

THE RAM

THE MAGAZINE BY & FOR SERVING & EX-RAAF PEOPLE & OTHERS

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April 2015



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 this issue is Marie Roberts and we have some old course pics.

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Are those “free” fix-it tools any good? And how do those solar panels work?

See Page 4

The RAAF once had a Goony that got itself into all sorts of trouble.

See Page 5





Ted has the latest pension rates and did a Mustang zoom through the Eiffel Tower?

See Page 6

That meek and mild young man about town, John Sambrooks, tells us his story.

See Page 7



Avalon hosts a world class Airshow

See Page 8

If the RAAF can't do it, the Navy will. A runaway Auster puts Sydney on alert.

See Page 9



There is a group of dedicated people in Werribee who are re-building a WW2 Liberator.

See Page 10

Are our brains being overloaded? And it's proven, walking is good for you.

See Page 11

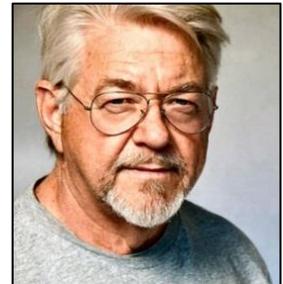


HARS, the home of Connie and many other wonderful old aircraft, now has a B747.

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How to make a living out of being wrong!

See Page 13

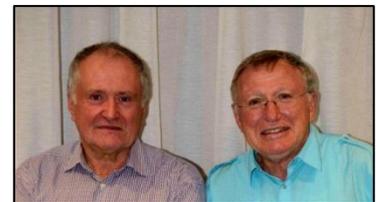


The RSL Clubs do a lot of wonderful things for their elderly members.

See Page 14,

19 Radio Appies got together in Melbourne recently – the lies flew thick and fast.

See Page 15





John Laming has a story or few of his time with Air Nauru.

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Sick parade

See Page 17



We're looking for a few people, perhaps you can help??

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This is where you have your say. We look forward to hearing from you.

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Here's the news, all the news, the whole news and nothing but the news.

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Index.

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

Opinion.

We get lots of letters from lots of people and since our last issue a few from serving bods contained the following:

“CDF Order of the day - Social media personal and operational security awareness

A prominent newspaper in the United States recently reported that a group identifying itself as Daesh (Islamic State in Iraq and the Levant) has posted information on the internet listing the names, addresses and photos of 100 American military members. It appears that the information posted by Daesh came from open sources, such as social media sites.

Defence members are reminded that nothing they post on social media sites is private. Personal information can be obtained and used by issue motivated groups and terrorist organisations to identify potential targets. Fake online profiles can be used to elicit personal or operational information from Defence members and their friends and families. ADF members should think very carefully





about disclosing details of their military service and are not to talk about operational matters on social media.

When engaging in online forums or sending information privately, Defence personnel must exercise judgement to ensure that the information posted or transmitted does not breach security requirements, adversely affect the safety or wellbeing of Defence personnel and their families, or cause damage to Defence's reputation and their own.

This is not just about personal or organisational reputation – it's about your security and the safety of your family, friends and colleagues.

Further information is available at <http://www.cybersmart.gov.au> and [Defence Instruction \(General\) Administration 08-2 Use of social media by Defence personnel](#).

All well and good, anything to ensure the safety of our ADF personnel – but if ACM Binskin is serious and worried about his staff being displayed in the social media, perhaps he should do something about this:



In 2014, and you can bet it will be the same this year, the Army, Navy and Air Force had members marching in the Sydney Gay Mardi Gras - in full uniform. Posts in social media, like Facebook and Twitter, unless they go viral, have limited exposure, this sort of thing (above) not only gets posted on social media, but these photos are plastered in every mainstream newspaper and shown on TV – world wide!!!! Talk about exposure!!! But, why IS the ADF marching in a Gay Mardi Gras – are we all nuts, or is it just me. Is that what the ADF is for – to get involved in minority social issues??



Seems very strange to me..

When you think about it, there is a lot of strange stuff around today – the world's values seem to have gone topsy turvey. For example:

- Why does the death of a bunch of greyhounds get more attention in the media than the death of a bunch of people?
- Why aren't teachers allowed to "fail" a student when that student has obviously failed?
- Why do repeat offenders continue to get bail by our courts?
- Why is the minority's view more important and pandered to at the expense of the mainstream population?
- Why has the RSPCA got more "pull" than Braveheart or True Blue?

Is it only me, am I nuts or what??

RAM thought for the day.

"The city is recruited from the country."

Membership.

We've changed the membership rules. From here on anyone can join. If you're RAAF (serving or Ex) you're now a full member, everyone else is an Associate Member. We'll change the membership application and the list of members soon. We stopped being just Radschoolites a long time ago,

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.



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.

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.

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.

Veteran and Community Grant.

Recently we made application to DVA for one of their Veteran and Community Grants in order to purchase a “portable” computer system which we could take to the numerous reunions and events which we attend.

We sought advice and had a good look around and decided the Microsoft Surface Pro computer system would suit our purposes perfectly.

Our grant was approved and this is what we bought,

Surface Pro 512 GB	Keyboard cover
MS Office 365	Wireless Mouse
2 TB back up disc	SD card reader
Unpowered USB hub/4 GB memory dongle	Powered USB hub
Carry case	3 years warranty





The Veteran and Community Grant's programme (V&CG) aims to maintain and improve the independence and quality of life for members of the veteran community by providing funding for projects that support activities and services to sustain or enhance health and wellbeing. V&CG is open to ex-service organisations, veteran representative groups and other organisations. It provides seed funding to develop projects that will become sustainable and financially viable and that have an ongoing benefit for members of the veteran community.

If you are a member of such an organisation and could use funds to benefit your members, you should consider the V&CG. You can read or download DVA's guidelines on how to apply [HERE](#).

New Look.

Firstly, thanks to all who contributed "ideas" and designs for our new look, Some were good and some were – well, different!! In the end, as luck would have it, we were in Hobart in March and one of our lovely neices, who is a Graphic Designer, had a look at what he had and offered to help out. In no time at all, she had a few designs for us from which to chose and we selected the above.



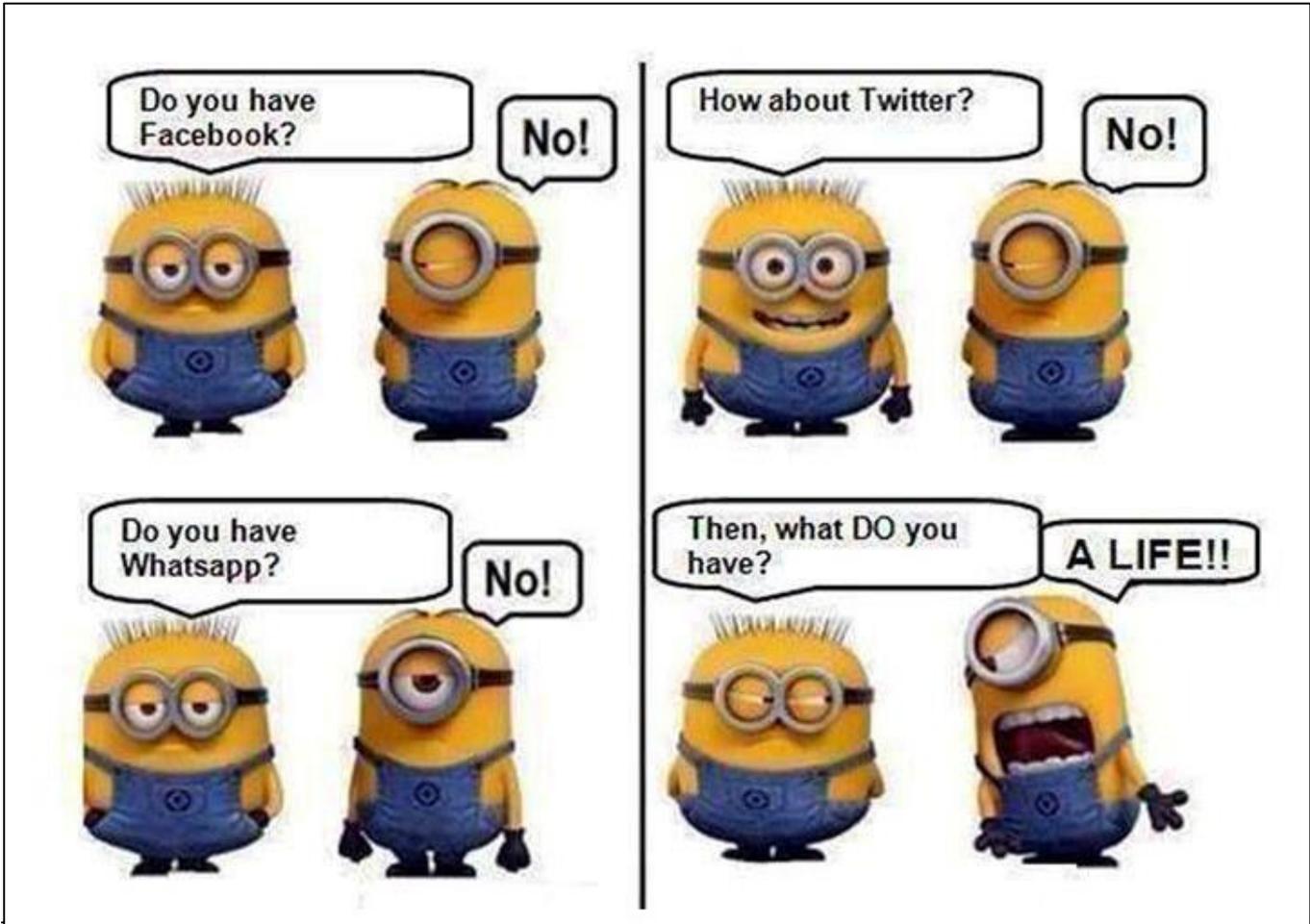
Thanks Delli – any if anyone wants some design work done, check out her web site. www.voquishdesign.com.au

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 I reckon we can get pretty close. If you see any errors, be they punctuation, spelling, links that don't work, facts wrong etc, (no matter how small) please let us know so we can fix them.





IN MEMORY OF

Barrie Martin

Jaki Daley writes, My name is Jaki and I am the eldest child of Frederick Barrie Martin (SQNLDR F B Martin). My father has recently passed and upon going through his belongings I found your name and contact email on a list of people he knew.

Hence my email to you to let you know of his passing on 22 January 2015, he died in a nursing home from B Cell Lymphoma and is greatly missed by his wife, family and friends.

Barrie had been in the Algester (southern Brisbane suburb) Nursing Home. He had Lymphoma and Dementia and had been ill for some time. Barrie was a RAAF pilot and served in 35 Squadron Vietnam from May 1969 to April 1970

Walter Davis Hardy OBE

Walter Hardy died on 09 January 2015, aged 104. He had turned 104 on the 6th January. Walter Davis Hardy retired from the position of Warden of the [RAAF Academy](#) in January 1976 after 28 years of dedicated service. He had been associated with what had become the RAAF Academy from its very beginning. As a RAAF Education Officer he took part in planning the syllabus of the RAAF College when it was formed in 1947 and acted as its Director of Studies until the first course entered in 1948. Later in that year Squadron Leader Hardy resigned from the Air Force after ten years on active service to take up the newly created civilian position of Senior Lecturer specializing in scientific and technical education. He served at the College as Director of Studies from 1954 to 1960 and as Warden of the academy until his retirement. Hardy was appointed an Officer in the Order of the British Empire (OBE) in 1961 for his services to the Royal Australian Air Force College.



Walter was Director of Studies of the RAAF College and then Warden of the RAAF Academy (essentially the same position) from 1954 to 1975. This long tenure ensured that he was well-known by many cohorts, indeed generations, of Air Force officers. His was a dedicated and professional approach to academic life, which led him to struggle against declining academic standards at Point Cook from time to time.

Sadly he was admitted to hospital the day after his birthday

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He was buried on the 15th January from St James Catholic Church, North Road, Brighton (Vic).

Ray J Arlott.

Terry Tsikleas advises that he noticed in the "Last Post" section of the magazine " Vietnam Veterans Peacekeepers & Peacemakers " December 2014 edition, that LAC RJ Arlott A17234 (2 Sqn) has passed away. No other details were given.

I assume this was my old friend Ray Arlott whom I first met in Phan Rang, Vietnam (April 1967 to June 1967) and later in DFAT Comms area.. Also I served with Ray in the Australian High Commission in Suva, Fiji where he was the Comms operator. He was then married to his beautiful wife from Thailand and had two children, a boy and a girl. I went boating with them on many occasions.



Back L-R: Bernie McDermott, Bruce Neave, Col Metcalf, Len Rose, Bob Platt, David Roe, Gordon Bassett, Roy "Dutchy" Heaslip, Ray Arlott.

Front L-R: Lloyd Meredith, Clarrie Brown, Noel Vinson, Bruce Weston, ?? Robertson, ?? Wood, Col "Limpy" Mallett, Mick Fargher.

Ray was a Telegraphist and was on 66 Telegs



Steven Muir

Richard (Rick) McAllan advises that Steven Muir ex 25 Radio Appy recently departed on the 27th December, a sad loss for our app course. Sorry, no further details at hand.

Doug (Tromby) Moller.

Ernie Gimm advises that Doug (Tromby) Moller, ex WOff Rad, had passed away on the 31st December 2014 aged 84 years. Doug is survived by his wife Norma, children Anne, Dale, Geoff, Liane and Janelle. A private cremation was held on 6th January 2015.

Marie Farrell.

Marie Farrell's daughter, Robyn Ingham, advised that her Mother, Marie Farrell, wife of the late WOff "Bumper" Farrell, passed away on Tuesday 13th January. Her funeral was held on Thursday 22nd January at Burleigh on the Gold Coast. Following the service, Family and friends were invited to the Broadbeach Bowls Club, Surf Parade, Broadbeach.

Ken Dicker

Malvene Dicker advises that her husband, Ken Dicker, passed away on the 18th January 2015. Ken had a lung disease, he had never smoked a day in his life.



Geoff Fahlbusch.

Neil Hunter advises the passing of Geoff Fahlbusch (4 TMT) in Adelaide. We don't have a lot of details, but do know that his funeral service was held on the 30th January 2015.

Leslie Eden Stapleton.



Ernie Gimm advises that Leslie Eden Stapleton passed away on the 21st January 2015. Leslie's Funeral Service was held in Fremantle on Wednesday 28th January 2015.

Mick Mutton

Clive Luckman advises that Mick Mutton died peacefully last Sunday, 22nd March, 2015, after a long illness. He was aged 69 years. Mick joined the RAAF as an apprentice and became an aircraft electrical fitter. He served in Butterworth, Malaysia, and in Vietnam. He did the Indonesian course at the RAAF School of Languages and was posted to Defence Signals Directorate (DSD) in the 1970s.

Mick started a BA at Melbourne University while at DSD then elected to go back to working as an electrical fitter and was posted to Williamtown, NSW, as a Sergeant. From there he was commissioned in the Intelligence category. When he left the RAAF he worked at DSD as a civilian. He was particularly proud of being sent by DSD to the Army Staff College at Queenscliff. After DSD he retired in Geelong. He was very active in the Air Force Association and the Sunraysia Vietnam Veterans association in Geelong.

He was buried in Geelong on the 26th March 2015.

Group Captain Trevor Storer Fairbairn. DFC.

Dave Grierson advises the peaceful passing Group Captain Trevor Fairbairn DFC (retd) on the 8th of April 2015. He was in his 94th year. His funeral was held at St Andrews Brighton on Saturday 11th April, 2015, at 2.00 pm.

On the 17th May 1956, as a Sqn Ldr, Trevor Fairbairn was awarded the DFC for his service in Malaya during the emergency. He will be remembered by many as being the first operational CO encountered after graduation, when he was the boss at 38 SQN. He brought out the first caribou from Canada, but it didn't survive long, short landing at Nowra on the 01st July 1964. Most of the first few tourists in RTFV served under him while at 38, as did many who went from 38 to 36 Squadron.



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All ready to be "retired", Dakotas of 38 Sqn are overflowed by the first three of 18 DHC Caribous after they arrive at Richmond after their delivery flight from Ontario on 22 April, 1964. The trans-Pacific delivery flight was led by the OC Wng Cdr Trevor Fairbairn who was met at Richmond by his namesake, Minister for Air, David Fairbairn.

Terry Matthews.

Graham Hickman advises the passing of Terry Matthews who was 17 Appy at Wagga. Terry was at Wagga with other kiwis, Brian Hill, Vern Guy, Brian Jardeen and Ian Frazer.

Terry died at his home in Waipu, New Zealand. At the time of his death, he was employed on the civilian staff as the RNZAF Base Auckland Maintenance Wing Executive Officer, a position he held since 22 Nov 11. Previously he served in the RNZAF as an Engineering Officer from 09



Jan 62 to 04 Oct 93, rising to the rank of SQNLDR. He was previously employed as a civilian employee from 11 Sep 97 to 30 Jul 99 and as a contractor between 12 Sep 99 to 07 Nov 03.

Kev Martin

John Sambrooks advises the passing of Kev Martin, airframe fitter, who served with RTFV in Vietnam from April 1965 to April 1966. Unfortunately, we don't have any further details.

Bevan Schmidt

Bob Hambling advises the passing of Bevan Schmidt who died suddenly of some kind of heart attack, on the 23rd March. His funeral was held on Tue 7 Apr at the Mater Dei church at Ashgrove (Brisbane).

As newlyweds, and recently posted to Laverton, Bevan and wife Annie lived in a holiday cabin at Torquay. Getting to Laverton was a challenge, so a group of us organised a car pool. For some unknown reason, it was hard to get Bevan out of bed, so one guy would run a stick along the corrugated iron wall. When it was my turn to drive my Holden utility we had to put Bevan in the freezing back on an old mattress under the tonneau cover. He was unfazed about being the last man to cross the railway line and slept happily all the way. Bevan trained as a RADTECHG in the early 1960's and later became an Education Officer and spent some time at Radschool in the early 1980's.

Bob says he called in to see him in January and we chatted for an hour or so and he seemed fit and well then so his death came as a bit of a shock



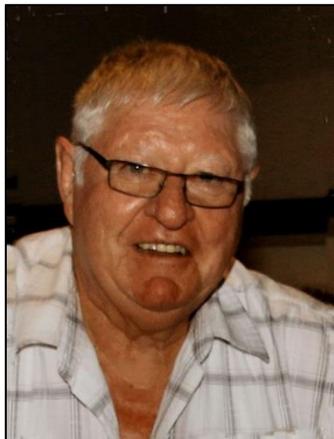
Page 3 Girl.

Our lovely page three girl this issue is Marie Roberts.

Marie was born in Scone, NSW, just a few short years ago. Upon leaving school she moved to Newcastle for more job opportunities and while there she met a young and dashing RAAF bloke named Barry who, in 1966, became her husband. He was stationed at Williamtown at the time. They went from Williamtown to Sale in 1968 and after only two years were on the move again, this time to Butterworth, Malaysia.

Like most who were posted to the RAAF's Resort at Butterworth, she certainly enjoyed her 3 year stay, playing sport, learning craft, socialising and like a lot of others she came home with a hand-made copper picture. She and Barry did manage to find a few quiet moments and while there had their third child and like everyone else, formed some very good and lasting friendships.

From Butterworth we were posted to Amberley, again enjoying the RAAF life style and friendship. We were only at Amberley twelve months when our house was flooded by the 1974 floods, again thank heavens for that wonderful RAAF "family" as I had three young children and no child care, not like it is today. Back then I did casual weekend work.



In 1979 we were on the move again, this time to Sydney (2SD and ELO Bankstown) then in January 1983 we headed south to Point Cook.

By now Barry had served 21 years and as the boys were in secondary school we thought it time to, as Barry said, "Pull the pin!"

I had decided maybe I needed to do something with my life and so in 1984 as Barry was discharging from RAAF life, I applied for and got a public service position as a steward at the Officers Mess, Point Cook. It was a job which I really enjoyed. Every now and then I see faces in RAAF publications and recognise them as the young eager men who went through Officer Training School during my time at the Mess.

Rumours were very strong that catering was to be taken over by civilian contractors and luckily a position became vacant at 6Hosp at Laverton and as I wanted to stay in the Public Service I applied for it and was lucky enough to be accepted for the position.





I started at 6 RAAF in 1991 and again enjoyed the job. During my stay there I saw many changes in the RAAF's medical system as well as many to the hospital's name, however, it will always be 6 RAAF to me.

In 2008 the ward closed which only left outpatients/sick parade and I wasn't enjoying my job as much so in 2009 I decided to "pull the pin." Yes I was with Defence for twenty five years . Way back in 1984 I thought I might last six months.



Two of our sons are enjoying civilian life while the youngest is serving and is currently the W.O.D. at Tindal. He joined in 1989 so between the three of us, the Robert's family has "clocked up 72 years." All our boys are married and have given us seven lovely grandchildren.

Both Barry and I have some wonderful memories and wonderful and true friends from our RAAF days . We attend as many reunions as possible, especially Sale and 3SQN. I do believe as we are all aging (gracefully) that it is important, if possible, to attend these reunions.

We don't know who "maybe not at the next one".

There may be no 'I' in team, but there's a 'ME' if you look hard enough.

27 Rad Mechs

Below is a pic of 27 Rad Mechs which ran from Jan 1961 to August 1961. This pic was taken in Feb 1961 and was sent to us by Bob Jordan.

The Course started at Ballarat and was finished at Laverton. These blokes, and a few others, later came back on 19 Rad Techs which started with a total of 20 Air Mechs from which they required 8 Air Techs and 12 Ground Techs and of course all wanted to be Air Techs. The 8-12 split was achieved by pulling names out of a hat.



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From the 8 who started only 4 of came out the other end as Air Techs, (including Bob) and the Groundies lost 6 of the 12 who started.

Joe Wilson was later commission as a Pilot and went on to fly Caribous. He did a tour of Vietnam from May 1969 to May 1970 and now lives in Perth WA.



Back Row L-R: Bruce Warring, R King, ? Ball, G Stephens, Tim Gear, G Monteith.

Middle Row L-R: Bob Jordan, Arthur Fry, Keith Fletcher, Noel Fenton, Ian Simper, Don't Know.

Front Row L-R: Joe Wilson, ? Watts, Don't know.

A problem shared is a problem halved,
so is your problem really yours or just half of someone else's?



110 Framies Fitters Course. – 1974

Neil Raabe sent us this.



Right, a 17 year old Mandy Fyfe, arriving at Laverton in 1980 – just about to start her RAAF career on rookies course 267.





Tottenham Boozer (late 1960's)



Airmen's Mess, old boozer and the ladies lounge, otherwise known as the Salle de Autumn. Very imaginative.





COURSE 119 – RATHMINES (March 1953)



Back Row L–R: Sumner?, Kevin Brown, Norman Hobbins, Ron Goodship, Dennis Hallinon, Bill Childs.

Middle Row L–R: Jim McCormack, Gordon Williams, Eric? Bulter, John Beumlant?, Albert Elliot, Stuart Wilson.

Front Row L–R: Harry Murray, Roy Wolmer, Jeff Pasco, Sgt. Haling, Ken Dillon, Reg Tarrilington?, Leslie Cark (Lofty).

If you can keep your head when all around you have lost theirs,
then you probably haven't understood the seriousness of the situation.

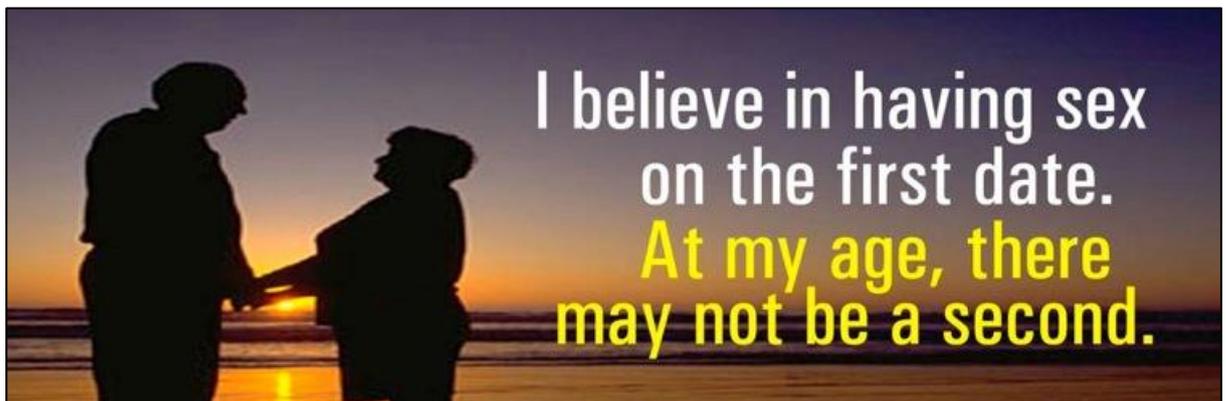


Avionics Course, Wagga (1993)

Rod Turnbull sent us this.



Rod's not all that sure of names, if you can help please do.





Superman Course 1990



Back Row L-R: Tony Defelice, Don't know, Don't know, Don't know, Chris Ponturo, Don't know.

Middle Row L-R: Don't know, Don't know, Don't know, Gary Neighbour, Don't know, Dave Betts.

Seated L-R: Robin Hall, Don't know, Christina Ball, Don't know, Bernadette Bell, Don't know, Don't know.



Laurie Edward sent us this.

He calls it “A blast from the very long past.”

His mates of No.7 Radar (Air) A&GRS Ballarat, after being the Guard of Honour at his wedding, at the Wedding reception in Collingwood next to the Town Hall - May '53.

Laurie would like to meet one or two or more of them again.



29 CLKA Course.

Jacqueline Cherry was going through some old stuff and came across this picture of 29 CLKA Course at Wagga in 1980. She says “as the only girl of 8 kids, it's funny that I was also the only girl on this course.”

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Jacqueline would be happy to hear from anyone in the pic.



Back row L-R: Steve Johnson, Doug Wilkie, Peter McKay, Trevor Smith.

Middle L-R: Dave De Ryck, Doug McLean, Dave Porter, George Srebrov.

Front Row L-R: Kerry Larence, Len Paterson (Course Instructor), Jacqueline Cherry, Dave Pritchard.



Computers and Stuff.

Sam Houliston.

 Highgrove Bathrooms

This page brought to you with the compliments of Highgrove Trading.
Designer bathrooms at discount prices.

Fix-it tools.

You've undoubtedly received the pop-up adverts on your computer, they state something similar to: "This software is guaranteed to make your PC run like new! Download it for free!" They often promise a fix for every PC affliction: "It's the only software that instantly speeds up your PC, prevents crashes, fixes system errors, boots Windows faster, deletes malware and junk files, does the washing and ironing ..." and so on, and so on.



For many PC users, that sounds great. Simply click a button and everything gets magically fixed. That's certainly easier than trying to use all those tools already built into Windows, but in truth, there never has been one application that fixes all Windows problems, and it's doubtful there ever will be. Windows is simply too complex and the range of PC configurations is virtually infinite. A suite of tools might do the trick, but then there's the question of free versus paid.

Windows has built-in tools for nearly any problem and they, along with many third-party tools, are completely free. There are quite a few commercial maintenance programs too in the market but you have to pay for these, a lot will offer a free scan, but to fix any system errors they might find, you have to pay to get the fix. Naturally, you'd assume that commercial maintenance tools offer significantly better and easier troubleshooting than do Windows' free tools. But do they? Clearly, this question calls for a test.

The best way to test these commercial "fixes" is to:



- Take a mainstream, real-life PC and get it running as well as possible, using only Windows' built-in maintenance tools and conventional maintenance techniques.
- Once the test PC is thoroughly cleaned using the Windows tools, measure its performance.
- Make a system image of the now clean, baseline setup.
- One by one, run several full-blown, commercial maintenance tools on the system that has been cleaned using the Windows tools. That'll give each commercial tool exactly the same starting conditions.
- Note what each commercial tool finds, and see whether it improved the system's overall performance. Also note any "problems" found by the commercial tools that are not really a problem.

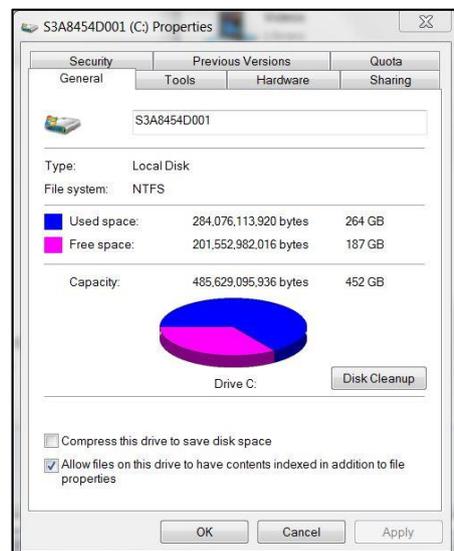
The results will then show whether the commercial maintenance tools can improve the test PC beyond what Windows' built-in and free tools can do. Simple – right??

To clean the test PC, I used — and I suggest you use — the maintenance tools and techniques we discussed back in [Vol 42](#). Allow some time for the tune-up. Depending on when and how much maintenance you've previously done on your system, the complete process can take anywhere from a few minutes to several hours. (Some tasks, such as defragging and malware-scanning, will take some time to complete, but you don't have to stay at your PC.)

Once all the maintenance tasks are completed, we're ready to establish some baseline measurements.

When comparing most things, it's almost always useful to have some measurements that are objective and repeatable. Numbers might not tell the whole story, but they can tell a very important part of it. For example, the main reason to remove junk files is to increase disk space, and the best measurement for junk-file removal is whether you have more space and how much. Likewise, the only way to know whether a maintenance tool has improved startup and shutdown times is to time them. For the test this is what we measured, and how you can perform the same measurements:

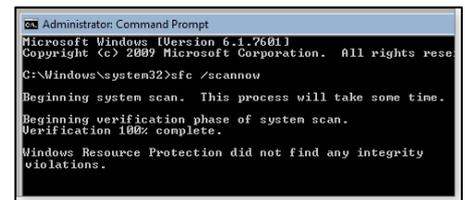
Disk usage: To determine exactly how much disk space your setup is using, in Windows/File Explorer, right-click the drive of interest (typically, C:) and select Properties. In the Properties dialog box, record the numbers following Used space and Free space. You also can get a count of the number of files and folders on your drive. Click the C:\ folder then select all (hold down the CTRL key and press A).



Registry size: Some commercial tools claim to not just correct Registry errors but also shrink (compress) the Registry for greater speed. You can quantify the size of your Registry by locating all Registry-related files. (Be careful doing this, you could bugger up your computer). Press and hold down the Windows key then press R. Type regedit.exe in the window then click OK. (This opens the registry editor). Select the File menu then select Export. Save the file to a directory/folder then close the Registry Editor. You can then right click the file, go to properties and write down the contents.

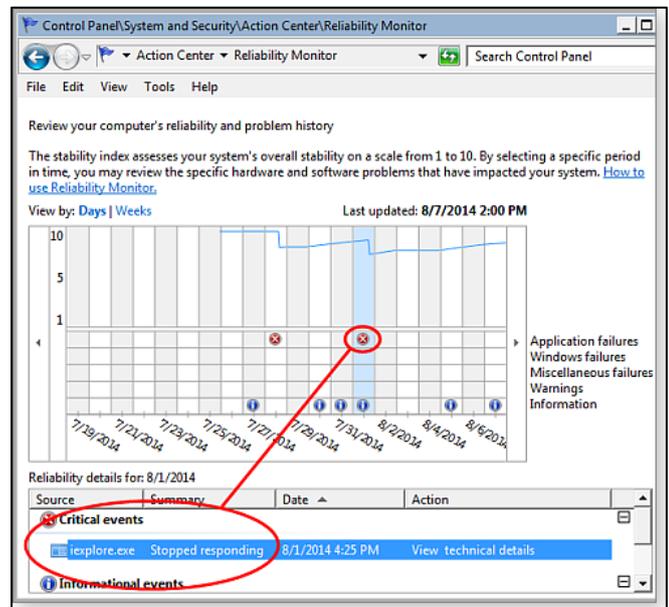
Operating system file integrity:

To make sure all operating system files are valid and uncorrupted, run Windows' built-in System File Checker (sfc.exe; You can see how to do this [HERE](#).) Let the tool, shown in the pic below, try to correct any problems it uncovers. Rerun sfc.exe (ideally, several times if it doesn't give a clean bill of health) and then record the final number of OS integrity violations that remain uncorrected. There should be none, but record whatever final number you're given.



System stability and other errors:

Windows' built-in Reliability Monitor (right) tracks and displays information on every crash, hang, and hiccup generated by Windows and installed applications. Many reported "errors" are actually minor, transient events that require no remediation. But if you find serious trouble, it's a judgment call, Reliability Monitor's Action column and Check for solution option might provide solutions. When you're done, make note of how many significant, unremediated errors remain, ideally, there should be none.



To access Reliability Monitor:



- Win7/8: Open Control Panel in Category view. Under System and Security, click Review your computer's status and then click Maintenance. Next, under Check for solutions to problem reports, click View reliability history.
- Vista: Click Start, type "perfmon" into the search box, and then press Enter. In the Reliability and Performance Monitor window's left-hand navigation pane, click down through Reliability and Performance/Monitoring Tools/Reliability Monitor.

For more information on using Reliability Monitor click [HERE](#):

Startup/shutdown speed:

It takes a few steps to quantify startup/shutdown performance, but it isn't hard. In fact, all you need is anything that measures seconds. For startup, carefully time how long your system takes to go from power-on to a stable desktop. Don't run any applications; immediately measure shutdown time by starting the clock when you click Shut down and stopping the clock at lights-out. Perform several full restart cycles, back to back. Average and save the results with the other metrics you're gathering.

PC maintenance suites:

You don't have to test the same group of paid products discussed below — you can use the following steps to test whatever maintenance tools you wish. When you're done, you'll know which tool yields the best results for you. Of course, you can also simply read these articles and use my results as a general guide to free and commercial maintenance tools and techniques. You don't have to do anything to your PC if you don't want to! But by participating, you're sure to have a cleaner and more secure system.

Some final steps before testing the paid-for products. Begin by making a complete, up-to-the-minute system image. You can use any backup tool you're comfortable with, as long as it can completely restore your entire system from scratch. This system image is in addition to any other system image you've already made. Its only function is to create an initial, standardized, baseline system for each maintenance tool tested.

Here's my base line data:

The baseline system's recorded stats. The stability and security results are based on Windows' built-in Reliability Monitor and represent a clean system.

Baseline System				
Restart (min:sec)	File size (C:)	Registry size (export)	Stability issues	Security issues
1:31	56.1GB	19MB (223MB)	0	0

Here's why I picked these specific items to check.

Restart: Some commercial maintenance tools promise to automatically improve boot times. Tracking the length of a shutdown/restart cycle lets you examine that claim.

File size: Tracking the aggregate size of all files on C: will let you verify claims of superior junk-file removal.

Registry size: Some tools boast of enhanced Registry cleaning and compression. Noting the original and final Registry sizes can help gauge that claim.

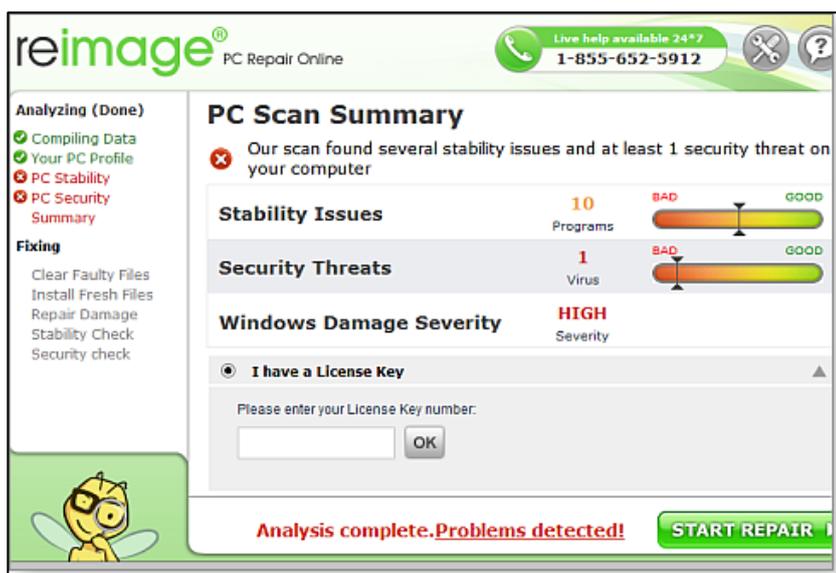
Stability and security issues:

Assuming that Windows' built-in Reliability Monitor can find any true system errors, the baseline configuration has no known defects. (Nearly every PC has minor errors that don't affect system performance or reliability.) That "zero-defect" condition provides the baseline for paid maintenance tools that claim to discover hidden stability or security issues.

Again, these are just a few examples, your table can include any measurements you consider important. As with the testing metrics, you can test whatever maintenance tools you wish. I picked Reimage, lolo's System Mechanic, and PC Pitstop's PC Matic mostly because of their high visibility — and because they offer either free diagnostic tools or money-back guarantees on the full commercial tool.

Reimage: An automated maintenance system.

As with many commercial maintenance tools, Reimage offers a free diagnostic scan of your system, but if you want the software to make repairs, you have to pay. I won't post a long laundry list of Reimage's features and options; that's all available on its [homepage](#).



Using Reimage starts with downloading and running the Reimage Repair Setup Wizard software. Once the installation process finishes, the program immediately begins scanning your system. Reimage first compiles and displays a system profile and then provides a reliability report based on information stored by Windows. It then scans for malware. Once the scan is done, Reimage displays a relatively simple summary report. On my baseline system (freshly restored from the cleaned baseline image), Reimage reported 10 “stability issues” and one “security threat.” Surprisingly, it assessed the test PC’s Windows Damage Severity as “high” (see Figure 1). Remember, it was scanning a system that had already had a thorough cleaning.



The screenshot shows the Reimage PC Repair Online interface. The top navigation bar includes the Reimage logo, 'PC Repair Online', and a 'Live help available 24*7' button with the phone number '1-855-652-5912'. The main content area is titled 'PC Security' and features a sub-header 'Detect Boot up Viruses and Other Malicious Programs'. A red-bordered box contains the message: 'Security problems were found on your PC.' Below this, the text explains that Reimage is scanning for malware, viruses, and Trojans, and that upon repair, these threats will be removed and replaced with healthy files from an online database. A preliminary scan found 1 malicious file on the PC. A red warning states: 'All instances of these threats will be removed (After repair). These viruses compromise your personal data and documents. You are at risk as long as these files remain on your PC.' A list of detected threats includes: '1. c:\windows\system32\searchfilterhost.exe --- APPL/Downloader.Gen'. At the bottom, a green button labeled 'START REPAIR' is visible next to the text 'Analysis complete. Problems detected!'.

The Security Threat was alarming. Reimage reported that a Windows system file contained a virus (see pic below). If true, that meant the operating system itself was compromised!

A man has reached old age when he is cautioned to slow down by his Doctor instead of by the Police.

I was dubious about the supposed infection. Before the baseline image was created, the system had been scanned and found to be 100 percent clean. And Reimage was installed and run immediately after I restored the image. There should have been no opportunity to become infected. Moreover the “infected” file — **searchfilterhost.exe** — looked okay; its file properties appeared identical in every way to the same file on other Windows systems. Was there a virus? To find out, I scanned **searchfilterhost.exe** using six different and well-regarded anti-malware tools available online or built into Windows:

- [VirusTotal](#)
- [VirSCAN.org](#)
- [ESET's Online Scanner](#)
- [Malwarebytes Anti-Malware](#)
- Windows' built-in System File Checker ([more info](#))
- [Microsoft Security Essentials](#)

Because none of the six scans flagged the “infected” file, I concluded that Reimage’s malware report was a flagrant false positive.

Next, I looked at the 10 reported “stability issues” and cross-referenced Reimage’s reports with incidents recorded by Windows’ built-in Reliability Monitor. None of the reported “stability issues” was serious; none required action or attention. For example, at some point during system prep, I’d started a backup but then decided to do a full system image. So I manually cancelled the backup. Reimage apparently dug this harmless “backup did not complete” datum out of Windows’ internal reliability logs and reported it as “Windows Backup has crashed.” Reimage also offered to “fix the problem.” Given that I was the problem (I had aborted the backup), I wondered what Reimage’s “fix” would be.

The more I looked at the 10 “security issues,” the more convinced I became that they were false positives, mistakes, or overreactions to routine, trivial, and harmless system events.

If I was using Reimage to clean my day-to-day PC, I probably would have bailed out then and there. As far as I could tell, Reimage wasn’t flagging anything substantive, and the seemingly erroneous or exaggerated “issues” didn’t inspire my confidence. But for the Maintenance Challenge to be thorough, I needed to complete my test of Reimage. I ordered a Reimage license (U.S. \$70 per year) and authorized the software to start repairs.

Surprisingly, the repair process took about two hours to complete, including a reboot in the middle. Reimage’s work was mostly opaque, providing only the vaguest on-screen indication (e.g., “Repair damage”) of what it was fixing.

But the real surprise came after the reboot. Reimage spent a very long time downloading many dozens — possibly hundreds — of Windows Update files. I have no idea why; the baseline system was already 100 percent up to date. When Reimage finished its work, it presented a summary stating that my system had been “missing” three percent of its operating system files and that another 12 percent were “damaged or incomplete.” I don’t know what that means, and Reimage provided no additional details.

But I do know that Windows’ own System File Checker didn’t notice any missing or damaged system files, and Windows Update reported that no updates were needed. Also, the baseline system was derived from a machine that had been working fine for about four years.

I could only conclude that Reimage’s file-replacement activity was unnecessary.

With Reimage’s scan and repair done, I next took some sample measurements, shown below.

As you can see from the numbers, the clean/repair process made no

Comparative results					
	Restart (min:sec)	File size (C:)	Registry size (export)	Stability issues	Security issues
Baseline System	1:31	56.1GB	19MB (223MB)	0	0
Reimage	1:39	55.4GB	18.6 MB (219MB)	10*	1*
*Reported					



significant changes to the baseline setup. Boot-up time got marginally longer, while the file and Registry sizes became a bit smaller. Reimage's junk-file and Registry processing might be slightly more effective than Windows' free tools.

It was those stability and security numbers that really stood out. While playing up minor system hiccups might be a minor transgression, incorrectly flagging a system file as infected is, to me, unforgivable. At best, it suggests some faulty analysis by Reimage.

During testing, I jotted down notes about the experience of using Reimage, especially the non-numeric factors: things such as ease of use, speed, interface, and so on. My notes mostly tell a story of overly aggressive repairs, such as its apparent replacement of system files. For example, after my first run with Reimage, the test system wouldn't boot from the hard drive or via USB. My guess is that Reimage did something fatal to system drivers and/or to the boot records. (Again, Reimage provided few details about its repair actions and processes.) By booting from a DVD, I was eventually able to restore the baseline system image and get my PC working again. I then tried to run Reimage again to finish the tests. But my bought-and-paid-for unlock key wouldn't work. Apparently, any major change to a system, a system restore, restoring a backup or image, upgrading Windows, or reinstalling Reimage itself, invalidates the unlock key.

I acquired a new key from Reimage tech support, but that took four days, three phone calls, three trouble tickets, and having a Reimage support tech crawl around in the test PC via remote access. I did finally get Reimage to work again, but it was a huge hassle.

So on my test PC, Reimage was effectively a bust.

Of course, you might have an entirely different experience. You should do your own tests, record your own measurements and experiences, and draw your own conclusions. If Reimage (or any other tool in these tests) works for you, then great! However, make note of any serial numbers, unlock keys, or similar information related to your maintenance-tool purchase. You'll probably need that info if you reinstall the program, ask for tech support, or request a refund. On the other hand, should you decide not to keep Reimage, or any other commercial Windows-maintenance application, don't bother uninstalling it. These tools make far too many changes to your system. Uninstalling them will not put everything back exactly the way it was. Restore your pre-test system image and go on to the next test.

We'll go through the next two products much faster, focusing primarily on how they differed from the Reimage tests.)

Iolo's System Checkup/System Mechanic.



Iolo offers the free System Checkup ([Here](#)) and the \$40 System Mechanic ([HERE](#)). The two tools work in series; you scan with the free tool to uncover problems and then, if you wish, pay for the full version of the software to make fixes. For my Maintenance Challenge data points, I ran both tools, one after the other, on a freshly restored baseline system.

Comparative results					
	Restart (min:sec)	File size (C:)	Registry size (export)	Stability issues	Security issues
Baseline System	1:31	56.1GB	19MB (223MB)	0	0
Reimage	1:39	55.4GB	18.6 MB (219MB)	10*	1*
System Mechanic	1:26	56.1GB	17.5MB (223MB)	10*	3*

*Reported

As the pic at right shows, System Mechanic trimmed a few seconds off the test systems' restart time, and it also squeezed a few megabytes out of the Windows Registry. But as with Reimage, the improvements were small.

On my system, when compared to Windows' free, built-in tools, System Mechanic wasn't meaningfully better at reducing junk files and saving space, the test system's overall file size was unchanged. Like Reimage, System Mechanic also seemed to suffer from over-reporting. For example, it said it had found "10 core data conflicts within the Windows communications infrastructure." Because there were no additional details offered, there's no way to know what that really means. Because the test system was working fine and Windows' own tools reported no known defects, I assume the "core data conflicts" were the same sort of seemingly minor issues that Reimage reported, i.e., transient conditions and unimportant errors that really require no attention or repair.

System Mechanic was much faster than Reimage, completing its scan-and-clean tasks in about 25 minutes. System Mechanic's license key is a lot more user-friendly, too. After restoring a system image on my test system, I successfully used the unlock key to reinstall System Mechanic.

As with Reimage, do your own tests and draw your own conclusions.

PC Pitstop's comprehensive PC Matic.

PC Matic is also a two-part system, with a free diagnostic component and a paid-for (\$50 per year) repair component. Unusually comprehensive, the program even includes full-time antivirus protection.

See PC Pitstop's site [HERE](#) for more info, a full features list, and download links.

Once again, I created a fresh copy of the baseline setup and immediately ran PC Matic's free diagnostics. It completed the process quickly, just a few minutes and produced a list of 25 items it said needed repair or improvement. It also listed one suggested "security adjustment."

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To its credit, PC Matic provides real information on its findings; it also tells you in advance what steps it will take if you buy the full version. This is a refreshing change from the “black box” tools that reveal almost nothing about what they’re doing.

Comparative results					
	Restart (min:sec)	File size (C:)	Registry size (export)	Stability issues	Security issues
Baseline System	1:31	56.1GB	19MB (223MB)	0	0
Reimage	1:39	55.4GB	18.6 MB (219MB)	10*	1*
System Mechanic	1:26	56.1GB	17.5MB (223MB)	10*	3*
PC Matic	N/A	N/A	N/A	25*	4*

*Reported

When I reviewed its list of fixes, I saw that PC Matic had recommended replacing several drivers on my system (see at right).

FIX THESE ISSUES NOW

Fix All

- Delivers security with max performance
- Runs quietly in the background
- Blocks malware before it executes
- Boosts the speed of your PC
- Make your PC more reliable
- Maximize internet connection

PC Matic has identified the following issues with your PC:

Test Area	Test Name	Scan Result	Recommendation
Other	Drivers	Atheros AR5007EG Wireless Network Adapter 8.0.0.238 10/5/2009	Atheros AR5007EG Wireless Network Adapter 9.2.0.480 1/10/2012
Other	Drivers	Broadcom NetLink (TM) Gigabit Ethernet 10.100.4.0 4/28/2009	Broadcom NetLink (TM) Gigabit Ethernet 14.8.0.5 5/10/2011
Other	Drivers	Intel(R) ICH8 Family USB Universal Host Controller - 2832 6.1.7601.18328 6/21/2008	Intel(R) ICH8 Family USB Universal Host Controller - 2832 9.1.1.1010 8/5/2009
Services Test	Google Update Service (gupdate)	Automatic	Manual

25 Fixes / 1 Advice Items

- Automatic Fixes
- Advice Items

PC Matic Like 20,313

But if your hardware is working properly, there’s no reason to replace drivers. In fact, the act of needlessly churning drivers is an excellent way to screw up a perfectly good system. Because the test system’s hardware was working fine, there was no need to replace drivers so deciding not to tempt fate and possibly destabilize the test system, I opted not to buy and run the repair half of PC Matic. (Replacing the drivers was simply not acceptable to me, so I also took a pass on the other proposed fixes.”)

But again, you’ll likely get different results on your test system. Run PC Matic and decide for yourself.

Once you’ve tested a few paid maintenance programs and analysed the results, it should be easy to select the best tool for your Windows system. You can also decide what’s most important to you: ease of use, features, information provided, and so forth.

The pic below highlights the results of my tests. As you can readily see, there are no significant improvements in system start times, overall file size, or Registry size. The best results are highlighted in green, but the differences are very small. Again, as I tested an already clean system, according to Windows’ built-in maintenance tools, these numbers might be quite different if you have a poorly maintained PC — or they might not. Every system is unique.



It's the subjective areas where the paid tools come into question. In my tests, there were few positives and some glaring negatives, such as Reimage's false-positive malware flagging, its boot failure, and licensing hassles. For me, the best choice is to stick with Windows' built-in and free tools. Using the paid products would not only cost money I don't need to spend, I might end up wasting time researching whether a reported problem really needs fixing. And in the worst scenario, the paid product might crash my system.

But that's me. By doing your own tests, you'll know whether any of the paid products significantly improves your system's performance, security, and stability. It might be tempting to use a commercial product to scan your system for free and then use Windows' built-in tools to fix any found problems. That might work with an informative product such as PC Matic, but it's not feasible with tools such as Reimage and System Mechanic.

If you decide to stick with a commercial maintenance tool, make a full system backup before you install and run it for the first time. Then make another full backup of your newly cleaned system — with the commercial tool installed and set up. If you decide not to keep any of the commercial maintenance products you tested, just restore your pre-test system image; you'll be back exactly where you started — with a PC that's been thoroughly cleaned with the Windows-based tools.

Either way, you win! Commercial tools or free — your PC is now leaner, cleaner, more secure, and closer to error-free than it was before you took the Maintenance Challenge!

Renovating??

Highgrove Bathrooms

With house prices at an all-time low and renovation shows like 'The Block' and 'House Rules' having an overwhelming success, it has never been a better time to look at your own home and assess the rooms that need improvement. The bathroom and laundry used to be very practical areas, that didn't get much attention to the way they looked.

What trends are now showing is that with a combination of clever interior design and affordable bathroom products, a bathroom can be transformed into a sanctuary. Along with the kitchen, the bathroom is now one of the most pivotal rooms when trying to sell a home. Without having to spend a fortune, a bathroom upgrade can even increase the sale price of your home by about 10%.

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Gone are the days of showering over a bath tub while frameless glass showers continue to be one of the most popular items in a modern bathroom. Some people prefer an enclosed frameless shower while others just prefer a singular panel, either way this popular choice looks very clean, sophisticated and opens the bathroom up.

A lot of people ask, do you think I should keep the bath or just have a larger wet area? This is up to personal preference; however we would always recommend keeping at least one bath in the home if space permits. Consider the next 10 years – do you expect to move or sell your home? Will you have children or elderly people present? Try to think through all options before you make the decision that is best for you. Freestanding baths are still a very popular purchase and are often used as a feature within the room.



Old age is having a choice of two temptations and choosing the one that will get you home earlier.



An important thing to consider is how much storage space you need. The vanity is one of the biggest decisions as you want it to be highly functional as well as good looking. Wall hung vanities have been the popular choice over recent years although a floor mount vanity will generally have more storage. If you need excess storage then have a think about integrating a mirrored cabinet or having a side cabinet in the room too.

The mood of a bathroom is set with the choice of tile. The modern bathroom opts for floor to ceiling tiles so it is more crucial than ever, to choose wisely. The monochrome palette has been a popular choice of those who take a particular interest in the recent renovation shows. Some prefer a warmer style and opt for natural looking, stone coloured tiles. Feature walls are also very popular and the possibilities are endless but we are seeing a lot of exposed brick, textured tiles to add depth.



A lot of people find it overwhelming thinking about renovating their bathroom. The process starts to flow with your initial research. There are a huge amount of resources online to get a feel for the style you would like to achieve or alternatively there is still a wide range of magazines on the market.

Old age is when you have stopped growing at both ends,
and have begun to grow in the middle.

Once you have an idea of the style, you have to think practically. Measure the area and take note of where the plumbing is currently. Think about the current area – does the layout work for you? What would you like to change and what do you think should stay the same?

Now is the time to start looking at product, bearing in mind the style and space constraints. At this stage, we would suggest to visit your local Highgrove Bathrooms store to start making your ideas, a reality. Our friendly sales people will be able to consider your personal taste and room measurements to help you pick out some products from our wide range in store.





It is important in this day and age to realise that cheaper doesn't necessarily mean inferior quality. Highgrove Bathrooms pride ourselves in offering great looking, high quality products at an affordable rate. We can do this as we import the product ourselves, cutting out the middle man and selling directly to the public via our 25 stores Australia-wide. This, along with our friendly customer service and product on hand, is why Highgrove Bathrooms is the fastest growing bathroom company to date.

Providing quality bathroom products since 2004, Highgrove Bathrooms have just celebrated our 10th Birthday in the industry. We have strived to be at the forefront of bathroom design by closely watching the current and future bathroom trends over the duration.

15% discount.

Being an Australian owned company, the business owners would like to pass on a price discount to all ADF personnel who hold a DVA Health-care Card (either Orange, White or Gold) as a token of their appreciation for the dedication and service to Australia provided by these ADF personnel. As such, the owners hereby offer the gift of a 15% discount off retail prices to all DVA Health Card holders (and their families) on any product, in any Highgrove Bathrooms' store. This offer is value until 31 December 2015.

To receive 15% discount, please present your DVA health card when you purchase/order any item. Click [HERE](#) for the store closest to you

Solar Panels.

We see solar panels every day, we might even have our own but not many of us can explain how sunlight turns into energy. The science behind solar power technology may seem complex but examining the process by which light is converted into electricity can help you get the most out of your panels, not to mention giving a renewed appreciation for the power of our sun.

Photovoltaic cells.

The solar or 'photovoltaic' cells covering the outside of your solar panel are responsible for converting the sun's energy into electricity. Sunlight is made up of tiny particles called photons and as they hit the silicon atoms contained within the photovoltaic cells, their energy is transferred to loose electrons, breaking them away from the atoms. (Each photovoltaic cell is basically a sandwich made up of two





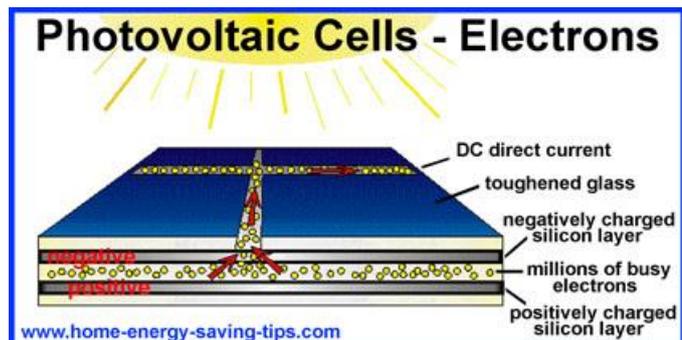
slices of semi-conducting material, usually silicon — the same stuff used in microelectronics.) To work, photovoltaic cells need to establish an electric field. Much like a magnetic field, which occurs due to opposite poles, an electric field occurs when opposite charges are separated. To get this field, manufacturers "dope" silicon with other materials, giving each slice of the sandwich a positive or negative electrical charge.

Specifically, they seed phosphorous into the top layer of silicon ('n-type'), which adds extra electrons with a negative charge to that layer and the bottom layer gets a dose of boron, which results in fewer electrons, or a positive charge ('p-type'). This all adds up to an electric field at the junction between the silicon layers. Then, when a photon of sunlight knocks an electron free, an electrical imbalance is created that pushes that electron out of the silicon junction.

A couple of other components of the cell turn these electrons into usable power. Metal conductive plates on the sides of the cell collect the electrons and transfer them to wires. At that point, the electrons can flow like any other source of electricity.

In order to use the energy created within the solar panel's cells, it needs to be converted from direct current to alternating current using a deep cycle battery and inverter. This allows you to use the electricity generated by your solar panel with 240v appliances, including laptops and televisions.

Whether you're looking for a panel to install as part of an off grid set up or a portable solar system, it's important to check the specifications before you buy. The three main types of solar cell found in most modern panels are mono-crystalline which works best in direct sunlight, poly-crystalline which functions in low-light conditions and the flexible amorphous panels.



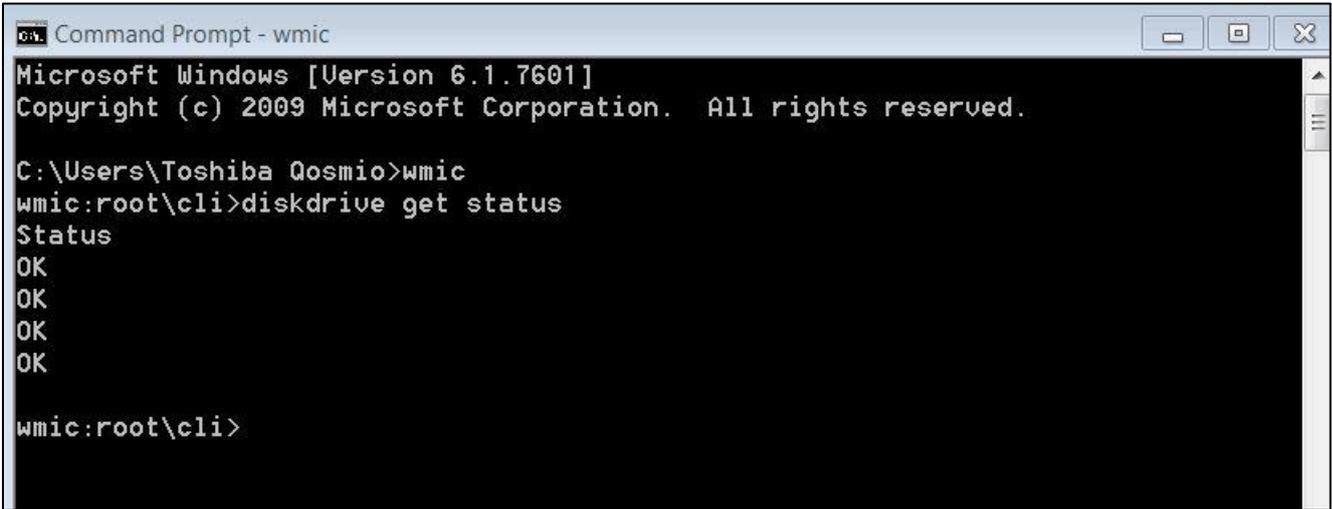
Check your computer's hard drive's health.

Traditional hard drives are possibly the hardest-working components in PCs. Their spinning platters can rack up hundreds of millions of rotations per year and their read/write heads chatter back and forth millions of times, moving chunks of files in astronomical quantities. It's a testament to hard-drive technology that they work as well, as long and as reliably as they do. But as sure as death and taxes, all drives eventually wear out.

Take a few minutes to check your drive's physical health via the Self-Monitoring, Analysis, and Reporting Technology (aka SMART) subsystem built into most current hard drives. You can download free software to use the SMART facility or you can just use the Windows short cut.

To do this, press the Windows key, then in the Search window type Command Prompt. When the Dos window opens, type “wmic” (without the“) press enter, then type “diskdrive get status” then press Enter again.

Your computer will do its test and you should get a few OK’s – see below. (The number of OK’s will depend on how many hard drives you have hooked up.)



If you get OK’s you don’t have a problem, if you have a problem it will tell you.

Although SMART tools monitor the physical health of drives, Windows' built-in tools check on the logical health of the files on the drive. Every version of Windows from XP on has chkdsk (as in "check disk") for exactly that purpose. The basic version of chkdsk is a simple point-and-click operation. In Windows Explorer, right-click the drive that you want to check and select Properties. Click the Tools tab and then, under Error-checking, click the Check now button (see right).

“Check now” works for routine maintenance, but there’s a much more powerful alternative — chkdsk.exe — that’s accessed from a command line and that offers many more options for advanced users. (See Figure 3.)





The command line-based `chkdsk` is more powerful than the one-click version in Properties. `Chkdsk`'s command-line options vary significantly from Windows to Windows, but `chkdsk c: /f` works in all versions for basic error correction of the C: drive. (Change the drive letter to check and correct other drives.)

To see the version-specific `chkdsk` commands available in your copy of Windows, open an administrator-level command window (right-click Command Prompt and select Run as administrator). Type `chkdsk /?` and press Enter. You'll get the window below.

```
Administrator: Command Prompt
Copyright (c) 2009 Microsoft Corporation. All rights reserved.
C:\windows\system32>chkdsk /?
Checks a disk and displays a status report.

CHKDSK [volume[[path]filename]] [/F] [/U] [/R] [/X] [/I] [/C] [/L[:size]] [/B]

volume           Specifies the drive letter (followed by a colon),
                  mount point, or volume name.
filename         FAT/FAT32 only: Specifies the files to check for fragmentation
.
/F              Fixes errors on the disk.
/U              On FAT/FAT32: Displays the full path and name of every file
                  on the disk.
                  On NTFS: Displays cleanup messages if any.
/R              Locates bad sectors and recovers readable information
                  (implies /F).
/L:size         NTFS only: Changes the log file size to the specified number
                  of kilobytes. If size is not specified, displays current
                  size.
/X              Forces the volume to dismount first if necessary.
                  All opened handles to the volume would then be invalid
                  (implies /F).
/I              NTFS only: Performs a less vigorous check of index entries.
/C              NTFS only: Skips checking of cycles within the folder
                  structure.
/B              NTFS only: Re-evaluates bad clusters on the volume
                  (implies /R)

The /I or /C switch reduces the amount of time required to run Chkdsk by
skipping certain checks of the volume.

C:\windows\system32>
```



By the time a man is wise enough to watch his step,
he's too old to go anywhere.

How geoblocks rip you off.



[Netflix](#) is about to come to Australia and as a thank-you to the 200,000 Australians who have been devotedly buying its content for years it is reportedly about to pull the plug.

The unacknowledged reason such companies charge Australians more is because they can. It's called price discrimination and is one of the most effective ways of turning a profit. Until now \$US8.99 a month has bought unlimited access to as many 100,000 movies and TV shows for any Australian able to trick the Netflix computer into thinking they're in the US. It's been easy, and it's been legal. The High Court declared in 2005 that it was legal to circumvent geoblocks.

A geoblock is a technological device designed to limit someone's access to a product or service depending on where they live.

The region codes on DVDs are geoblocks. They are intended to stop viewers in some parts of the world watching DVDs intended for viewers in other parts. They cause heartbreak for travellers returning from overseas attempting to play what they've bought, bemusement for workers who move between countries and are required to nominate a single region code, and embarrassment for international figures such as President Barack Obama, who once gave then UK prime minister Gordon Brown a gift of 25 classic American movies that were unwatchable in Britain.



Sony PlayStations were designed so that games bought in some parts of the globe weren't playable on PlayStations sold in others, an absurd restriction that encouraged a Sydney engineer named Eddy Stevens to develop a \$45 computer chip that turned any PlayStation into a device that could play any PlayStation game. Sony took him all the way to the High Court, where it lost in a unanimous judgment that held it was legal for Australians to circumvent attempts to prevent them accessing products they had bought. He was backed by the Australian Competition and Consumer Commission and later by the Howard government, which took care in implementing the Australia-US Free Trade Agreement to ensure Australians remained free to jump around geoblocks.



The Howard government had an excellent record in fighting geoblocks in whatever form they took - until record companies misused the copyright law to prevent retailers from sourcing legally produced CDs from overseas. They had to buy them from the Australian distributor at the Australian price regardless of how cheaply they could be bought elsewhere. Howard made imports legal – fending off claims from Labor and such musicians as Peter Garrett that Australian music wouldn't survive if Australians were able to buy it cheaply.

Now the draft report of Tony Abbott's competition review wants to go further.

At the moment, in many circumstances it is still illegal for retailers to source books from overseas without the permission of the local distributors. They divide the world into regions, giving each a local monopoly and the right to charge monopoly prices. The Australian Digital Alliance says that, on average, Australian libraries pay 58 per cent more for print books than they would in the US. The Harper review wants this remaining restriction removed unless it can be shown it is in the public interest. And it backs a recommendation of a parliamentary inquiry that the government educate Australians about the extent to which they can get around geoblocks and the tools they can use to do it.



It sees geoblocks as a restraint on trade, a block on competition, artificially imposed red tape.

While companies such as Apple are quite rightly able to shop around the world for cheapest parts and labour, they design their products to make sure that we can't. The Apple website prices the latest Taylor Swift single at \$US1.29 on iTunes. But use an Australian credit card to buy it and you'll be told it's \$2.19. That's a surcharge of more than one-third at the current exchange rate. Submissions to the Parliament's 2013 information technology inquiry found music was typically 67 per cent more expensive than for customers in the US, games were 61 per cent more expensive and e-books 13 per cent more expensive. Professional software was 49 per cent more expensive and hardware 26 per cent more expensive.

Apple, Adobe and Microsoft refused to take part in the inquiry and so were summonsed – forced to appear. They tried to muddy the waters by talking about the GST, which can only explain a portion of the differences and isn't applied to many internet purchases in any event. The unacknowledged reason they charge Australians more is because they can. It's called price discrimination and it's one of the most effective ways of turning a profit. The method is to find a group of customers not particularly resistant to high prices (in this case Australians), isolate them and charge them a premium.

The inquiry went further than the Harper review proposes and recommended that the government consider banning geoblocking if other measures didn't bring prices into line. Adobe warned the move would hit business confidence, but Canada has just announced plans to



prohibit unjustified cross-border price discrimination and New Zealand has embraced a new internet service provider that disables geoblocks by default. Even Australia Post is getting into the act, setting up ShopMate, a service that gives Australian customers a US address they can use with a prepaid credit card to buy whatever is offer overseas at the price charged overseas. It's why Netflix's Australian customers are keen to hang on to their US subscriptions even after the local service launches in March – not necessarily because the local service will be more expensive (the price hasn't been announced) but because it will offer many fewer movies and shows than the one in the US.

The film industry divides the world into regions, doling out rights as if by decree. It's a practice that goes back a century, and for books much longer.

It's time it stopped.

Don't Sound the Death Knell for the PC Just Yet.



On the 6th January (2015) the [ATIV One 7 Curved](#) computer was on display at the Samsung booth during the International CES, in Las Vegas. A year ago, pundits were declaring the personal computer dead. Smartphones and tablets were cannibalizing sales, and the once-revolutionary PC seemed unnecessary — and boring. A smartphone is great for checking emails, snapping photos and playing games and tablets are perfect for watching videos and shopping online, but don't count the PC out just yet. Manufacturers are crafting high-resolution, curved screens for desktops and other new features you can't get in a hand-held device, while trying new laptop designs that mimic the tablet's appeal.



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For years, PC innovation consisted mostly of putting faster processors or a bigger hard-drive inside the same basic box. That didn't really matter when the personal computer was a mostly unchallenged commodity. Global PC shipments peaked at more than 365 million units in 2011, but then sales fell off dramatically as tablets stole hearts and wallets. PC sales plunged 10 percent in 2013 alone, marking the worst annual decline in the industry's history. PC makers say they understand the need to evolve, and at the recent annual gadget show in Las Vegas they showed off many new features aimed at wooing back consumers.

Depth-sensing cameras, for example, are popping up in high-end desktops and laptops. Intel vice president Navin Shenoy said his company's "RealSense" camera can recognize its owner's face and unlock a PC without requiring a typed password. Intel is also promoting software that uses the camera in games that respond to a player's head or hand movements. PC makers are borrowing ideas from tablets with laptops that are increasingly thin and lightweight, with longer battery life. Dell's new XPS 13 notebook has a screen that extends nearly to the edge of the frame, like the screen on many tablets. By eliminating wider borders, Dell says it can fit a larger screen into a smaller frame.

Several companies have hybrid or convertible devices that resemble a tablet with a physical keyboard attached. [Lenovo](#), the Chinese company that has become the world's biggest seller of PCs, is rolling out several new models of its Yoga hybrid, first introduced last year, with a keyboard that fully folds back so you can hold the display like a tablet. Lenovo CEO Yang Yuanqing told The Associated Press in an interview that the new "convertible" hybrids will eventually replace the laptop computer for most people, because they are lighter and have longer battery life. "Now it's only a cost issue," he said. Many of the new hybrids are priced well above \$500, while cheaper laptops are available. "We definitely should bring the cost down," he added.

ASUS announced a new series called the Transformer Book Chi, with lightweight keyboards that can detach completely by unsnapping a magnetic hinge. "Our Chi is thinner than Air," quipped ASUS CEO Jonney Shih, boasting that at 1.65 centimetres, the Chi T300 is slimmer than a MacBook Air laptop. The Transformer uses efficient new Intel processors that don't require a cooling fan, which allows for a skinnier profile.

And manufacturers are experimenting with new shapes. Samsung is showing off a new all-in-one model, the ATIV One 7, with a slightly concaved, 27-inch screen that's designed to produce a more immersive experience for watching videos or playing games. Dell and HP are introducing new curved display monitors for desktops, too.





Of course, fancy features don't come cheap. Apple's new iMac comes with a huge, ultra-high resolution, 27-inch Retina screen and equally big \$2,500 price tag. For about \$1,900, you can control Hewlett-Packard's specialized machine Sprout with a touch-sensitive mat instead of a keyboard and use its sophisticated camera to scan physical objects and project the resulting image back onto the mat to incorporate into 3D printing designs.

"We don't think of it as a desktop. We think of it as a purely new category," said HP executive Ron Coughlin. Analysts say both the new iMac and the Sprout are probably best suited for artists and designers, but that some high-end features could find their way into mass-market PCs eventually. To attract consumers at other price points, manufacturers are even trying different software, while Microsoft promises to release an improved version of its ubiquitous Windows operating system, several leading PC makers are selling low-cost laptops that run Google's Chrome instead.

"The industry has to figure out how to cater to the different desires of individuals and not treat them as one big, monolithic market," says Intel's Shenoy. "Those days are over."

Win7 reaches milestone; prepare for its demise.



It might be difficult to believe, but on Jan. 13 we begin the final countdown for Windows 7. On that date, one of Microsoft's best and most successful versions of Windows hits its official "end of mainstream support." Here's what that means for all Win7 users.

Most major Microsoft products have a formal life cycle that includes two key end-of-life dates. For Windows, those dates are listed on Microsoft's "[Windows lifecycle fact sheet](#)". The first date, End of Mainstream Support, effectively means that Microsoft will no longer offer free updates to the operating system. Once mainstream support ends for a specific version of Windows, it then enters its Extended support phase during which Microsoft offers only essential fixes and security updates. When an OS reaches its End of extended support milestone, all official support ends. Windows XP passed its "End of extended support" date on April 8, 2014. It has not had official updates of any kind since. (For more specifics on MS product life cycles, see the online "Microsoft support lifecycle policy [FAQ](#).")

As noted in the "Windows lifecycle fact sheet," the 13th Jan marks the end of mainstream support for all versions of Windows 7 SP1. Very soon, Win 7 operating systems will be essentially frozen, you'll no longer receive any enhancements or nonessential fixes. You will, however, receive monthly security updates until Jan. 14, 2020, Win7's official "End of extended

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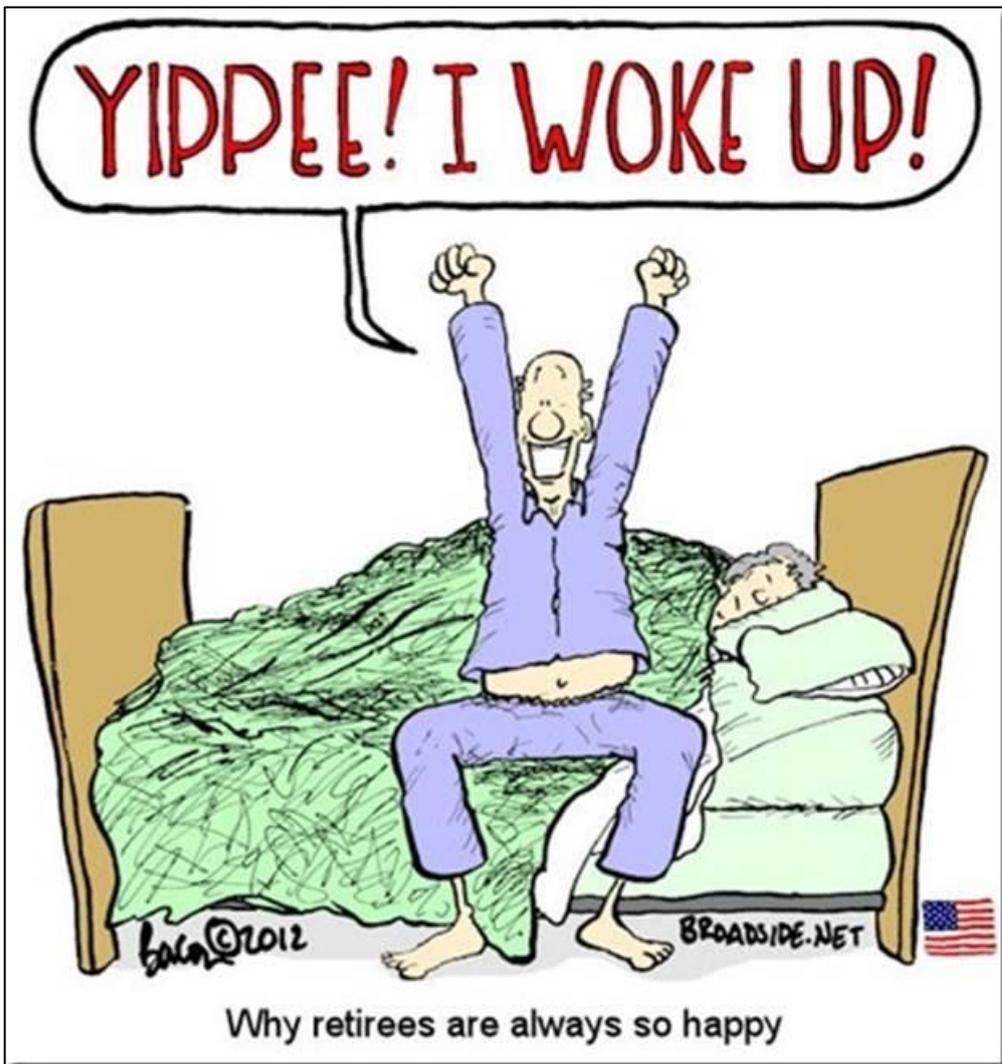
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support" date (at which point, Microsoft will want us on Windows 13 — or whatever it's then called).

Just as with XP, Win7 systems should no longer receive updates of any kind after January 2020 and just as XP is now, Windows 7 will then become extremely vulnerable to new malware and exploits. Win7 will continue to work well after 2020 (there's no deadline for your Win7 license), but after 2020 you would be well advised not to use it to go online.

Bottom line: Windows 7 is far from dead, but it is entering its final phase of official life. It's time to plan for that change.





140 Trainee Fitters Course (Filies)

July 1981.



Back Row L-R: L. Hazlewood, A. Chapman, B. Goodby, ? Moores, I. Mann, S. Watts, B. Tooth, C. Fraser.

Middle row L-R: ? Fishbourne, W. Constable, B. Andricic, ? Webster, R. Carrol, G. Scott, ? Woods,

Front row L-R: K. Manning, S. Marriott, C. Kuster, L. Knight, Sgt C. Pike (Spike), T. Killeen, P. Pisarek, T. Heywood.

Laverton Airmans' Mess, 1965

Barry Carlier sent us this pic, taken one lunch time.

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Barry says, "The bloke on the left is Trevor Haley, and I am behind him in the queue. Sorry but I don't know the others".

Kangaroo III – Townsville, 1979.

Ron Ostrenski sent us this pic.



B



This particular aircraft (A8-146) which started life with 1 Sqn in December 1973 as an A model, was modified to a C model at 3AD in 1980. It was retired in 2010 and was one of the aircraft that was scrapped and buried out near Ipswich in November 2011. (See [HERE](#))

34 Sqn.

Alan Shanley sent us this.



He says "For the ex-34 Sqn people here. I found this unique picture of the three aircraft types during my time as AEMO ('76-'79). In the foreground looking larger than it should because of the perspective is a Mystere 20, also known as a Falcon. It was an eight passenger executive jet. Next is a BAC 111; it carried about 30 pax in VIP fit, compared to over 100 as a passenger airliner. Beyond that is a HS748 prop-jet. The range of types allowed us to go into most airports. It's sobering to realise I left the squadron nearly 35 years".



Nugget Bowden says "I well remember while at 34 I was backing a BAC111 diagonally on the hardstand between 34 and 5, pointing the noisy end at the demountables that were 5SQN Elec and ground running the thing. Kidney bouncing experience!!!!"

72 Clerk Supply. (1972)

Graham Denham sent us this.



Back row L-R: Ernie Scot (?), Earl Longstaff, ? Belbin, Gary Slade, Peter Beer.
Middle Row L-R: Neil Gray, Al (The Goose) Evans, Don't know, Greg Rush (Ex Army and Queens Shooter), Ernie Mason (nick-name - The Ferret).
Front row L-R: Frank Erdelyi, Don't know, Margaret Taylor-Parkins (Mousie), Noel Irving (Instructor), Graham Denham (Me) and the Pygmy?

In most advertisements, the time displayed on a watch is 10:10.

Something you don't see every day.



Peter Smith was quietly fishing up near Maroochydore recently when one of [Paradise Seaplanes](#) Wilga Warbirds came passing by. Peter reckons it scared all the fish too as he didn't get a bite!!

75 Sqn Butterworth 1981

Paul Rourke sent us this.

The pic was taken on the hard stand opposite 75 Sqn Hanger, between safety equip. section and the main hanger at, just down the road from 3Sqn to the north and 478 Sqn to the south. The white huts were the safety equipments.

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The girl in the bottom leg of the 5 was Di Capus, the first female, other than medical staff, to be posted to Butterworth.

All of the clocks in the movie "Pulp Fiction" are stuck on 4:20.

Fast Sikorsky S 97 Raider Attack Helicopter for US military.

The Sikorsky S-97 Raider is a proposed high-speed scout and attack compound helicopter under development by Sikorsky Aircraft. Sikorsky plans to offer it to the United States Army's Armed Aerial Scout program.



First proposed in response to a *Request for Information* for the Armed Aerial Scout program in March 2010, the S-97 program was formally launched on 20 October 2010. It is intended as a possible contender for the United States Army's requirement for an Armed Aerial Scout to replace the Bell OH-58D Kiowa Warrior. Other military roles are possible with the U.S. Special Operations Command having expressed interest in the concept as a replacement for the MH-6 Little Bird, and the possibility of adapting it for civilian applications also exists.



Sikorsky is also using the technology and design process, along with partner Boeing, as a basis from which to develop a high-speed rigid rotor co-axial design called SB-1 Defiant for the army's Joint Multi-Role Technology Demonstrator (JMR TD) programme. The JMR TD is the precursor to the army's estimated USD100 billion Future Vertical Lift (FVL) programme, which is meant to replace the army's UH-60 Black Hawk utility helicopters and AH-64 Apache attack helicopters.

Sikorsky are building two prototypes, the first of which was scheduled to fly at the end of 2014. They have invested \$150 million and its 54 suppliers (who provide 90% of the parts) are spending the remainder of a total of \$200 million on the two prototypes, but production models must meet the \$15 million unit cost budgeted for the program.



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In February 2014, construction of the first S-97 prototype airframe was one-quarter complete. Simulated bird strikes testing had been conducted on the fuselage at speeds of up to 235 kn (435 km/h; 270 mph), the S-97's expected maximum flight speed. Drop tests were also performed to ensure the safety of the fuel tanks in the event of a crash. Sikorsky is exploring civil applications for the S-97, such as transporting personnel between offshore oil platforms.

The first flight of the S-97 has been pushed to 2015.

The S-97 design includes variable speed coaxial main rotors and a variable-pitch pusher propeller, making the S-97 a compound helicopter. It has fly-by-wire control and dynamic anti-vibration actuators to cancel out shaking. It will be capable of carrying up to six passengers in addition to a flight crew of two in a side-by-side cockpit, however, the production S-97 is projected to be capable of flying with either one or two pilots.

Based on the technology from the [Sikorsky X2](#) demonstrator, the prototype S-97s will be powered by a General Electric YT706 turboshaft (the same engine used on the UH-60M Black Hawk), however a more powerful engine, developed under the Improved Turbine Engine Program, is expected to become available. Compared to the OH-58D Kiowa, the S-97 has significantly increased performance goals, such as cruising speeds upwards of 200 knots[9] and turning at three times the force of gravity. Sikorsky also aims for an operating cost of \$1,400 per flight hour.

You can see a Sikorsky marketing video on the aircraft [HERE](#)



Family Photo

These two pics were sent to us by Philip Morgan.

This first pic (left) was taken at Pt Cook back in 2001 and Philip says it was taken by Denis Hersey.

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It shows a proper Herc (014) and 3 copy-cats.

The pic below was taken at Richmond, when 38 Sqn was in attendance and ruled the world.



In England, the Speaker of the House is not allowed to speak



ARDU, Laverton. 1973

Eric Nothard sent us this,



67 Rookies Course, 1949

Laurie Edward sent us this and is of 67 Rookies course that was held at Laverton from 01 June 1949 to 24 August 1949.





The names of the continents all end with the same letter with which they start.

Do you get the feeling no one wants you???

Barry Ireland sent us this.

Early in 1975 there was some serious flooding north of Kalgoorlie in the Leonora/Menzies area and we were sent up to assist. A65-102, AKA Mama, was sent along with a chopper with Mama flying bulk supplies from Kal and the chopper tasked for local deliveries to outlying communities. On one flight back Mama broke through the strip crust and got bogged, we tried to dig her out and in the end couldn't. Eventually we managed to pull her out with a front end loader, a 4WD and a couple of tie down straps. I have fond memories of Mama, she was a great old workhorse but her days are over, today she is parked up in Cairns with some serious corrosion issues

Flood relief

PERTH. — An RAAF Dakota aircraft will leave Pearce air base this afternoon for relief operations in flooded areas of the north-eastern goldfields of Western Australia. The Dakota will carry food for towns and stations isolated since last weekend.

Mama came to Australia in May 1945 when she was delivered to 3 AD at Amberley after which she was taken on strength with 37 Sqn. In 1946, while in Darwin, she ran into a ditch and required a replacement main plane. In 1950 she was transferred to 38 Sqn and in 1953 it was off to 11 Sqn where she had another mishap. This time her starboard engine died in flight and she was forced to make a hurried landing 40 klms east of Carnarvon.

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25 Sqn from Perth repaired the old girl after which the RAAF said, now that you've fixed her, she's yours. She stayed in the West until 1955 when she was off east again, this time to Laverton where he spent time between ARDU and 1AD.

In 1958 it was back west again, to 25 Sqn, then back to ARDU in 1964 then down to East Sale in 1968 then up to Hawkers at Bankstown in 1969 for a service after which it was back west again to 2FTS at Pearce. In 1980 she was flown into Perth airport, retired from the RAAF and sold into the civilian register as VH-PTS. From Perth she was flown back east again, this time to Essendon

It was used as a backdrop in a TV film called "The Far Country" after which she was stored at Camden, Sydney (NSW) in 1987. In 1990 she was sold to South Pacific Airmotive Inc (Cairns), re-registered as VH-SPY, then in 1999 re-registered as N65388 then in 2011 sold to people in the US however, she never left Cairns. CASA withdrew her [Airworthiness Certificate](#) in April 2011 when it was found she now suffers from serious body cancer.



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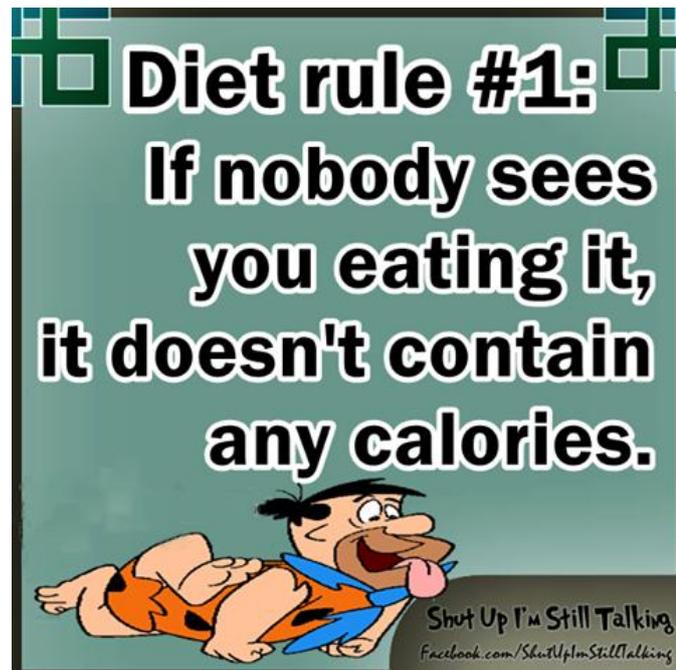


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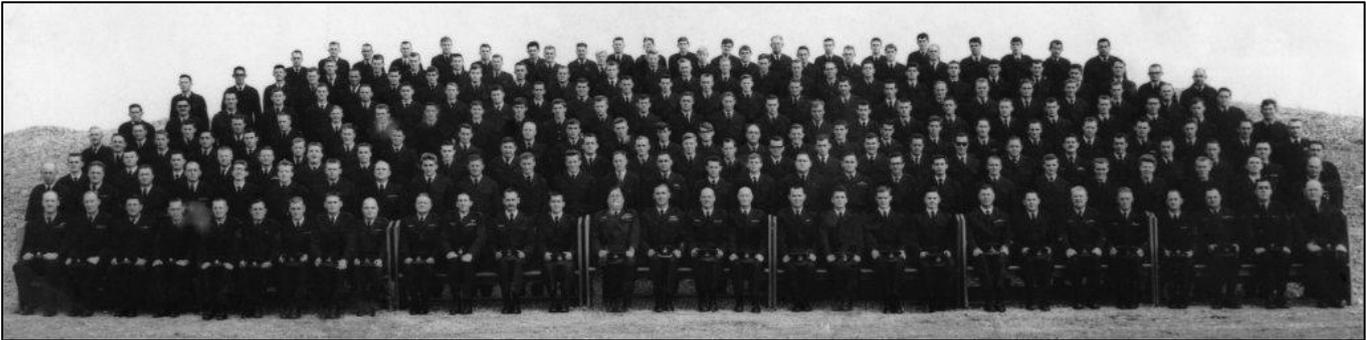
It's impossible to sneeze with your eyes open





Mntce Sqn East Sale.

Dick Tracey sent us this, it was taken in 1966.



45 Telsops Course.



L-R: Lois Shand, Vicki Klien, Lynda Fletcher.



Radschool Course - 1979.



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Out in the shed with Ted.

Ted McEvoy

This page is brought to you compliments of the [Kedron Wavell Services Club](#), Brisbane's superior Club.



Under the Eiffel Tower!!

William Overstreet Jr, was a US WWII fighter pilot who (supposedly??) flew his P-51 Mustang through the Eiffel Tower to take down a German plane.

During 1944 he had criss-crossed the skies above France many times, before, during and after D-Day, usually escorting allied bombers enroute to Germany, peeling away only to deal with what he called "pesky" Luftwaffe fighter planes. He had painted his Mustang with the words "Berlin Express" because he believed his plane would one day land in that city.

He was never one to boast about his exploits – his squadron comrade, Chuck Yeager, became more famous, particularly after becoming the first pilot to break the sound barrier, but Overstreet claimed to have screamed under the iron lattice base arch of the Eiffel Tower in the wake of a German Messerschmitt Bf 109 fighter plane a few weeks before D-Day. According to Overstreet, the German pilot had reckoned that his own anti-aircraft guns on the ground would do away with his pursuer and that flying under the Eiffel Tower would see the American off. Firing continuously, the Berlin Express, according to Bill, followed his prey through the arch, scattering Nazi soldiers on the ground.



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The Messerschmitt was hit several times but the fate of its pilot was never known and Overstreet did not claim a “kill,” or even a “probable”. He said he then followed the contours of the river Seine and returned to the base of his 363d Squadron, part of the US 357th Fighter Group at RAF Leiston in Suffolk. The group was part of the Eighth Air Force of the United States Army Air Forces, which would later become the USAF.

So, did he really do it? Threading that needle of the Eiffel Tower sounds impossible but it has been done a handful of times since. A Royal Canadian Air Force Mosquito fighter-bomber was photographed going through the arches shortly after the liberation of Paris to cheers from the streets below. A couple of adventurers did it later, including the former US marine pilot Robert Moriarty in 1984, who recorded it on camera from his Beechcraft Bonanza aircraft (you can see that [HERE](#)). An unnamed pilot did it in September 1991 in a stolen light aircraft. He landed in a field outside Paris and disappeared.





Many Parisians remember seeing an American fighter with a red-and-yellow chequered nose chase a Luftwaffe plane close to the Eiffel Tower in spring '44. Resistance fighters on the ground said that seeing an American plane chasing a German along the Champ de Mars gardens towards France's most emblematic monument was a major inspiration and encouraged them to "come from the shadows" to help liberate Paris and eventually France.

According to Overstreet, his exploits were "no big deal. There's actually more space under that tower than you think. Of course, I didn't know that until I did it," he said. He said he had had no time for maths or geometry, simply thinking that if the Messerschmitt could go through that gap so could the Mustang. In fact, the base arch of the Eiffel Tower is significantly wider than a football field and as high as an office block of perhaps 12 storeys.

Overstreet had no children but his closest relative, his niece Anne Keller, told The Independent why she thought he hadn't reported something that was surely one of his most memorable exploits: "He was a quiet guy, conservative and a devout Christian. To Bill, escorting our bombers towards Germany was a secret mission. He had been told never to mention it. And his squadron had been told, whatever you do, stay away from Paris for political reasons. But when a Messerschmitt attacked his convoy, he thought 'to heck with this'. He was totally in violation of his orders but he was also focussed on taking that plane out, so he followed him over the rooftops and through that arch".



On receiving the Légion d'Honneur award in 2009 from the French ambassador to the US, Pierre Vimont, Overstreet said: "I had followed this 109 from the bombers when most of the German fighters left. We had a running dogfight and I got some hits about 1,500 feet. He then led me over Paris, where many guns were aimed at me. He figured I'd get hit and he'd have time to get away. He was wrong. I was right behind him, right under the Eiffel Tower with him. And when he pulled up, I did get him. But, listen, that's a huge space".

On receiving the Légion d'Honneur award in 2009 from the French ambassador to the US, Pierre Vimont, Overstreet said: "I had followed this 109 from the bombers when most of the German fighters left. We had a running dogfight and I got some hits about 1,500 feet. He then led me over Paris, where many guns were aimed at me. He figured I'd get hit and he'd have time to get away. He was wrong. I was right behind him, right under the Eiffel Tower with him. And when he pulled up, I did get him. But, listen, that's a huge space".



"As soon as he was disabled, I ducked down just over the river, a smaller target for the Germans, and I followed the river until I was away from Paris." Asked by the ambassador what he remembered of Paris that day, he replied: "I'm not sure. I was a little busy. A lot of people don't believe I did it. I don't blame 'em. I got back to Leiston with barbed wire under the tail, cat tails on the wing tips and leaves in the air scope." (Cat tails are wetland plants that rarely grow beyond 10 feet high.) I didn't do anything special. We were a team." He dedicated his award to "my comrades who never made it home."

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Before arriving in Europe, he was known for doing loop-the-loops over and under the Golden Gate Bridge. “We liked to buzz farmers, sunbathers or anything,” he recalled. “We got into a lot of trouble but, with hindsight, if you were picking pilots for combat, who would you pick? The fellows who flew straight and level, or the ones who pushed the envelope and tested the limits of their planes?”

He was born in Clifton Forge, Virginia, the son of direct descendants of the Pilgrim Fathers. He was a student at Morris Harvey College (now the University of Charleston) in West Virginia when Pearl Harbour was attacked and he enlisted in the army to be trained as a pilot. In November 1943 he disembarked from HMS Queen Elizabeth at Greenock and headed south by train to Leiston in Suffolk.

Apart from his Eiffel Tower encounter, he once got his P-51 Mustang to safety from Nazi-occupied territory after being hit by anti-aircraft flak which cut his oxygen supply and left him semi-conscious. Several weeks after his Eiffel Tower adventure he and his group flew eight D-Day missions to support the allies landing below. On his return to the US, he taught military students in Florida before becoming, for the rest of his life, an accountant. He remained involved in charities and war veterans' groups and, at his funeral, friends and family wore red and yellow, the colours of his old squadron.



The largest vessel the world has ever seen.

Climbing onto the largest vessel the world has ever seen brings you into a realm where everything is on a bewilderingly vast scale and ambition knows no bounds.



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“Prelude” is a staggering 488m long and the best way to grasp what this means is by comparison with something more familiar. Four and a half league grounds placed end-to-end would not quite match this vessel's length, and if you could lay the 301m high Eiffel Tower alongside it, or the 443m Empire State Building, they wouldn't do so either. In terms of sheer volume, Prelude is mind-boggling too: if you took six of the world's largest aircraft carriers, and measured the total amount of water they displaced, that would just about be the same as with this one gigantic vessel.



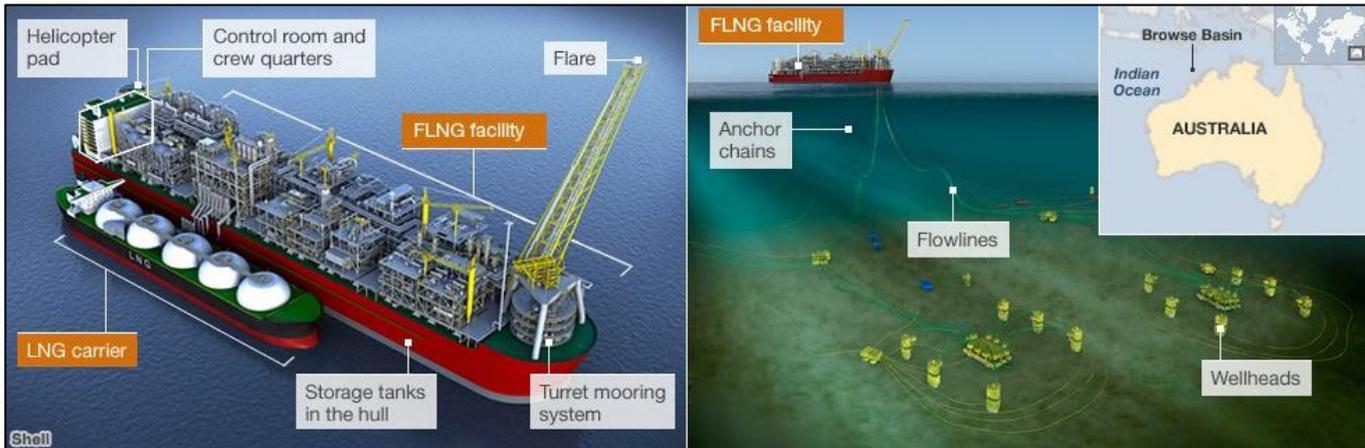
Under construction in South Korea, and painted a brilliant red, **Prelude** is destined for a gas field off the West coast of Australia

It looms over the Samsung Heavy Industries shipyard on Geoje Island in South Korea, with its sides towering like cliffs, the workforce ant-like in comparison.

Soon after dawn, groups of workers - electricians, scaffolders, welders - gather for exercises and team-building before entering lifts that carry them the equivalent of ten storeys up.



On board *Prelude*, amid a forest of cranes and pipes, it is almost impossible to get your bearings. Standing near the bow and looking back, the accommodation block that rises from the stern can just be made out in the distance.



Shell's floating liquefied natural gas project.

The yard, one of the largest in the world, is a mesmerising sight with around 30,000 workers toiling on the usually unseen infrastructure of the global supply of fossil fuels: dozens of drilling ships, oil storage tankers and gas transporters. *Prelude* is not only the largest of all of these to take shape in this hive of activity - it also pioneers a new way of getting gas from beneath the ocean floor to the consumers willing to pay for it.

Until now, gas collected from offshore wells has had to be piped to land to be processed and then liquefied ready for export. Usually, this means building a huge facility onshore which can purify the gas and then chill it so that it becomes a liquid - what's known as liquefied natural gas or LNG - making it 600 times smaller in volume and therefore far easier to transport by ship. And LNG is in hot demand - especially in Asia, with China and Japan among the energy-hungry markets.

To exploit the *Prelude* gas field more than 100 miles off the northwest coast of Australia, Shell has opted to bypass the step of bringing the gas ashore, instead developing a system which will do the job of liquefaction at sea. Hence *Prelude* will become the world's first floating LNG plant - or FLNG in the terminology of the industry.



In Shell's view, this means avoiding the costly tasks of building a pipeline to the Australian coast and of constructing an LNG facility that might face a long series of planning battles and require a host of new infrastructure on a remote coastline. So Prelude will be parked above the gas field for a projected 25 years and become not merely a rig, harvesting the gas from down below, but also a factory and store where tankers can pull alongside to load up with LNG.



The Samsung Heavy Industries shipyard on Geoje Island is one of the world's largest

The computer animations make building the thing look easy. In practice, the engineering challenge is immense. To speed up construction, the key elements of the processing system are assembled on land before being installed on the vessel. Like a massive jigsaw piece, a 5,500-tonne module (the third of fourteen such modules) was winched into position on the deck. The installation took less than a day and was successfully completed but there's clearly a lot of work still to do, which is why Shell officials are coy about committing to a date for when *Prelude* will actually start work. It looks like being several years at least. The modules are a tight fit - given that Shell is planning to squeeze the LNG plant into one quarter of the space you would expect on land.





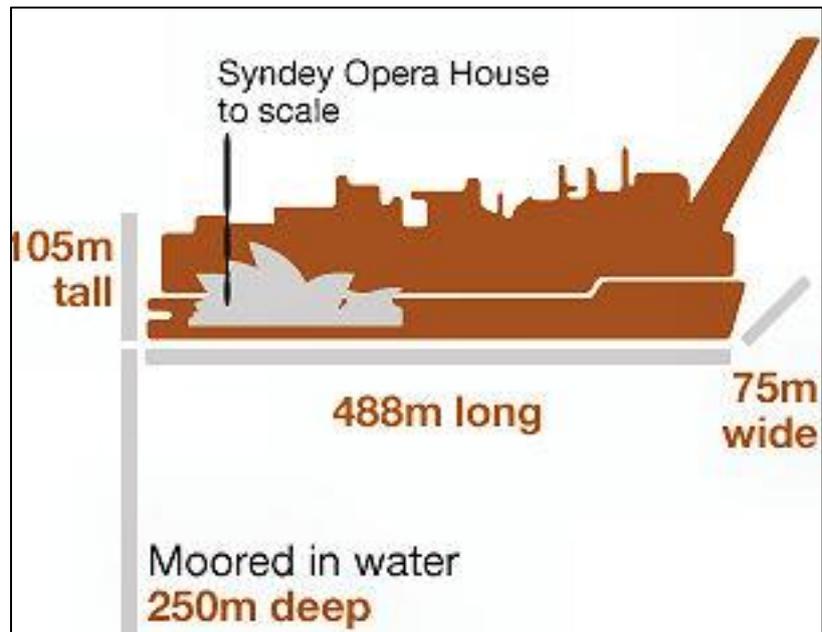
The Shell pitch is that gas, as the cleanest of the fossil fuels, is set to become more important in the coming decades as a far more climate-friendly alternative to coal. And as China tries to clean up its polluted air, largely caused by coal-burning power stations, switching to gas would surely make a difference.

Only up to a point! The gas-is-cleaner argument only works if the new supplies of gas actually replace coal rather than become an additional source of fuel.

And the UN's Intergovernmental Panel on Climate Change concludes that while gas would be a welcome "bridge" between coal and low-carbon energy for the next 20 years or so, in the long term it will need to be phased out, like all fossil fuels, unless a way is found to capture the carbon dioxide that burning it releases.

Shell is banking on gas being in such demand that prices will remain high enough to justify *Prelude's* cost, which has not been stated but must run into billions. Obviously there are risks. The gas price might collapse, if China's economy dips, or Japan restarts its nuclear power stations, closed since the Fukushima disaster, and suddenly needs less gas.

Shell wants the enormous vessel to collect and liquefy gas at sea for 25 years, its ambition is to launch a fleet of future *Preludes* to pioneer a new chapter in the story of fossil fuels by opening gas fields previously thought to be too tricky or expensive to tackle.



Click [HERE](#) to see a BBC report on the vessel.

Planning an event??

Kedron-Wavell Services Club Inc. is a unique one-stop venue that can satisfy all of your event requirements. Whether you are planning a corporate seminar, workshop, meeting, reunion, business launch, cocktail party or dinner, the Club offers a variety of function rooms to cater for 15 to 500 guests.



Their point of difference and areas of expertise includes:

- A specialised Events Department where an experienced supervisor is appointed to ensure that your event runs smoothly from start to finish
- Room set-ups and layouts, including theming
- Catering and banquet menu planning
- Audio visual planning
- Entertainment suggestions
- Co-ordination of recommended vendors and suppliers
- Advice and information on the best pre and post event activities for guests
- Assistance with transfer or accommodation requirements.



Technical equipment and services they have:

- Corded, radio and lapel microphones
- Whiteboards and flipcharts
- LCD data projector
- Colour monitors
- Screens (up to 4m x 3m)
- Photocopying and faxing services
- Lighting and sound technicians for the Blue Pacific Room
- Free standing velcro screens
- Wireless Internet access
- Pens and notebooks.



You can download their full Events Package [HERE](#) which includes room specifications, menu's, facilities details, services offered, room hire etc. Virtual tours of all their rooms are now available, to view virtual tours click [HERE](#).

Vung Tau.

Like Kota Kinabalu in Borneo, Vung Tau in Southern Vietnam is a seaside city that remains a largely unheralded paradise, particularly for West Australians.



Boasting a thriving nightlife and a quality beachfront, with close proximity to the Long Tan battlefield, a significant part of Australia's wartime history, there's a lot to like. Australia's Consul-General in Vietnam, John McAnulty, who has been at his post based in Ho Chi Minh City for the past two years, says the over strengthening bond between the two countries is also significantly improving travel safety in the region.





Mr McAnulty says the local Ba Ria-Vung Tau People's Committee has developed a healthy respect for Australians, mostly because of the charitable contributions of Vietnam Veterans who have returned to the city.

Their work has included building the Vung tau Orphanage, which is home to 110 children, while the Vung Tau children's charity recently completed the construction of a fifth school in the area.

Australia has been very good to Vietnam in terms of development assistance, educational scholarships and some 320,000 Australian Tourists come to Vietnam each year.

Several Vietnam War Vets also run restaurants and bars in the city and the People's Committee gives veterans approval to hold memorial services each year at the Long Tan Cross on Anzac Day and Vietnam Vets Day in August.

Glenn Nolan says tourist numbers to the city have grown from 4.2 million visitors 4 years ago to 7.55 million in 2014 and the bulk of them are Vietnamese. Other than battlefield tours Glenn says the beach and the Worldwide Arms Museum are quality attractions. Vung Tau is an underrated seaside town, nobody promotes it he says, you've got places all up the Coast like Mui Ne, Hoi An, Da Nang and Nha Trang all being promoted but Vung Tau has been left off the map. You go to every tourist agency in Saigon (Ho Chi Minh City) and they've got every tourist destination in Vietnam except Vung Tau.



Expat Australian Glenn Nolan at his bar "Tommy's" in Vung Tau.



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He says, "It's a beautiful little place where you can do day walks, and there are all these French cannons through the hills and around at the back beach, it's a great place for swimming, it's got the best restaurants around with great seafood, it's got great accommodation and it's cheap and it's only an hour and 40 mins by car for Saigon.



The Ant

Someone has gone to a bit of trouble and done an in-depth investigation into how the APS works in Canberra – you can see how [HERE](#)

Look carefully in the background. A photo caption contest was held for this photograph. And this is the caption that won.



Dog Pack attacks Crocodile in Darwin.

At times nature can be cruel, but there is also a raw beauty and even a certain justice manifested within that cruelty.

The crocodile, one of the oldest and ultimate predators, normally considered the "apex predator", can still fall victim to implemented 'team work' strategy, made possible due to the tight knit social structure and "survival of the pack mentality" bred into the canines.

See the remarkable photograph below courtesy of Nature Magazine.

Note that the Alpha dog has a muzzle hold on the croc preventing it from breathing, while another dog has a hold on the tail to keep it from thrashing. The third dog attacks the soft underbelly.

Not for the squeamish. Click [HERE](#)

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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!!



My Story.

John Sambrooks.

John (Sambo) was born and bred and grew up in Brisbane. He went to school at Grovelly (a northern suburb of Brisbane) and played league with the school and in 1959 was one of the initial players for the newly formed West Mitchelton team.



After school he started work at the now gone Arnotts/Morrows biscuit factory (which was on the corner of Coronation Drive and Boomerang St in Milton). Morrows started making biscuits and confectionary back in 1875 and in its day was one of the largest confectioner and biscuit manufacturing firms in Queensland. Morrows were the first firm in Australia to make "jelly-beans" which up to that time had been imported and was also the only firm in Australia making Christmas bon-bons. In the 1960's it was consolidated into the Arnotts team and for

years was known as Arnotts/Morrows. It finally went to make way for the "Go-Between" bridge.

Sambo lasted there for 1 year, one of his tasks was to monitor the huge conveyor belt that fed the biscuits into the backing ovens. The belt was pretty old and would occasionally wander off the rollers, so a "belt watcher" would monitor the rollers and if and when necessary make adjustments to keep the belt on the straight and narrow. One day Sambo had been monitoring the belt from end to end and as it was working perfectly, he thought he would "nick off" for a few minutes to grab a coffee. When he got back he found the belt had run off the rollers and was busily dumping tons of biscuits onto the dusty old floor. He was called into the office and given an immediate DCM.

After Arnotts he went to MetalCraft and began a sheet metal worker apprenticeship. MetalCraft manufactured commercial refrigeration cabinets for industry and after 4 years as a Bratt and a 1 year indenture to the firm, he got his tickets. In 1964 his marble was pulled from the barrel and it looked like he was off to the Army as a Nasho, but, as he was in his last year of an apprenticeship, his enlistment was deferred. In 1966, now as a tradesman and not wanting to walk when you can fly, he applied to join the RAAF as a metal worker. He was taken to

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Amberley to undergo a trade test which he passed and was told he would be on the next intake in Jan 1967.

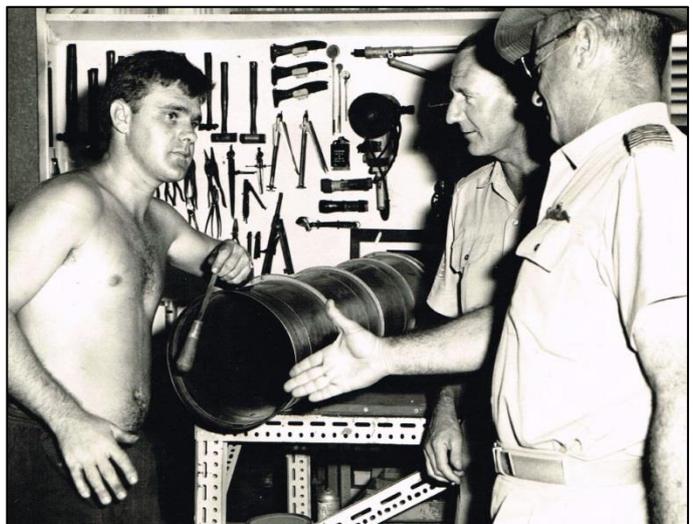
In Jan 1967 it was off to Edinburgh for Rookies, after which he was posted to 34Sqn at Canberra. At that stage he had never worked on aircraft and found the work was completely different to what he had been doing, luckily he had a sympathetic mate from 5Sqn who took him under his wing and got him up to speed. While there he played league for the RAAF and was in the grand final team that lost to Bungendore 5:3.

A funny thing happened at the end of the game, tradition had it that grand final teams swapped guernseys after the final bell, which they all did, but back in the change rooms Mr RAAF wanted the guernseys back as, under the RAAF's equipo rules, their life had not expired and every member of the team had to pay a nominal amount to cover the costs.

One night, at about 7.00pm, he and 7 others, 4 of whom were girls, climbed into a mate's Datsun Bluebird (designed to carry 4), armed with several cartons of Toohey's finest and headed off into town for a party. While approaching Mach 2 along the two lane Canberra Avenue, the driver started to swerve in and out of traffic, causing Newton's law to assert itself. The C of G of the poor little Datto was way out of kilter and it lurched into 7 end to end rolls from which Sambo suffered a broken left leg. One of the girls was hysterical over a broken finger nail and the others had only minor abrasions – what do they say about limp falling??



After 18 months at Canberra he was posted to 1BOCU (Bomber Operational Conversion Unit) at Amberley to work on the Canberras – at which unit he became proficient in his trade. 34Sqn was a VIP passenger carrying squadron and its aircraft always flew straight and narrow and did not suffer a lot of damage – consequently there was not a lot for a metal basher to do. The Canberras were a different story, they were tossed around the sky by fit and healthy young blokes and occasionally needed the healing hands of a metal basher. He stayed at Amberley for 18 months, and was then selected for a posting to Vietnam. Initially the posting was to 2Sqn, which would have been sensible as it had Canberras, but for reasons unknown, at the last minute the posting was changed to 35Sqn in Vung Tau – which had Caribous. He arrived in Vungers in June 1969, (as part of the A team) and not surprisingly, had never seen a Caribou beforehand. Luckily for a metal basher, the Caribou was



Sambo (left) with Wally Jones
and the OC RAAF Vietnam.



just an aeroplane made from a heap of straight square panels all riveted together with two big engines stuck on it so with a bit of help from Wally Jones and Col Peterson it wasn't long before he got the hang of the aircraft.

Sambo's brother Les, who had joined the Army many years earlier and who he hadn't seen for some time (and incidentally who had been instrumental in Sambo joining the RAAF), was also in Vietnam at that time. Les was an engineer and was stationed at Nui Dat. He rang Sambo and they made arrangements to meet in Vungers the following weekend and although there was an age difference (he was 15 years older) and there had not been a lot of contact over the years, they hit it off and became good mates.

One of Les's responsibilities, he was a Sergeant at the time, was to maintain the movie theatre and bridge at Briara (not far from Nui Dat) which the Viet Cong would mortar regularly and which Les would repair regularly. Les would tell Sambo that the Viet Cong would not inflict a lot of damage on either the theatre or the bridge and it turned into a "sort of" game. They would bash it and Les would fix it. After Vietnam, Les was posted to PNG where he was involved in repairing and building roads. At one time he found a crashed Japanese Zero which had been shot down into the dense tropical jungle and which still had the skeletal remains of the Japanese Pilot.



One afternoon, while Sambo was in Vung Tau, one of the Caribous returned to base after having an altercation with what can only be described as a high flying "tree". The story goes that during its take-off roll, the aircraft "slipped" on the wet and muddy PSP and failed to clear a strategically placed tree a short distance from the runway threshold. Investigations later found that Vietnamese trees are actually made from marine ply which is obviously why the local fisherman use these trees to build their sampans. Sambo and Col Peterson worked through the night and about 4.00am next morning, had stitched up the unprotected belly of the aircraft and had it back on the line.

Another time one of the 7 Caribous on line suffered some damage to its side door which required it to be removed for repairs. Sambo asked one of the framies (a Sgt – no names, no pack-drill) to get the door off so it could be taken back to metal basher castle for some TLC. The framie suggested Sambo just pull the handle situated at the rear of the aircraft as (he said) that released the door. An argument ensued, Sambo telling the framie that he was sure that handle was to drop the cargo door not the small entry door. The out-ranking framie got hot under the collar, leapt into the aircraft and gave the handle a mighty tug after which the cargo door very noisily parted company with the aircraft and plummeted to the ground. Luckily no one was under the door at the time.



Immediately the aircraft and the errant door were surrounded by the amused squadron personnel, most of whom were laughing uncontrollably. After things cooled down, the door was taken into the metal shop for repairs and then refitted with some difficulty as it had twisted and didn't go back without a fight.

The squadron personnel would do the A, C and D services on the aircraft, but the E (major) service was done in Malaysia. These flights were a good opportunity to take some of the troops out of Vietnam for a few days and Sambo managed to have himself included on the manifest for one such flight. On arrival at Butterworth, he and a few of his mates caught the ferry and headed straight for the shopping mecca on Penang Island where they hired a car and toured the island. One point of interest was the rail journey to Penang Hill. This railway was opened in October 1923 and required passengers to change trains half way up where they boarded the cable driven cars. The top section was a funicular railway where a cable is attached to a pair of carriages, one of which goes up while the other goes down – counter-balancing each other. The railway was opened to the public in October back in 1923 and continued to serve the public until 1977 when new air-conditioned cars were introduced which now take passengers from bottom all the way to the top.



Back in Penang, apart from buying the SLR camera and stereo, as a joke he ordered 3 pairs of slacks, one green, one blue and one red. Not intending to ever pick them up, he only paid a small deposit, then a few days later boarded the Caribou for the exciting return trip to Vung Tau. What he didn't count on was the tailor being a super sleuth as he somehow managed to trace Sambo back to Vungers whereby he had to pay the balance and take possession of the strides which he wore for some years after.

He also went on a 7 day R and R trip to Taipai, the cheap man's Hong Kong. He went over and back via PanAm and came back armed with a new set of Wilson golf clubs which he was able to use for many years back in Oz, then sell for better than he paid for them. He also found time to scientifically check out quite a few of the local bars.

On return to Australia he was posted to 2FTS in Pearce to work on the Macchi where he was put to work carrying out a lot of mods. After about 4 months, a metal basher at Amberley wanted an exchange posting to Pearce to be with his sick father. Sambo exchanged with him and ended up at 3AD. During his time in Perth, he had bought a red 128 Fiat which he drove over the Nullarbor to Amberley, carrying another bod who had also been posted to Amberley. With mileage, subsistence and other expenses paid by the RAAF he ended up with a nice little profit.





Back at Amberley he was, once again, working on the Canberras and also the Iroquois as these aircraft were being repatriated from Vietnam. Some of these aircraft were sent to 3AD for major servicing before being put back on the line in Australia. The Iroquois required their work decks to be replaced and Sambo found his days were tied up repairing these aircraft.



He was married in 1972, while still in the RAAF and they had one daughter who was born in 1975. Sadly he divorced later that year and ended up with full custody of the daughter who he raised as a sole parent and who has since presented him with two lovely grand kids.

After his RAAF time, he bought a taxi licence (in 1988) and got to know most of the streets and short cuts, the whereabouts of all the public toilets, where to get a good coffee and where to get a good cheap meal in Brisbane. He sold the license in 1992 and although he didn't make a lot of money on the sale, he reckons he lived pretty well when he had it.



About 15 years ago, but who's counting, he met the lovely Andrea who instantly swept him off his feet – and they've been together ever since. Then, a chance encounter with his nephew led to him becoming involved with the [Arana Hills Football Club](#). At first he would just help out in minor ways but gradually his involvement grew and it wasn't long before he was the manager of the teams and on the board of the Arana Leagues (Social) Club - a position he held for 11 years. During his stewardship, he was responsible for raising a considerable sum of money for the juniors.



A fit young Sambo.

It was about this time that he commenced “negotiations” with the DVA for increased compensation for injuries he had suffered in Vietnam. He had been on a 10% disability pension as a result of a “bung” knee and after a lengthy battle and a lot of help from the Veterans Support and Advocacy Service at Toowong, the pension was upgraded to TPI rate.

Some years ago, John Webster, who was the

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Secretary/Treasurer of the RTFV-35 Sqn Association, decided he needed a tree change and moved south to the ACT. The Association was looking for a replacement and Sambo forgot to take a step backwards with everyone else. He has been the enthusiastic Secretary/Treasurer boss ever since and says one of the “perks” of the job has been the re-connecting with old mates he first met in Vung Tau.

Today, rapidly approaching the magic age of 70 years, he takes things a bit slower, he’s still a keen golfer and enjoys a game or two each week and finds (and enjoys) the RTFV-35 Sqn duties keep him well and truly occupied.



Keen?? You're keen when you have your own buggy.

Always love a woman for her personality. They have like 10, so you can choose.



The People I meet.



Recently I was working at the Avalon International Airshow and decided to pop outside for a



few minutes to grab a breather. I was just sitting on the stairs watching the aircraft and minding my own business when three lovely Kiwi girls, who had just landed in their sumptuously fitted out RNZAF Boeing 757, looked towards our building, which was about a mile away and caught a glimpse of the RAAF Radtechitis aura that was radiating from my body. Being mere humans, they, of course, couldn't help themselves and had



to rush across the airfield to try and capture some of that alluring Radtechitis for themselves. I tried as hard as I could to fend them off but their perseverance eventually wore me down and I had to acquiesce to their desires and allow them to rub up against my person.

Such is the cross those with Radtechitis have to bear.

It was a delight to meet these girls, Cpl Julia Anderson (Logistics) on the left, Cpl Sarah Morrison (Flight Steward) at the back and Sgt Sarah Anderson (Flight Steward) on the right. They were obviously enjoying life to the extreme, being attached to 40 Squadron with the New Zealand Air Force. 40 Sqn provides Fixed Wing Transport with a fleet of two Boeing 757 aircraft. Their tasks include the deployment and transportation of personnel and equipment in support of NZDF exercises, VIP transport, aeromedical evacuation and rapid response support to humanitarian assistance and disaster relief operations.

The RNZAF acquired its two Boeing 757-200 aircraft to replace its aging Boeing 727's in 2003. Starting in 2007 both aircraft were fitted with an upper deck cargo door to facilitate an 11-pallet cargo capability, internal air stairs, upgraded engines and flight deck enhancements.

Avalon air show.

The biennial Australian International Airshow was held at Avalon airfield (Vic) over the 27th February to 1st March 2015.



The Airshow paid tribute to the Anzac tradition and the heroes of military aviation. Organisers sourced a large number of historic warbirds from home and abroad to take part in the event. These World War One replicas performed simulated dog fights and other attack manoeuvres and provided a unique opportunity for the public to see these hardy old warriors of the sky go through their combat routines.

It also featured a vast array of the latest military heavy metal from Australia and overseas as well as a large number of vintage, classic and experimental aircraft.

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The show, which is the nation's largest and most comprehensive aviation, aerospace and defence exposition is actually two shows in one, the first 3½ days (Tues to Fri midday) are trade only where an informed target audience in excess of 33,000 inspected the numerous new and innovative products, technologies and services on display, then from midday Friday to mid-afternoon on Sunday the gates were opened to the public who, in their thousands, took the opportunity to inspect the numerous military and civil aircraft both on static display and in operation high above.



Held every two years, this is the eleventh show held at Avalon and it is now a well-established and regular aerospace and defence exposition on the world aviation calendar. It enjoys major support from the Australian Defence Force, in particular the RAAF and the Defence Materiel Organisation of the Department of Defence as well as other Australian Government agencies, industry organisations and aviation associations.

Although the Victorian weather was not the best, the attendance certainly was. In excess of 169,000 people braved the elements and made their way to Avalon for the show – an increase in numbers from the 2013 event. Unfortunately, the bureau's forecast of rain for the Saturday (which did not eventuate) undoubtedly turned many thousands of people off, which was a shame as Saturday is normally the busiest day.

The show is organised by Aviation Development Australia Limited and Aerospace Australia Limited. Both are not-for-profit foundations, established to promote the development of Australia's industrial, manufacturing and information/communications technology resources in the aviation, aerospace, maritime and defence sectors. They are members of a not-for-profit national group headed by Aerospace Maritime and Defence Foundation of Australia Limited. The group's members also pursue their respective corporate missions by promoting careers



and skills in the aviation, aerospace, maritime and defence sectors through a national series of showcases and forums around Australia

Some stats from the recent event:

1. 682 aircraft participated.
2. Almost 600 major companies exhibited their wares and technologies.
3. Deals worth \$1.25 billion were announced.
4. More than 100 military, government, industry and scientific delegations attended from home and abroad.
5. 560 senior secondary students attended the Skills and Careers Conferences.



Senior federal and state ministers applauded the business outcomes from the show, with the Deputy Prime Minister, the Honourable Warren Truss MP, describing it as a vital industry forum. He said “the Avalon Airshow is a major economic driver for the aviation and defence industry, its future growth prospects and jobs”.



Prominent Australian businessman [Sir Rod Eddington AO](#), who has an extensive background in aviation, having been Managing Director of Cathay Pacific and CEO of British Airways, chaired one of the many business round-tables conducted at Avalon as part of the Airshow/Expo event. He said, “The Airshow in Victoria continues to grow and improve, It brings together a wide range of key industry participants in a format that allows for plenty of interaction and the exchange of ideas. It generates real business opportunities on both the commercial and military fronts. Big business is done there. It also highlights the importance of the sector to the Victorian and National economies.”

One such multi-million dollar “deal” that was consummated at the show was the Onesky Australia contract which was signed between Airservices Australia and the giant diverse company, Thales Australia. Onesky Australia’s primary role is to plan, develop and implement a new air traffic management platform. (See [HERE](#)).



The 2015 show, which paid tribute to Anzac and the heroes of military aviation, was the first significant observance of the Gallipoli campaign in its centenary year. It offered a unique opportunity to see those hardy old warriors of the sky go through their combat routines. It also featured a vast array of the latest military heavy metal from Australia and overseas including super-sonic jet fighters and attack helicopters as well as a large number of vintage, classic and experimental aircraft and high flying barnstormers and precision stunt performers. The RAAF's museum, based at Point Cook, featured two wonderfully restored old war horses.



The Sopwith Pup.

The Sopwith Pup was perhaps the perfect flying machine. It was fully aerobatic up to 15,000ft, had the most delightful flying qualities and was devoid of all vices. It was officially known as the Sopwith Scout and flew with the [RNAS](#) and [RFC](#) as early as 1916. It was renowned for its flying manners and was easier to handle than its successors, the Sopwith Camel and Snipe, which were used by the Australian Flying Corps' No 4 Squadron.

The Pup did not operate in combat with the corps, but in December 1917, one was successfully launched from the light cruiser HMAS *Sydney*, thus pioneering Australian naval aviation.

The Sopwith Pup remained in service at Point Cook until 1925.

The other aircraft on display in the RAAF Museum tent was the RAF SE 5A



RAF SE 5A

The SE 5A was the first fighter aircraft of the RAAF. Designed by the Royal Aircraft Factory in 1916, the aeroplane was officially known as the Scouting Experimental 5. In 1917, the SE 5A version entered service with No 2 Squadron, AFC and the official war history contains many vivid accounts of the aircraft's fighting qualities. A number of SE 5A's arrived in Australia in 1920, but because of financial stringency only a few were uncrated. In 1922, a flight of SE 5As flew to Sydney (an event in those days!) and stole the show at one of the first aerial pageants. These 'Imperial Gift' aircraft were delivered in khaki-green finish, but were later re-covered and aluminium doped, and served with Nos 1 and 3 Squadrons.

In 1925, SE 5As were taken on strength by Nos 1 and 3 Squadrons, forming the fighter flights of these composite squadrons. Reconditioned and resplendent in silver finish, the fighters served with distinction, and were always the star turns at aerial pageants.

It was withdrawn from service in 1928

Shows like this just don't happen, they must be meticulously planned, organised and then managed and a show of this size and variety requires a large, specialised and definitely dedicated work force. Although a portion of the workforce are permanent, by far the majority



are volunteers who give of their time, many taking annual leave from their normal work place to be a part of this spectacular event.



L-R: Debbie VanRhee and Dianne Vickers – volunteers.

Although the show management (ADMA) provides uniforms and meals for Volunteers, it does not cover travel to and from nor accommodation costs for those that give of their time. These dedicated people travel from all over Australia and some from abroad, all at their own expense. Wendy Guan (right) a self-confessed aviation nut, travelled all the way from her native China to be a part, but she, and all the other dedicated volunteers say they wouldn't miss it for quids and most intend coming back in 2017.



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Although accommodation is not provided, ADMA has negotiated a camping ground facility with the nearby Lara Sports Ground where volunteers can camp, at no cost, either in caravan or tent and use the facilities set up around the ground.



ADMA is always keen to hear from people who would like to be a part of this spectacular event, and if you're a person who is interested in aircraft and would like to spend a week or so with hundreds of other like-thinking people, then pencil in Feb/March 2017 and put in a volunteer application – it will be working holiday you will always remember.

No matter your background or your interest, there is a job that would suit you perfectly.

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Some of the magnificent aircraft that were at the show:



The MRH-90 is a medium sized, twin-engine, multi-role military helicopter. The Army has ordered 40 and the RAN 6.

This aircraft has had some teething problems. On the 20th April 2010, one aircraft suffered a single engine failure near Adelaide and landed safely at Edinburgh. NHI Industries sent personnel to Australia to investigate



the failure then on the 18th May the ADF announced that the fleet was grounded due to engine issues. It was eventually found that the engine failure was caused by a compressor blade contacting the engine

The ADF experienced other problems with these aircraft resulting in forced redesigns including bolstering the cabin floors and windscreens, rappelling hooks and door gunner positions. This caused a five year delay in commissioning the aircraft, a not unusual event when commissioning a new aircraft.

The ADF is trumpeting the MRH as a “cutting edge” aircraft - however, not everyone is happy with the acquisition – see [HERE](#).



Some of the heavy aircraft on show.

The USAF had their trusty old war-horse, the B-52, on the ground for all to see. This remarkable aircraft was introduced into the USAF in February 1955, and today, 60 years later, it is still going strong. Although it's had a number of mods, (it's a bit like the woodsman's axe, 3 heads, two handles – best axe I ever had) there is no denying the fact that it has served the US well over the previous 60 years and there are plans to continue to operate the machine until the 2040's. With a little bit of TLC it could possibly get a telegram from the Queen.

Boeing built 744 of these aircraft between 1952 and 1962, most of which have now been retired. In 2012 there were 85 still flying with another 9 in reserve.

In the mid 1970's, Boeing investigated replacing the old 8 Pratt and Whitney engines (total thrust 136,000 lb) with 4 Rolls Royce RB211 engines (total thrust 149,600 lb) at a cost of \$36 million per aircraft. This would have greatly reduced the fuel burn and increased the range of the old girl but this was initially knocked back by the US Congress as being a non cost-effective mod – but the idea is not dead yet.



We met Justin Canaday who showed us around the aeroplane and somehow a blue roo appeared in the bomb bay of the old girl.



Jason Canaday proudly showing off "his" B-52.

Also visiting from the US with their P-8A Poseidon aircraft – the Orion replacement, were 5 US Navy people. Unfortunately, as was to be expected, this aircraft was like a waiter in a top-less bar, look but mustn't touch, so the blue roo was not able to be deposited on its body – but Laura grabbed a couple and assured us they will be put to good use.

The RAAF has ordered 8 of these aircraft to replace its aging Orions (with an option on 4 more), the first of which should be delivered to Edinburgh in 2017. We're not sure whether 10Sqn or 11Sqn will get the aircraft, but to us it would seem the prudent thing to do would be to put one of them to sleep for a while. Two squadrons with 4 aircraft each doesn't seem the smart way to go.

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The first 8 aircraft, with spares and GSE will cost Australia \$4Billion and unlike the Orion, the Poseidon will come equipped with torpedoes and harpoon missiles able to destroy submarines and warships.



L-R: Marcus Costa, Laura Ibara, Kenny Lovett, Chad Agnew and Ryan Telenga.

Other large aircraft included the KC-135 and the mighty C-17:



Boeing's KC-135 tanker aircraft.

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First introduced into service with the USAF in June 1957 and being re-engined in the 1980's, this aircraft is expected to remain in service until 2040. Although similar, it is not a modified Boeing 707, but is instead a purpose built aircraft built by Boeing as a strategic bomber refueller. During the Vietnam War it was used extensively as a tanker for the US's tactical fighters. A total of 803 were built by Boeing, many of which are still flying today.



Boeing's C-17

There were several C-17's at the Airshow, no doubt being the transporters for both the USAF and the RAAF. These remarkable aircraft, which were first introduced into the USAF in 1995 are now the primary removalists for the USAF, the RAF, RAAF, RCAF, Kuwait Air Force, UAE AF, Qatar AF and the Indian Air Force. As at 2012, 250 of the type have been built.

The RAAF has 6 operating out of Amberley with 36 Sqn, with two more on order and an option on another two.

The Airbus A400M Atlas is a four-engine turboprop military transport aircraft. It was designed by Airbus Military as a tactical airlifter to replace older transport aircraft, such as the C-130 Hercules. Its maiden flight, originally planned for 2008, took place on 11 December 2009 from Seville, Spain.

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Airbus A400

Between 2009 and 2010, the A400M faced cancellation as a result of development program delays and cost overruns, however, the customer nations chose to maintain their support of the project. A total of 174 A400M aircraft have been ordered by eight nations as of July 2011. In March 2013, the A400M received European Aviation Safety Agency (EASA) certification and the first aircraft was delivered to the French Air Force in August 2013.

On 12 January 2009, the German newspaper *Financial Times Deutschland* reported that the A400M was overweight by 12 tons and would probably not achieve a critical performance requirement, the ability to airlift 32 tons. It was reported that the aircraft could only lift 29 tons, which was insufficient to carry a modern armored infantry fighting vehicle, like the Puma. As a result, on the 29th March 2009, Airbus CEO Thomas Enders reported that that the program may need to be abandoned. It was by then €5 billion over budget, 3 to 4 years behind schedule, and aerospace experts estimated it was also costing Airbus between €1 billion and €1.5 billion a year.

It is puzzling why the aircraft was built at all. Compared to the C-17, which will do most of what the A400 will do, apart from short field take off and landings, it comes out a very poor second.

A bloke said to his mate, "Last Sunday I found a wallet packed with money down by the church." His mate replied: "Did you give it back?" "Not yet" he said "I'm still trying to decide if it's a temptation from the devil or the answer to a prayer."

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Interior of the Airbus A400.



The E-7A Wedgetail of 2 Squadron, Williamtown.

Alf Smith had one of his 6 E-7 Wedgetail aircraft down from Willytown. These aircraft, which Alf built at Amberley, will provide Australia with one of the most advanced air battlespace



management capabilities in the world. Based on the popular Boeing 737 airframe, they can cover four million square kilometres during a single 10 hour mission. They represent an entirely new capability for the ADF providing an airborne early warning and control (AEW&C) platform that can gather information from a wide variety of sources, analyse it and distribute it to other air and surface assets. It can control the tactical battle space, providing direction for fighter aircraft, surface combatants and land based elements, as well as supporting aircraft such as tankers and intelligence platforms. Multiplying the effectiveness of our existing Navy, Army and Air Force, the Wedgetail will help Australia maintain a capability edge well into the future.



The aging P3 Orion

11 Sqn obtained their Orions in January 1968 and 10 Sqn got theirs in 1978. Over the years there has been a number of mods carried out on these aircraft and today they are a formidable machine – however, the airframes have had their day and they are gradually being retired and broken up. In 2017 the new Poseidons will take over.



This one, which started service with 11 Sqn in July 1985, had the cowls open, not because there was a problem with number one engine, it was done for display purposes only.

The old Orions, being a large prop driven aircraft, can still put on a good show for the public – and this one did not disappoint.

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37 Sqn had one of their mighty old Hercs on display and unlike other large aircraft, this one was open to the public. You would have thought they were handing out \$100 notes to everyone as the crowds were huge all day long – people queuing for ages to walk up the ramp into the aircraft then out the front door.

It wasn't only current military aircraft that were on parade – the [Temora Aviation Museum](#) had a number of their aircraft on both static and flying display, one of which was the Lockheed Hudson.





The Hudson served the Allies faithfully during WW2 on most fronts and with little fanfare. The air forces of Britain, Canada, the United States, New Zealand, the Netherlands, China, Brazil and Australia all operated Hudsons.

Derived from the Lockheed Model 14 Super Electra 12 passenger transport, it first flew in December 1938 and by the time production ended in mid 1943, a total of 2,941 had been built, most of which served the Royal Air Force and Commonwealth countries. The RAAF received 247 Hudson's between January 1940 and May 1942 and as the war progressed a growing number of roles were found for it, including transport (14 troops could be carried if the turret and other items of equipment were removed), meteorological reconnaissance, VIP transport and air-sea rescue, for which role an under fuselage airborne lifeboat could be carried. The versatility of the Hudson ensured it remained in service throughout the war and for a time afterwards.



This particular aircraft (A16-112) was built in 1939 and received ex USA on the 5th December 1941. After service with No.1 O.T.U. it was allotted to No. 14 Squadron on 8th July 1942 for anti-submarine patrol off the coast of Western Australia. It then served for a period with 32 Squadron off the East coast after which it was transferred to 6 Squadron in Milne Bay, PNG for bombing, armed reconnaissance and patrol work. It returned to the Australian mainland for a major after which it 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 for the next six years became their flagship (VH-EWA) when it was purchased by Adastral Aerial Surveys as a photographic aircraft. It was then purchased by the Long family in 1976.



Restoration and conversion to its original military configuration was completed in 1993. It was repainted to represent a Hudson III (A16-211) bomber that served with 6 Squadron during the decisive Battle for Milne Bay and later with 2 Squadron in the North Western Area (Timor/Dutch East Indies - Indonesia). Together with four other Hudsons, A16-211 carried out an armed reconnaissance to Maikor and Taberfane (both Japanese floatplane bases) in the Aru Islands on 7th May 1943. On returning to Millingimbi, its undercarriage gave way and the aircraft ground

looped. It was severely damaged and was converted to components, the remains of this aircraft are still at Millingimbi to this day.



Temora Aviation Museum acquired the aircraft in May 2004 from Malcolm J. Long and operates it as a tribute to Hudson crews of World War II.



Ex Radtech Bob Costello, who is a volunteer at the Museum, gave us a good look around and allowed us to climb in and on all their aircraft and we were very surprised at the excellent quality and number of their restorations. If you're ever in the Temora area, do yourself a favour and have a look through their museum.

On the 19th November, 2014, Qantas's first "retro" painted aircraft, a 737-800 (VH-XZP) arrived in Sydney at the end of its delivery flight from Seattle. The plane is Qantas' 75th Boeing 737-800 and is named "James Strong" in honour of the former Qantas CEO who passed away in 2013.

The aircraft's modified retro livery is based on that introduced on Qantas's first 747s in 1971, most notably featuring the flying kangaroo on the tail and the ochre cheatline along the passenger windows.

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When this aircraft retires in about 20 years' time it will have flown about 40,000 hours and have completed about 60,000 (land/takeoff) cycles.



Qantas Boeing 737

The show wasn't all about big, bold and old aircraft, there were some very nice "personal" aircraft on display too, and one that would have been on everyone's wish list was the Pilatus PC-24 from the Swiss Company.



Pilatus PC-24

The PC-24 is possibly the world's first and only "Super Versatile" Jet. It combines the practicality of a turboprop with the cabin size of a medium light jet and the performance of a light jet. Its flexible interior and generous cargo floor make loading fast and easy, it is designed

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to operate from short, paved and even unpaved surfaces and under single pilot operation, will cruise all day at 420 kts and with four (light) pax will cover 3,610 kms. Its maximum payload with a full load of fuel is 415 kg.



Interior of the PC-24



The glass cockpit – a pilot's dream.

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One section of the show that was of great interest to all Airshow goers was the Wings and Wheels display. Here classic and historic aircraft were matched with veteran motor vehicles from the same era, paired together to show the evolution of these two forms of transport. ... fascinating and nostalgic.

The Antique Aeroplane Association of Australia displayed members' aircraft to cover the 1930's, 40's, 50's and 60's and these were complemented by vehicles supplied by owners associated with Shannons Insurance.

Farming and the land were represented with an Air Tractor type aircraft from Field Air, together with modern and historic tractors from the Geelong based John Deere and Kubota Dealership, J B Scott. Modern and historic racing cars were also represented with the Big Red Bus of Melbourne based Red Bus Racing's Nissan R32 GTR Team being the focal point of that display.

One of the magnificent old aircraft was this 1939 4 seat WACO AGC-8 Custom Cabin which was on display paired with an iconic 1948 series Holden. This particular aircraft, which wears the US registration NC66206, is owned by Guy Bourke.





The WACO Custom Cabins were a series of up-market single-engined four to five seat cabin [sesquiplanes](#) of the late 1930s produced by the Waco Aircraft Company of the United States. "Custom Cabin" was Waco's own description of the aircraft which despite minor differences, were all fabric covered biplanes and were built for the wealthy individual or business.

WACO built 17 of these aircraft in 1938, each was fitted with a Jacobs L-6, 300 HP, 7 cylinder radial engine.



Other cars that attracted a lot of attention include:



1961 Renault Gordini.

This 1961 Renault Gordini was one of the "hot" cars of its day and was based on the 1956 – 1967 Renault Dauphine. It was a rear engine, rear drive car, powered by a 36 hp, 850 cc motor and on a good day was capable of 130 kph. Gordini was established in 1946 by Amédée Gordini and was originally a sports car manufacturer and performance tuner. It became a division of Renault in 1968 and of Renault Sport in 1976.

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1957 Chevrolet Bel Air Sport Sedan

Possibly the most recognizable American car of all time, the 1957 “Chevy” is a roomy, comfortable, large car which was powered by a 283 HP “Super Turbo Fire V8” engine of 4.6 litres. Fuel was fed into the engine via a continuous (closed loop) mechanical fuel injection system. This model was normally fitted with the 2 speed Powerglide automatic but also offered the new 3 speed Turboglide. They were also available in RHD for the Australian, South African and New Zealand markets.



Kerry Dunn and Rudi De Graaff.



Two of the many people that make a show of this size happen so successfully are Kerry Dunn and Rudi De Graaff . Kerry served with the RAF for 13 years as an ATC and has been involved with numerous Airshows. She married a RAF officer who transferred from the UK to the RAAF in Australia where they spent some time at Sale. Kerry will take over the Aircrew Reception “portfolio” in 2017 from Peter Thomson who has done it so well for a long time, so she thought it a good idea to get some pointers from Rudi.

Rudi is, of course, “part of the place” and known by all. There were 682 aircraft at the show and they all had to be parked somewhere. Rudi has the uncanny knack of being able to find a spot for everyone, then remember where that aircraft is days later. We believe there is absolutely no truth in the rumour that all those bottles of grange and 20 year old scotch that miraculously appeared on his desk had anything to do with allocating favourite spots.



Aerial shot of the airshow showing the huge number of aircraft that all have to be parked.

Each Friday night after work, Ole would fire up his barbeque on the shore of the lake and cook a venison steak. All of Ole's neighbours were Catholic and since it was Lent, they were forbidden from eating meat on a Friday. The delicious aroma from the grilled venison steaks wafted over the neighbourhood and was causing such a problem for the Catholic faithful that they finally talked to their priest. The Priest came to visit Ole, and suggested that he become a Catholic. After several classes and much study, Ole attended Mass and as the priest sprinkled holy water over him, he said, "You were born a Lutheran and raised a Lutheran but now you are a Catholic" Ole's neighbours were relieved, until Friday night arrived and the wonderful aroma of grilled venison filled the neighbourhood. The Priest was called immediately by the neighbours and he rushed over to Ole's place clutching a rosary and prepared to scold him, he stopped and watched in amazement. There stood Ole, clutching a small bottle of holy water which he carefully sprinkled over the grilling meat and chanted to it: "You vuz born a deer, you vuz raised a deer, but now you iz a rainbow trout".



At the 2015 Airshow, the AAFC received the newest glider for its training programs. A presentation took place on the Friday, when Darren Chester, Parliamentary Secretary to the Minister for Defence, and Chief of Air Force Air Marshal Geoff Brown presented the new ASK-21 Mi self-launching glider.



A total of 22 new gliders are being made available to the AAFC, 11 of which are the ASK-21 and a further 11 DG 1001 Club soaring gliders. Air Marshal Greg Brown said the new gliders would provide more opportunities for cadets to undertake flying activities.

The Australian Air Force Cadets (AAFC) is a community based and aviation focused youth development organisation that operates within a military-like framework and is sponsored and administered by the RAAF.

The AAFCs core activities involve developing the confidence, self-discipline and leadership skills of youth whilst emphasising civic values and service to the community in a structured aviation environment and include flying, field craft, adventure training, firearms safety training, drill and ceremonial, service knowledge, aero-modelling, navigation and gliding. The fundamental aim of the AAFC is to foster qualities that will enable cadets to become responsible young adults and who will make a valuable contribution to the community. You can see further info [HERE](#).

Australian Air Force Cadets are participants in a youth development program conducted by the Air Force in cooperation with the community but they are not members of the Australian Defence Force. Officer Cadets are trainee officers undertaking instruction at the Australian Defence Force Academy (ADFA) or the Air Force Officers' Training School.

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The final whistle was blown at about 5.00pm on the Sunday and two girls who had put in 110% to make it a success were very pleased to hear it.



Laura Dillon and Erin Muscat.

It was then time to start the post mortems, every event and every item would be dissected and discussed and improvements suggested to make 2017 an even better event.

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Allan George's Gems

Navy Fleet Air Arm to the rescue !

Tom Ware.

In 1955, trainee pilot, Anthony Thrower, was feeling proud of himself, he'd been flying solo; doing circuits and bumps at Bankstown Aerodrome, in Sydney's South-west. On his last landing the engine of his little aircraft started to play up so he did a full stop landing to check it. Finding nothing wrong, he simply swung the prop to restart the engine



The engine roared to life. Unfortunately, Tony had forgotten to apply the hand-brake and chock the wheels, so the little high-winged monoplane started to move. Somehow, the force of the "start-up" caused the throttle to slide and the aircraft's engine revs built up. It rolled forward at startling speed. Tony tried to grab a wing-struck as it sped past. He was unsuccessful. He missed. The next instant the aircraft, after rolling a very short distance, was airborne- and climbing steadily into the North-west.

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Tony stood there aghast. The little two-seater aircraft continued to climb. It crossed the George's River and was now hundreds of feet in the air and the way it was flying, climbing steadily in a straight line, the tiny blue Auster looked like it would go forever. Suddenly, there was a slight shift in wind and the aeroplane swung completely around, diving straight at the hapless pilot. For a moment Tony stood frozen in fear. Then he threw himself on the ground as the airplane sped overhead its wheels almost touching the grass landing strip.

But it was up and away again. It seemed this pilotless aircraft had a mind of its own. And it was a mind filled with the joy of total freedom. It sped past the old control tower, convincing those working in it that they'd be safer elsewhere. Then it buzzed the corrugated-fibro roof of the De Havilland Aircraft Factory. People scurried out to take a look. This wasn't something you saw every day.

By now, Tony had managed to leg it to the operations room where he almost incoherently blurted out the news of what had happened. It was a quarter to nine in the morning. A lot was to happen in the time ahead.

The Air-traffic Controller at Bankstown was a good man in a crisis. Searching the skies and clutching his microphone, he informed all aircraft in the vicinity, (i.e. those who could hear him on radio frequency 118.1meg) that a little blue Auster was flying out of control "somewhere out there." Then he swung the handle of the old fashioned telephone which would put him in direct contact with the Senior Operations Officer at Sydney Airport.



Sydney Airport, or Kingsford Smith Airport, as many call it, is located about ten miles to the east and right on the coast at Botany Bay. Even in those days it was a busy place, with airliners landing every few minutes. As fate would have it, flying back to nearby Schofield Airfield were four Royal Australian Navy aircraft which had been on manoeuvres. One of these RAN pilots, Peter McNay, immediately replied that he would seek out and "keep his eye out," as to the goings on of the errant blue Auster. It was merely co-incidental that his plane was an almost identical Auster. With one exception. His was painted red. The runaway was blue.

"Confirm your following a runaway red Auster J1 type, and that you're in a similar type, but Blue in colour?" asked the Bankstown ATC. "Negative- Not the red Auster. Not the red Auster- I'm in the red Auster".

At that moment one of TAA's brand new British-built Vickers Viscount turbo-props (the nose cone of this aircraft is now on display at the Qld Air Museum at Caloundra) was making its way up from Melbourne. The Viscount pilot's message to the sector controller at Sydney went something like this: "Sydney Control, this is Tango Victor Juliet, abeam Marulan, flight level 190, estimating Sydney at 2320 (GMT). Airep. Wind 310/40 knots, outside temperature minus 24 degrees Charlie — trace cirrus to North-west. Any traffic for our descent?"



The pilot was not amused when he was told that there was an unmanned Auster at that time heading towards Kingsford Smith Airport from the west, accompanied by at least one other aircraft.

By now, of course, the little runaway Auster had risen to around three thousand, then four thousand feet. It had traversed Bankstown, Punchbowl, Bexley and Hurstville. It seemed to meander aimlessly, its nose moving this way and that. But all the time it headed eastwards towards the more densely populated parts of the city. Now it was heading for Rockdale, right on the southern approach paths to Sydney's major airport. At 9.30am, an air-investigator at the Department of Civil Aviation's New South Wales Headquarters at Waverton, North Sydney, had telephoned the Army, Navy, Air Force and the New South Wales Police Force. He alerted the Metropolitan Fire Brigade and the Central Ambulance Service. He'd also contacted his Regional Director and was thinking about calling the Aviation Minister, in Canberra.

He didn't need to telephone the media. They already knew. Half-a-dozen radio stations were already broadcasting the whereabouts of the runaway. After all, there were thousands of witnesses willing to report back information. In addition to this, a Sydney radio station and Police radio were keeping up a running commentary as to what was going on.



Meanwhile, the RAN Auster was in hot pursuit of the unmanned aeroplane. It shadowed its every movement. It got so the people on the ground were not sure which plane was which. By now, all manner of reports were coming in from a multitude of sources- some hopelessly out of date. But by 9.53am the blue Auster and her red-coloured consort, had traversed Mascot, Alexandria, Redfern and the Central Business District of the city. It was now flying at 5,000ft over the posh suburb of Vaucluse. The silver tails were not amused. Of course there was all sorts of talk about it. One disc jockey suggested they get a trapeze artist from a circus and swing him into the runaway. Sounded good. But nobody knew any trapeze artist who could fly an aeroplane. Various methods of boarding were discussed. Then the talk turned to shooting it down. But who would do it, where and when. No point in bringing it down onto the crowded streets of Australia's largest city.

At 10.10 that morning the first blow to rid the skies of this nuisance aeroplane was unofficially struck. (It was unofficial until the newspaper reporters found out about it) An ageing Royal Australian Air Force prop-driven fighter, a Wirraway (similar to the one below), departed Richmond Air Force Base with two senior officers in control. The rear canopy and fairing had been taken off the Wirraway, thus allowing an unrestricted view from an open cockpit. The pilot in the rear canopy had a fully loaded Bren gun in his hands. On his lap, half-a-dozen spare magazines filled with 303 calibre bullets. These two blokes were going to shoot down an airplane.

In the meantime, the runaway with its escort double had passed over Vaucluse, crossed the Harbour, reaching a point just inland of Palm Beach, Sydney's most northerly suburb at that time, before turning seawards. By this time, quick-thinking business entrepreneurs had set up hot-dog stands and were doing a roaring trade to the many "watchers of the sky." People were taking bets. "Where will it come down?" "Which way will it go next?" "Which of the two planes is the runaway?" "Yeah, pal — they do look both the same, don't they?"



Some minutes later, the following was heard on ATC frequency:

- "Sydney Tower, this is Wirraway Pursuit One."
- "Wirraway Pursuit One Go ahead."
- "We have the target in sight. Just off Palm Beach. About a mile out. A Red Auster."
- There was no mention of a gun. But Peter McNay in the red Auster aircraft saw the barrel of this weapon being pointed in his direction. He yelled:



“No! No! Not the red Auster. Not the red Auster! I’m in the red Auster.”

“Roger that. We’ve now closed on the... er... blue craft. I’m... er... taking a look now. No, nobody’s aboard.”

There came the rattle of gunfire; two short bursts, then silence.

“What is going on, Pursuit One?”

Silence. Followed by a lot of very bad language which wasn’t censored.

It has been said that a real gentleman would have worn white gloves. After all, this was going to be the funeral of an aeroplane. The man on the gun in the rear seat was not wearing any gloves - not even mittens. Not even a pair of old socks. The machine-gun got hot, our good aviator’s hands, at five below zero were very cold indeed.



“Christ! Me bloody hands are frozen to the Bren!”

This was followed by the Wirraway’s pilot reporting that his gunner was unable to reload the Bren gun with a new magazine as his hands were stuck fast to the freezing metal on the weapon’s breech.

The little blue Auster sailed fearlessly on. It was now 10.20am. It had been in the air for over an hour-and-a-half. Moreover, it had now climbed to 7,000 feet and was nearly three miles out to sea.

That’s when Squadron Leader M. Holdsworth,, and Squadron Leader J.H. Flemming, got into the act. At 10.30 word came in that two of the Air Force’s finest were being despatched, two Meteor jet interceptors from Williamtown. Unfortunately, a Sabre had landed on the same strip the Meteors were to leave on, burst a tyre, and lay stricken, unable to move for another thirteen minutes. The Air Force’s finest were delayed.



This problem overcome, the Meteors headed south, flat out in their eagerness to get to the target area. After all, it wasn’t every day a peace-time fighter pilot got the opportunity to shoot a real live aeroplane out of the sky. It was now 11.00 o’clock. The earth-bound entrepreneurs selling hot dogs were now taking bets as to just who would shoot down this “damn nuisance” aeroplane. Radios blared in every home as Sydney’s disc jockeys kept up a running commentary on events, venturing all sorts of solutions and remedies, but very little real help. In the meantime, half-a-million Sydney-ites were gazing skywards.



It wasn't very long before Sqn Ldr Holdworth's nasal tones came over the airwaves.

- "Sydney Control, this is Hotel Hotel Green Section One, over."
- "Hotel Hotel Green. Do you have target in sight?"
- "Affirmative. Target is right ahead. Confirm Target is the red Auster?"
- And the RAN man says "No! no! Not the Red Auster. Not the red Auster. I'm in the red Auster!"
- "Hotel Hotel Green this is Sydney Tower. Do not shoot towards the city, repeat do not shoot into the west.
- "Roger. Will shoot away from the land. We're going in now. Tally ho!"

Well, that was sorted out. A few moments later, Meteor one came tearing in, its four half-inch calibre cannons blazing. Bang Bang Bang!

Then silence.

Then curses.

- "I'm overshooting. Damn things going too bloody slow." Uh... I'll try again now." Then a sheepish voice. "Uh, Sydney Control. Am unable to proceed with the... er... action. My guns have seized."
- "Roger, Hotel Hotel Green One. Understand your guns have jammed. What about your backup?"
- Another voice. "This is Hotel Hotel Green Two. Can't help you, Sydney Control. I'm for surveillance only. All I have aboard are cameras and film."

And so it went on. As did the little blue Auster.

But all was not lost. At that very moment, speeding up from their naval base one hundred miles to the south came a pair of Sea Furies. They were propeller driven aircraft and looked not a lot unlike the famous World War Two, Spitfire. They were out of HMAS Albatross, the naval air station at Nowra. At their controls were none other than lieutenants Bob Bluett (ex Korean War Veteran who'd seen action from the flight deck of HMS Glory) and Peter McNay. Both pilots were Royal Navy officers on exchange duty with the RAN.



These intrepids were being vectored to their target by radar operators at HMAS Watson, at Sydney's South Head. "Thank God, for the navy," people were later to say. The runaway was now at an incredible ten thousand feet and seven miles out to sea off Broken Bay, i.e. Barren Joey Light.

- "Sydney Control, this is Navy Eight Zero Five Alfa and Bravo. We're locked on to target and now have him visual. Red Auster, just to the north of the piloted blue craft. Confirm?"
- And their mate said for the umpteenth time. "No! No! Not the red Auster. Not the red Auster. I'm in the red Auster!"
- "Righto, Matey," came the laconic reply, "Better get out of our way."



The bullets flew. Peter McNay got in a short burst from astern, then Bob Bluett put in the Coupe-de-Grace, a long burst from his four 20mm cannons. The little Auster seemed to stagger under the impact as the shells tore into it. A moment later it burst into flames.



Over and over the little blue Auster tumbled out of a clear blue sky. Splash, into the waters of the South-west Pacific it went. It was almost an anti-climax. For it was far too far out to sea for those who had followed the drama to see much.

It was all over. Police radio put over the message. It was 11-45am. The little blue runaway Auster had been in the air for nearly three hours. That's longer than it took the Titanic to sink.

Click [HERE](#) to see a recreated video of the incident.



Click the pic to see what it's really like!!

Bob Hoover.

Robert A. "Bob" Hoover (born 24th January, 1922) is a former air show pilot and United States Air Force test pilot, known for his wide-brimmed straw hat and wide smile. In aviation circles, he is often referred to as "The pilots' pilot."

Hoover learned to fly at Nashville's Berry Field while working at a local grocery store to pay for the flight training. He enlisted in the Tennessee National Guard and was sent for pilot training with the Army. During World War II, he was sent to Casablanca where his first major assignment was





test flying the assembled aircraft ready for service. He was later assigned to the Spitfire-equipped 52nd Fighter Group in Sicily. In 1944, on his 59th mission, his malfunctioning Mark V Spitfire was shot down by a Focke-Wulf Fw 190 off the coast of Southern France and he was taken prisoner. He spent 16 months at the German prison camp Stalag Luft 1 in Barth, Germany.



Hoover managed to escape from the prison camp by stealing a Fw 190, and flew to safety in the Netherlands. He was assigned to flight test duty at Wright Field after the war. There he impressed and befriended Chuck Yeager. When Yeager was later asked who he wanted for flight crew for the supersonic Bell X-1 flight, he named Hoover. Hoover became Yeager's backup pilot in the Bell X-1 program and flew chase for Yeager in a Lockheed

P-80 Shooting Star during the Mach 1 flight. He also flew chase for the 50th anniversary of the Mach 1 flight in an F-16 Fighting Falcon.

He left the Air Force for civilian jobs in 1948. This included a brief time with the Allison Engine Company and finally test/demonstration pilot with North American Aviation where he went on to Korea teaching the pilots in Korean war how to dive-bomb with the F-86 Sabre, and visited many active-duty, reserve and air national guard units to demonstrate the plane's capabilities to their pilots. Hoover flew flight tests on the FJ-1 "Fury", F-86 "Sabre", and the F-100 "Super Sabre".

In the early 1960s, Hoover proposed the idea of promoting the North American name by



demonstrating one of North American's most famous products, the P-51 Mustang, at airshows around the country. The Hoover Mustang (N2251D) was purchased by North American Aviation from Dave Lindsay's Cavalier Aircraft Corp. in 1962. A second Mustang (N51RH), later named "Ole Yeller," was purchased by North American

Rockwell from Cavalier in 1971 to replace the earlier aircraft that was destroyed in a ground accident when an oxygen bottle exploded after being overfilled. Hoover demonstrated the Mustang and later the Aero Commander at hundreds of airshows until his retirement in the 1990s. In 1997 Hoover sold "Ole Yeller" to his good friend John Bagley of Rexburg, Idaho. "Ole Yeller" still flies frequently and is based out of the Legacy Flight Museum in Rexburg, Idaho.

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Hoover has set records for transcontinental and "time to climb" speed and is best known for his civil air show career which started when he was hired to demonstrate the capabilities of Aero Commander's Shrike Commander, a twin piston-engined business aircraft which had developed a rather staid reputation due to its bulky shape. Hoover showed the strength of the plane as he put the aircraft through rolls, loops, and other manoeuvres which most people would not associate with executive aircraft. As a grand finale, he shut down both engines and executed a loop and an eight-point hesitation slow roll as he headed back to the runway. He touched down on one wheel, then the other, before landing. After pulling off the runway, he would start engines to taxi back to the parking area. On airfields with large enough parking ramps Hoover would sometimes land directly on the ramp and coast all the way back to his parking spot in front of the grandstand without restarting the engines.



A few years after starting the show, he began carrying passengers during the actual show. (The Shrike Commander could carry six passengers.) These passengers became known as "Hoover's Heavers" due to the number who became airsick during the maneuvers. With the advent of camcorders, Hoover added a flourish to the act by pouring a glass of iced tea from a pitcher, all while performing a barrel roll without spilling a drop.

He also served for many years as the official starter of the Unlimited-class races at the Reno Air Races. The race planes (mostly modified World War II fighter aircraft) joined up in line-abreast formation on Hoover's yellow P-51 Mustang, and when in satisfactory order, the spectators would hear over the PA his famous radio call, "Gentlemen, you have a race." Hoover's plane would pull up sharply into a vertical climb as the racers dove toward the first turn. Hoover would circle overhead during the race, ready to assist any race pilots with problems. In several cases, Hoover helped pilots with crippled race planes make a safe recovery by talking them down while flying in formation with them.

His air show aerobatics career ended over medical concerns, when his medical certificate was revoked by the Federal Aviation Administration (FAA) in the early 1990s. Shortly before his revocation, Hoover experienced serious engine problems in a T-28 off the coast of California. During his return to Torrance, he was able to keep the engine running intermittently by constantly manipulating the throttle, mixture, and propeller lever. Just as he landed the engine froze. Hoover believed his successful management of this difficult emergency should have convinced the FAA that his capabilities were as good as ever. Meanwhile, Hoover was granted a pilot's licence, and medical certificate, by Australia's aviation authorities. Hoover's medical certificate was restored shortly afterwards, and he returned to the American airshow circuit for several years before retiring.

One of Bob's perhaps undesired legacies is the "Hoover Nozzle" used on jet-fuel refuelling hoses. The Hoover Nozzle is designed with a flattened bell shape which means it cannot be inserted in the filler neck of a plane with the "Hoover Ring" installed, thus preventing the tank from accidentally being filled with jet fuel. (This is similar to the different hose nozzles we have at our servos - petrol and diesel).



This system was given this name following an accident in which Hoover was seriously injured, when both engines on his Shrike Commander failed during take-off. Investigators found that the plane had just been fuelled by line personnel who mistook the piston-engine Shrike for a similar turboprop model, filling the tanks with jet fuel instead of avgas (aviation gasoline). There was enough avgas in the fuel system to taxi to the runway and take off, but then the jet fuel was drawn into the engines, causing them to stop. Once Hoover recovered, he widely promoted the use of the new type of nozzle with the support and funding of the National Air Transportation Association, General Aviation Manufacturers Association and various other aviation groups (the nozzle is now required by Federal regulation on jet fuel pumps).

You can see a short video of his flying skill [HERE](#)

Overheard in a bar:

"Some people are so illiterate they don't realise that without the wonders of electricity we would all be watching TV by candle light".

Who had the first Jet??

The Lockheed aviation company was the first in the United States to start work on a jet-powered aircraft. The L-133 design started in 1939 as a number of "Paper Projects" by engineers Clarence "Kelly" Johnson, Willis Hawkins and Hall J. Hibbard. By 1940 preliminary



work on a company-financed jet fighter had been started, which progressed to several different versions on the drawing board. In the meantime, Lockheed was working on an axial-flow L-1000 turbojet engine of their own design, which was intended to power the culmination of the twin-engine jet fighter project, the Model L-133-02-01.

Throughout World War II, the development of a jet-powered fighter had the potential to bring a decisive advantage in the air battles of the war; as history played out, only Germany built significant numbers of jet fighters before the war ended, and they reached service in the Luftwaffe too late to make a difference.



On March 30, 1942, Lockheed formally submitted the L-133-02-01 to the USAAF for consideration. Powered by two L-1000 turbojets and featuring a futuristic-appearing canard design with slotted flaps to enhance lift, the single-seat fighter was expected to have a top speed of 612 mph (985 km/h) in level flight, but a range of only 310 mi (500 km). The L-133 had a main wing shape that was essentially that of the outer wing sections of a Lockheed P-38. In many respects the L-133 was far ahead of its time, with futuristic features including:

- canard layout;
- blended wing-body platform; and,
- two engines in a very low-drag integral fuselage location.

The USAAF considered the L-133 to be too advanced for the time, and did not pursue the project. The experience gained with the design served Lockheed well in the development of the USAAF's first operational jet fighter, the P-80 Shooting Star. Although entering service after the war had ended, the P-80 was less advanced than the L-133. Because the USAAF didn't give the L-133 project the go-ahead, the advanced engines intended for the L-133 had long pauses in their development. The most expedient engine choice for the P-80 thus became the Allison J33, based on British centrifugal compressor designs. The P-80 was a cheap-to-build single-engine aircraft with a conventional wing and tailplane design, not using the blended wing-body and canard layout of the L-133.



You can see video of the development of the L-133 [HERE](#).



I bought a dog once, called him "Stay". I'd say, "Come here Stay".....He's insane now!



One of The Largest Flyovers In US History To Take Place In May.

Dozens of vintage aircraft will fly over the National Mall in Washington on May 8.

The Arsenal of Democracy is hosting a flyover to celebrate the 70th anniversary of the World War II victory in Europe. The flyover claims it will be the largest flight of aircraft to fly over D.C. According to a release, more than 70 "war-birds representing the major battles of World War II" will fly over the D.C., from the Lincoln Memorial to the Capitol, in special "historically sequenced formations."

The whole celebration kicks off on May 7, with a victory gala celebration at the Air & Space Museum. The flyover will occur the next day with formations and aircraft that honour the "major battles of World War II, from Pearl Harbour through to the final air offensive to defeat Japan."

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Velly Inteesting – but stupid!!!!

N



The Werribee Liberator.

Early into WW2, the Commonwealth realised that an alternate airfield would be needed for both Laverton and Point Cook training fields, so 140 hectares (340 acres) of land belonging to the Melbourne Metropolitan Board of Works (MMBW) was acquired and set aside at Werribee next to the Princess Highway. This was to be a grass all-over field upon which were built 5 large hangars, one large and four smaller ones, all of which encircled an administration and works area comprising a fuel compound, workshops, storage tanks, armament, accommodation and ablution huts with associated septic tanks.



Werribee airfield, as it is today. (Click it for a bigger view)
The Liberator restoration hangar is on the left, out of sight.
The other (large) hangar and workshop can be seen on the far right.

During the War a number of units were established at the airfield, including:

- No 9 Repair and Salvage Unit (9 RSU). This unit was involved in salvaging and repairing various crashed aircraft in the region.
- No 22 Repair and Salvage Unit (22 RSU) and No. 26 Repair and Salvage Unit (26 RSU).
- No 1 Recovery Depot.
- No. 1 Stores Depot detachment.
- No 12 Aircraft Repair Depot (12 ARD).
- No 5 Medical Receiving Station was established at The Manor at Edgar St, about 1.5 kms north of the Werribee Airfield.
- The Werribee Bombing Range was located approximately 5.5 miles west of Werribee Airfield.
- The US Army established a Radio site almost 5 miles north west of Werribee Airfield.
- The Australian Army had been using the nearby Racetrack as a camp. An advanced party of the 2/3rd LAA Regiment moved into camp there on 20 August 1940.
- In 2014 the former WWII Werribee Airfield was being used by the [B-24 Liberator Memorial Fund Inc.](#) for the rebuilding of their B-24 Liberator A72-176 inside one of the former WWII Hangars.

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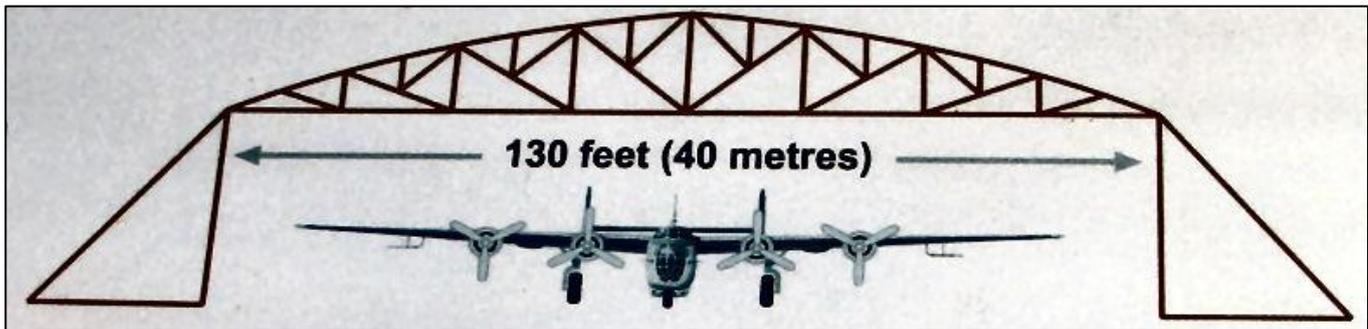
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Werribee was also used as a storage area for aircraft that were produced at [Fisherman's Bend](#) and also for the assembly of aircraft coming from the UK.

In 1952 the RAAF handed the land and buildings back to the MMBW which used the buildings for storage of equipment and supplies, the rest of the area was returned to pasture. Two of these hangars remain today, both now being heritage listed, though the large one is unsafe and unusable.

During the War there was an obvious shortage of steel, so alternate methods of construction were needed to build these buildings with the required unobstructed span width necessary to accommodate an aircraft. A roof design known as a "Pratt Truss", which consists of a series of triangular units connected at joints, is able to span large distances, but these were normally built from steel.



It wasn't long before it was discovered that the design could be adapted to use Australian hardwoods instead of steel and Geelong firm J.C. Taylor and sons was contracted to build them.





One of the four smaller hangars was recently upgraded and is now used by the B-24 Liberator Restoration Fund.

Back in 1988, two men, Eric Clark, a former Liberator wireless/radar operator and waist gunner and Bob Butler, a former Liberator pilot, hosted a two day meeting at the base at Wagga to examine the possibility of putting a B-24 Liberator on public display. The meeting was chaired by Wing Commander R.A. Dunne, D.F.C., (Retired), who was the ex CO of [23 \(Liberator\) Squadron](#). It was also attended by representatives of the RAAF, B-24 Squadrons' Associations, the Australian War Memorial, and others. The idea was agreed to and the B-24 Liberator Memorial Fund was incorporated and a working committee formed. The Committee's first job was to find a suitable airframe for the job.



It was agreed to search for a B-24M model (the last model) as this was also one of the models flown by the RAAF, it had an improved tail turret, the 2 waist gunner positions were left open and the Sperry retractable ventral ball turret was reintroduced.



Eventually part of an airframe was found in the Gippsland area and negotiations commenced to acquire it. This particular aircraft which, in 1944, was built for the RAAF as a B-24M, was assigned the RAAF serial A72-176 and then flown to Australia. It was modified with a search radar in the lower fuselage to help locate and track targets. On landing in Australia, it was assigned to 7 OTU (Operational Training Unit) based at Tocumwal, south west NSW where bomber crews were taught how to fly the bomber, operate as a team and work with fighters. Towards the end of the war there were up to 50 aircraft located at Tocumwal along with 5,000 personnel. A72-176 was noted as being flown on training missions by various aircrew, one of



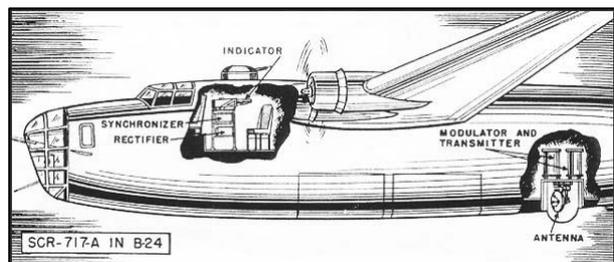
whom was G/Cpt Kingwell, who was later to become quite involved with its restoration project in the 1990s.



Charles "Nick" Cull with the SCR 717 Radar.

"Nick", one of the many volunteers, is an old RAAF radio tech, having gone through Ballarat in 1955 – 56. Nick, who has been with the project for many years, looks after the radio equipment fitted to the Liberator and is currently working on the SCR 717 radar unit.

The SCR 717 was a 150 kWatt 10 cm radar that could pick out a heavy ship from 70 miles away or a surfaced submarine from 20 miles. Like a lot of other radio/radar equipment of its day, it consisted of a number of separate and heavy black boxes, the total weight of the complete unit was a whopping 773 lbs (350 kg). The retractable



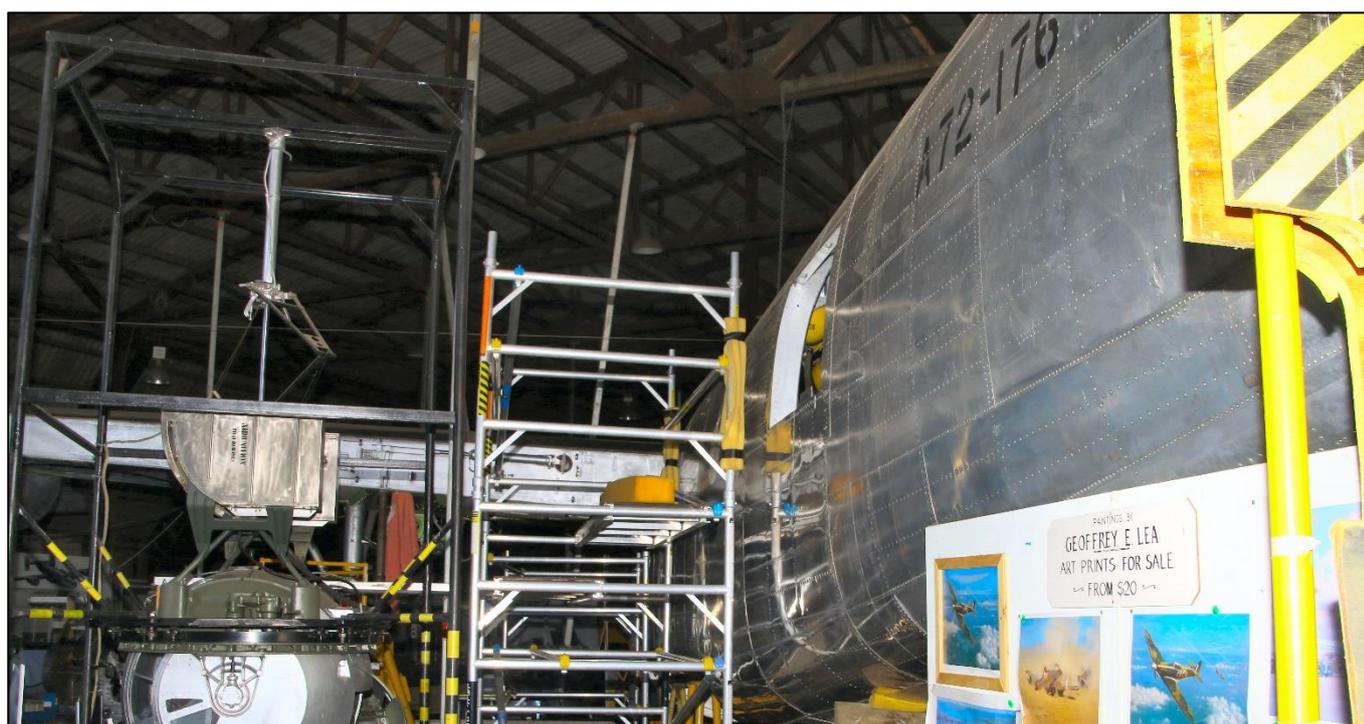


antenna was fitted in two places, in some aircraft it was where the lower gun turret would normally be but with this aircraft it was fitted just “north” of the lower turret and “south” of the nose wheel. The auxiliary equipment was spread throughout the aircraft. It required two men to operate if, one radio operator and one maintenance man and it drew a huge 100 amps from the aircraft’s 27.5 volt DC supply.



In March 1946, the Liberator was retired from RAAF service and in 1948 it was finally disposed of at East Sale with the fuselage being sold to a George Toye. Sadly, by the time George bought it, the RAAF had scrapped both the tail and wings. Still George accepted the fuselage as it was and used it as temporary accommodation while he built his new house. After the house was completed, the bomber sat on his property between the 1950s and the early 1990s; during this time it was exposed to the elements. In 1989 the B-24 Fund became aware of the B-24’s fuselage which was located at Moe, Victoria. The Fund members agreed to purchase it on condition that they could find a wing and tail. The hunt was then on for a wing and tail, both of which were found in 1991. They were acquired from a USAAF B-24D Liberator which had crashed in Papua New Guinea during WW2. The RAAF, Army, Qantas, Shell and many other companies helped in recovering the wing and tail, which saw them imported into Australia in 1992 and eventually moved to Werribee.

The B-24 Fund then went back to George Toye who wanted to alter the original arrangement, so while members worked on the wing, further negotiations were conducted and eventually, in 1995, agreement was reached, which finally saw the fuselage moved to Werribee.





After 50 years of exposure, the fuselage was looking quite battered and it was clear that it would need a lot of restoration work. During 1996 a clean-up of the fuselage internally and externally was started to remove all the accumulated grime and on the 15 August, 2000, the fuselage and wing were mated before an audience of 1,100 made up of WW2 veterans, special visitors and members.

Remarkably, from a total of nearly 19,000 aircraft built during the war, this one is the only remaining Liberator in the southern hemisphere and one of only eighteen left in the world.

The museum is a “working” site and visitors are able to see and talk to the passionate volunteer workers who are all focused on their work of restoring the bomber. Their high skill level is readily apparent when people see the workmanship that has been put into various areas such as the cockpit, bomb bay, engines and wing sections. Some volunteers have been involved for years helping to restore the aircraft, including some of the WW2 RAAF B-24 veterans at times helping out despite being in their 90s. The project has so far acquired more than 90% of the airframe and 70% of its furniture and fittings and is currently undergoing an extensive fit out covering the nose, cockpit, bomb bay, waist gunners and tail gunner sections.



Dave Miller, the Future Development Coordinator,
with a restored Liberator control panel/cockpit area.



Dave made us feel very welcome and gave us a very thorough and in depth look around, and for that we thank him.

The project has five engines that are now operational, but none are yet fitted to the wing; the tail-plane is complete but not fitted; the wing is still undergoing a long term clean-up and restoration; and the wing tips are made but not fitted due to space limitations. The B-24 can stand on its own undercarriage and wheels but for the moment is held off the ground by jacks to preserve the wheels and struts. The volunteers are currently fitting out the internal crew stations, installing the internal wiring in the fuselage and wings along with other operational / life support systems. Components are sourced locally, nationally and globally to rebuild the bomber, and some parts have been made on site using the metal and handcraft skills of volunteers. Some parts have been duplicated at the workshop and on sold/traded to help other B-24 projects around the world.



The core aspect of the project is now focused on making the B-24 a “living bomber”. It will not be flown but instead restored to a high quality as seen with other “living” warbird aircraft



overseas such as the [Just Jane Lancaster](#) in the UK, which is now being upgraded to fly. The aim is for the B-24 at Werribee to be shown to the public with all elements "operational". It is hoped that the bomber will eventually be taxi-able. To enable the B-24 to "live", four working examples (and one spare backup) of the Pratt and Whitney Twin Wasp 1830 engines are to be used.



These powerful and compact engines produce 1,200hp output via a two-row, 14-cylinder, air-cooled radial design. Some of the engines were donated, with one coming from an anonymous person, while two of the engines were purchased from Peter Starr of Dakota National Air. Visitors to the museum can see these engines up close and listen to the sounds via monthly engine running sessions. (There's nothing like the sound of a round engine at full chat!!)



The hangar is also home to working displays which allow visitors to see how the aircraft systems worked. Visitors can examine up close and watch how the defensive protection of the B-24 worked. The protective fire came from many of its M2 0.5inch machine guns located around the airframe such as in the nose, the upper fuselage, the lower fuselage, the waist of the fuselage and the tail position. The volunteers are rebuilding all of these turrets with inert machine guns, to fit into the airframe and have some turrets already working as ground based



displays to enable visitors to look closely at how the turrets operated with a crew member in them. The B-24 Liberator Memorial Restoration Fund is a great example of what can be achieved by a team of passionate, dedicated and organised volunteers. The project funding and ongoing work has mainly relied on the goodwill of volunteers, visitors and public donations to advance from where it was in the 1990s to the present day.

The Fund has developed a strategic and detailed future plan for the ongoing preservation of its collection. It is hoping to also display a replica WW2 era Tiger

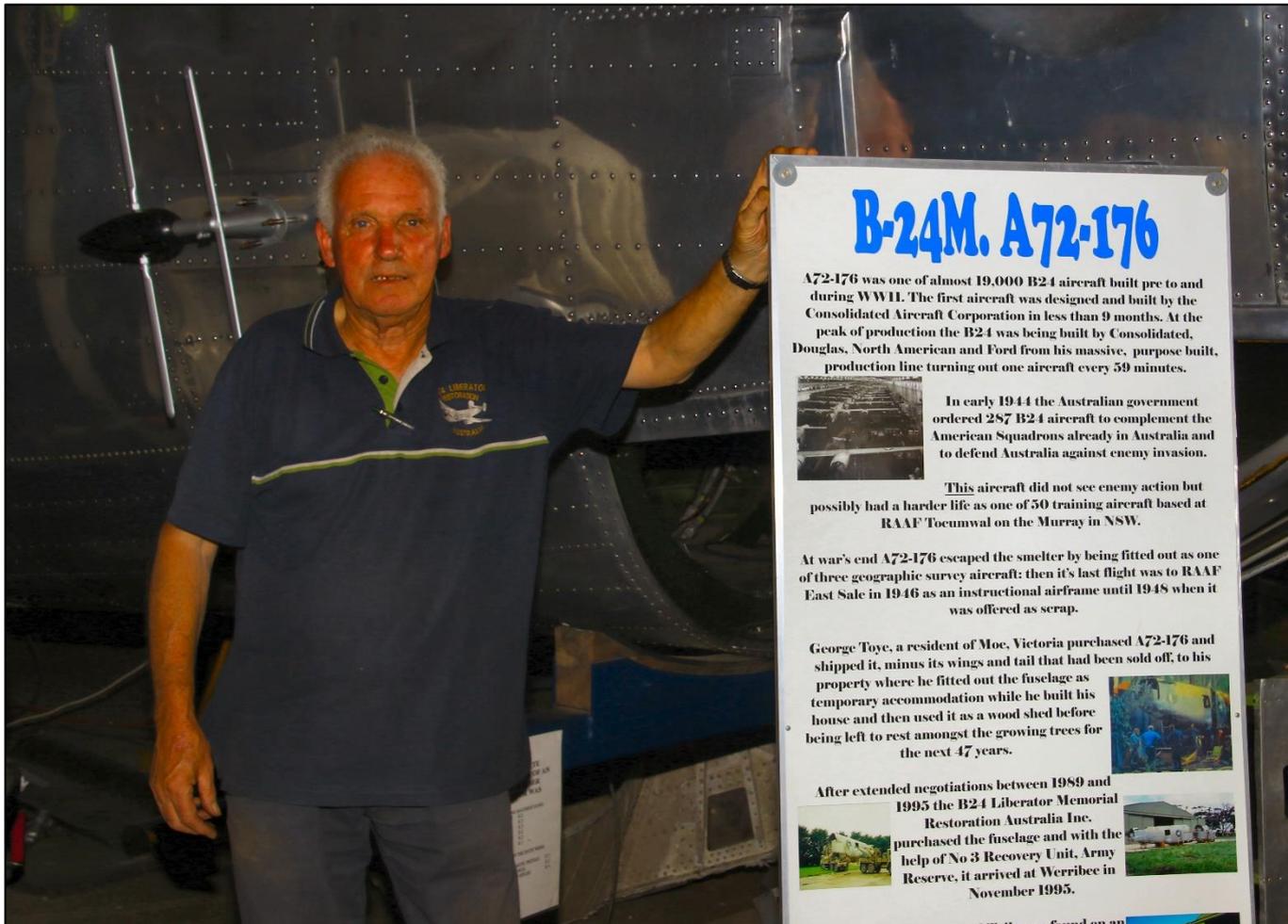
Moth, Oxford aircraft and an Anson trainer. These aircraft types were mainly made from fabric/wood/steel, so they will require extensive work. A CAC Boomerang fighter project could also be donated by its owner to the museum for public display in the future.

This project includes the first aircraft to be recognised under the Engineers Australia Heritage Recognition Program. The B-24 Liberator, features the Davis Wing which was a breakthrough in aeronautical engineering design at the time and which was developed by David R. Davis in 1937. Davis was a freelance aeronautical engineer and when his design was tested in the California Institute of Technology's (Caltech) wind tunnel the results were so good they were unbelievable. Consolidated, the used the wind design on their [Model 31](#) flying boat where it proved so successful they decided to use it also on the Liberator.

It was only after the end of the war that the reason for the Davis wing's excellent performance became clear. The shape, largely through luck, was able to maintain [laminar flow](#) over a wider area of its [leading edge](#), to about 20 or 30% of chord. In comparison, most airfoil sections of the



era were more typically 5 to 20%. Although later designs were able to greatly improve on this, with modern designs maintaining laminar flow to upwards of 60% of chord, the Davis wing represented a great improvement at the time.



Tony Maher, the Safety Officer, with the descriptive sign. (Click the pic to read the sign).

On the 21st October, 2014, the Victorian State Government gave the land on which the hangar (H1) stands to the B-24 Liberator group. They now have tenure and can start planning the museum complex in earnest. Now, after nearly 30 years since the bold vision was started, the ambitious project is getting closer to reaching the goal of preserving a B-24 Liberator to honour the contribution of one of the RAAF's main bombers of the WW2 era. It is hoped to have it out of the hangar and on display by 2020.

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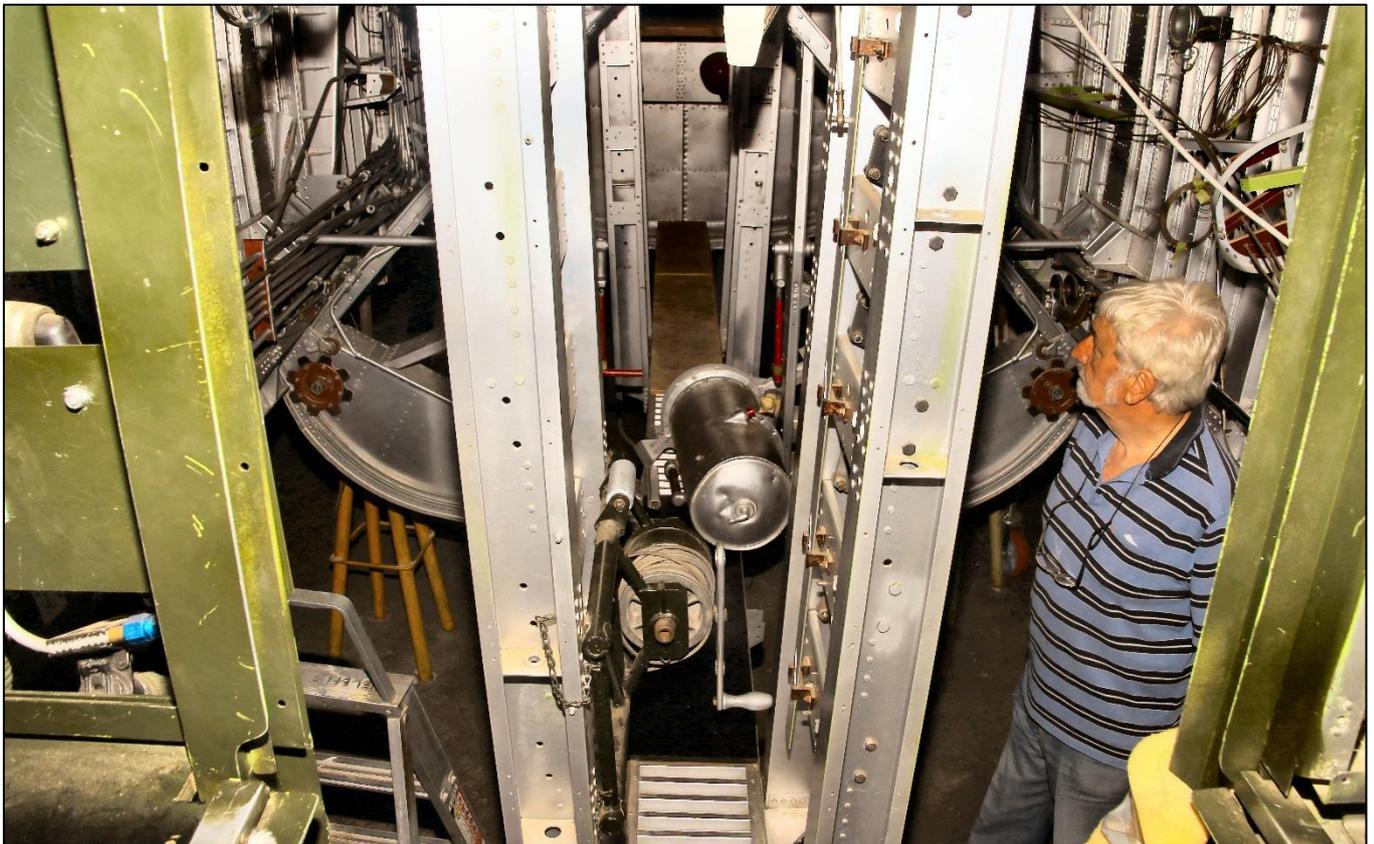
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If you're in the area, definitely go and see the project. When you see what they started with (with bits like that below) and see what they have today, you'll be amazed that they could do it, they must definitely be congratulated.



K



Dave Miller in the bomb bay of the Liberator.

The hanger, which is located on the corner of Princes Hwy and Farm Rd in Werribee, is open to the public on Tuesdays, Thursdays and Sundays from 9:30 AM to 3:30 PM. Admission is only a \$5 donation per person. There is no charge for visitors under 16 years of age.

For more information on the restoration project and lots more photos, visit their Facebook page at <https://www.facebook.com/B24Werribee> .

My girlfriend thinks that I'm a stalker. Well, she's not exactly my girlfriend yet.

The Boomerang.

Nick Knight has been rebuilding a World War II fighter plane at his Hoppers Crossing house but the Boomerang – the only aircraft designed and built in Australia (who else would call an aeroplane a Boomerang???) that saw active service in the war – has outgrown its home.



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Nick, 39, (above) has been collecting parts for the Boomerang for more than 20 years and started rebuilding the plane, salvaged from a wreckage, in 2003.

He said his interest in the fighter plane was spurred by the fact that his grandfather worked for the company, Commonwealth Aircraft Corporation, that made it. "I wanted to bring one back from the dead for people to see," he said. He said he started rebuilding the plane in his parents' carport before he bought his own house but eventually he ran out of space in his two-car garage.

"It was pretty difficult," he said. "There wasn't a lot of space. "I've wanted for a long time for the public to see (the Boomerang). It will help educate people."

The plane has been moved to the B-24 Liberator Restoration Fund hangar in Werribee so that he can finish it. The fund's future development co-ordinator David Miller said the plane was on display alongside the B24 Liberator and the new rebuilding project, the Airspeed Oxford.

He said it was ironic that the fighter plane had ended up at the hangar. "When the Boomerang was first being tested out of Laverton, its propeller stopped working and it crash-landed at this airfield," Mr Miller said.

Now there is an extra reason to visit the hangar.....You can see the progress on the rebuilding [HERE](#).

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Information Overload!!

These days our brains are busier than ever before. We're assaulted with facts, pseudo facts, jibber-jabber and rumour, all posing as information. Trying to figure out what you need to know and what you can ignore is exhausting. At the same time, we are all doing more. Thirty years ago, travel agents made our airline and rail reservations, salespeople helped us find what we were looking for in shops, and professional typists or secretaries helped busy people with their correspondence. Now we do most of those things ourselves. We are doing the jobs of 10 different people while still trying to keep up with our lives, our children and parents, our friends, our careers, our hobbies, and our favourite TV shows.



Our smartphones have become Swiss army knife-like appliances that include a dictionary, calculator, web browser, email, appointment calendar, voice recorder, guitar tuner, weather forecaster, GPS, texter, tweeter, Facebook updater, and flashlight. They're more powerful and do more things than the most advanced computer at IBM corporate headquarters 30 years ago could do. And we use them all the time, they are part of the 21st-century mania for cramming everything we do into every single spare moment of downtime. We text while we're walking across the street, catch up on email while standing in a queue – and while having lunch with friends, we surreptitiously check to see what our other friends are doing. At the kitchen counter, cosy and secure in our domicile, we write our shopping lists on smartphones while we are listening to that wonderfully informative podcast on urban beekeeping.



But there's a fly in the ointment. Although we think we're doing several things at once, multitasking, this is a powerful and diabolical illusion. Earl Miller, a neuroscientist at MIT and one of the world experts on divided attention, says that our brains are "not wired to multitask well... When people think they're multitasking, they're actually just switching from one task to another very rapidly. And every time they do, there's a cognitive cost in doing so." So we're not actually keeping a lot of balls in the air like an expert juggler; we're more like a bad amateur plate spinner, frantically switching from one task to another, ignoring the one that is not right in front of us but worried it will come crashing down any minute. Even though we think we're getting a lot done, ironically, multitasking makes us demonstrably less efficient.

Multitasking has been found to increase the production of the stress hormone cortisol as well as the fight-or-flight hormone adrenaline, which can overstimulate your brain and cause mental fog or scrambled thinking. Multitasking creates a dopamine-addiction feedback loop, effectively



rewarding the brain for losing focus and for constantly searching for external stimulation. To make matters worse, the prefrontal cortex has a novelty bias, meaning that its attention can be easily hijacked by something new – the proverbial shiny objects we use to entice infants, puppies, and kittens. The irony here for those of us who are trying to focus amid competing activities is clear: the very brain region we need to rely on for staying on task is easily distracted. We answer the phone, look up something on the internet, check our email, send an SMS, and each of these things tweaks the novelty-seeking, reward-seeking centres of the brain, causing a burst of endogenous opioids (no wonder it feels so good!), all to the detriment of our staying on task. It is the ultimate empty-caloried brain candy. Instead of reaping the big rewards that come from sustained, focused effort, we instead reap empty rewards from completing a thousand little sugar-coated tasks.



In the old days, if the phone rang and we were busy, we either didn't answer or we turned the ringer off. When all phones were wired to a wall, there was no expectation of being able to reach us at all times – one might have gone out for a walk or been between places – and so if someone couldn't reach you (or you didn't feel like being reached), it was considered normal. Now more people have mobile phones than have toilets. This has created an implicit expectation that you should be able to reach someone when it is convenient for you, regardless of whether it is convenient for them. This expectation is so ingrained that people in meetings routinely answer their mobile phones to say, "I'm sorry, I can't talk now, I'm in a meeting." Just a decade or two ago, those same people would have let a landline on their desk go unanswered during a meeting, so different were the expectations for reachability.

Just having the opportunity to multitask is detrimental to cognitive performance. Glenn Wilson, former visiting professor of psychology at Gresham College, London, calls it info-mania. His research found that being in a situation where you are trying to concentrate on a task and an email is sitting unread in your inbox, can reduce your effective IQ by 10 points. And although people ascribe many benefits to marijuana, including enhanced creativity and reduced pain and stress, it is well documented that its chief ingredient, cannabimimetic, activates dedicated cannabimimetic receptors in the brain and interferes profoundly with memory and with our ability to concentrate on several things at once. Wilson showed that the cognitive losses from multitasking are even greater than the cognitive losses from pot-smoking.



Russ Poldrack, a neuroscientist at Stanford, found that learning information while multitasking causes the new information to go to the wrong part of the brain. If students study and watch TV



at the same time, for example, the information from their schoolwork goes into the striatum, a region specialised for storing new procedures and skills, not facts and ideas. Without the distraction of TV, the information goes into the hippocampus, where it is organised and categorised in a variety of ways, making it easier to retrieve. MIT's Earl Miller adds, "People can't do [multitasking] very well, and when they say they can, they're deluding themselves." And it turns out the brain is very good at this deluding business.

Asking the brain to shift attention from one activity to another causes the prefrontal cortex and striatum to burn up oxygenated glucose, the same fuel they need to stay on task.



The kind of rapid, continual shifting we do with multitasking causes the brain to burn through fuel so quickly that we feel exhausted and disoriented after even a short time. We've literally depleted the nutrients in our brain. This leads to compromises in both cognitive and physical performance. Among other things, repeated task switching leads to anxiety, which raises levels of the stress hormone cortisol in the brain, which in turn can lead to aggressive and impulsive behaviour. By contrast, staying on task is controlled by the anterior cingulate and the striatum, and once we engage the central executive mode, staying in that state uses less energy than multitasking and actually reduces the brain's need for glucose.

To make matters worse, lots of multitasking requires decision-making: Do I answer this text message or ignore it? How do I respond to this? How do I file this email? Do I continue what I'm working on now or take a break? It turns out that decision-making is also very hard on your neural resources and that little decisions appear to take up as much energy as big ones. One of the first things we lose is impulse control. This rapidly spirals into a depleted state in which, after making lots of insignificant decisions, we can end up making truly bad decisions about something important. Why would anyone want to add to their daily weight of information processing by trying to multitask?

In discussing information overload with Fortune 500 leaders, top scientists, writers, students, and small business owners, email comes up again and again as a problem. It's not a philosophical objection to email itself, it's the mind-numbing number of emails that come in. Workers in government, the arts, and industry report that the sheer volume of email they receive is overwhelming, taking a huge bite out of their day. We feel obliged to answer our emails, but it seems impossible to do so and get anything else done.



Before email, if you wanted to write to someone, you had to invest some effort in it. You'd sit down with pen and paper, or at a typewriter, and carefully compose a message. There wasn't anything about the medium that lent itself to dashing off quick notes without giving them much thought, partly because of the ritual involved, and the time it took to write a note, find and address an envelope, add postage, and take the letter to a mailbox. Because the very act of writing a note or letter to someone took this many steps, and was spread out over time, we didn't go to the trouble unless we had something important to say. Because of email's immediacy, most of us give little thought to typing up any little thing that pops in our heads and hitting the send button. And email doesn't cost anything.

Sure, there's the money you paid for your computer and your internet connection, but there is no incremental cost to sending one more email. Compare this with paper letters. Each one incurred the price of the envelope and the postage stamp, and although this doesn't represent a lot of money, these were in limited supply – if you ran out of them, you'd have to make a special trip to the stationery store and the post office to buy more, so you didn't use them frivolously. The sheer ease of sending emails has led to a change in manners, a tendency to be less polite about what we ask of others. Many professionals tell a similar story. One said, "A large proportion of emails I receive are from people I barely know asking me to do something for them that is outside what would normally be considered the scope of my work or my relationship with them. Email somehow apparently makes it OK to ask for things they would never ask by phone, in person, or in snail mail".



There are also important differences between snail mail and email on the receiving end. In the old days, the only mail we got came once a day, which effectively created a cordoned-off section of your day to collect it from the mailbox and sort it. Most importantly, because it took a few days to arrive, there was no expectation that you would act on it immediately. If you were engaged in another activity, you'd simply let the mail sit in the box outside or on your desk until you were ready to deal with it. Now email arrives continuously, and most emails demand some sort of action: Click on this link to see a video of a baby panda, or answer this query from a co-worker, or make plans for lunch with a friend, or delete this email as spam. All this activity gives us a sense that we're getting things done – and in some cases we are. But we are sacrificing efficiency and deep concentration when we interrupt our priority activities with email.

Until recently, each of the many different modes of communication we used signalled its relevance, importance, and intent. If a loved one communicated with you via a poem or a song, even before the message was apparent, you had a reason to assume something about the nature of the content and its emotional value. If that same loved one communicated instead via a summons, delivered by an officer of the court, you would have expected a different message



before even reading the document. Similarly, phone calls were typically used to transact different business from that of telegrams or business letters. The medium was a clue to the message. All of that has changed with email and this is one of its overlooked disadvantages – because it is used for everything. In the old days, you might sort all of your postal mail into two piles, roughly corresponding to personal letters and bills. If you were a corporate manager with a busy schedule, you might similarly sort your telephone messages for call-backs. But emails are used for all of life's messages. We compulsively check our email in part because we don't know whether the next message will be for leisure/amusement, an overdue bill, a "to do", a query... something you can do now, later, something life-changing, something irrelevant.

This uncertainty wreaks havoc with our rapid perceptual categorisation system, causes stress, and leads to decision overload. Every email requires a decision! Do I respond to it? If so, now or later? How important is it? What will be the social, economic, or job-related consequences if I don't answer, or if I don't answer right now?

Because it is limited in characters, texting discourages thoughtful discussion or any level of detail and its addictive problems are compounded by its hyper-immediacy.



Now of course email is approaching obsolescence as a communicative medium. Most people under the age of 30 think of email as an outdated mode of communication used only by "old people". In its place they text, and some still post to Facebook. They attach documents, photos, videos, and links to their text messages and Facebook posts the way people over 30 do with email. Many people under 20 now see Facebook as a medium for the older generation.

For them, texting has become the primary mode of communication. It offers privacy that you don't get with phone calls, and immediacy you don't get with email. Crisis hotlines have begun accepting calls from at-risk youth via texting and it allows them two big advantages: they can deal with more than one person at a time, and they can pass the conversation on to an expert, if needed, without interrupting the conversation.

But texting suffers from most of the problems of email and then some. Because it is limited in characters, it discourages thoughtful discussion or any level of detail. And the addictive problems are compounded by texting's hyperimmediacy. Emails take some time to work their way through the internet and they require that you take the step of explicitly opening them. Text messages magically appear on the screen of your phone and demand immediate attention from you. Add to that the social expectation that an unanswered text feels insulting to the sender, and you've got a recipe for addiction: you receive a text, and that activates your novelty centres. You respond and feel rewarded for having completed a task (even though that task was entirely unknown to you 15 seconds earlier). Each of those delivers a shot of dopamine as your limbic system cries out "More! More! Give me more!"



In a famous experiment, Peter Milner and James Olds, both neuroscientists, placed a small electrode in the brains of rats, in a small structure of the limbic system called the nucleus accumbens.

This structure regulates dopamine production and is the region that “lights up” when gamblers win a bet, drug addicts take cocaine, or people have orgasms – Olds and Milner called it the pleasure centre. A lever in the cage allowed the rats to send a small electrical signal directly to their nucleus accumbens. Do you think they liked it? Boy how they did! They liked it so much that they did nothing else. They forgot all about eating and sleeping. Long after they were hungry, they ignored tasty food if they had a chance to press that little chrome bar; they even ignored the opportunity for sex. The rats just pressed the lever over and over again, until they died of starvation and exhaustion. Does that remind you of anything? A 30-year-old man died in Guangzhou (China) after playing video games continuously for three days. Another man died in Daegu (Korea) after playing video games almost continuously for 50 hours, stopped only by his going into cardiac arrest.



Each time we dispatch an email in one way or another, we feel a sense of accomplishment, and our brain gets a dollop of reward hormones telling us we accomplished something. Each time we check a Twitter feed or Facebook update, we encounter something novel and feel more connected socially (in a kind of weird, impersonal cyber way) and get another dollop of reward hormones. But remember, it is the dumb, novelty-seeking portion of the brain driving the limbic system that induces this feeling of pleasure, not the planning, scheduling, higher-level thought centres in the prefrontal cortex. Make no mistake: email, Facebook and Twitter checking constitute a neural addiction.

Recycling day should be renamed, 'See who's an alcoholic in the street' day.

Walking: Trim your waistline, improve your health.



Can you really walk your way to fitness? You bet you can! Get started today.

Know the benefits!

Physical activity doesn't need to be complicated. Something as simple as a daily brisk walk can help you live a healthier life. For example, regular brisk walking can help you:

- Maintain a healthy weight,



- Prevent or manage various conditions, including heart disease, high blood pressure and type 2 diabetes,
- Strengthen your bones,
- Lift your mood,
- Improve your balance and coordination.

The faster, farther and more frequently you walk, the greater the benefits.

Consider your technique!

Turning your normal walk into a fitness stride requires good posture and purposeful movements. Ideally, here's how you'll look when you're walking:

- Your head is up. You're looking forward, not at the ground.
- Your neck, shoulders and back are relaxed, not stiffly upright.
- You're swinging your arms freely with a slight bend in your elbows. A little pumping with your arms is OK.
- Your stomach muscles are slightly tightened and your back is straight, not arched forward or backward.
- You're walking smoothly, rolling your foot from heel to toe. (Sorry! - *The devil made me do it!* - tb)



Plan your routine!

As you start your walking routine, remember to:

- **Get the right gear.** Choose shoes with proper arch support, a firm heel and thick flexible soles to cushion your feet and absorb shock. If you walk outdoors when it's dark, wear bright colours or reflective tape for visibility.
- **Choose your course carefully.** If you'll be walking outdoors, avoid paths with cracked sidewalks, potholes, low-hanging limbs or uneven turf.
- **Warm up.** Walk slowly for five to 10 minutes to warm up your muscles and prepare your body for exercise.
- **Cool down.** At the end of your walk, walk slowly for five to 10 minutes to help your muscles cool down.
- **Stretch.** After you cool down, gently stretch your muscles. If you'd rather stretch before you walk, remember to warm up first.



Set realistic goals!

For most healthy adults, it is recommended that you have at least two hours and 30 minutes a week of moderate aerobic activity or one hour and 15 minutes a week of vigorous aerobic activity — preferably spread throughout the week — and strength training exercises at least twice a week.

As a general goal, aim for at least 30 minutes of physical activity a day. If you can't set aside that much time, try two 15-minute sessions or three 10-minute sessions throughout the day. Remember, though, it's OK to start slowly — especially if you haven't been exercising regularly. You might start with five minutes a day the first week, and then increase your time by five minutes each week until you reach at least 30 minutes.

Track your progress!

Keeping a record of how many steps you take, the distance you walk and how long it takes can help you see where you started from and serve as a source of inspiration. Just think how good you'll feel when you see how many miles you've walked each week, month or year. Record these numbers in a walking journal or log them in a spreadsheet or a physical activity app. Another option is to use an electronic device — such as a pedometer — to calculate steps and distance.



Stay motivated!

Starting a walking program takes initiative. Sticking with it takes commitment. To stay motivated:

- **Set yourself up for success.** Start with a simple goal, such as, "I'll take a 10-minute walk during my lunch break." When your 10-minute walk becomes a habit, set a new goal, such as, "I'll walk for 20 minutes after work." Soon you could be reaching for goals that once seemed impossible.
- **Make walking enjoyable.** If you don't enjoy solitary walks, ask a friend or neighbor to join you. If you're invigorated by groups, join a health club.
- **Vary your routine.** If you walk outdoors, plan several different routes for variety. If you're walking alone, be sure to tell someone which route you're taking.
- **Take missed days in stride.** If you find yourself skipping your daily walks, don't give up. Remind yourself how good you feel when you include physical activity in your daily routine — and then get back on track.

Once you take that first step, you're on the way to an important destination — better health.



A husband feared his wife wasn't hearing as well as she used to, and he thought she might need a hearing aid. Not quite sure how to approach her, he called the family doctor to discuss the problem. The doctor told him there is a simple informal test the husband could perform to give the doctor a better idea about her hearing loss. "Here's what you do," said the Doctor. "Stand about 40 feet away from her and in a normal conversational speaking tone, see if she hears you. If not, go to 30 feet, then 20 feet, and so on until you get a response." That evening, the wife is in the kitchen cooking dinner, and the husband was in the den. He says to himself, "I'm about 40 feet away, let's see what happens." Then in a normal tone he asks, "Honey, what's for dinner?" No response. So the husband moves closer to the kitchen, about 30 feet from his wife and repeats, "Honey, what's for dinner?" Still no response. Next he moves into the dining room where he is about 20 feet from his wife and asks, "Honey, what's for dinner?" Again he gets no response. So, he walks up to the kitchen door, about 10 feet away. "Honey, what's for dinner?" Again there is no response. So he walks right up behind her. "Honey, what's for dinner?" "Ralph, for the FIFTH time, CHICKEN!"

Alcohol use: If you drink, keep it moderate.

Alcohol use can be a slippery slope. Moderate drinking can offer some health benefits, but heavy drinking can have serious consequences. It sounds like a mixed message, although drinking alcohol may offer some health benefits, especially for your heart, on the other hand, alcohol may increase your risk of health problems and damage your heart. So which is it?

When it comes to drinking alcohol, the key is doing so only in moderation. Certainly, you don't have to drink any alcohol and if you currently don't drink, don't start drinking for the possible health benefits. In some cases, it's safest to avoid alcohol entirely — the possible benefits don't outweigh the risks.

Here's a closer look at the connection between alcohol and your health.

Health benefits of moderate alcohol use!

Moderate alcohol consumption may provide some health benefits. It **may**:

- Reduce your risk of developing and dying from heart disease
- Possibly reduce your risk of ischemic stroke (when the arteries to your brain become narrowed or blocked, causing severely reduced blood flow)
- Possibly reduce your risk of diabetes.

Even so, the evidence about the possible health benefits of alcohol isn't certain, and alcohol may not benefit everyone who drinks.



Guidelines for moderate alcohol use!

If you choose to drink alcohol, do so only in moderation. For healthy adults, that means up to one drink a day for women of all ages and men older than age 65, and up to two drinks a day for men age 65 and younger.

Examples of one drink include:

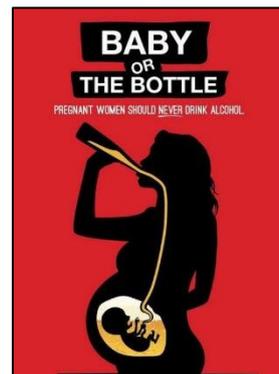
- **Beer:** 12 fluid ounces (355 milliliters)
- **Wine:** 5 fluid ounces (148 milliliters)
- **Distilled spirits (80 proof):** 1.5 fluid ounces (44 milliliters).

Moderate alcohol use may be of most benefit if you're an older adult or if you have existing risk factors for heart disease. If you're a middle-aged or younger adult, some evidence shows that even moderate alcohol use may cause more harm than good. You can take other steps to benefit your cardiovascular health besides drinking — eating a healthy diet and exercising, for example.

When to avoid alcohol use!

In certain situations, the risks of alcohol use may outweigh the possible health benefits. For example, use alcohol only with great care and after consulting your doctor if:

- You're pregnant or trying to become pregnant
- You've been diagnosed with alcoholism or alcohol abuse, or you have a strong family history of alcoholism
- You have liver or pancreatic disease
- You have heart failure or you've been told you have a weak heart
- You take prescription or over-the-counter medications that can interact with alcohol
- You've had a haemorrhagic stroke (when a blood vessel in your brain leaks or ruptures)
- Keep in mind that even moderate use isn't risk-free. For example, drinking and driving is never a good idea.



The risks of heavy alcohol use!

It doesn't sound like a lot but heavy drinking is defined as more than three drinks on any day or more than seven drinks a week for women and for men older than age 65, and more than four drinks on any day or more than 14 drinks a week for men age 65 and younger. Binge drinking is defined as four or more drinks within two hours for women and five or more drinks within two hours for men.



While moderate alcohol use may offer some health benefits, heavy drinking — including binge drinking — has no health benefits. Excessive drinking can increase your risk of serious health problems, including:

- Certain cancers, including breast cancer and cancers of the mouth, pharynx, larynx and esophagus
- Pancreatitis
- Sudden death if you already have cardiovascular disease
- Heart muscle damage (alcoholic cardiomyopathy) leading to heart failure
- Stroke
- High blood pressure
- Liver disease
- Suicide
- Accidental serious injury or death
- Brain damage and other problems in an unborn child
- Alcohol withdrawal syndrome.

Drink alcohol only in moderation — or not at all.

The latest dietary guidelines make it clear that no one should begin drinking or drink more frequently on the basis of potential health benefits. So don't feel pressured to drink alcohol. If you do drink alcohol and you're healthy, there's probably no need to stop as long as you drink responsibly and in moderation.

Everyone thinks I'm a hypochondriac – it makes me sick.

Halal

There has been, and there will continue to be, a lot of discussion on the promotion of Halal products – what's it all about??

Halal is an Arabic word meaning lawful or permitted. In reference to food, it is the dietary standard, as prescribed in the Koran (the Muslim scripture). The opposite of halal is haram, which means unlawful or prohibited. Halal and haram are universal terms that apply to all facets of life. These terms are commonly used in relation to food products, meat products, cosmetics, personal care products, pharmaceuticals, food ingredients, and food contact materials.

In general every food is considered halal in Islam unless it is specially prohibited by the Koran. By official definition, halal foods are those that are:



- a. Free from any component that Muslims are prohibited from consuming according to Islamic law (Shariah).
- b. Processed, made, produced, manufactured and/or stored using utensils, equipment and/or machinery that have been cleansed according to Islamic law.

Muslims eat to maintain a strong and healthy physique in order to be able to contribute their knowledge and effort for the welfare of the society. Muslims are supposed to make an effort to obtain the best quality nutritionally. It is mentioned in a *Hadith* that the prayer of a person is rejected by Allah if the food consumed is prohibited (haram).

All foods are considered halal except the following (which are haram):

- Alcoholic drinks and intoxicants.
- Non-Halal Animal Fat.
- Enzymes (Microbial Enzymes are permissible).
- Gelatine - from non-Halal source (fish gelatine is Halal).
- L-cysteine (if from human hair).
- Lard.
- Lipase (only animal lipase need be avoided).
- Non-Halal Animal Shortening.
- Pork, Bacon / Ham and anything from pigs.
- Unspecified Meat Broth.
- Rennet (All forms should be avoided except for plant / microbial / synthetic - rennet obtained from halal slaughtered animal is permissible).
- Stock (a blend of mix species broth or meat stock).
- Tallow (non-Halal species).
- Carnivorous animals, birds of prey and certain other animals.
- Foods contaminated with any of the above products.

Foods containing ingredients such as gelatin, enzymes, emulsifiers, and flavours are questionable, because the origin of these ingredients is not known. In the meat and poultry food industry, animals such as cows, veal, lamb, sheep, goats, turkeys, chickens, ducks, game birds, bison, venison, etc, are considered halal, but they must be prepared according to Islamic laws in order for their meat to be suitable for consumption.

Fish and seafood (with the exception of crocodiles, alligators and frogs) are generally acceptable for Muslims. The preparation of the fish or seafood should not include alcohol (ie batter or wine, or anything considered haram).

In cases of necessity, prohibited things may become permissible (halal) for the duration of the emergency or need, as Islam puts a priority on life over death.



Halal describes what is lawful for Muslims to eat. Halal food laws are based on an interpretation of the Koran and sets out the range of beverages and foods (including meat) that are acceptable for Muslims to eat. The procedures for Halal slaughter can vary from place to place because of the differing interpretations, this is how the interpretation is accepted in Australia.

The main concern with halal slaughter is whether or not pre-slaughter stunning is used. In Australia, the national standard for meat production requires that all animals must be effectively stunned (unconscious) prior to slaughter. The vast majority of halal slaughter in Australia (including at export abattoirs) complies with this standard, that is, all animals are stunned prior to slaughter. The only difference is that a reversible stunning method is used, while conventional humane slaughter may use an irreversible stunning method. The time to regain consciousness following a reversible stun may vary depending on the intensity of the stun. At Australian abattoirs, the aim is to ensure that reversible stunning is done in a way that depth of unconsciousness is sufficient to allow for the animal to bleed out and die before there is a chance of regaining consciousness.

Halal slaughter in overseas abattoirs often does not include stunning - this is the key difference between halal slaughter in Australia and many other countries. Although reversible stunning is far better from an animal welfare perspective than no stunning at all, irreversible stunning is more effective in inducing unconsciousness than reversible stunning and is therefore the preferred method.

In Australia, products that have been certified as Halal wear the Halal Australia symbol.

You can see all the companies that have their products Halal certified for sale in Australia [HERE](#).



A natural death is where you die by yourself without the aid of a doctor.

Exercise

If you have a condition that would benefit from regular exercise, such as PTSD, diabetes, hypertension, obesity, osteoarthritis, chronic pain, back pain, cardiovascular disease or perhaps you have had heart troubles, or joint replacement surgery or have suffered muscular injuries and you are an entitled person as per the DVA conditions [HERE](#), then the first thing you



should do is find a suitable venue where you can be treated. Remember, DVA does not pay for general gym programs, you will only be treated for the condition(s) mentioned in the referral and the person providing the treatment must be a University Accredited and nationally recognised Exercise Physiologist (EP), who must be present for the entire treatment session. When you have found a venue that is comfortable to you, see your Medical Provider and obtain the referral.

If you live in Queensland, one such provider we can suggest is a group called [Active Body Conditioning](#) which operates from a number of Gyms. Currently they provide health care at Goodna, Enoggera, Cairns, Rockhampton, Gladstone and will soon have facilities on the Gold Coast and at Bundaberg. If you live on the northern side of Brisbane, they operate from the Anytime Fitness Gym on the corner of Samford and Enoggera Rds, Enoggera (below), not far from the Gallipoli Army Barracks.



Cameron Wilson looks after the troops at the Enoggera Gym.
He will design a program for you and have you climbing mountains in no time.

Active Body Conditioning (ABC) was established in January 2012 with the aim of providing a personal, safe and warm environment for exercise and to assist in fighting the battle of chronic disease and disability. ABC's Exercise Physiologists provide specialised interventions through

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exercise testing, health and physical activity education and extensive knowledge. They also provide advice, support, and prescription for management of chronic disease, injury specific, musculo-skeletal, neurological and cardiac rehabilitation as well as personal training for general health and well-being.

If you could benefit from some exercise, and you're entitled to DVA benefits, don't put it off any longer, make the New Year's resolution and start to enjoy life again.

If you could do with a bit of a work-out, give them a ring, (0401 857 859) it could be the smartest thing you do this year.

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HARS.

On the 16th March, after over 25 years in service, carrying almost 4.1 million passengers on 13,833 flights over a distance of 85 million kilometres, equivalent to 110 return trips to the moon, Qantas' first-ever Boeing 747-400 made one last flight to its new home at Australia's Historical Aviation Restoration Society (HARS) museum at Albion Park, 20 Klms south of the NSW south coast city of Wollongong. This aircraft joined the Qantas fleet in 1989 with the registration number VH-OJA and was just the twelfth 747-400 to be built out of a total of 694.

The first 747, a 747-238B, arrived at Qantas in July 1971 followed by 3 more later that year. In all, a total of 23 747-238B aircraft, two of which were Combis, were ordered and operated, the last of which was retired in 2013, being sold to Al Sayegh Airline in the UAE.

Qantas started to replace its aging and inefficient 238B models with the 400 series in 1989, with OJA arriving in August of that year. Many more were to follow over the years and today, after most have been sold off, 12 of the model still fly. Over the years Qantas has had 65 jumbo jets of various versions in its fleet.



These days it is difficult to find a new home for a retired 747 as compared too modern aircraft, they are far too inefficient so they are usually broken up and sold for scrap. Qantas wanted to keep this particular aircraft for two reasons, firstly it was the first 400 series they obtained and secondly as it was the aircraft that set a record in 1989 for flying non-stop from London to Sydney in 20 hours and nine minutes.



Negotiations took some time before approval was granted to allow the aircraft to land on the 1,819 m x 30 m runway. The 747 usually requires a 45 m (wide) runway in order that its two outboard engines do not overhang the grassed area each side of the strip, but on the day, as the landing was well planned, the aircraft landed safely, watched by thousands, and it pulled up well short of the threshold. From there it was towed to its final resting place at the Albion Park airstrip, next to the museum hanger and is now being readied for its first lot of visitors. Click [HERE](#) to see a video of the aircraft landing.

The airport, which is now owned and operated by the Shellharbour City Council, has a history itself. In 1942, the Australian Government compulsorily acquired land in the area and RAAF Albion Park was commissioned. The Base was used to train pilots for the war and as a base from which aircraft could protect the important strategic steelworks at Port Kembla. After the war, Trans Australian (TAA) and Australian National Airlines (ANA) ran services from Albion Park to Canberra and Melbourne but as roads and cars improved these services were withdrawn in 1950. In 1960 the Government granted Shellharbour Municipal Council with permissive occupancy of the aerodrome and in 1962 the ownership was transferred under the Commonwealth Aerodrome Local Ownership Plan (ALOP).

In 1979, a group of aviation enthusiasts interested in the preservation of Australian aviation history got together and decided to “set up shop” at the airport and as a result the Historical Aircraft Restoration Society Inc (HARS) was established as a not-for-profit organisation. Their charter was *to recover, and where possible restore to flying condition, aircraft or types of aircraft that have played a significant part in Australian Aviation History both in the Civil and Military arenas.*

In order to achieve their objectives HARS recruited specialist people from within the aviation industry who were interested in the preservation of historical aircraft. They now have, within their membership, over 70 licensed aircraft engineers out of a total of 480 people. Their licenses cover virtually all of the skills recognised within the industry. Costs are met partly from donations from corporate sponsorship and from the general public. In addition, HARS has received a Federal Government Grant of \$275,000 to assist in the erection of the Museum and Education Building.



In 1997 the International Guild of Air Pilots and Air Navigators awarded the Grand Master's Australian Award to HARS in recognition of the outstanding restoration of the Lockheed Super Constellation. This was presented in London in December 1998 to their

President, Mr Robert De La Hunty OAM, on behalf of HRH Prince Phillip, Duke of Edinburgh.



The Commonwealth Government withdraw from the local ownership plan in 1990 leaving the Council with full responsibility for the care and control of the airport. The Council's annual maintenance and operational costs effectively doubled as they no longer received a financial subsidy. A management study, completed by aviation consultants in 1990 provided a framework for future management and development for the airport. A master plan was prepared and still forms the basis for current development proposals. A number of studies and business surveys have been carried out to support development works and other initiatives aimed at establishing a commercially viable business, which provides a range of services to the public.

To date HARS has restored, or has acquired, the following aircraft:

[Boeing 747-438 \(VH-OJA\)](#)

[Lockheed L-1049 Super Constellation](#)

[Consolidated PBY Catalina](#)

[Dassault Mirage IIIO \(A3-42\)](#)

[Lockheed P-2 Neptune \(273\[11\] & 566\)](#)

[Douglas C47 Dakota \(A65-94 & A65-95\)](#)

[Convair 340-67 Airliner](#)

[De Havilland Vampire \(A79-637 & A79-665\)](#)

[Bristol Beaufighter](#)

[Bell AH-1 Cobra](#)

[de Havilland DHA-3 Drover](#)

[Cessna 310 \(VH-REK\)](#)

[De Havilland Tiger Moth](#)

[CAC Winjeel](#)

[Cessna 180](#)

[Cessna 172](#)

[De Havilland Canada DHC-4 Caribou \(A4-210 and A4-234\)](#)

[Messerschmitt Bf 108 \(NORD 1002\)](#)

[Let L-200 Morava](#)

[Auster Autocar](#)

[English Electric Canberra](#)

[General Dynamics F-111C](#)

[Hawker Hunter FGA](#)



The Connie and one of the Neptunes, both of which are air-worthy and which regularly fly and attend air-shows, are housed in hangar 1.

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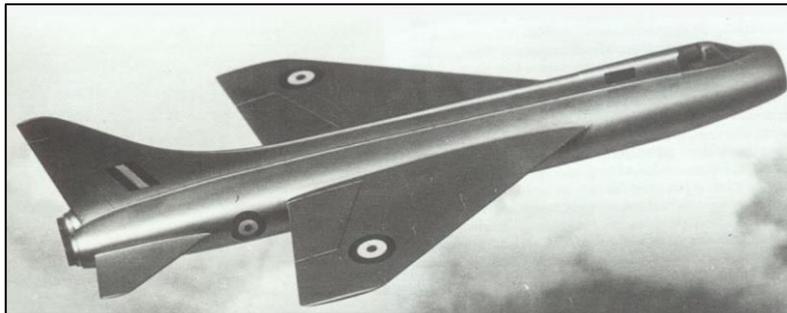
One of the two fully serviceable Caribous which also attend air-shows around the country. Unfortunately flying these aircraft while on the civvy register does not allow them to perform as they can - they are not able to operate to their spectacular capability when on show, flying a circuit like a Douglas C-124 Globemaster II on one engine is not an impressive sight. Perhaps they would be better suited to a static display.



The Mirage sits quietly under Connie's mother wing.



As early as 1949 the RAAF began planning a replacement fighter for the locally-built Mustang and Vampire. Successive aircraft under consideration included the Grumman Panther; the proposed ambitious CAC designed large, twin-engine, all-weather CA-23 fighter (below) and the Hawker P-1081. In the event, Gloster Meteors were obtained in 1951 for service with 77 Squadron in the Korean War. In the same year, plans were finalised for the Commonwealth Aircraft Corporation (CAC) to build a locally-redesigned version of the North American F-86F Sabre swept-wing fighter. The CAC Avon Sabre was based on the design of the North American F86 Sabre, but was



modified, due in part to the technical investigations initiated by CAC Manager, L J Wackett, to meet local conditions and requirements. CAC won the contract to produce one prototype (A94-101) and 70 production aircraft in February 1951. The resultant aircraft, sometimes called the Avon-Sabre, became the best of the numerous Sabre variants built throughout the world.

The prototype CAC CA-26 Sabre Mk 30 (A94-101) first flew on 3 August 1953, with an imported Avon engine and was piloted by Flight Lieutenant Bill Scott. During a test flight of this aircraft at Avalon Airfield on 21 August 1953, Scott took the aircraft to a height of 42,000 feet put it into a dive and at 36,000 feet exceeded the sound barrier (at an approximate speed of 565 knots thus becoming the first aircraft in Australia to exceed the speed of sound.)

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Sabre, A94-901, on display with the ex-Qantas Boeing 747.



A94-101 went to Aircraft Research and Development Unit (ARDU) in 1955 and in later years resided at Wagga as an instructional airframe. In 1960 it was used for ejection seat trials following three fatal Sabre accidents. By June 1977, it had been transferred to Point Cook on account of its historical significance, and is now on display at the RAAF Museum.



The first production CA-27 Sabre, A94-901, flew on 13 July 1954 and was followed by a further 21 Mk 30s, all with imported Avons and leading-edge slats. From 1955, the next 20 Sabre Mk 31s, were powered with the CAC Avon Mk 20, had an extended leading-edge, additional fuel cells, and fitments for drop-tanks, bombs, and rockets. The earlier Mk 30s were then modified to Mk 31 standard. The final version of the CAC

Sabre was the Mk 32 of which 69 were built. These carried additional drop-tanks and rockets and, from 1960, Sidewinder air-to-air missiles. All earlier Sabres were similarly modified and retrospectively fitted with the CAC Avon Mk 26 engine. The last CAC Sabre, A94-371, completed acceptance trials on 19 December 1961.

A94-901 went to ARDU in August 1954 and at some stage was modified from a Mk 30 to a Mk 31. From 1961 to 1965 it served as part of the Black Panthers Aerobatic Team (76 Sqn) and was due to be converted to components at the end of 1966, however it survived and was displayed at the Warbirds Aviation Museum at Temora in NSW. It then made its way to the CAC factory at Fishermans Bend, where it stood as a 'gate guardian' until the late 1990's when a team from Hawker de Havilland dismantled it and transported it to the HdH facility at Bankstown. Restoration was completed and A94-901 and it is now on permanent display at Albion Park.

Human beings, who are almost unique in having the ability to learn from the experience of others, are also remarkable for their apparent disinclination to do so.

Wings over Illawarra.

If you're into aeroplanes, the Museum is a must see. It is operated a little differently to other museums in that you are escorted throughout the hangers by one of the many volunteers who introduce you to each aircraft and explain its role and its significance.



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If you're in the area early in May, the Museum will host the Wings over Illawarra "Airshow". This year it will be a 2 day event, held over the weekend 2nd and 3rd May.

It will be a great weekend for the entire family with a wide range of activities and displays, including an Air Show of aerobatic, historic, modern and military aircraft along with defence force exhibits, static aircraft displays, classic cars and bikes, amusement rides and merchandise and food stalls.



Gates are open from 9:00 am to 5:00 pm Saturday and Sunday with the air displays on from 11:30 am to 4:30 pm Saturday and from 10:30 am to 3:30 pm on the Sunday.

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

There are two ways to argue with a woman. Neither works.

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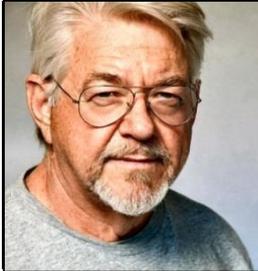
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It's Elementary.

Anthony Element

How To Make A Living Out Of Being: (Nearly Always) - Wrong!

Harvey and I were in our usual late afternoon position, i.e. kicked back in a couple of folding chairs in front of his garage, tinnies in hand, watching the sun slip down behind the hills across the valley.

You all know Harvey by now. Suffice to say, we're mates, him and me.

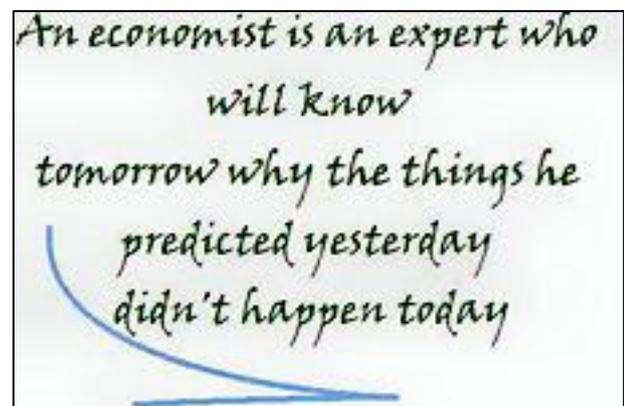
At times like that – well, pretty much any time really – Harvey likes to listen to The Grateful Dead at a volume that blisters paint, but right then the record – yeah, Harvey's a bit of a traditionalist - had ended and neither of us had quite worked up the energy to go and change it. Harvey took a sip, belched from deep in his capacious stomach and, with a meditative expression, said, "Have you ever wondered why anyone would choose a profession where you're paid to make predictions and you're almost always wrong? Be bloody frustrating."

"Well," I replied, "my Uncle Clem used to bet on the nags."

"No, I mean as a job, not a hobby."

"I think Clem thought it was his job. His missus must've thought so too, 'cos she reckoned that's all he ever did. Not that he was much good at it, mind."

"Forget your Uncle Clem," Harvey said. "I'm talking about being an economist."



I didn't really know what to say to that so I kept quiet.



After taking another drink, he continued, “For a hundred years economists have been trained to believe nonsense. Consequently, they’re nearly always wrong.”

“Sometimes, they get it right,” I said.

“Well, yeah... sometimes. But there are tens of thousands of economists in the world, so statistically a few of them are bound to be right... sometimes.”

“So, I ventured, “What’s this nonsense they’re trained to believe?”

Harvey folded his drained tinnie and with unerring precision, flicked it dead centre into his dedicated, ‘Empty Tinnie Bin’. It’s nearly always full, but God help anyone who puts anything other than empties in it.



“First of all,” he said, “did you know there’s no such actual thing as an ‘economy’?”

“That’s going to come as a surprise to Joe Hockey,” I murmured.

“What we call the economy is simply the end result of billions of decisions people and governments make all the time. But it’s not a thing and nobody controls it. It’s like the company ute. Everybody drives the ute, nobody’s in charge of it, so it’s always dirty. Same with the economy. Nobody’s in charge of it, but everybody’s part of it, so it’s always a mess.”

“So why don’t they put someone in charge?” I asked.

“Yeah, well, the Communists tried that. Didn’t work out too well for them.”

I levered myself out of my chair and retrieved a couple of cold ones from the fridge. “That all sounds reasonable, so what’s this nonsense bit you reckon economists are trained to believe?”

“Well, economists are trained to believe in the Rational Market, and that there’s no such thing as good or bad in economics. Both ideas are what’s technically known as ‘garbage’.”

Harvey was clearly on a roll, so I sat quiet and just let him... roll.

“First off, the Theory of the Rational Market says that all the buying and selling decision we make are rational; that we decide based on logic.”

“Well, don’t we?”



Harvey pointed with his tinnie, at his pride and joy parked in the middle of the garage, an immaculate, gleaming Harley. "That bike is as dear as poison to buy, does about three times the speed limit, can be cantankerous and is as heavy as all get out. But there's a way it feels to sit on. And there's the way I feel when I sit on it. And it has this sound when I give it some. And, well, it's a Harley. Logically, it was a stupid thing to buy. But it was one of the best decisions I ever made."

The way he said that, I almost expected him to wipe a tear from his eye.

"See," Harvey continued, after spending a moment contemplating his beloved bike, "we don't make logical buying decisions; we make emotional ones and then try to justify them logically."

So, the economy is really driven by psychology, not logic."



Harvey drained half his beer in one slug. "And that, me old mate, is one reason why economists are nearly always wrong."

"So," I asked, "What about this good and bad thing?"

"Well, economists are trained not to make value judgments about how money is made. As long as there's a profit, it's cool. One of the key measures economists use is GDP, Gross Domestic Product, which is the value of all the goods and services produced in an economy. Are you with me so far?"

"Yeah... I think so," I replied.

"Well, all the businesses in a country contribute to GDP and one kind of business is panel beating. So, one way we could improve Australia's GDP is to have heaps more car accidents. There'd be more money made by panel beaters, more new cars sold, more business done by scrap metal recyclers. So, according to economists, more car accidents would be a really good thing."



"Well, that's just crazy," I said.



“See,” Harvey replied. “You’re getting it. A good many of the mongrels on Wall Street that caused the Global Financial Crisis were trained in economics. They couldn’t see a problem with screwing over their clients and the banks’ customers, as long as it was legal and made a profit. A fair few of them were trained in law too, but that’s another story.”

I thought about this for a while.

“But,” I said, “It’s economists that advise governments.”

“Yeah,” Harvey replied. “Bit of a worry, that.”

This conversation was starting to make me a tad nervous. “Well, in that case, governments are being advised by people who are nearly always wrong.”

“No kidding,” Harvey replied. “But, there’s at least one great thing about being an economist.”

“Really?”

“Yep. At least when an economist is on the unemployment line, he’ll be able to come up with a good theory as to why he’s there.”

Somehow, that didn’t make me feel even a little bit better.

Anthony V Element OAM

[Observation Point](#) (Founder and Editor)

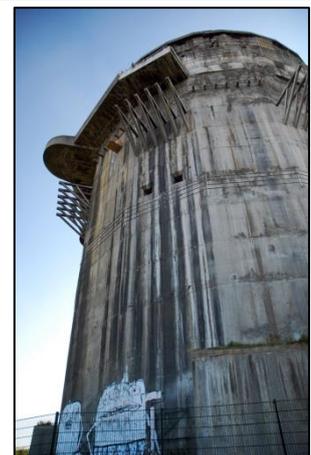
[The Santiago Gospel](#)

[Absence of Doubt](#)

I was reading about a young woman who agreed to bare her boobs in return for a free tattoo.
Yes, it was a classic case of tit for tat.

WWII German Flak Towers.

The Flak Towers were large, above-ground, anti-aircraft gun blockhouse towers constructed in the cities of Berlin (3), Hamburg (2), and Vienna (3) from 1940 onwards. Stuttgart and Frankfurt also used them later in the war. Smaller single-purpose towers were also built at key outlying





German strongpoints, such as at Angers in France and Heligoland in Germany.

They were used by the Luftwaffe to defend against Allied air raids on these cities during World War II. They also served as air-raid shelters for tens of thousands of people and to coordinate air defence.

After the RAF's raid on Berlin in 1940, Adolf Hitler ordered the construction of 3 massive flak towers to defend the capital from air attack. Each tower had a radar installation with a retractable radar dish (the dish was retracted behind a thick concrete and steel dome in order to prevent damage in an air raid).

The flak towers, the design of which Hitler took personal interest in and even made some sketches for, were constructed in a mere 6 months. The priority of the project was such that the German national rail schedule was altered to facilitate the shipment of concrete, steel and timber to the construction sites. With concrete walls up to 3.5 m (11 ft) thick, flak towers were considered to be invulnerable to attack from the usual ordnance carried by Allied bombers. Aircraft generally appeared to have avoided the flak towers.

It is easy to shrug the shoulders and dismiss the amount of protective power offered by a flak tower. It isn't until the full scale of these constructions is revealed that one realizes that they were designed to afford the maximum repellent possible to enemy aircraft. They were, to a greater extent, considered invulnerable. The three that encircled Berlin were, on their own, able to protect the city, such was their enormity.



The towers were able to sustain a rate of fire of 8000 rounds per minute from their multi-level guns, with a range of up to 14 km (8.7 mi) in a 360-degree field of fire, however only the 128 mm (5.0 in) guns had effective range to defend against the RAF's heavy bombers. The three flak towers around the outskirts of Berlin created a triangle of formidable anti-aircraft fire that covered the centre of Berlin. They had also been designed with the idea of using the above-ground bunkers as a civilian shelter, with room for 10,000 civilians and a hospital ward inside. The towers, during the fall of Berlin, formed their own communities, with up to 30,000 Berliners taking refuge in one tower during the battle. These towers, much like the keeps of medieval castles, were some of the safest places in a fought-over city and so the flak towers were some of the last places to surrender to USSR forces, eventually being forced to capitulate as supplies dwindled.



The Soviets, in their assault on Berlin, found it difficult to inflict significant damage on the flak towers, even with some of the largest Soviet guns, such as the 203 mm howitzers. Soviet forces generally manoeuvred around the towers, and eventually sent in envoys to seek their submission. Unlike much of Berlin, the towers tended to be fully stocked with ammunition and supplies and the gunners even used their anti-aircraft 20 mm cannons to defend against assault by ground units. The Zoo Tower was one of the last points of

defence, with German armoured units rallying near it at Tiergarten, before trying to break out of the encircling Soviet Red Army.

For a time after the war, the conversion to representative objects with decorated facades was planned as their demolition was, in most cases, not feasible and many remain imposing to this day - such as the tower in modern day Hamburg, left. The anti-aircraft installations on the roof were something to behold. The design – although hurried – did the trick. It is said that Hitler took an interest in their construction and the dormant artist in him came back to life. He made several sketches of the towers in their design stage.



Although none remain whole in Berlin today as they were destroyed at the end of the War, there are still some surviving examples, such as the ones in Hamburg. The first is in rather better condition than the second. The first, in Heiligengeistfeld has had a variety of uses since its original – it has housed various music-themed

organizations, from shops to a school – and even a night club.

The L Tower in Vienna is now an aquarium. Instead of weapons of war and people huddling from falling bombs it now houses over three and a half thousand animals, with huge fish tanks

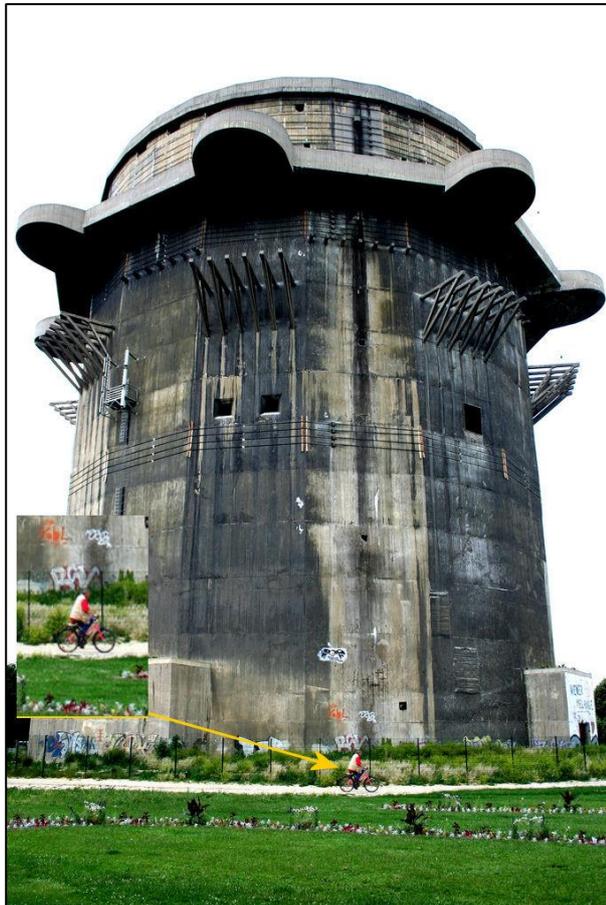


containing sharks, turtles and piranhas. There is even a new tropical house with free flying birds and free-running monkeys.

Of course, not all of the flak towers were rehabilitated to such fine ends. All of the Berlin ones were destroyed or partly demolished at the end of the war. When Berlin had been assaulted, the Soviet army discovered that they were unable to do significant damage to the towers, even with their 203mm howitzers. So, what they did was invade the city by skirting around the towers. Special envoys had to be sent eventually to the towers to negotiate their surrender, such was their impregnability. The Zoo Tower (below) was one of the last points of defense in Berlin.

In both these 1942 pictures of the G-Tower. You can see the L-Tower in the distance. Both towers were demolished after the war, with G-Tower being blown up in 1947. There was no room in post-war Berlin for such installations, particularly as the city was the centre of a new dispute that came eventually to be known as the Cold War.

The size of these towers can be seen from the pic below.





Q. How can you identify a Polish bloke as a Cock fight?

A. He's the one who brought the duck.

Luftwaffe Over New York, a WW2 Secret or a Furphy??

The story goes that on August 27th 1943, a German Luftwaffe long-range photo reconnaissance bomber, a Junkers Ju-390 took off from its base in Norway and flew out across the Atlantic Ocean. Among its supposed four man crew was a brave and daring woman Anna Kreisling, the 'White Wolf of the Luftwaffe', a nickname she had acquired because of her frost blonde hair and icy blue eyes. Anna was one of the top pilots in Germany and even though she was only the co-pilot on this mission, her flying ability was crucial to its success.



The Ju-390 was twice the size of the B-29 Superfortress. It was powered by six 1,500 hp BMW radial engines and it had a range of 18,000 miles without refuelling. (1st clue)

This was to be the longest photo-recon mission flown by an enemy airplane in World War II. Nine hours later, the Junkers was over Canada and swinging south at an altitude of 22,000 feet. In the next few hours, it would photograph the heavy industrial plants in Michigan that were vital to the United States.

By noon on August 28th the gigantic six engined bomber was over New York City, where it finally was spotted by the US Army Air Corp. but by then it was too late. The Junkers disappeared into the vastness of the Atlantic Ocean and fourteen hours later, Anna would bring the huge bomber in to land at a Luftwaffe base outside of Paris.

Anna had flown Ju-52 Trimotors into the streets of Stalingrad when it had been surrounded by the Red Army. Many times her plane had been riddled with bullets so





badly that she landed with only one engine running while the other two were on fire. In 1945 she was assigned to fly the jet fighters that Germany was producing. One of these jet fighters was the Horten V9 flying wing. It was powered by two Jumo turbo-jet engines, which enabled it to fly at 600 mph. It was armed with two 30mm cannon and air to air missiles.

Anna never scored any victories in the Horten. While taxiing in the snow an American Sherman tank crew captured her after she had turned off the engine and pulling off her flight helmet they thought she was a movie star!! For the next six months she poured coffee for the US Army and did not spend one night in a POW camp. Everyone thought she was part of Bob Hope's USO show!!

The story continues that the German Junkers Ju 390 was a long range heavy bomber aircraft design, intended to be able to strike at locations along the east coast of the United States. The Ju 390 itself was a further development of the Junkers Ju 290 (below) and was also tasked to fulfil the roles of maritime reconnaissance and transport in addition to its bombing duties.



The Ju 390 - also known under the unofficial name of "New York Bomber" - was developed as two working prototypes, effectively making the idea of transatlantic bombing theoretically possible for Hitler and his Luftwaffe. The Ju 390 was part of the failed "Amerika Bomber" project considered by the Germans, this including the [Messerschmitt Me 264](#) and [Focke-Wulf Ta 400](#) designs.

Interestingly, the Junkers Ju 390 heavy bomber came along during the war when intense effort and general German wartime philosophy was still centred primarily around the use of medium-class bomber aircraft and different fighter/bomber hybrids. As such, full developmental resources were never really delegated to the Ju 390 project en mass and the entire program floundered as a result. With origins in the Ju 290 airframe, the Ju 390 basically saw its wings lengthened via extensions fitted to help accommodate the additional engines (three to a wing for a total of six installations). The fuselage was also applicably lengthened for the long-range bombing role. Defence was supplied by a pair of 13mm machine guns in a gondola position as well as 2 x 13mm machine guns in beam positions. A pair of 20mm cannons would have been mounted to a dorsal turret and a single 20mm cannon would have been installed in the tail.

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Crew accommodations would have amounted to ten personnel made up of the flight crew and dedicated gunners. The heavy transport model was given the proposed designation of Ju 390A-1 while the maritime patrol and long-range heavy bombers would have been assigned Ju 390B and Ju 390C respectively.

Power for the Ju 390 VO1 prototype was supplied by 6 x BMW 801 D radial piston engines, each delivering 1,730 horsepower. Maximum speed was listed at 314 miles per hour with a range of approximately 6,030 miles. The service ceiling was a reported 19,700 feet. Empty weight was in the vicinity of 87,100lbs while maximum take-off weight topped at 166,400lbs. The Ju 390 maintained a length of 112 feet, 2 inches with a span of 165 feet, 1 inch. Her height was 22 feet, 7 inches.

First flight for a Ju 390 V1 prototype occurred on October 20, 1943 revealing a promising start for an aircraft of this size. Ju 390 V2 was also flown in October of 1943 with testing believed having gone into 1945. An initial order of 26 Ju 390s were ordered for serial production, however, the program was cancelled in June of 1944 to allocate critical wartime resources and development time to other more pressing projects - particularly those defensive-minded in nature as Germany increasingly began fighting a defensive war with little need for a large offensive-minded bomber such as the Ju 390. The Ju 390 was officially stricken from Luftwaffe contention in 1945. Ju 390 V1 was destroyed on the ground by the Germans as the American Army closed in on the develop facility.

The idea of a transatlantic New York Bomber was an intriguing one nonetheless. In all practicality, the type would serve more of a psychological tool to help terrorize the citizens of America, proving that even their greatest cities were not out of reach of the Luftwaffe. This would have been similar in scope to the results garnered by American forces over mainland Japan, hitting all points of the island nation within time and proving that not even Tokyo herself was safe thanks to the exploits of the "Doolittle Raiders". The Ju 390 would have hit at the heart of New York City in a way that the Luftwaffe had shown it could do to the terrified citizens of London during the "London Blitz" The end result of the Ju 390 effect went largely unknown for the results could have been highly mixed bombing could have either demoralized the American war effort if actions proved as intended or, as in the British people, strengthen the resolve of a nation ten-fold.

A nice story – but!

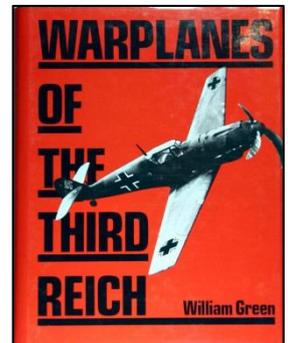
The first public mention of the alleged non-stop flight from France halfway around the world to the US then back again appeared in a letter published in the November 1955 issue of the British magazine RAF Flying Review, of which aviation writer William Green was an editor. The magazine's editors were skeptical of the claim, which asserted that two Ju 390s had made the flight, and that it included a one-hour stay over New York City. In March 1956, the Review





published a letter from an RAF officer which claimed to clarify the account. According to Green's reporting, in June 1944, Allied Intelligence had learned from prisoner interrogations that a Ju 390 had completed a 32-hour reconnaissance flight to within 19 km of the U.S. coast, north of New York City but this was rejected just after the war by British authorities. Aviation historian Dr. Kenneth P. Werrell states that the story of the flight originated in two British intelligence reports from August 1944 which were based in part on the interrogation of prisoners and titled General Report on Aircraft Engines and Aircraft Equipment. The reports claimed that the Ju 390 had taken photographs of the coast of Long Island but these photos have never come to life.

The claimed flight has subsequently been mentioned in many books following the RAF Flying Review account, including William Green's respected Warplanes of the Second World War (1968) and Warplanes of the Third Reich (1970) but without ever citing reliable sources. Further authors then cited these books as their source for the claimed flight however, Green himself said many years later that he no longer placed much credence in the flight.



Examination of available data regarding the Ju 390's range showed that although a great circle round trip from France to Newfoundland was possible, adding another 3,830 km for a round trip from St. Johns to Long Island made the flight "most unlikely". It is also unlikely that the aircraft was capable of taking off with the fuel load necessary for a flight of such duration due to strength concerns over its modified structure. It would have required a take-off weight of 65 tonnes when the maximum take-off weight during its trials had been only 34 tonnes.

The fact remains that such a large aircraft flying the Atlantic, with all its air and naval traffic, undetected, leaves many to disagree that this flight ever really took place. Another story that has a lot of popularity says that United States has a Junkers Ju-390 that it captured during Operation Paperclip toward the end of World War II.

Only thing we know for sure is that the aircraft was 112 ft long, 165 ft wing tip to wing tip and had an all up weight of 75,500 kg. (The Lancaster was 69 ft long, 102 ft wing tip to wing tip with a max take off weight of 32,700kg). Whether it did the round trip to the US and back is a completely other story.

I may be schizophrenic, but at least I have each other.

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The RSL and Christmas.

Each year the Kedron Wavell Sub-Branch of the RSL gives out about 150 Christmas Hampers (see below) to elderly ex-service men and women who are members of that branch. Although this is a very generous and thoughtful thing for the sub-Branch to do, not a lot of people realise the amount of work that goes on in the background to enable it to happen.

Preparation usually takes a week. It all starts by going through the list of elderly members and cataloguing the probable list of recipients into males and females (there are some items in the hamper that are different for men and women) then when that is done the shopping list is prepared and out go the buyers to get 150 chocolates, 150 Christmas puddings, 150 shortcakes, pens, soap, tooth paste etc and then 150 bags in which to hold the "goodies".



When all the items are purchased, they must be loaded into the bags and individually stored in male and female lots, the female bags have a pink ribbon tied to the handles.

Then all the recipients' addresses are catalogued into areas so the delivery people can go from one to the other seamlessly and not have to travel back and forth, here there and everywhere, after which each recipient is rung and a date/time for the delivery is agreed upon to ensure the recipients will be home to accept the hamper.

It's a lot of work, and it takes a big army of people to do it and each year a bunch of wonderful (current) year 11 kids from 4 local schools (Mt Alvernia College, Padua College, Kedron State High and Craigslea State High) give up about a week of their annual holiday and under the guidance of the Pres, Greg Peake, toss in and do the lot.



Then a few old blokes with driver's licenses just rock up with a car to do the easy bit, all the hampers are loaded, the kids hop in, directions are given and the hampers are delivered to the very appreciative elderly.

Just 2 of the many young people who eagerly gave of their time are:



L-R: Thomas Sherman and Ethan Carey – both from Padua College.

Just to see and meet some of these elderly people, most of them now live alone, their partner of many years having died leaving them a bit lonely and looking forward to a chat, is a great feeling. It's a great way to spend a few mornings.

Most have interesting stories to tell too, all served in either the Army, Navy or Air Force during WW2 and the pride and inter-service rivalry is still there. One such lady we did meet was Helen



Rosbrook (below). Helen joined the WAAAF back in 1942. We weren't cheeky enough to ask her her age but she would have been at least 18 when she joined so you can work it out easily enough.



Helen Rosbrook and Emily Dart. Emily is another of those great kids who gave of their time to help – Emily goes into her final year at Craigslea State School next year and hopes to one day graduate as a doctor. She'll do it too!!

Like a lot of RAAF people who lived around Brisbane back then, Helen did her rookies at Sandgate, a northern suburb of Brisbane. (We did a story on Sandgate RAAF Base earlier, see [HERE](#)). After Rookies she was trained as a Clerk Accounting and was posted to 3 Stores Depot which was on the corner of Bowen Bridge Rd and Gregory Terrace, Brisbane, just over the road from the Royal Brisbane and Women's



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Hospital and the Ekka show grounds (see the pic above).

3 Stores Depot (3SD) was formed in Brisbane under the command of Squadron Leader I.G. Watkins. It was initially intended to establish it on the Ekka ground but it was decided instead to set it up in the old Brisbane City Council (BCC) Electricity Supply Departments Workshops and Stores building. The pic below shows the large wooden building (middle left) which was the main building. The building being built (next to the rail line) is still there today.



An advance party moved into the old BCC building on 22 May 1941 and it opened for business on the 2nd June 1941 with a compliment of 5 officers and 94 airmen/women.

The building next to the railway line, which was used by the 5 Transportation and Movements Office RAAF and the US Liaison Office, is now used by Energex, (see below) though the old wooden two story building has long gone.



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The other building to the right of the wooden 2 story building is still there, though it has had quite a lot of “cosmetic” work done since the war. After 3SD moved out in June 1947 it was taken over by the PMG (Telstra) for some years then Energex had it for a while and finally the Queensland Government Biomedical Technology Services moved in. Apart from “niceties” like air conditioning and modern day plumbing, not a lot has changed on the outside, you can still see part of the old loading dock that was used when 3SD had it.



Below, the insides of the building above – during the war years.



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The aerial pic at right shows the area with the 3 buildings arrowed.

The WAAAF's who worked in the depot lived in a large house called "[Wybenia](#)" in New Farm while the airmen lived in another large house on Gregory Terrace called "Grangehill" (below right) which is still there today. This building was built in 1860 by prominent Brisbane businessman and pastoralist, Alexander Raff and is one of the earliest surviving substantial stone residences in Brisbane.



It has since been added to the Heritage List.



As the war moved into the Pacific just north of Australia, Brisbane became an important staging centre, which necessitated 3SD expanding rapidly. It needed more space, so in September 1941 the RAAF took over Austral Motors' mechanical workshops, a 1,500 square metre building in Wellsby Street, New Farm and this gave them more storage space and office accommodation.



The building today is now the fashionable Powerhouse Apartments complex.

In June 1944, 3SD took over a large house called "Hamilton" (right) at Breakfast Creek to become their Officer's Mess. The house had previously been used by an Army Anti-aircraft unit.



Then in late January 1945, the Headquarters group of 3SD moved into the John McGrath building in Wickham Street, Fortitude Valley.

This building had previously been used by the Depot Supply section of the 81st Air Depot Group.

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Today this building is used by Lamborghini Brisbane (below), though going by the large hanging banners its days are numbered – it too is destined to go and make way for a large commercial and accommodation building.





The Old Mill Building in the background at 111 Constance Street was used by the US 5th Air Force Service Command during WW2.

But Helen wasn't to see these later developments, in 1943 she was posted to 6AD which had been established at Oakey, west of Toowoomba.

The original plan, approved on 25 May 1942, called for 6AD to be located at Chinchilla but in December 1942 the RAAF Development Program was reviewed and 6AD was approved for establishment at Oakey. The proposed personnel establishment for 6AD was as follows:-



RAAF: 70 Officers, 5 nurses, 218 Sergeants and above and 1,458 Corporals and below.

WAAF: 5 Officers, 7 Sergeants and 236 Corporals and below.

Total Establishment 1,990 persons.

Work on the construction of 6AD was started by the Civil Construction Corps on 15 March 1943. The Aircraft Depot's primary function was to relieve, repair and carry out overhaul work then being done at No. 3 Aircraft Depot at Amberley and to act as a forward depot for aircraft operating from New Guinea and northern Australia. The Depot serviced, assembled and conducted test flights of Beaufort, Mustang Norsemen, Wirraway and Spitfire aircraft and also serviced large quantities of communications equipment and radio compass receivers.

Nine American type workshop hangars originally consigned from the USA to the Admiralty in Singapore were obtained from the [USASOS](#) for 6AD at Oakey. The airfield site (RAAF Property No. 2520) was 934 acres which comprised a landing strip and 2 hard surfaced runways

15 Stores Unit was also formed at Oakey in 1945 as a lodger unit of 6 Aircraft Depot. The first and only Commanding Officer was Flight Lieutenant Douglas C. Dyson. After equipping it was intended to re-locate the Unit to [Morotai Island](#) as part of the new 11 Group, absorb 22 Air Stores Park and take over the main equipment functions for the area, however, before the Unit was properly supplied and manned the War finished.

All further operations were suspended on 1 September 1945 on direction from 5 Mntce Group HQ and all stock received to that time was returned to the issuing stores depot.

The RAAF maintained the Base at Oakey until it was handed over to Army Aviation in 1969.



In 1944 Helen met and married Sergeant Leslie Royal Rosbrook, who was also at 6AD in the Clerical game and shortly after she had to leave the RAAF because of family health matters. After the war, Leslie and Helen moved back to Brisbane with Leslie starting to specialise in computers. After some years with SGIO, Les went on to be the head of Golden Circle's IT department. He passed away about 4 years ago.

Today Helen lives in a northern Brisbane suburb, not far from the centre of town, and like all the other recipients of the RSL Christmas Hampers, was very appreciative and made a point of thanking Emily for thinking of the "oldies" and for willingly giving up some of her holiday time to help out.

She, like us, feel that we don't have too much to worry about, with people like Thomas, Ethan and Emily and many many others soon to take over, Australia is in good hands.





50 Years and Counting.

Number 19 Radio Apprentice Course commenced when, on the 11th January 1965, 35 young men left their families and headed for the RAAF's School of Radio at Laverton.

19 Course had 27 graduating on 11 August 1967, with 5 others transferring to 'thicksville' and graduating as Telstechs etc.

Over the years there have been several reunions - in 1992 at Laverton for the graduation of the last Radio Apprentice Course, at the Gold Coast in late Dec 2004 for our 40th anniversary, at Tuross Head in 2008 because it sounded like a good idea, and recently in Melbourne for the 50th anniversary of the course starting.

16 members gathered for the weekend in Melbourne. On Friday night, 8 of us had dinner at the Crystal Jade restaurant in Chinatown - the food was wonderful.

MC, Phil 'Tubster' Laird entertained the stayers over a few lemonades in the foyer of the Rydges afterwards.

On Saturday the group gathered at RAAF Williams for a tour of Laverton.



19 RADIO APPRENTICE COURSE



Rick Toholka (red top) pointing out his bedroom with (L-R) Julian de Ross, Jim Legg and Sam Houliston looking on.



We were privileged to have WGCDCR Garry Mckee, a graduate of 29th Radio Apprentice Course as our tour host. Garry gave us a wonderful tour of the base including, the 'new Radschool Building' (now Headquarters Training Force Element Group), the old apprentice squadron (now bare fields), the canteen, Officers' Mess (now both a combined O's and SNCO's mess) and the rest of the base.

Over several hours Garry gave us an update on the RAAF and we gave him a history lesson on what the real Apprentices did. Garry's group lived in 'luxury' in the brand new apprentice block next the New Radschool Building when he joined, none of this old blocks with no doors to the rooms for the 29 course youngsters.

This was followed by a visit to the excellent RAAF Museum at Point Cook – see [HERE](#).

On Saturday evening we had a wonderful night in the Melbourne Rydges with a slideshow from the 60s, interleaved by the occasional true story from the past, and many of the 'lads' being advised to wipe the b/s from their lips.

Once again the gathering retied to downstairs for some more "lemonades".



On Sunday some made a trip to RMIT and our old haunts there. This was followed by a wonderful BBQ at Paul and Sue Hewitt's place. All in all a wonderful weekend and superbly organised by Paul Hewitt, who also kindly hosted 3 couples over the weekend.

19 Course is planning a 55th Reunion in Jan 2020 which will be a 4-day cruise. Mark your diary accordingly.

Below are the blokes who made the effort to be at this one – and until next time, when we will do it all again.

You can click these pics for a better copy which you can download/print.

Sampling a few of Carltons Crownies – purely for scientific reasons of course...

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L-R: Dave Lugg, Allan George, Kevin Smith, Arnie Vereschildt and Rob Norton.

Where they lived for 2½ years.



L-R: Chris Robins, Arnie Vereschildt, Rick Toholka, Scraggs Norton, Paul Hewitt, Sam Houliston, Nobby Smith, Ron Evans, Jim Legg, Julian de Ross, Phill Laird, Allan George, Suds Purcell, Garry Thomsen, Dave Lugg.

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L-R: Chris Robins, Bruce Purcell and Sam Houliston.



L-R: Scruggs Norton and Arnie Vereschilt.
That yella belly was this big – true!!



Preparing to provide the troops with a history lesson – together with photographic evidence.



L-R: Allan George and Paul Hewitt.

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L-R: Dave Lugg, Phil Laird, Julian de Ross, Chris Robins.
At the entrance to RMIT.



Memories!
Returning from the morning "jog" to CPE and checking out the "huts" opposite the oval.
Central Band building in the background.

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L-R: Rob "Scruggs" Norton, Kevin "Noddy" Smith.
See!! RAAF food had no effect on us!!

Years ago!!



This photo was taken late in 1966 at Big Mountain during one of the "bonding" camps.

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L-R: Barney Jones, Allan George.

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L-R: Garry Thomsen, Paul Hewitt.

**If my body is
ever found dead
on a jogging
trail, just know I
was murdered
elsewhere and
dumped there**

DONTPEYTHEBEAR.COM



Garry Thomsen checking out his old office
in the "new" Radschool Building.

Garry was a SGT 'Groundie' instructor. He taught quad radar etc. He was there from Aug 69 to Apr 76 when he was commissioned. He says "I entered the old Radschool as an LAC in 1969 and worked in the ground radio / teleg workshop. I was promoted and taught various courses including Quad radar. I watched the new Radschool building being built and moved in the day it opened. - whenever that was. I was promoted again and taught more courses then was commissioned and left in 1976.

I knew much more about electronics when I left than when I entered."

UNVEILING OF THE RAAF VIETNAM PLAQUE.

Australian Flying Corps Memorial:
RAAF Base Point Cook
28 March 2010

Three line squadrons and a number of supporting units were committed to active service in South Vietnam, but for many veterans of that conflict, the RAAF has never really acknowledged the service of those units and personnel to the Nation in general or the RAAF in particular. Indeed, the official record of the RAAF War in Vietnam by Professor Coulthard Clark states that the then Chief of Air Staff (CAS) felt that without fighters being committed, there was nothing for the RAAF to learn. Whether that viewpoint, flawed as it proved to be, stemmed from the fact that a RAAF fighter squadron was



not deployed (the Sabre could only have been used in the ground attack role and there were better weapon systems already deployed by the USAF and US Army and the Mirage, being new the RAAF and French to boot making it a difficult option to support) is immaterial. Whatever the reason, it rankled then and still does for a number of RAAF Vietnam Veterans.

Despite squadron plaques being dedicated at the Australian War Memorial, there is really no specific dedicated site to RAAF service (the addition of Vietnam to the RAAF Memorial in Canberra doesn't cut it!!). In Victoria, the RAAF Vietnam Veterans Association (Vic), with the agreement of the Governors of Melbourne's Shrine of Remembrance, dedicated a plaque in the Garden of Reflection to those units and personnel who served in Vietnam. It has become the focal point when RAAF Vietnam Veterans gather for the ANZAC Day and Vietnam Veterans Day commemorations at the Shrine. But for many veterans, it still didn't "close the circle"!





Discussions with the RAAF Association (Victorian Division) provided an answer. They would fund and conduct a commemorative ceremony at which a plaque, dedicated to those RAAF personnel who lost their lives during that service and honouring all the personnel and units who served in Vietnam between 1964 and 1975, would be dedicated at the Australian Flying Corps Memorial at RAAF Base Pt Cook – the “Spiritual Home of the RAAF”.

So, on 28th March 2010, a crowd of some 250 veterans (many from interstate), family and friends gathered at Pt Cook for the ceremony. They were joined by more than 30 members of the Melbourne Vietnamese Community (many of them also veterans) whose presence was especially significant and warmly welcomed by all who attended.



Australian Air Force Cadets from No 4 Wing displayed the banners of the RAAF Association, RAAF Vietnam Veterans Association, No 2 Sqn, No 9 Sqn, RTFV/35 Sqn and the Forward Air Controllers Association to form a backdrop to the plaque which was “guarded” by three Cadet Officers with swords reversed. The RAAF Air Power Brass Band provided the music accompaniment and a faultless (and haunting) Last Post and Rouse.

After a short opening address by Peter Colliver, President RAAF Association (Victorian Division), AVM Alan Reed AO delivered an excellent keynote address. The plaque was unveiled by Peter Colliver and AVM E (Mac) Weller AM, who made the trip from Canberra to do so.

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Bing and Bob St John (ex-RTFV-35Sqn) at the Ceremony.

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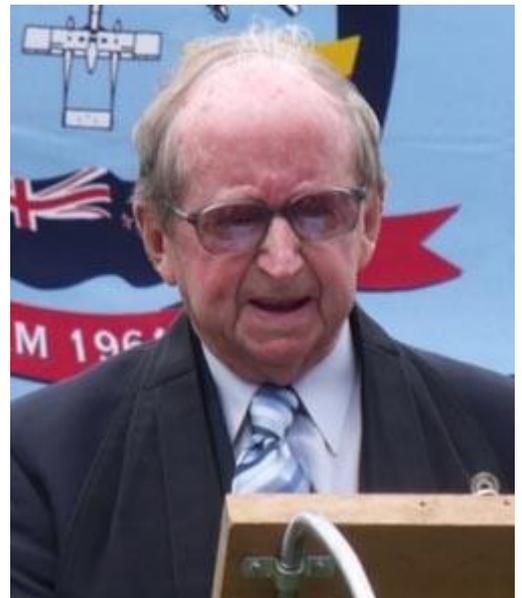
RAAF Association (Vic) President, Peter Colliver
and RAAFVVA Patron, AVM E (Mac) Weller AM unveil the plaque.



The RAAF Vietnam Veterans Association Padre, Reverend George G Ashworth OAM, (below) delivered the dedication after which wreaths were laid by:

- AIRCDRE Ken Watson (CDR Air Training Group),
- Lee Scully RAAFVVA President,
- John McCrystal RAAFA Vice President,
- Graham Henry State President No 2 Sqn Association,
- Graeme Chalmers National President No 9 Sqn Association, and
- Dave Grierson on behalf of RTFV/35Sqn.

Tony Lupton MP, representing the State Premier and Bob Elworthy, State President of the Vietnam Veterans Association also laid wreaths along with Viet Long NGUYEN, Vietnamese Veterans, Mrs Be Ha JP Vietnamese Association and Tom Roberts, President RAAFA Branch Ballarat.



Once the wreaths had been laid Anthony Pahl OAM recited his special poem "[New Memory for Old Blokes](#)"; which left many an eye moist if not wet! For many of the veterans there, having the



plaque at Pt Cook (the spiritual home of the RAAF) may be seen as acknowledgment (finally) by the RAAF of that service despite the fact that successive Chiefs of Air Staff/Force never saw the need (despite two of them having served there on Canberra aircraft). For others, it completes the journey since we are all now home, thanks to the return of our two MIAs (Mike Herbert and Bob Carver – Magpie 91) in August 2009.



The ceremony was followed by a luncheon at the Officers Mess after which many of those who attended visited the RAAF Museum where the forward fuselage of a Canberra, a Huey gunship (A2-377) and a Caribou attracted much interest. A flying display by a beautifully detailed “Bird Dog’ had special significance for Mac (The FAC) Cottrell DFC who attended along with his son and daughter and other FACs who journeyed to Pt Cook for the ceremony.

Dave Grierson, ex Caribou driver, has produced a small (silent) film covering his personal reminiscences of RTFV in 1965. Click the pic below to watch it.

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1st woman: Hi, Wanda! **2nd woman:** Hi, Sylvia! How'd you die? **1st woman:** I froze to death. **2nd woman:** How horrible! **1st woman:** It wasn't so bad. After I quit shaking from the cold, I began to get warm and sleepy, and finally died a peaceful death. What about you? **2nd woman:** I died of a massive heart attack. I suspected that my husband was cheating, so I came home early to catch him in the act. But instead, I found him all by himself in the den watching TV. **1st woman:** So, what happened? **2nd woman:** I was so sure there was another woman there somewhere that I started running all over the house looking. I ran up into the attic and searched, and down into the basement. Then I went through every closet and checked under all the beds. I kept this up until I had looked everywhere, and finally I became so exhausted that I just keeled over with a heart attack and died. **1st woman:** Too bad you didn't look in the freezer---we'd both still be alive.

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Flying the old ones.

John Laming.

A Merry Tale of Air Nauru.

*All ye sailors take warning before you set sail,
Way! Hey! Blow the man down!
If he's strong as an ox and big as a whale,
Think twice before you blow the man down.*

From an old Pirate sea shanty.

-oOo-

The Republic of Nauru is a tiny once phosphate rich atoll - Jepessen chart co-ordinates S0032.7, E16655.1. When I was there in 1980, it was the home of Air Nauru with its three Boeing 737-200s and two 727-100s. It takes just half an hour at easy speed to drive around the island, passing battered Land Rovers cruising slowly in both directions, rap and heavy metal music blaring from a dozen amplifiers.

Powerful motor bikes take to the roads, their crouching owners oblivious to the presence of island graveyards with their dusty headstones marking the final resting place of so many of these alcohol fuelled young motor-cycle riders, and reflecting a national tragedy.

The sealed runway is 5700 feet long and thirty-foot drops into the ocean at



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each end make a deadly stop-way. With strong west winds bringing shimmering mists of salt water spray from nearby big rollers, landings on Nauru are not for the inexperienced.

Today our crew is was waiting to fly to Hong Kong. The hand-written flight plan in my navigation bag shows refuelling stops at Ponape, Guam, Saipan and Manila. There is a typhoon threatening Manila, but we will decide what to do about that after arrival at Guam. The noise of an approaching jet is heard and all eyes are turned to watch the incoming 737 as it appears on a close left base behind the phosphate pinnacles on Topside (the mining area).

A police motor-cycle rider stops traffic on the coast road that crosses just feet from the threshold of runway 12, and seconds later a well-judged touch-down smack on the white 1000 ft markers sends up a blue puff of smoke from molten rubber, accompanied immediately by the shattering roar of full reverse thrust. Everyone cranes their necks to see if the 737 will pull up in time, then are visibly relieved to see it has stopped with feet to spare. Watching the Boeings take off and land is a national pastime on Nauru, there being little else to do for recreation.

After turning at full lock on the nose-wheel, the aircraft back-tracks towards the airport terminal - a scene repeated each day as Air Nauru Boeings pass through the hub which is Nauru Island. By any account the government of Nauru is not tourist friendly and visiting aircraft other than Air Nauru are regarded with some suspicion by the police, who double as Immigration. Elsewhere on the island, the locals are friendly and at your side in a flash to offer help if your car has broken down or you are hitch-hiking.

The public address system at the terminal announces that Air Nauru Flight 385 from Tarawa had landed. There is no mention of the aircraft being two hours late on schedule. Officialdom does not apologize on Nauru and in any case one hour late





is considered an everyday event for this small Pacific operator, with even half a day late seldom raising eyebrows. As an aside and talking about eyebrows, these are used in many Pacific islands to signify a casual greeting or when talking to someone. While most Nauruans speak good English they choose words carefully, and sometimes acknowledge not by nodding, but by an upward twitch of bushy eyebrows. Now, I swear this is true as told to me by one of my colleagues, a captain with a keen sense of humour - often needed when flying with Air Nauru.

Seems he was in the cockpit of his 737 on the tarmac with a new first officer. The control tower on Nauru is situated close to the tarmac and both pilot and tower operator can see each other. The first officer called ATC to obtain a radio check, but received no reply - so he called again. The captain waved at the tower operator who waved back - indicating he had received the transmission. Meanwhile the impatient first officer tried again to elicit a response from the controller. The captain smiled and pointing to the man in the tower said "He has acknowledged your radio call - can't you see he is raising his eyebrows?"

As people speculated the reason for the late arrival of the flight from Tarawa, the huge policeman on his equally huge Honda Goldwing, had by now left the road at the end of the runway, and missing a wandering pig by inches, scorched down the half-mile of parallel road that skirts the runway, just in time to stop traffic crossing the taxiway from the runway into the tarmac area.

Carefully negotiating the road crossing, the captain of the 737 waves a thank you to the policeman who gives a broad smile of recognition. The pilot is well known on Nauru as a popular figure who can match any local politician drink for drink. He makes a tight one-eighty on the tarmac and as the sound of the great turbines winds down, chocks are inserted under the wheels and the hot brakes released. Outside the air-conditioned cabin of the Boeing, the air temperature tops 30 Celsius, with humidity 90 percent. The island is, after all, only 29 miles from the Equator. The cabin cleaners, a motley crew of large fat and expressionless ladies,



waddle slowly towards the 737, their rubber thongs thwacking on the hot tarmac. No one hurries on Nauru. Eventually reaching the shade of the left wing, they watch in bored interest at the passengers stepping gingerly down the steep air-stairs. Large colourful bags masquerading as hand luggage are shouldered and heaved from the cabin and one can almost see the squat oleo struts of the 737 expanding in relief from the combined weight of 80 very heavy passengers, their bulging suitcases, and boxes of cargo.



Finally the two pilots appeared at the doorway, navigation bags in hand. The captain looks like he had been in a brawl with the Devil himself. His face shows signs of severe bruising and he was not in his usual good mood as he explained the cause of the delayed trip from Tarawa.

Tarawa, (INS coordinates N001.25, E1730.00) is 378 miles north-east of Nauru, and the scene of bitter fighting between Japanese and American forces in 1943. Known then as the Gilbert Islands, this area became the Republic of Kiribati in 1979. It was one of the early destinations of Air Nauru when the airline received its first F28 in 1974. A second was later added to the fleet, both eventually being replaced by three Boeing 737-200's. Two of the Boeings were fitted with gravel protect kits for operations into the coral runways of Tarawa, Ponape and Truk. In later years these names were changed to Pohnpei and Chuuk

Tarawa's Bonriki Airport was built after the war to replace the Japanese bomber airstrips on the atoll of Betio, where the battle for Tarawa took place. On the edge of the airstrip stand hundreds of coconut palms - their landowners living in thatched huts among the trees. In those days, the Air Nauru flight departed from Nauru to Tarawa and return, with an hour turn-around time at Tarawa. Customs and Health officials would board the aircraft at Tarawa to spray the cabin and collect the ship's papers from the crew. A stop-watch would be started and five minutes later the sneezing passengers and crew would be allowed off the aircraft. Air Nauru pilots wore standard blue airline uniforms, while the government officials who met the aircraft wore Pacific island attire of shorts, shirts, rubber thongs for footwear, but no identification cards.





After the airstrip was cleared of stray dogs and pigs by the one and only fire-tender, the 737 landed. Earlier, a visiting New Zealand inspection team discovered that this vehicle carried less than half a tank of water. When questioned, the local fire chief explained gravely that with less water in the tank, his charge could travel faster and thus arrive at the scene of a crash more quickly. He had a point there, of course.

After stopping outside the open air terminal, the pilot cut the engines and directed the senior air hostess to lower the air-stairs. Stepping carefully down to lock the handrails, she was astonished to see one of the waiting officials break away from the group, and yelling loudly rush up the stairs towards her. He knocked her sideways and burst into the cockpit where the two pilots, still strapped in, were completing their cockpit checks. Both turned around at the intrusion only to be attacked by flying fists and unintelligible shouting in Gilbertese. The man was as strong as an ox, and, as described in the words of the pirates sea shanty - as big as a whale. Caught in their seats, the pilots were initially unable to defend themselves.

The hostess who had been knocked off the stairs quickly recovered and called to the remaining officials to help the pilots who were still battling the berserk local. Two island police were quickly summoned from the waiting crowd at the terminal but were too frightened to board the 737. As far as they were concerned this sort of thing was not in their duty statements and so they merely watched with interest as one of the passengers stood up in the cabin and launched himself at the crazy fellow who was still lashing out at the pilots.

After an almighty brawl, the intruder was unceremoniously thrown down the stairs on to the tarmac where, as a last gesture of defiance, he picked up some coral and hurled it back up the stairs. The now brave police stepped in and led him off the tarmac without further drama. After checking the that air hostess was unhurt, the dazed captain picked up a microphone and with a commendable sense of humour, apologized to the wide-eyed passengers, and assuring them that this was not the normal standard of Air Nauru's in-flight entertainment. Nevertheless, he said, it was an international incident and the flight would be delayed until things were sorted with the local gendarmerie.

To add insult to injury, spraying of the cabin went ahead regardless that the cabin door had been opened all this while, and finally the sneezing passengers were permitted to leave the





aircraft. Freight trolleys shuttled to and fro, the fuel hose hooked up and meanwhile the battered chief pilot demanded to see the Police Commissioner who eventually arrived in a rusty Land Rover. After the intruder was interviewed, the Commissioner offered the following explanation.

Yes, the intruder was a known nutcase but apart from chasing a local pilot with a knife a year ago, he was considered harmless. He had been allowed to wander around the tarmac as long as he didn't get in the way, although latterly he had shown a keen interest in the arrival and departure of the twice-weekly Air Nauru flight. He lived in a thatched hut among the coconut trees near the threshold of the runway and even played football with the many others on the runway when no aircraft were due.

When questioned by the police for the reason for his attack on the crew of the Air Nauru Boeing, he pointed out that he was merely defending his property. Asked to clarify this last statement, he told the Police Commissioner that three times in as many weeks, a departing 737 had blown off the roof of his hut with its jet blast as it lined up for departure. He felt that enough was enough and that the time had come to sort out the pilot of the Boeing. As far as he was concerned, honour was now satisfied, and he was quite happy to accept the consequences of his actions.

To the locals, his explanation was perfectly logical and he was set free. To prevent further angst, the aircraft captain graciously undertook to publish an Operations Manual amendment that for departures all taxi turns were to be made to the left, thus minimizing the risk of jet blast damaging nearby grass houses.

During the years that I flew for Air Nauru there was no shortage of similar far-out stories. Crews criss-crossing the Central and Western Pacific and with stop-overs at various islands would meet at the bar and exchange gossip of the latest adventure. A few months after the Tarawa punch-up, a Boeing 727 departed Nauru for Kagoshima in Japan via Guam. On this occasion there were no passengers, a common event for Japan flights. On board were three Australian cockpit crew and four flight attendants (then called air hostesses). Of the latter, one was Japanese, another from the Solomon Islands and the rest were Nauru nationals.



Shortly after take-off, the seat-belts sign was turned off and the flight engineer ordered coffee for the three crew up front. The Japanese air hostess, relaxing in first class with no passengers

to worry about, rang down the order to the Nauruan girls who had already settled down to sleep on empty seats at the rear of the aircraft. There had been an island party the night before and they had hang-overs.



Nauruan nationals of the government airline could break the rules and rarely get sacked. Not so for contract expatriate staff who could be dismissed on the spot. Thus when one of the Nauruan girls told the Japanese air hostess to make the coffee herself, it was done with the knowledge that her insubordination would go un-checked.

She was wrong on this occasion.

The Japanese air hostess, an exponent of Tae Kwan Do, stalked to the rear of the 727, shook the Nauruan girl by the shoulder and ordered her to get off her backside and prepare coffee. Nauruans are normally slow to anger except when suffering from hang-overs. A full-on brawl started between the two. Punches were thrown, hair pulled and a right old barney was under way by the time a junior hostess woke up and frantically rang the cockpit crew to come down and stop the fighting.

The flight engineer picked up the phone and initially thought she was joking as he knew there were no passengers aboard. The captain handed over control to the first officer and went to investigate. He quickly found a war on his hands and stepped in to separate the combatants. As he said later, there was no way that these two were going to kiss and make up and the thought of a further outbreak of action en route to Japan, convinced him that drastic measures were needed.

With that, he told the flight engineer to dump fuel and the aircraft returned to land at Nauru. Safely on the ground, the flight was delayed until two more cabin crew were produced and the other two sent to the local hospital to be patched up. The problem solved, Air Nauru Flight 821 was again dispatched to Japan with a crew of seven, and nil passengers.

While the stories above can be seen as a sly laugh at the operation of Air Nauru, nevertheless the airline has had an unblemished safety record since first starting in 1973 with one F28. While the pilots were mainly Australian, in a nice touch by the President of Nauru flight attendants were recruited from each of the destinations served by the airline. Maintenance was of the highest standard money could buy and carried out in Australia, New Zealand or Hong Kong. A ground engineer was carried on all flights, a policy that ensured excellent serviceability of the aircraft en-route.





In 1968, Nauru won independence and soon became extraordinarily wealthy from its phosphate exports. Chartered aircraft flew in skilled labour and essential services to the island, until in 1973 the government decided to operate its own air services using two F28s purchased in Australia. The government's financial centre was Melbourne, and the airline's primary route was Melbourne to Nauru with New Caledonia as a half-way refuelling stop. Now with millions of phosphate dollars available to run the airline, the President of Nauru began to fulfil his dream of uniting the Pacific peoples with aeroplanes that would eventually serve destinations as far away as Singapore and Honolulu and many island countries in between.

The route structure was a travel agent's dream with services to Hong Kong, Kagoshima, Taipei, Okinawa, Singapore, Guam, Saipan, Palau, Manus Island, Truk, Ponape, Kosrae, Majuro, Tarawa, Honolulu, Guadacanal, Vanuatu, New Caledonia, Western and American Samoa, Fiji, Tonga, Wallis Island, Nuie, Raratonga, Auckland, Melbourne, Sydney, Brisbane and Christmas Island.



Few travel agents had ever heard of Air Nauru in those early years. The President saw no need to advertise the airline and indeed the first commercial manager to be hired lasted just six months before he was dismissed. An outspoken Irishman, he lost his job for daring to tell the President that the operation was losing millions of dollars due to lack of passengers and freight through all destinations, and that serious advertising was needed. As far as the President was concerned, if you hadn't heard of Air Nauru, you didn't deserve to fly on it. Its pilots staying at the prestigious Hilton Hotel in Guam, would meet the highly paid crews of the then famous Pan American Airways. When asked which airline we flew for, the reply of "Air Nauru", invoked a quizzical look, and an incredulous, "Air Who"?

The average load factor throughout the network was around 20% the airline being heavily subsidized by the government who regarded the operation as an essential service. With the good life that followed the huge earnings from phosphate sales, the population of Nauru began to suffer from high rates of diabetes and heart disease and a good proportion of the passengers carried from Nauru to Australia were locals seeking urgent medical treatment. With almost half of the gross national product of then (1976-86) 100 million Australian dollars per year, going into the airline, health services education and other essential services on the island were given low priority in government spending. Air Nauru, along with succeeding incompetent governments would one day send the tiny island broke.



For the pilots flying for Air Nauru it was one of the best jobs in the world. While the salaries were well below those of union dominated Australian airlines, the exotic locations, well maintained modern jets and the company of delightful island air hostesses amply made up for the lack of take home dollars. Passengers who flew the Pacific routes with Air Nauru often included school age children whose parents worked on Tarawa and Nauru. Most travelled unaccompanied from Hong Kong and England. Other passengers included retired war veterans from USA and Japan returning for one last look at old battlefields on island atolls. The airline carried businessmen selling anything from sowing machines to stamps and often there would be Pacific islanders visiting long lost cousins on remote atolls. Occasionally one saw priests and nuns returning home to Ireland after years of missionary work in far away places with strange sounding names.



From Hong Kong harbour came Gilbertese seamen paid off from their ships and sent home to rejoin wives and children they may not have seen for several years. There were adventurers and tanned Lotharios accompanied by beautiful young girls traveling to Guam and Palau to pick up or deliver a rich man's yacht, diving club members eager to visit the under-water marvel of Truk Lagoon to snorkel on sunken Japanese warships from the Pacific war. And not forgetting the polite bowing of so many young newly married Japanese honeymooners as they board the Air Nauru flight from Kagoshima for a week of sand and sun on Guam or Saipan. Japanese tourists were always made welcome despite both islands witnessing scenes of the terrible battles between US and Japanese forces during the war in the Pacific.

In 1988, a strike by Air Nauru pilots for better pay and safety conditions took place. The President of Nauru, realizing too late that the airline losses were crippling the island's economy, sold the two Boeing 727s. This left three 737s at the time of the strike, the first to hit the government on home ground. The President reacted angrily by sacking all except a handful of pilots. His actions alarmed the civil aviation authorities of USA, New Zealand and Australia, resulting in the suspension of Air Nauru's AOC. Undeterred, he quickly recruited volunteer pilots from Indian Airlines to replace the sacked Australians and for six months the 737s flew under Private category with passengers travelling free of charge.

Before long Nauruan passengers flying to Australia for medical treatment displayed growing unease about the competency of foreign pilots, and their concerns led the government to look



again at recruiting pilots from Australia. A heavy landing on Nauru by an Indian pilot had succeeded in chipping the tooth of the President's daughter. Enough said - let's get the Aussies back, was the word spread by the Nauruan population who, regardless of the earlier strike, were still fond of their airline's Australian pilots. In 1989 there had been a major confrontation between the Australian government and airline pilots of the two main domestic airlines that resulted in over one thousand experienced pilots put out of work. Air Nauru was inundated with job applications, and when shortly after the airline resumed operations with just two 737's, its pilots were predominately from Australian airlines.

The reserves of phosphate were fast running out and by 1994, Air Nauru was down to one aircraft - a Boeing 737-400. This aircraft was registered in Australia and maintained by Qantas. Then, in 2004, the once incredibly wealthy island of Nauru was in a terrible financial state with its phosphate deposits, the primary source of income almost gone. Once profitable investments have been sold off to stave off critical shortages of food and supplies leaving the island almost totally dependent on Australia for aid. A long term legal battle over lease payments on the remaining 737 threatened the long-term viability of Air Nauru.



Just a few destinations remained; the rest a nostalgic memory in the log books of former pilots of the airline. Today you can buy a ticket to Brisbane, Nauru, Guadacanal, Tarawa, Fiji, Majuro and Melbourne, and that's about all. It's a far cry from those halcyon days when the Boeings of Air Nauru roamed Pacific skies from Tarawa to Taipei and islands in between.

In December 2005 the High Court of Australia upheld an earlier decision to allow the Export-Import Bank of the United States to seize Air Nauru's only aircraft, registered VH-RON, leaving Nauru and the island nation Kiribati without air services. The aircraft was seized by creditors at Melbourne Airport on 18 December 2005. Following the acquisition of a replacement aircraft (a Boeing 737-300) in mid-2006, the airline was rebranded as Our Airline and relaunched on 14 October 2006.

On the 15 July 2014, the airline announced that it would change the name of the airline to Nauru Airlines, effective 1 August 2014. Nauru Airlines is now wholly owned by the state and has 65 employees (at July 2012).



Sick Parade.

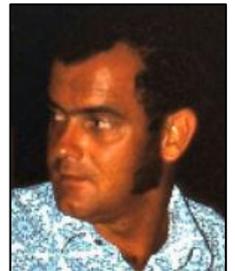
If you know someone who is a bit crook,
let us know so we can give them a shout out.



DCA Dave.

During the 1970's, anyone who flew in PNG, especially in the Lae or Madang FIAs, would have known Dave McDonell – known to all as DCA Dave.

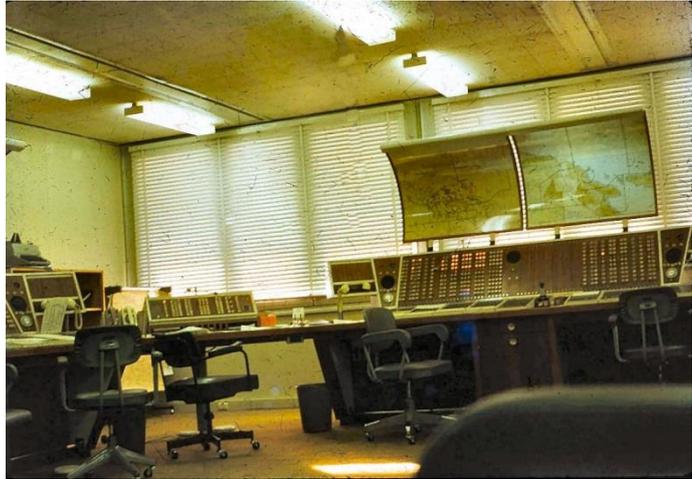
A few weeks ago, Dave went for his regular diabetes blood test and unfortunately received a terrible shock – he had been diagnosed with incurable pancreatic cancer. What followed was a hectic 6 weeks of chemo which he has now given up in order to enjoy a better quality of life. The chemo killed his appetite and he says everything now tastes the same and he has lost the urge to eat. He quickly lost 20 kg and it has left him with no energy and he must wear stockings due to a blood clot in his lower leg.



L-R: John Griffiths (RAAF Pilot), DCA Dave, John McDougall (RAAF Loady), Trev Benneworth, Jim Finnigan (Flight Service).



Dave was a flight Service Officer and after working at the Sydney Ops Centre was posted to Lae in PNG and then up to Madang. Jim and I worked with Dave at the Flight Service Unit at the (then) tropical paradise of Madang where everyone both worked and then played very hard. It was not uncommon to have 30 or more (full reporting, full traffic) active aircraft on the board at any one time, all on HF, so it was no surprise that after shift-change we enjoyed many R&R hours on the water, either fishing or skiing and often more hours than we should have in the Madang Club.



The RAAF's Caribous and Hercs were regular visitors to Madang and Dave being the sociable and gregarious bloke that he is, quickly got to know most of the crews and more often than not had them out on the water in his half cabin cruiser, either snorkelling the abundant coral reefs, or barbecuing at Siar Island or exploring the war time crashed aircraft left in the nearby jungle. A lot of those crews have remained his mates to this day.

A few of us went to see Dave last week where we re-lived some of those wonderful days and although his prospects are not as good as they could be, Dave's spirits are still high and he declares it hasn't beaten him yet and he's not giving in.

We all wish you well mate – and we know you won't give in, you never have, so don't start now.

Having a cold drink on a hot day with a few friends is nice,
but having a hot friend on a cold night after a few drinks - PRICELESS.



Where are they now?



Evan Gwyther.

Ross Gwyther got in touch, he says, "My father Cpl Evan Gwyther was in the No 4 Wireless Unit (and also I think no 6 unit) when they went into the Phillipines. His photo is in Vol 46 (below



Back row L-R: Sgt Harold Cook, LAC Syd Plumridge, LAC John Milne, Cpl Evan Gwyther, LAC Bill Moulds, LAC Alan Tessier, Sgt Peter North (RAF).

Mid row L-R: LAC Bill Loader, LAC Snow Norman, LAC Fred Paine, Sgt Matt Lacey, LAC Kevin Lockhardt, LAC John "Blue" Cutler

Front row L-R: Flg Off B Cooper, Flt Lt Alf Davis, Flg Off Bill Henderson (RCAF)

I would love to find if any of the others in that unit are alive anywhere in Australia - it would be great for my son to meet up with one of them, as he has always been fascinated with the few stories that Evan told about that period of the war. I did see an interview with Bruce Cooper in 2009, and wonder if he is still able to be contacted?

Clarrie Buckley

Anne Whiting writes, she says "Hi, my dad, Clarrie Buckley, who was born in Glebe, NSW, turned 90 on the 22nd Jan. He was in the RAAF and attached to the signal corps in Brisbane, No 7 Wireless Unit, which was stationed at Strathpine, a northern Brisbane suburb. He enlisted in the RAAF in Jan 1944 and was discharged in Feb 1946. As all his work was 'top secret' it's hard to get any information. His RAAF number was 444174. He is fit and well and would like to get in touch with anyone who was also posted to a wireless unit"

If you can help, please let us know and we'll pass on the info to Anne.

George Cora

Steve Sounness asks "I am looking for a friend who did his ENGRADFAMIL course in Sep/Oct 1988. His name is George Cora, are those photos held on record anywhere?"

Steve, we don't know of any photos (yet) but we intend to chase them and post them on the site - tb.

Chloe

Katy Kell, a PhD Student at the School of Arts, Murdoch University in Perth, got in touch. She says: "Thanks for sparing the time to chat with me about the Phan Rang Chloe painting which is now in the Sergeants' Mess at Amberley AFB. I'm interested in this particular rendering of Chloe, a painting that was originally hung in the Sgt's Mess at Phan Rang, Vietnam during the Vietnam War years, as my PhD project at Murdoch University explores the history of the painting Chloe by Jules Lefebvre, a French academic artwork which has hung at Young and Jackson Hotel in Melbourne for over a century.

I'm particularly interested in stories which demonstrate the impact of Chloe on Australian servicemen during military conflicts from WW1 to the present day. During my research, I heard mention of a recreation of Chloe that was painted in Vietnam for Australian servicemen to remind them of home, so I was delighted to discover the photograph you took of the painting, together with four admirers, at the Sgt's Mess in Amberley circa 2001.

As discussed on the phone today, I'm keen to learn the name of the artist who painted the Phan Rang Chloe, and also any circumstances, if they're known, which may have led to the painting's creation and display in the Sgt's mess in Vietnam.



In front of Chloe at the Sgt's Mess at Amberley, back in March 2001, are:-
(L-R) Joe Ross, Mick Nicholls, Geoff Renshaw (deceased) and Alan Goulding.

If at all possible, it would be extremely helpful to my research project to have a good quality photographic image of the Phan Rang Chloe painting and also a higher resolution image of your photograph as it appeared on page 3 of the Radschool Association Magazine Vol 23, with Chloe and her admirers.

If any Radschool members have knowledge they'd be happy to share about this painting, or the original Chloe at Young and Jackson's, I've prepared a brief questionnaire, with appropriate permission form, which I'd be more than happy to forward to you."

If you can help, please get in touch with us and we'll pass on your info to Katy - tb.



THE HORMONE GUIDE

SURVIVAL TIPS FOR MEN: HOW TO ASK A QUESTION TO A WOMAN

DANGEROUS	SAFER	SAFEST	ULTRA SAFE
What's for dinner?	Can I help you with dinner?	Where would you like to go for dinner?	Here, have some wine.
Are you wearing that?	You sure look good in brown!	WOW! Look at you!	Here, have some wine.
What are you so worked up about?	Could we be overreacting?	Here's my paycheck.	Here, have some wine.
Should you be eating that?	You know, there are a lot of apples left.	Can I get you a piece of chocolate with that?	Here, have some wine.
What did you DO all day?	I hope you didn't over-do it today.	I've always loved you in that robe!	Here, have some wine.



Your say!



Defence Force Pay Rise.

May I firstly ask that you withhold my name – for private reasons.

I wish to reply to Defence Force Pay Rise article if I can call it that – see [Opinion](#) in Vol 48. I have been in civvy street for 23 years now and have found my RAAF training to be the best available. I think comparing a defence force pay to the average tradesman's pay is selling defence personal short.

From my experience they do not get any better than this. My civvy counter parts do not know the meaning of Team Work or good fault finding skills. The Air Force selects the top percentile of applicants and puts them through extensive training. Thus I believe that they should be financially rewarded for this. They should be on the upper end of the pay scale. I think the proof will be in the pudding as we see how recruiting goes.

As of today my nephew who is in his early twenties has just been approached to work at Mount Tom Price in Western Australia. He has been told not to bring his wallet. Everything paid for, rent, food, air flights to and from Victoria. He is a diesel mechanic and will be earning \$10,000 per fortnight. I think the defence force will be hard pushed to find quality defence personnel with these sort of wages in civvy street.



Our Defence Personnel are to put up with all sorts of hardship and put their lives on the line for Australia and should be rewarded so.

Just my two bobs worth.

In closing thank you for all the effort you go to in putting the magazine together and sending it out. As for myself I am employed as an electrician and earn a little over \$50 dollars an hour living in the city of Melbourne. No remoteness, average house. I earn double time for weekend



duties if required or rostered to do so. On top of my \$50 dollars per hour I earn 15% for afternoon shift and 30% for night shift. My average gross pay per year is \$130,000

War Veteran's film festive

Francis J Edwards writes, 'Can you please distribute this to all your contacts and ask them to spread the word even further. 2015 marks the launch of the first ever War Veteran's film festival. It is an Australian development and is open to worldwide involvement. As an actor/film maker and War veteran, I am the volunteer advisor to the film festival organization board. This film festival is designed to bring a much greater awareness, understanding of and respect for Australia's and the world's war veterans. The DVA is fully aware of and supportive of this endeavour as are those RSL's that are currently aware of this new undertaking. Please Google 'screen my shorts' and click on 'Veterans film festival' to read more and watch short films about Australian veterans including my own short film '[The Guardian of John Street Square](#)' in which I play dual roles as a film producer and his identical twin brother a Vietnam war vet.

This project offers anyone an opportunity to submit a short film that is essentially about a War veteran. If any of you who read this would like to tell their story in film then please let me know at my email address franced@bigpond.net.au and I will do my best to turn your story into a film script and then let's see if we can get it produced. There are many who are willing to assist."

Vietnam Logistic and Support Medal

Tony Smith writes. He says: "Recently by pure chance, I found out that the Vietnam Logistic and Support Medal was gazetted in 2012. This medal is to recognise the service of Australian personnel in support roles during the Vietnam War. It was created to provide recognition to the men and women who played a vital support role during the Vietnam War but did not qualify for the Vietnam Medal.



The qualifying criteria for the medal includes:

- Service of one day or more as a member or crew of a ship or aircraft operating in the prescribed area of operations of Vietnam in support of Australian forces.
- Service of one day or more within the prescribed area of operations of Vietnam while attached to a unit or organisation in support of Australian forces.
- Service of one day or more while attached to, or serving with, a unit of the Australian armed forces or allied forces, as an observer.



I was in Ubon from June 1965 to August 1968 and that qualifies me - I have now applied for the medal." You can obtain further info [HERE](#).

If you're eligible, you can make a claim [HERE](#).

Politics.

Anthony Element writes, he says: "I was dismayed to read [Charlie Lynn's](#) intemperate and inaccurate rant about the Gillard Government in the latest edition of The RAM. As a regular contributor, my understanding of editorial policy has been that content would be strictly non-political. As a political satirist, I would be quite happy with a change, as it would open up what is, to say the least, a target rich environment, however, I strongly feel it would be in the RAM's best interest to stay with the old policy and keep party politics out".

Point taken Anthony – non-political it shall be – though I bet I get correspondence commenting on your description of the "Rant". tb.

Cyclone Tracy

Howie Campbell writes. "G'day. Well it is the 40th Anniversary of THAT cyclone. (Christmas Eve 1974). To the my many friends who shared this horrific time with me in Darwin, I salute you. We survived the seven hours of terror, and then got off our bums and opened up that base, so that relief was able to flood in and rescue the thousands who were made homeless, and injured.



To ALL the groups of young airmen and women, especially those from No 2 Control and Reporting Unit, who worked long hours under terrible conditions, to clean up the base, especially around the destroyed married quarters and airstrip, I salute you.

We were lucky that we were able to get our families out by air on Boxing Day, which made it easier for us to do our rescue work, and get many thousands of people out by air. To the wives who stayed behind with their husbands, I salute you.



I remember our first days' rest, when we were allowed to go to Berry Springs for a BBQ and some R&R and then on the way back were stopped at a road block by a couple of pale-faced gun toting, southern cops, who said you are not allowed into Darwin. When we told them that we were airmen who did not give a shit about going back anyway, they soon relented and waved us through.

The trip South in January was another nightmare, with flooded roads, high temperatures, and vehicles, which probably should not have been on the road anyway. To go from a modern society, with running water, sewerage, electric power, with fridges and deep freezers full of food and Christmas cheer and a roof over a head, to.... NOTHING. How did we survive? It was because we had guts and the true Aussie Spirit.

The recent tragedies' in Martin Place and Cairns have shown me that when it comes to adversity, Aussies come up trumps

P.S. I still look for cover when the wind gets wild and the memory of this event will never dim.

F-111 A8-109

Kel Davey writes, Re the story in [Vol 42](#), if I remember rightly, F-111 # 109 was an A model not a C model as it was one of the first and served in Vietnam. I worked on the fleet of F-111 A's and C's during the mod upgrade from 1992 until 2004 and there were 2 A models and they were different to the C models on the digital flight control harnesses we installed as they were 6" difference between 2 breakout points on the spine.



You're right Kel – thanks. tb

East Sale

We heard from an old codger named John Gleeson who says: “Just been reading the mag about the [East Sale base](#). It brought back a few memories of my ATC camps down there in the 50's (1850's??) especially the theatre and mess. As a young bloke, the 3 hour train ride beat the hell out of a 30 min bus ride to Point Cook or Laverton. We would have a flight in a Dakota, a run in the crash boat on Lake Wellington and get to help out in the hangars. I remember

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sitting on the wing of a Vampire with a sanding machine rubbing it back to the metal. Like at Point Cook, a ride in the crash boat ended with a tin of Brasso and a rag, now start polishing.

My last time at East Sale (YMES) was 1997, I flew the Super Cub down with a glider for the Anzac week end. The East Sale gliding mob used to come and fly with us at Mt Beauty each Easter and wanted us to come down and bring a tug. The Local ATC flight were having a camp and we helped out with glider flights for the cadets. They launched with V8 Valiant sedan and a mile of cable, the aero tow was a novelty for them. I offered the CO of the Roulettes to swap a ride in the Cub for ride in one of his PC 9s, didn't work – no sense of humour those blokes.”



John tried to con a ride in Elvis – the fire putter out.



Werribee Remote Receiving Station (WRRS)

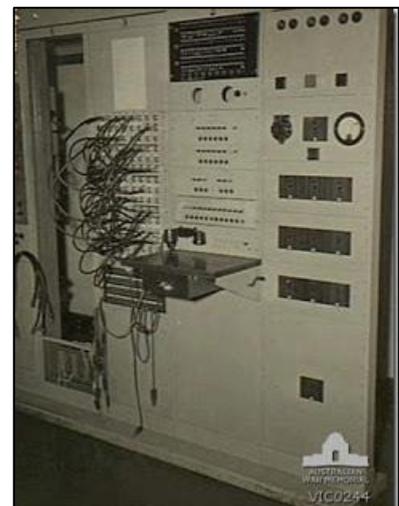
Ian Greenacre got in touch, he says: "I had some memories revived with the recent [article on WRRS](#) that mentioned Ivor Rothwell. I was serving at WRRS when he arrived and he brought some great ideas with him from the RN, but we did have to educate him on Australian standards and Air Force terminology. I think it was morning tea on Fridays (but I won't put money on that day) he invited all the NCO's into his office for a chat. Where discussions would range about things happening on the base, equipment problems and any and everything relating to the base. He was advised that the RAAF did not have Bulkheads, Ports, and Hatches, but we did have walls, windows and doors. I remember that he wanted the Heads painted, which turned out to be a nautical term for ablutions. This would mean 2 days with no showers available. May be ok for the RN, and we took some time to convince him it was not OK in Australia, and a shower run was organised morning and night to Laverton for staff while we painted the showers.

He took us to tour his ship when it came in to Melbourne for a visit. My memories of this was the tiny size of the communications centre - and the fact that operators were allowed to use a screwdriver (a definite no no in the RAAF) and the girls on the wharf in the very mini skirts that had so much trouble with their shoes.

Ivor also encouraged us to study on shift, particularly night shift, and I owe my (very) limited electronics knowledge to his encouragement.

We built a mini golf course at Werribee - I think it was the techos who built it and I have never forgotten the look of disbelief on the WOff Techo (Name escapes me at the moment) who asked if I was going to play a round, and I replied with "If someone can lend me a bat, I will". Another memory was the PMG Teleg that used to come into Werribee to monitor the "Ghost" (again no money on that being the right name - they would listen to free floating balloons that would supply weather and winds at high altitudes) transmissions. When his receiver began to smoke - thanks to some spaghetti running back to a smoker behind the rack (smoking in the workplace? Try that now).

SOTELS visited and Ivor had us spending weeks on painting everything that did not move. I think he was the most disappointed of us all when the visit lasted all of about 15 minutes (from memory). Another day our microwave to MTU kept dropping out / back on at a reasonably frequent rate. The farm next to WRRS towards MTU was getting some aerial spraying done and on investigation i.e. watching the plane and listening to MTU, it became obvious he was flying through our signal. We put up with it for most of the morning.



Werribee Receiving Station, antenna switching panel



I can remember another operator stepping out the receiver hall and spotting a tiger snake on the ground outside. He executed a beautiful U turn at least 2 foot off the ground and stepped back into the hall. There was no rest for anyone until the snake was despatched to happier hunting grounds.

The WRRS had a very active social calendar when we were there, and Rothwell's office was always used as the crèche when we had dances or functions on base. One night I witnessed Nev ? (a BIG transport guy) told to go to bed by Jack Giddey (who was considerably smaller) and he walked meekly off to bed. I voiced my surprise to another member, who enlightened me that to see Jack with his shirt off and I would understand, apparently he was quite well up with body building, and had won a Mr Australia award.

I was at WRRS for just over 12 months. We moved into accommodation in Werribee on our daughters 9th birthday and out on her 10th. The entire street had no water meters, but that year we were all charged for excess water. I believe one Techo paid it, but if you queried it they dropped it.

I was there when another teleg was posted in (name missing att) who was one of the original members of the station when it first opened. He was quite OFEY with the technical side of things as well because they were short of techos when it opened and the opos had to make things work. The day he arrived they were working on a receiver that had lost one channel. He asked what the problem was and suggested a valve to change. They ignored his advice as that was in the receiver selection circuit and had nothing to do with the receiver. The teleg came back about 30 minutes later and again suggested the same valve and to shut him up one of the techos fitted the valve and bingo there was the other channel. He was never ignored again and often queried on things that did not seem quite "normal" around the place, and he usually knew the reason.

We have very fond memories of our time at Werribee and WRRS, the station, and the staff.

Check it before you send it.

Graham Crawford saw our article in [Vol 48](#) regarding sending on those "fake" warnings. He says: "I totally agree with the comment about bogus emails that threaten to destroy your computer. My point is that, for the goose who immediately puts his brain into neutral and flags EVERYONE in his address book to ignore a vile, earth-shattering email about the dangers of what he/she is sending, is that there could be a virus attached to the very email that that person is passing on. For those reading this, you will know who I am, and the vituperative response I usually return about emails of this nature.



Historical Radio Society

Kevin Poulter advises: "[The Historical Radio Society](#) has started the Australian Radio Museum and will have a website up soon. One of our most senior members - Doug Dowe, who is in his 90s will give a talk on his experience with Radar in the RAAF and despite a recent triple by-pass, he is in amazing health, just got married again and was back at our meeting just two weeks after his operation. He also has a handshake that nearly crushes the hand of much younger people. For 2015, meetings are held at 2:00pm on the third Saturday of each month at St Michael's Primary School, corner of Victory Boulevard and High Street, Ashburton (Vic). Entry is from Victory Boulevard, parking is available on-site".



A job for Sam.

Grant Hicks writes, "Great mag, I look forward to it. Would it be possible for Sam Houlston to do an article or two on Tablet computers, not only good ones but cheap ones as well, any good FREE programs, especially if they don't have pop up adds. His article on Linux Mint was great, I have been using Ubuntu for ages, bought a new Laptop and installed Mint 17, 64 bit, somewhere along the line I deleted Windows 8.1, but that didn't really worry me, to me 8.1 only had 2 really good bits going for it, it started up fast and it shut down fast, didn't really like too much of what was in between.



We'll put it to him Grant – after all, he's got nothing else to do – tb.

109 RTC

Hi, I am the same Tim Corcoran in the photo of 109RTC in [Vol 48 page 5](#) of The RAM. I still keep in contact with a couple of others in the photo. We have been recently discussing the idea of a reunion in 2018 to celebrate 40 years since we passed out of Rad School. The article says the photo was sent by our course orderly John Darling. Are you able to either pass on his e-mail address to me for direct contact or pass on my e-mail address to him so that he can contact me directly? Many thanks for the article

Done Tim – tb



InterAsia

Dan Nebauer writes, "You may not know me but I receive your e-newsletter/magazine all the time. I am in my third career now after leaving the RAAF in 1988 after 25 years - see my company details below.



Don't know if you would be able to promote our business to your defence and ex defence readers - we do offer 10% discount on all our travel products to and ex defence or serving member!

Dan Nebauer, Director
InterAsia Tours
1 300 133 001 or dan@interasia.com.au
www.interasia.com.au

RAAFA Museum, Perth WA.

Ron Clayron, radio fixer from yonks ago, sent us this: "Howdy, the RAAFA Museum has an F-111-F simulator that is under restoration. I'm working with the owner to try and get some of the systems running and interfaced to FSX.



A question has come up about the amount of control stick deflection and loading that was experienced by the pilots. Do you know anything about this that might help or maybe do you know any ex F-111 pilots who live in WA?. At the moment the sim is pulled apart for painting but we hope to start re-assembling in a few weeks. The priority is to get the primary flight controls interfaced to FSX, hence the questions.

If you can help, or if you know someone who perhaps could, let us know and we'll pass on your details to Ron – tb

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News and Reunions!



2015 Djinnang Association Reunion.

The Djinnang Association will hold another of their well attended and well run reunions on Saturday the 30 May. As previous, it will be held at the Public Service Club which now calls itself "Club Central" which is in Stevens Lane (off George St), Brisbane City.



Ros Curran and Tracey Lee – at the 2014 reunion.

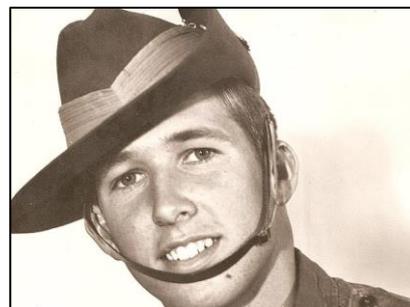
Doors open at 2.00pm and if you haven't been for a while, get your dancing shoes out of the cupboard and get along.

Click [HERE](#) to see the list of names that have indicated they are coming – if your name is not on the list, you can add it [HERE](#).

Battle of Coral-Balmoral.

Brian Cleaver has made six trips to Vietnam since 2002 in a bid to exorcise the demons of his war by trying to dig up 42 dead enemy soldiers. On May 26, 1968, the 20-year-old Cleaver was a 'nasho' rifleman when he was pitted in a fight to the death with his 3 Battalion mates at a place called Bau Hang about 40km northeast of Saigon.

The Battle of Coral-Balmoral between May 12 and June 6, 1968 was one of the most intense engagements involving Australian troops during the entire Vietnam War. Long Tan might be the iconic battle, but Coral-Balmoral claimed 26 Aussie lives, left 100 wounded and saw more than 300 enemy fighters killed in action.



“The old saying about being so scared that you s*** yourself rang true that day,” Cleaver says. He and his mate Tom Curley were sheltering behind a tank providing covering fire when an enemy rocket hit the tree above their position. Everything around them was shredded, including Cleaver's rifle, which was rendered useless by shrapnel. He spent the rest of the battle huddled in his fox hole.

The North Vietnamese Army troops had used the cover provided by bomb craters, created by American B-52 bomber raids, to get within 50m of the Australian lines but their assaults were repelled by a wall of lead. The fighting was so intense that machine gun barrels ran red hot and the diggers were forced to piss on them to cool them enough to keep them firing. When the smoke cleared in the dawn light over Fire Support Base Balmoral, four diggers and 42 enemy lay dead in front of Brian Cleaver's position and he helped to bury the Vietnamese troops in a mass grave at the bottom of a large bomb crater.

The staggering scale of the losses from the war on the Vietnamese side hit home for Cleaver when he asked a local official how many Vietnamese troops were “missing in action” in the local area.

Award winning documentary film maker David Bradbury has spent more than two years making a doco-drama about the battle through the eyes and voice of Brian Cleaver. Bradbury followed up a 2010 News Corp Australia story about Cleaver's mission to locate and return the remains



of the enemy to their families. "It is definitely an anti-war film and I hope it brings home to audiences the horrors of war and the long-term cost of war," Bradbury says. "Hopefully Vietnam Veterans who watch it will understand that their efforts were greatly appreciated despite their shocking treatment at the time. We must prevent that from ever happening again and we must ensure a broad debate before politicians send our young people off to someone else's war."

The battle sequences are realistically re-enacted (in a paddock in winter near Sydney) and they are dispersed between scenes of Cleaver and his team digging and searching for the dead and actual combat footage from the war as well as interview with veterans from both sides. The horror, the suffering, the brutality and the humanity and humour of war are captured brilliantly and the words of the men who were actually there make the drama of the images even more compelling.



David Bradbury directing on location

The Crater goes to air on ABC1 on Thursday 23 April at 9.30pm

Ed and Nancy met while on a singles cruise. When they discovered they lived in the same city only a few miles apart Ed was ecstatic. He immediately started asking her out when they got home. Within a couple of weeks, Ed had taken Nancy to dance clubs, restaurants, concerts, movies, and museums. Ed became convinced that Nancy was indeed his soul mate and true love. Every date seemed better than the last. On the one-month anniversary of their first dinner on the cruise ship, Ed took Nancy to a fine restaurant. While having cocktails and waiting for their salad, Ed said, "I guess you can tell I'm very much in love with you. I'd like a little serious talk before our relationship continues to the next stage. So, before I get a box out of my jacket and ask you a life changing question, it's only fair to warn you, I'm a total golf nut. I play golf, I read about golf, I watch golf on TV. In short, I eat, sleep, and breathe golf. If that's going to be a problem for us, you'd better say so now!" Nancy took a deep breath and responded, "Ed, that certainly won't be a problem. I love you as you are and I love golf too; but, since we're being totally honest with each other, you need to know that for the last five years I've been a hooker." Ed said, "I bet it's because you're not keeping your wrists straight when you hit the ball."

Untold Stories of the Caribou.

Linda Woods, from Lace Productions, has produced a documentary on the Caribou aircraft titled "Untold Stories of the Caribou".

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“Star” of the film is Albert “Berty” Milne who flew the Caribou with 35 Sqn in Vietnam from August 1969 to July 1970.

We’ve seen the video and it’s very good. Channel 7TWO will show a shortened version of the video on Sunday the 19th April at 3.30pm in Brisbane, Melbourne, Adelaide and Perth and at 3.30pm in Sydney.



John Sambrooks, the Secretary Manager of the RTFV/35Sqn Association has copies of the full video, which runs for just under an hour, and you can get a copy by clicking [HERE](#) and ordering one.

Cost is \$22.50 – posted within Australia, POA for deliveries outside of Australia.

Click [HERE](#) to see about 2 mins of the film

