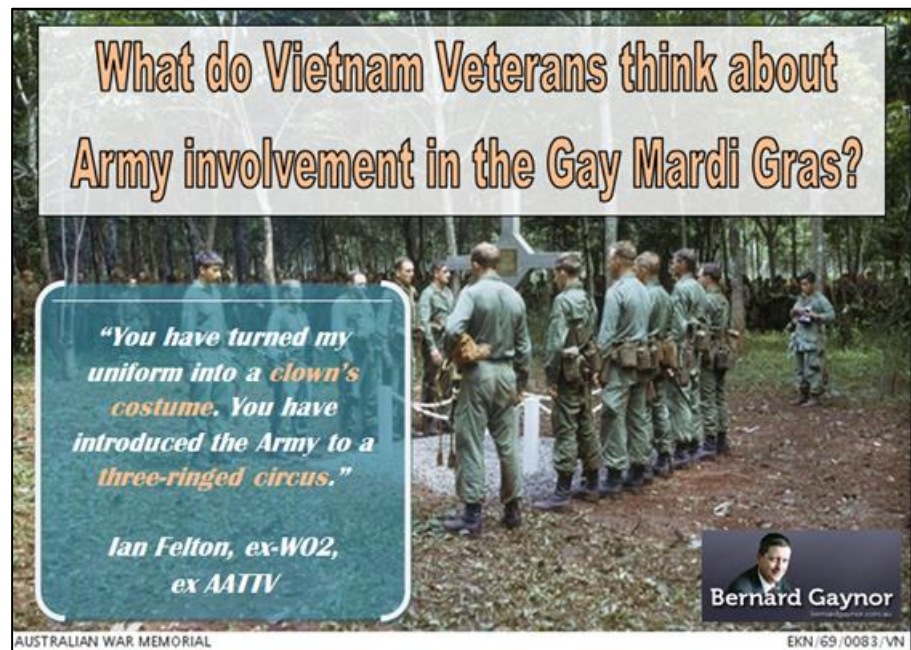
By allowing military personnel to attend the Mardi Gras in uniform, are they deigned to be on official duty? Are they covered by compensation, both going to and from the parade? Are they covered under military or civilian law for any injuries suffered by attending the parade, ie riots, civil disturbance etc? How much compensation will the Australian taxpayer be held for in case of personal injury and subsequent medical requirements?

General Hurley, you have broken all protocol of military impartiality. By allowing the use of the military uniform on a parade such as the Mardi Gras, you have turned my uniform, and every other proud soldier's uniform, into a clown's costume. Not only that, but by allowing the uniform to be worn in a Mardi Gras, you have introduced the military into a three ring circus.

There is homosexuality in the Army, Navy and Air Force. There is homosexuality in all walks of life, be it the church, the police, school teachers and every trade or profession. Homosexuality is a very personal matter; one between the person and God. Allowing service people to flaunt their sexuality in uniform is

demonstrating their allegiance to their sexuality and persona, as opposed to the real purpose of being a member of the Australian Defence Force. If you have any credibility, General Hurley, you and your staff might advise the Minister for Defence to cease forthwith with this blatant support of service people in uniform marching in any parade that is unmilitary, let alone a ridiculous pantomime/circus called a Mardi Gras. I came up through the ranks in my twenty years' service. I learnt through experience and, hence, wisdom. I was not streamlined through Officer Cadet School.

As a member of AATTV, the most highly decorated unit to come out of Vietnam, I was taught two things. One was to keep your head down; the second was to watch your mate's back. I have checked my military records and find I did serve



under a Major General Michael Jeffery who, as you are no doubt aware, became our Governor General. He is a great military man. Thankfully, I find I did not serve under you. “

Ian Felton
Ex WO2, (Twenty years service)
Ex AATTV

Bob Elworthy (Major retired)

Bob wrote, he said, “Looking for a contact for RAAFUHK Association or similar. Doing some work on medal awards and pursuing possible claim for RAAFUHK pers, including Army Signals pers attached there. Served with/attached to RAAFUHK 1977-1980, as an Army Lt.”



If anyone can help, contact Bob [HERE](#)

Vietnam KIA's Web Site

Laurie Drinkwater got in touch, he says “The web site will be placed inside our Helicopter Museum when it is finished. We are having a wall with dog-tags from all those killed in Vietnam hanging in chronological order. I have two reasons for asking members to check the site. First, to ensure the details I have are correct and secondly, if they have better photo's than the ones I am using.



The web site is here <http://www.vietnamveteranshonourroll.com/>

If anyone can help, please email Laurie direct [HERE](#)

Ken Hunt

Ken wrote, “Thanks again for a very interesting issue. I enjoy them all , even though little seems to ever cover the 'Nashos'. Even though, at times, there would be about 40 Nashos at Radschool, more than apprentices. So. . .

It was mentioned in the current issue, that (paraphrasing) "smoking was considered normal in (I think 1967)".

Our flight of twelve, later Radio Mechanics, did not smoke. It was a quite a put down for a new instructor to try to 'bum' a cigarette from the course. Most unusual in 1955 and sometimes hard to convince others.

Thanks again for your efforts”.

Thanks Ken – we'd be glad to print material relating to the Nashos but unfortunately mate, we don't get a lot, I think in the 15 years we've been going, you are the only one who has written in. Thanks for doing so!! - tb.

Our ABC.

We received the letter below from numerous sources. It was supposedly written by a senior RAN officer and the original did include a name and rank of the supposed writer - but that fact can't be confirmed. We have serious doubts that any senior ADF Officer would publicly pen such an article so we've removed his/her name. What we can tell you is a similar story did appear in the Australian on the 23rd January, 2014 – see [HERE](#).

Here's the story as sent to us. What we have noticed is that recently the ABC seems to have moderated their reporting considerably as it now appears to be more balanced.

Make up your own mind!!!

THE ABC's coverage of the border protection issue has become increasingly tendentious and divorced from reality. After more than a decade of campaigning on the issue, it now seems determined to deny reality in a desperate attempt to justify its long-standing unofficial line- that Australia ought to allow its borders and immigration system to be overridden by asylum seekers who arrive on people smugglers' boats. Day in and day out, the national broadcaster's news and current affairs programs run unsubstantiated allegations against our defence forces and government over the implementation of Operation Sovereign Borders or repeat unfair criticism from international agencies and domestic human rights activists.

Even worse, the ABC then damages our national reputation by rebroadcasting these reports into our region on the Australia Network. And all the while the ABC doesn't seem capable of mentioning the obvious fact, that the operation seems to be working, with no boats arriving into Australian custody for more than four weeks. The Australian wonders how long Tony Abbott can sit back and watch ABC managing director Mark Scott continue with his hands -off approach, allowing the Green /Left activism of his journalists to override the charter obligations of the national broadcaster.



His reporter in Jakarta - surely one of the most important postings for the organisation - is the inexperienced George Roberts, who constantly finds and files criticism of Australia and allegations against its service personnel, seemingly without countenancing the veracity of the claims or the domestic political considerations of Indonesian authorities. Yesterday, Roberts reported unproven claims that Australian navy personnel mistreated asylum -seekers by forcing them to grasp a hot engine in a boat turnback operation, causing "severe" burns. An "exclusively" supplied video showed minor hand damage.



Immigration Minister Scott Morrison categorically denied the claims and later reports suggest the burns occurred before the vessel was intercepted, possibly as the vessel was sabotaged. Our navy personnel have, after all, saved the lives of hundreds of asylum-seekers. ABC bulletins also ran strongly with strident criticism from New York based Human Rights Watch, labelling Australia's measures "abusive" and accusing the government of "demonising" asylum-seekers.

The national broadcaster continues to provide uncritical amplification of this predictable venting, setting itself as the moral conscience of a nation with a brutal government and insensitive populace. Again, throughout these self-loathing reports, the government's apparent success in breaking the people smuggling trade seems lost. Mr Scott, who frequently takes to Twitter to praise his staff, doesn't seem to demand they resort to some straightforward reporting of the salient facts.

Perhaps the ABC might even consider the issue from the perspective of Australia's national interest. If it can concern itself daily with the sensitivities and objectives of the Indonesian government, then taxpayers are entitled to expect a national broadcaster can also comprehend and recognise our own nation's interests and objectives. The ABC is not alone in this juvenile pursuit. Fairfax newspapers and much of the Canberra press gallery follow suit. Antipathy towards strong border control has become a self-identifier for those who wish to be seen as worldly, compassionate and progressive. They have invested much of their own credibility in repeating Labor Party and Greens claims that it would not be possible to turn back people-smugglers' boats.

Now that the difficult and dangerous work of our Service personnel suggests the Coalition's policies can work, just as they did more than a decade ago, the media and political critics face the choice of either admitting their prognostications were wrong or working to undermine the policy and create a sense of disorder. Perhaps we shouldn't be surprised they prefer the latter. Perversely, the more they protest and decry the Abbott regime as brutal and unfair, the more it will help to dissuade potential customers. We can only hope so. Because if the current trends can be entrenched so that the trade stops and the people smugglers are put out of business, lives will not be put at risk, thousands will be spared the trauma of detention, billions will be saved and Indonesian relations will be put back on to an even keel.

Oh, and Australia can continue to accept its generous quota of refugees based on need rather than price, through orderly processes.

Block 100 Laverton.

Nev Williams wrote, “I would like to know if anyone has any photos of the memorial Plaque that was located near one of the front entrances to Block 100 or in the Lounge/recreation area. This plaque would have the names of the Donors of the building which I believe was a donation to the RAAF in memory of their son who was killed in an accident pre 1938.



As the building was a donation it had a stipulation that it was for the housing of AIRMEN from 1AD. So it is thought that the son was an airman in 1AD.

I believe that underneath one of the large mats at the entrance was a date believed to be date of completion of the building.

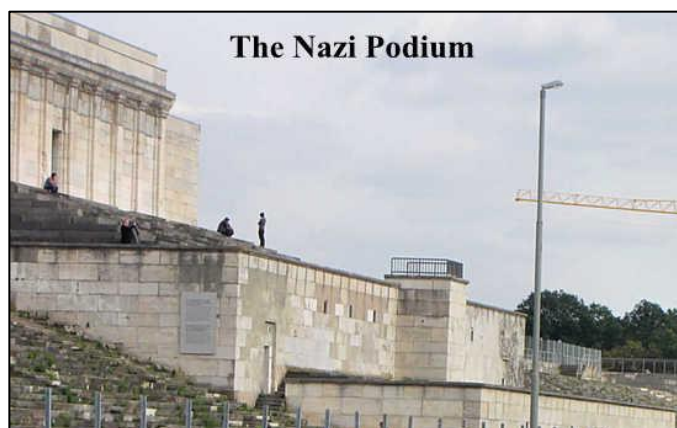
If you can help Nev, please email him direct [HERE](#)

The F35.

Peter Roberts wrote “Thanks for the article on the F-35 ([Vol 44, Page 12](#)) I could never understand why we even considered such a short range limited fighter in such a large country. Maybe Defence should now look towards the 4.5 generation Mig-29K that India is building. It would be much cheaper and obviously a lot more combat worthy for Australia.

Germany.

Laurie Lindsay wrote, he says, I recently went on a tour of Europe and the UK and part of the organised tour was a trip to Nuremburg and the site of the Nazi rallies. We had a young lady in her late twenties in charge of the bus. When we arrived at the rally site we were handed over to a young man of a similar age, who proceeded explain the history of the area. The German people have decided to keep it, in order to remind the world of the atrocities of the Nazi regime.



The young man told us that he once asked his grandparents how they could have let the Nazi regime happen. His grandmother went to her room and did not return. The young lady had a similar tale and when she questioned her grandparents, her father slapped her face. Both of them had tears in their eyes when they were relating their stories.



Of course, if the grandparents had complained they would have ended up in a concentration camp themselves. Their mea culpa for their country was real and they were both truly sorry for the events of the thirties and forties. If these two young people are an example of the German people today, then Deutschland's future is in good hands.

Morse

Dennis Graham says, Re [Vol 43, Page 19](#), Morse speeds. In 1970-71 the TELEG graduation standard, at Radschool for morse was: Receive - 22wpm for plain language (ie longhand/running writing), 25wpm for 5-unit code (ie codress), 25wpm for Morse on type and Transmit - 25wpm. A couple of years later, the graduation speed, for TELEGs, was reduced to 18wpm. From memory, SIGSOPS were required to do 2 or 3 wpm faster than TELEGs.

George Robert Trevellyan Jarmaine

We heard from Derek who says, I am researching my grandfather (George Robert Trevellyan Jarmaine) who served in the RAAF during WW2, and come across your association. I was wondering how I go about placing something in your magazine chasing anyone who may have any information on him. I do know he served with 6 Wireless Unit at the end of the war. Besides his name his Service Number was 64822 and retired as a LAC. This is WW2 history

Service Record	
<u>Name</u>	JARMAINE, GEORGE ROBERT TREVELLYAN
<u>Service</u>	Royal Australian Air Force
<u>Service Number</u>	64822
<u>Date of Birth</u>	25 Mar 1914
<u>Place of Birth</u>	GUNNEDAH, NSW
<u>Date of Enlistment</u>	18 May 1942
<u>Locality on Enlistment</u>	GUNNEDAH, NSW
<u>Place of Enlistment</u>	SYDNEY, NSW
<u>Next of Kin</u>	JARMAINE, CATHERINE
<u>Date of Discharge</u>	3 Jun 1946
<u>Rank</u>	Leading Aircraftman
<u>Posting at Discharge</u>	6 WIRELESS UNIT
<u>WW2 Honours and Gallantry</u>	<u>None for display</u>
<u>Prisoner of War</u>	No

If you can help Derek, please email him [HERE](#)

News and Reunions!



Scootarbor Proposal.

The proposal is for a group of Australian older persons, aged 65 years and over, to ride 50cc motor scooters east to west across the Nullarbor via the Eyre Highway, from Port Augusta to Norseman, and then continue on to Perth. The event will be financed through sponsorship and donations and marketed, with media support, to promote public awareness and acceptance that older persons are indeed an asset in today's modern society. It is a desire that a flow-on benefit from this event will be that older persons regain a sense of adventure, which is a necessary part of life for all ages. All net proceeds from the event will be donated to [Beyond Blue](#) - a charity dedicated to reduce the impact of depression and anxiety in the community by raising awareness and understanding, empowering people to seek help, and supporting recovery, management and resilience.

Rationale for proposal.

Australians are now retiring from the workforce earlier and living longer. Increasing longevity is one of humanity's greatest achievements. People live longer because of improved nutrition, sanitation, medical advances, health care, education and economic wellbeing. Some sources

suggest that the world needs to take urgent action to cope with the impact of a rapidly ageing population. It is estimated that the number of people over 60 will surpass one billion within a decade. These growing numbers of the elderly presents significant challenges to welfare, pension and health care systems. This bemoans the fact that the skills and knowledge that older people have acquired are going to waste in society rather than being used to their full. Many of them are under employed, underactive and become a drain on a nation's resources.

Successive governments tend to indulge in hand wringing about the cost of caring for the elderly, rather than exploiting what they have to offer. Many have skills that would be immensely useful in the volunteer sector but have been hardly tapped on a mass scale. Now is the time to seek opportunities to turn that around so that aging becomes a longevity dividend to a nation.

The concept for this event is the brainchild of Ian Jacobsen (right), a 70 plus something Queenslander. Ian had a varied and challenging life in both military and civil aviation and as an Antarctic expeditioner. He has met far too many older persons who openly admit they are merely filling in time until they die. He now wants to help, in this small way, to change that thinking. This proposed event is entirely about capturing the imagination of Australian seniors all around the country to try and get back some form of the adventure of their youth and make them feel useful. To make them laugh more often and make others laugh.



Timing of the event.

It is proposed that this event should be conducted during September 2014. Subject to dates clashing with other events during that month, the departure date from Port Augusta would be Tuesday 9 September and arrival in Perth just under two weeks later during the morning of Sunday 21 September 2014.

The Radschool Association has entered the event and Ted McEvoy will be winning hearts all across the Nullarbor on his souped up machine.

Ian has spent hours checking out the route – you can see it all [HERE](#). You can see more on the website - www.scootarborchallenge.com.

RVN Gallantry Cross with Palm.

Lee Scully, from the Victorian State Branch of the RAAF Vietnam Veterans Sub-Branch of the Vietnam Veterans Association of Australia (RVV), says that as the 50th Anniversary of the RAAF landing in Vietnam approaches, it is about time to try to put the issue of entitlement to the RVN Gallantry Cross with Palm to rest.

The RVV has lodged a submission to the current enquiry and you can see a copy of it [HERE](#).

Lee says “I noticed the other day that Ron Workman gets a jersey on the current ANZI "Military Imposters" Website, for wearing the VGC and RVN Air Medal on his official rack (see [HERE](#)). I guess he figures he has an entitlement to do so, but I can't locate any official Australian Government approval for this.

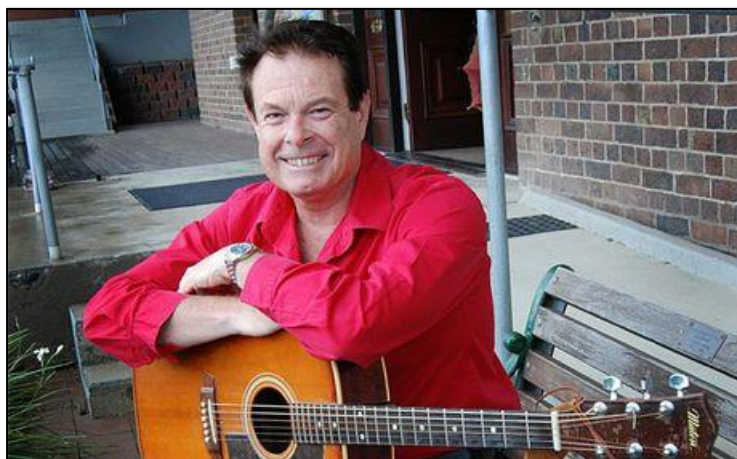
The Inquiry closed for Submissions on 28 February 2014.”



If you help someone when they're in trouble,
they will remember you when they're in trouble again.

Scootabor fundraiser

A fundraising afternoon concert is being held at Burrum Heads (just north of Hervey Bay - Qld) on Sunday 6 April. If you like country music and you're up, or down that way about then, you might consider dropping in for a look. Graham Rodger, a Tamworth golden guitar winner, is donating 25% of his ticket takings and the Bowls Club is also being very generous. Beyondblue has provided balloons, fridge magnets, wrist bands, pamphlets etc to help fly the flag.



You can download the flyer [HERE](#)

Look out for for Graham's new release in January with Catherine Britt titled "reach Out" based around depression.

CanvasWings.

Ted the Mac from the West says there is a new show on ABC digital Radio which is worth listening to. It is put together by a Rhianna Patrick who is the niece of Denis Window - ex metal basher 35Sqn - Vung Tau, 1970. Rianna describes herself and her husband (David) as AvGeeks...!!!!!!

She's a hoot.



CanvasWings is about all things vintage aviation, restorations, collections etc etc. If you have a digital radio you can find it there or tune into the stream on your local ABC site (aka Perth 720) and you'll hear it there. Or you can listen [HERE](#)

It all happens on Saturday from 18:05 to 18:30. There is more info on the website www.canvaswings.com

Why do we press harder on a remote control when we know the batteries are flat?

Cheat!!!



Any and everyone who intends to enter the Scootarbor fun fundraising event please take note:-

We have been reliably advised that there is a cheat in the midst,

We have been sent what we can also reliably confirm is an undoctored pic of John "Griffo" Griffiths getting some practice scootering around the suburbs of Brisvegas on his already souped up scooter scaring the daylights out of old ladies, caged chickens and the odd stray horse.

Our reliable sources have advised us that there is an 18 cylinder radial engine secreted away behind the garage doors and which will be fitted to the nondescript machine replacing the 6 litre V8 already resident behind the cowl.

Our close inspection of the rules pertaining to the event has found no clause that

forbids such modifications which is probably why the RAAF has increased the ADGey dog patrols around the F/A-18 engine bays at Amberley.

Forewarned is forearmed we say!!!



East Sale Reunion.

Lyn Mitchell would like everyone who was East Saled during their RAAF career to know that a reunion is planned for the 7th – 9th November 2014.



A meet and greet is planned for the Friday (7th) at the Criterion Hotel in Macalister St. For those who haven't been back to Sale for a while, the Criterion has had a total facelift and is now a quality eating spot. A Bistro Dinner and drinks will be available but not organised so if you wish to partake, it is at your own leisure.

The organisers are still working on activities for the day light hours of the Saturday and would welcome any suggestions. Some may wish to tour some of the favourite sites from the old days. There are the parking spots around Lake Guthridge that will most certainly bring back memories of watching the 'wildlife' well into the night as will the Swing Bridge, which also involved a good deal of wildlife and is now a designated as a "Historic Site".

The reunion Dinner will be held at the Criterion Hotel on the Saturday Night. These dinners usually turn into an opportunity to tell a few "truths" about our early days and it is certain that this one will be no different.

On Sunday morning there will be the usual farewell Breakfast sick parade at the hotel. Further details will be made know as they are finalised.

There is plenty of accommodation around Sale and the surrounds. Caravan Park on the highway to Melbourne and it seems the Stratford Motel does not seem to have changed since 1967.

A good cheap place to stay is the Gippsland Hotel, below, it's close to everything and although it's not 5 star, the beer's cold, counter lunches are great and the rooms are clean and cost only \$40/night, though we reckon it would be a good idea to book as there aren't a lot of them.



If you want to know more, contact Jim Birrell at jim.birrell@bigpond.com

RTFV-35 Sqn

John Sambrooks now has available RTFV-35 Sqn Name Badges and Lapel Badges. With ANZAC Day fast approaching, it would be a good opportunity to order one or both and wear it/them on the Day.

Click each for a bigger view.



They cost \$10 each, delivered, and you can order them by doing the following:

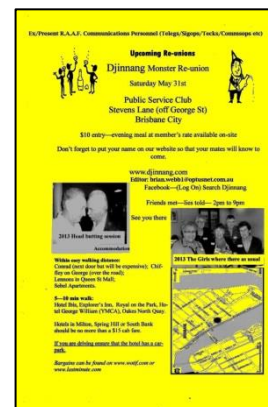
1. Post a cheque to cover the articles you've ordered John Sambrooks, 18 Coles St, Arana Hills, Qld, 4054. Don't forget to include your name and address. (You'd be surprised the number that don't), or;
2. e-Deposit the correct amount into the RTFV-35Sqn bank account (BSB 124 001, Account number 1048 1291) and include your surname in the reference box then send an email to John at johnsambrooks@optusnet.com.au advising the details of your deposit, and once again include your name and address.

Djinnang

The Djinnang boys and girls will hold another of their very successful get togethers on Saturday the 31st May – at the usual spot, the Queensland Public Service Club in Stevens Lane (off George St) in Brisbane.

Entry is \$10 per person and a meal will be provided at a good rate. You can log onto the web site (www.djinnang.com) to see who is planning to attend – perhaps you should too.

Click the brochure at right for a printable copy.





UNSW
AUSTRALIA

Butterworth/Penang Project

The Experience of the Australian Military Community in Butterworth/Penang: 1955-1988.

Never Stand Still

Faculty of Arts & Social Sciences

School of Humanities & Languages

The intention of this study is to investigate the social history of the Australian community living in Butterworth/Penang from 1955-1988.

If you were a member of the Australian community in Butterworth/Penang (civilian or military) and you wish to participate, you will be e-mailed a questionnaire regarding your experience in Butterworth/Penang.

To register your interest, forward your full name and the period during which you resided in Butterworth/Penang, via e-mail to Mathew Radcliffe at (mathewradcliffe@hotmail.com).

This project has received ethics approval from HREA Panel B at UNSW, reference number 13 101.

10 and 11 Squadrons reunion.

On the 3rd and 4th of October, RAAF Base Edinburgh will be hosting a series of events to celebrate the 75th Anniversary of 10 and 11 Squadrons. This year also marks the 75th Anniversary of 10 Squadron being the first RAAF unit to deploy on Active Service during World War 2.

To mark these significant milestones, a number of events are planned over the 2 days. A welcome “Hangar Bash”, flying and static displays by the AP-3C and former Squadron aircraft, 10 vs 11 Squadron AFL Game and a formal black tie dinner at the Adelaide Convention Centre. Family and friends are welcome to attend all the events including those former members of 492 Squadron.

You can get further info [HERE](#)

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