THE RAM

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

ABN 187 477 110 847

Vol 53 www.radschool.org.au Apr 2016

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 Maggie Anderson and we have lots of old time pics.

See Page 3

Beware of cyber criminals and what is “The Internet of Things?” and if you’ve got an Apple iPhone 6, watch out.

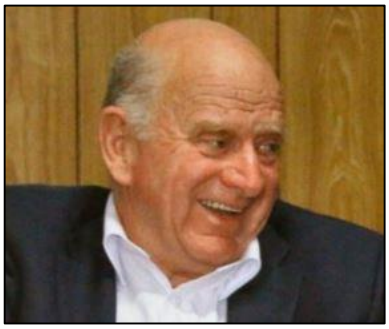
See Page 4

Ian Tyrer was a Radtech with 76 Sqn, here is his story. All the world’s problems are now solved and Phil Palmer has some great old Laverton pics

See Page 5

Ted's got the latest pension rates and the Navy is having trouble keeping its sub-mariners – perhaps we now know why.

See Page 6



Nev Conn tells us his story.

See Page 7

Applying for a DVA Disability Pension is a mine-field. Trevor Rigby tells us how to do it.

See Page 8

One of the last F111 Dump and Burns was held at Willytown, Allan has the video

See Page 9

Peter Robinson was one of the first to set up a "Men's Shed" and Brisbane has some war graves.

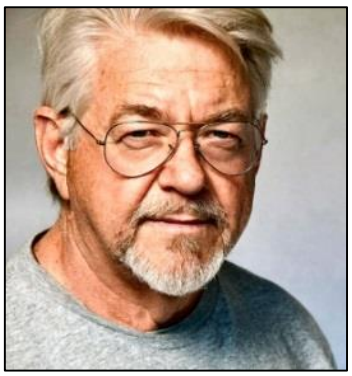
See Page 10

Cold remedies, what works, what doesn't and what can't hurt?

See Page 11

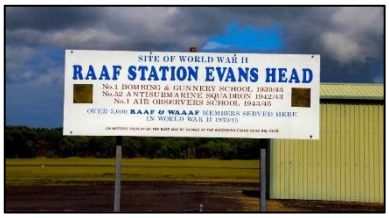
Jeff remembers his amusing and interesting time as CFI at BFTS at Pearce and what's the difference between 4WD and AWD.

See Page 12



The rise and rise of Donald Trump and Harry Smith continues the fight for rightful recognition for his men

See Page 13



The Evans Head Heritage Aviation Museum is definitely worth a visit.

See Page 14,

The ex-Wagga Appies got together at the Trans Hotel in Brisbane.

See Page 15

All alone, flying in the South Pacific before GPS. Troopship to the Far East.

See Page 16

Sick parade.

See Page 17

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

Page 18

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

Page 19

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

Page 20

Index.

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 ran this "Opinion" piece quite a few years ago but the topic keeps popping up so we thought we'd give it another lease on life.

Officers - who needs them???

A few of us were sitting around a camp fire recently, cooking a bit of meat, having a drink or two and telling a few yarns and as often happens, late into the evening, with a few aboard, we set about solving a lot of the world's problems. One topic that came up and which caused a bit of heated debate was the way the Air Force is (or in our case was) run.

Next day I got to thinking about our 'intelligent' discussion from the previous night, and I think we might have hit on something. None of us could understand why officers were needed in today's modern technological Air Force. All the inclusion of Officers in today's Air Force seems to do, as far as we could see, is divide the Air Force into two separate classes. It's a form of segregation. It just doesn't make sense. Why should a (for instance) Pilot Off EquipO have authority over a Flt Sgt Sumpie. If push came to shove, neither could do the other's job so why is one given so much authority over the other. Is it a big stick thing, do the powers that be think that the only way to get men and women to do their job is to 'order' them around. The civvy contractors that do the major servicings on the RAAF's aircraft don't work like that, yet they get the job done and do it well. Job satisfaction beats a big stick as an incentive every time.

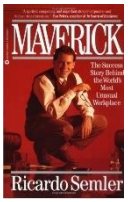
Surely it's not a pay thing?? We all understand that different jobs demand and deserve different pay rates, but you don't need an officer class for that - firms like GMH, Caltex, BHP etc have thousands of workers, all on different pay rates, yet they don't have 'classes' of employees. And, funnily enough, all these thousands of people know what their job is and get on and do it without the presence of an officer - how is that possible??

Is it a case of "It's always been that way!!" - could be. Years ago all aspects of life were very class conscious, from the King down, we've just evolved that way. But not today - we've outgrown that. In today's RAAF, with all its sophisticated equipment, the job is the important thing - surely. When the crew of a C-17 leaves an airport for a 4,000 Klms flight over water, their only concern should be whether the ground crew serviced their aircraft properly, not that some impudent avionics tech had on dirty shorts or didn't salute correctly or didn't call me Sir!!

But it happens.

Is it perhaps kudos?? Are officers needed because people like being and playing Officers?? If so, why not have everyone an officer. We personally know of a women, married to an officer, who used to introduce herself as Mrs Sqn Ldr XYZ.

Why should a group of people, all with the same purpose, be divided into two segregated classes? Each class will certainly contain some very talented people, yet because of the structure, one class cannot fully utilise the talents available in the other. We have fond memories of squadron detachments where one or more aircraft, with their relevant air and ground crews, would be away from base for two or more weeks. All personnel worked as a team, everyone helped everyone, rank was acknowledged but not enforced, people worked, lived, ate and socialised together and the job got done very smoothly and very efficiently with each man relying on and respecting the other's skill. For that reason, Detachments always ran a lot better than normal squadron activity back at base.



There is a lot of discussion out there on this very topic, one such opinion piece was written by Ricardo Semmler, successful business man and the author of “Maverick, the Success Story behind the world’s most unusual workplace”. You can read his thoughts HERE.

We'd love to know your thoughts on the matter - please drop us a note telling us what you think.

Apology.

This edition is late, for that we apologise, though there was nothing we could do about it. We’ve spent the better half of a month in hospital with the dreaded bowel cancer which we’ve been assured is now gone and we can get on with things. You can see more on that HERE.

Membership.

The response to our membership questionnaire was outstanding, we received hundreds of replies and suggestions and we’ve decide to go with the following.

- 1 year’s full membership for $12.00
- Life (5 year’s) full membership for $50.00

Annual Membership will run from July one year to June the next, with this year’s membership expiring in June 2017. As we’ve said, full membership is not compulsory, you can still receive the RAM which will remain open, free and available on the net and we’ve decided to limit life membership to 5 years because as we’ve recently discovered, we’re all mortal and 5 years could very well be a lifetime.

So, if you’d like to contribute and help us with the ever increasing costs, please join as a full member.

If you are already a member, please fill in the form below and send it to us, if you haven’t already joined, please use the form HERE.

First Name. _____ Surname: _____

Your email address: _____

Amount tendered: ____ Which State are you from? _____

Please transfer your joining contribution to

BSB: 124-021 **Account number:** 1048 7401 **Title:** RAAF Radschool Association
and include your name in the "Remarks" window on the deposit.

You can of course pay more if you wish!!

RAM thought for the day.

Don’t make excuses, make improvements!

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.

5¼ in Floppy drive!

We’re looking for a 5 inch 1.2 meg floppy drive. If you’ve got one that you no longer need would you either give or sell it to us. If you can help, please contact us HERE.

Errors

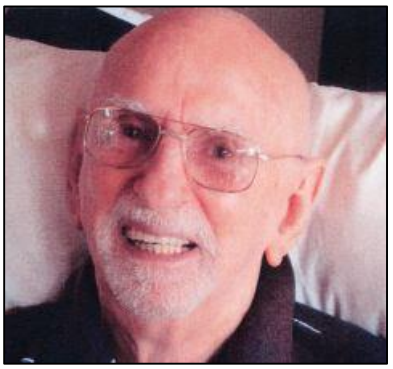
Our aim is to have this site error free – but that’s probably impossible. But with your help I reckon we can get pretty close. If you see any errors, be they punctuation, spelling, links that don’t work, facts wrong etc, (no matter how small) please let us know so we can fix them.

IN MEMORY OF

Lucky Watson.

David Marr advises the death of his long-time good friend and mentor, Lucky Watson. Lucky died on Christmas day and his funeral was held at the Maleny RSL hall on the 5th. January.

Lucky joined the RAAF in 1949 as an apprentice Radio Technician (3 Appy). On the successful completion of his training in 1952 he was posted to 86 Wing at Richmond where he served for 10 months before being posted to No.1 Sqn. in Tengah, Singapore, where during the Malayan Emergency, he worked on the Australian built, (yes, we could build things back then) Avro Lincoln bombers for 3 years. Lucky's next posting, in 1956, was to 36 Sqn. at Richmond where he made Sergeant in 1959 and Flight Sergeant in 1965 and in 1969 he was promoted to Warrant Officer. In 1969 he was awarded the British Empire Medal and my good wife Sabina and I were honored to be invited to attend as guests at the presentation by the then Governor, Sir Roden Cutler, at Government House, Sydney.



In 1970 Lucky was posted to RAAF Headquarters Melbourne where he served as, Acting Flight Lieutenant, Section Commander. He was offered Officer Training but declined as he preferred to remain a Warrant Officer, with all that goes with it. In 1973 he was posted to 2 Sqn. Amberley where he spent 14 months before taking his discharge, after 25 years of service.

As a civilian, Lucky worked as a RadTech in Mackay, before acquiring a taxi in 1975. He was subsequently appointed Director-Treasurer, then Chairman of Directors, of Mackay City Cabs. Lucky's next move was to Tewantin, where he acquired 2 taxis and operated as the Noosa Taxi Service. He was the Founding Chairman of Directors of the regional Suncoast Cabs Association and was subsequently elected for a second term. After selling he taxis in 1985, Lucky worked for Telsta in Nambour until he retired in 1990 at the ripe old age of 57. He and 3rd wife, Pamela, travelled extensively in the following years and finally settled in Maleny.

I first met Lucky in 1964, when I joined 36 Sqn. as a RadTech-Air. We immediately hit it off and he became my mentor and long-term friend from that time onward.

Lucky married 3 times: Firstly in Singapore, to Jessie. Secondly, while at Richmond, to Janet, who was a nursing sister at Kingswood hospital (with whom he subsequently had 2 children, Danielle and Cameron) and the third time, to Pamela. It was my honour, to be asked to serve as his Best-man at for the second and third wedding.

Lucky Watson was a true "gentleman" as in "gentle man" and I'll miss him greatly.

Farewell Lucky.....Old Mate.

James (Jim) Maitland Copeland.

Jim Copeland, born in England on the 29th May 1929, passed away peacefully on the 13th December 2015 at the St John of God Hospital in Geelong. He was 86 years old. Jim was a Sergeant “box packer” and served with 1OSU in Vietnam from May 1969 to May 1970. He was buried at the Drysdale Cemetery, Drysdale on the 18th December, 2015.

Knobby Clark.

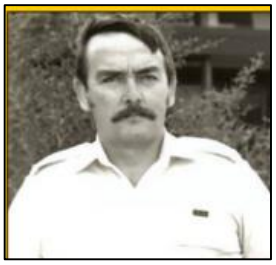
Ernie Gimm advises the passing of “Knobby” Clark. Knobby was a Teleg on 52 Telegs Course. He died on Sunday 10th January 2016. His death was kidney related and it was of his own choice that the machine he was on be turned off. He had a battle for a couple of years with being on dialysis and had numerous stents in his heart arteries and suffered mobility problems. He went into hospital the Saturday before Christmas. His funeral was held on Tuesday 19 January at the Morley Baptist Church, Bassendean.

Norm Stanley

The Djinnang Association advises the sad news of yet another passing of one of their members. Norm Stanley passed away on the 18th December after a short illness with lung cancer. Norm, who was on 60 Telegs, was a very popular member and will be sadly missed.

Norm’s funeral was held at the St Andrews Catholic Church in Clarkson (a northern suburb of Perth WA), on the 24th December. A very sad Christmas for his family.

Len Blake.



Amanda Blake, Len's daughter writes, "I wanted to let you know of the death of my Dad, Len Blake, who died late afternoon on the 21 December in Coolangatta, QLD. It was sudden and unexpected and despite being in his 20th year living with Parkinson's Disease, he was still the cheeky and loving man we've always known. Dad wanted to be cremated and his ashes scattered at sea. We will be arranging that."

Len was on 37 Telsop.

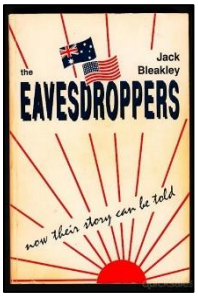
David Miller.

Dick Tracey advises that David Miller passed away on Tuesday 01 December 2015 as a result of suffering from pancreatic cancer. David's served with 2 SQN in Phan Rang from December 1970 to June 1971 as a radio technician. His funeral was held at the Great Southern Memorial Gardens on Mt. Cotton Road, Carbrook (Qld) on Wednesday 9th December.

John (Jack) Aston Morse Bleakley

David Grierson, the President of the Balwyn RSL (Vic) informed us of the passing of Jack Bleakley, who died on the 31st of January a few days after a severe stroke, aged 94.

Although his service record merely records him as "telegraphist", Jack was an acting Sergeant with 1 Wireless and 5 Wireless Units (RAAF) during WW2 and in fact, was one of the few Australian and American Katakana operatives whose duty it was to intercept, record and decode Japanese radio transmissions (see HERE). Jack served operationally at Townsville, Port Moresby, Nadzab, Biak and Manilla. Although most Australian histories ignore these units and most report that Australians in the Pacific were fighting in the backwaters of the war in 1945 (being NG, Bougainville and Borneo), Jack was very proud of the fact that as a member of MacArthur's HQ, he and his unit assisted in the liberation of the Philippines.



Among their many achievements was the interception and recording of Admiral Yamamoto's flight itinerary that led to the interception and shooting down of Yamamoto's plane by USAAC P38 Lightnings. It was said that the death of Yamamoto shortened the war by up to two years. Jack's book, The Eavesdroppers, published in 1991, is compulsory reading for those interested in the secret war. He was in the process of reviewing a second edition at the time of his death.

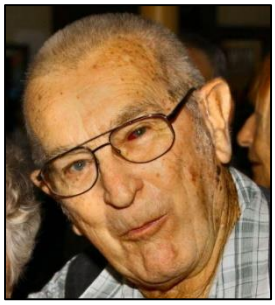
Jack, although a forceful and interesting speaker, was a quiet, reserved gentleman who continued to support his service comrades until the end of his life. He will be missed by his few remaining comrades and all those who knew him. His funeral was on Friday 5 February 2016 at 1030, at St Barnabas' Anglican Church, Balwyn VIC.

Andrew Perry

The National RSL advises the death of FSGT Andrew Perry, who took his life on the 20th December after a long battle with PTSD. FSGT Perry joined the RAAF in 1987 as an ADG, touring Iraq and Afghanistan throughout his service. A true gentleman, we are forever grateful for his dedication and service to our country. A memorial service was held for Andrew at 2 Security Forces Squadron Headquarters, Airfield Defence Association Memorial, RAAF Base Amberley on the 22nd December.

These events are very very sad and unfortunately, are a far too regular occurrence. So sad!! and completely unnecessary. Our political leaders can pour squillions of dollars into "feel-good" projects. There's any amount of money available if you're in the military and want a sex change, there's money to pander to militant minorities, money to fund bureaucrats whose sole purpose in life is to fight applicants of the Gold Card, but they can't find the funds to help our ADF members suffering after being sent into harm's way…it's all got to do with media interest…..Bastards!!! tb

Ian Greenacre.



Ian's son, Peter, advises the sad news that Ian passed away on the morning of the 14th February, 2016. His passing was peaceful and he had his family with him. Ian's funeral was held on the 19th Feb 16, at the Pinaroo Memorial Park in Padbury, WA. He was admitted to hospital early in Feb with heart problems which continued to deteriorate over time until he passed away on the Sunday morning. He had his family with him at the time.

Ian was a Teleg and a loveable bloke. God always takes the good ones first!!

Bill "Jaffer" Jones.

RG Thompson advises that Bill Jones had passed away on 18th September 2015. He had had pneumonia but died peacefully in hospital. Sorry, no further details.

Keith Schmerl.

Don Mazlin writes, "I recently came across a death notice for Keith Schmerl. Keith and I served together as Flt Lts at Amberley in the early 60s and he carried out an Armament Inspection of 79 Sqn at Ubon during one of my tours there. I think he also did a stint at SUPCOM late in his career. He was a most likeable fellow always with a smile on his face and I could never understand why he didn't kick on further. Maybe he didn't do promotion exams. There may be one or two of the old Gun Plumbers who remember him. He died 17 Feb aged 91 after a long illness. His funeral was held at the Tree of Life Chapel, in High St., Malvern, on Friday the 26th Feb."

Walter "Dave" Easter

Peter Cross writes, "It is with deep regret that I inform you of the passing of Walter "Dave" Easter in hospital on the 19th of February. Dave funeral was held at Seasons Funerals Chapel, Redcliffe WA on the 29th February, 2016".

Sorry, no further details.

Darryl "Redders" Redding.

Dave Wilcox advises the sad passing on Thursday night, 10th March, of former SQNLDR Darryl "Redders" Redding. He passed away peacefully in his sleep at home after a long battle with cancer. Darryl's funeral was held on Friday, 18th March at "Go Fly Aviation" in Caloundra QLD followed by refreshments at the Caloundra Air Museum.

Darryl joined the RAAF as a Nav early 70's and went on to fly P3's and

F111's (F111 Conversion from Aug75). He completed pilot training about '81 or so, and flew Caribous at 35SQN and TSF Butterworth.

Bob Cook.

Chris Beazley advises the passing of SQNLDR Bob Cook on the 18th March at 02.05am. Bob was a Caribou Pilot with 38 Squadron and saw service with the Peacekeeping UNMOGIP Air Unit in the late 70's in Pakistan. In the Airforce Reserve, Bob was the Senior Hot Air Balloon Pilot and Check Captain. Sorry – no further details.

Leonard James Jacob.

Joy Jacob advises us that her "husband, Len passed away on Sunday the 20th March 2016. Len was born on the 21st November 1937 and was aged 78 at his passing. He battled Leukaemia for 4 years and 10 months. Len had previously asked me to ensure that I contact you with these details. Len was on 47 Teleg.

Can I ask that you now delete his email address for future mailing.

Thank you and kind regards".

Frank Moylan.

We received notice from John Sambrooks that Frank Moylan (right in the AWM photo) died on the 7th April, 2016. Frank was a sumpie and served with RTFV in Vietnam from Sept 1964 to April 1965.

Page 3 Girl.

Our lovely Page 3 girl this edition is Maggie Anderson.

Maggie says: “I was an air force brat from the word go. Way back to world war 2 when I was born, my Air Force dad was still away on active duty. This affiliation has continued throughout

my live. As a teenager to further my education, I attended the Emily McPherson College of Domestic Economy in Melbourne where I was introduced to the pretty Appy boys in their blue uniforms. The college backed onto RMIT and every lunch time the RAAF boys came down the back stairs to sit on the lawns and chat up the girls from the college. Many “friendships” and “relationships’ were commenced in those days and have continued throughout our lives.

At age 17 I began my nursing training at Footscray District Hospital but that got side-tracked when I met and married Ray “Jess” White, a Teleg, but who is now sadly deceased. Onward through the years I met and married the redoubtable Ted McEvoy, Radtech extraordinaire. Of course, just after we were married he was sent off to Vietnam with the Caribous and on his return we started our family.

We enjoyed a series of postings during our married life including Pearce, Richmond (X2) Williamtown and Butterworth (1972 – 1975). While in Malaysia, I worked at RRB and continued the McEvoy breeding program. We returned to Australia to Laverton in winter and then to the warmer climes (?) of Richmond. By now Ted had done his time in the RAAF and he took a discharge. In 1980 we rented our house in Nth Richmond, I quit my job at a doctor’s surgery in Hobartville and we bought “old reliable” an FJ Landcruiser and as a family went feral and travelled our wide brown land...renewing many friendships along the way, making new ones and camping out in weird and wonderful places. Our 2 daughters gained a different education that year and more fun too.

At the end of our travels we sold the house in Richmond and moved back to WA as Civvies with Ted going to work for Elders in west Perth .

Some years later after a sadness occurred in our family, Ted and I parted company. I completed my nursing studies at the Uni in WA and in the following years, I had many roles in the nursing game, including nurse manager, charge sister and allied health lecturer at ECU in WA.

In 1996, I took a year off, bought a 4X4 Holden ute, kitted it out as a camping machine and headed off around Australia in an anti-clockwise direction – all by myself. When I’d finished I had travelled 23,000 klms. After that, I went back to work for a year of two, then remembering how much I liked Queensland, and as my girl friend was also in Qld, I packed up and headed east.

I ended up north of Brisbane on the beautiful Sunshine Coast where I now live. I went back to nursing, though this time as a clinical facilitator for student nurses at the Nambour TAFE, QUT and the Australian Catholic Uni, a job I held for 9 years until I retired.

Our two girls live on opposite sides of the country, the elder Fiona lives in Geraldton in WA and recently suffered breast cancer from which she is now recovering. Ted and I would like to thank all our old RAAF friends who helped us through this trying time during Fiona's treatment.

Daughter number two, who lives near me in Nambour and who insisted I write this story, is a great comfort and support, especially during my recent back surgery.

Anything Air Force still causes me to prick up my ears and as I regularly receive the RAM on line, I love to check out old names and faces and then to wonder where the years have gone.

This is just called LIFE!!.....I believe.

As we often say, common sense is like deodorant, the people who need it most never use it.

We're now into Surf gear??

9/90 Radtechs

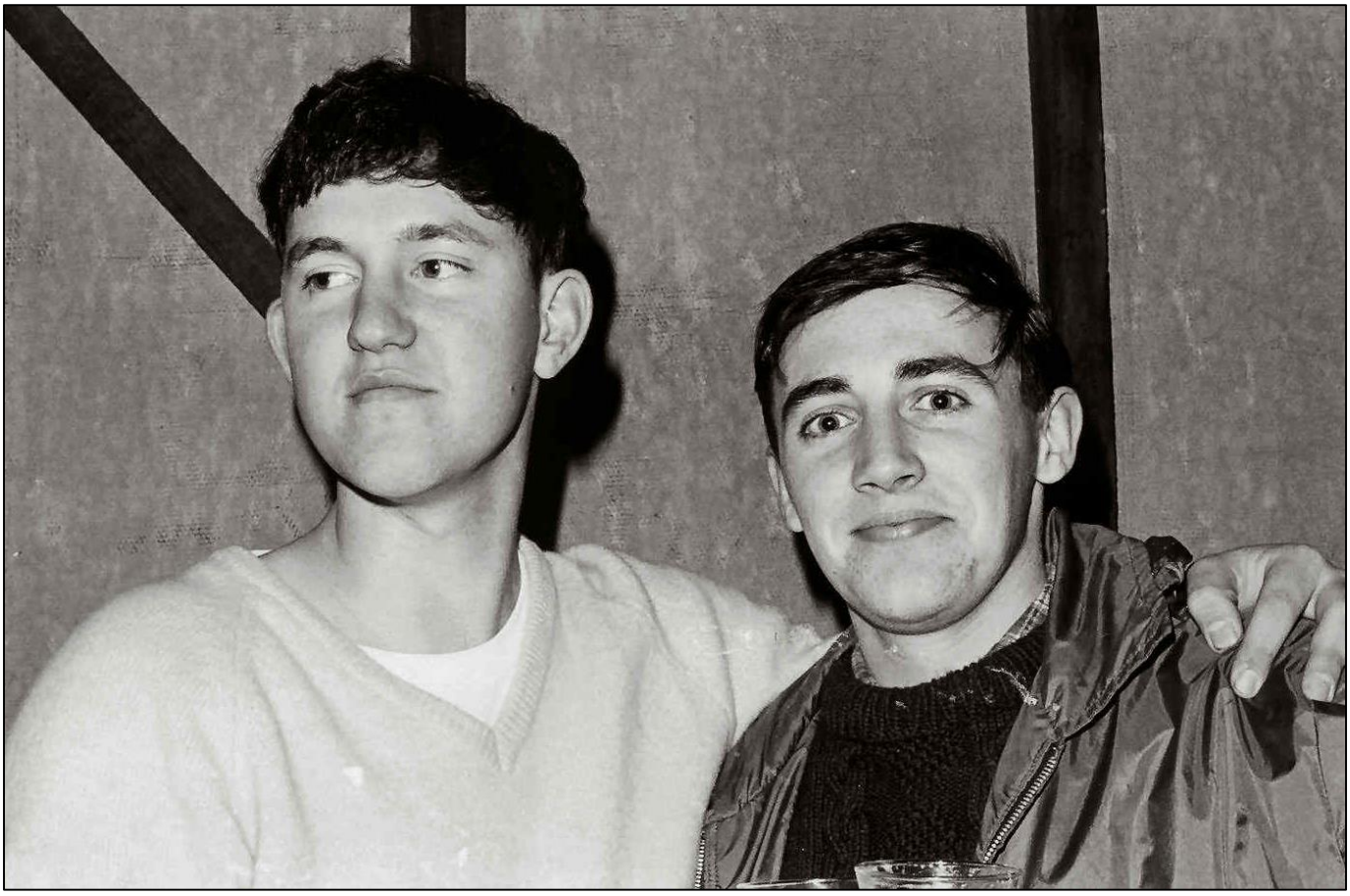
Geoff Hudd sent us this, he says: “I see you have no course photos of us ‘Thicks’ yet. Here is one to start your collection, 9/90 RADs Course. I started on 8/89, but graduated with these guys, long story. Think we graduated around Nov/Dec 91.

Names (Can’t remember most of them, will look into it)

Hope that helps, will see if I can get more details, great website, keep up the good work.

Back Row L-R: Geoff Hudd (Me) , Don’t know, Don’t know, Don’t know.
Middle Row L-R: ,? Fong, Ugboot ?, Jason Hastie, Carl Trindorfer, Don’t know.
Front Row L-R: Shane “Moona” Mooney (retired Flt Lt), Don’t know, E.W Gidley (CO), John Speirs, Craig Bodecot.

29 RMT -



Geoff Prisk and Barry Lewis, on 29 RMT, in 1969.

We heard from Kevin O'Reilly, he says: "You might also be interested in the attached article I wrote for the Aviation Historical Society. I do have these photos if you were interested. The attrition rate for these young men early in the war was horrific. These photos were taken by airman Tom Worley in Jan 1941 shortly after the base was opened. He was killed in the UK in a Wellington while training.

Regards, Kevin OReilly

Ballarat WAGs of Hut 15

Church parade in the Ballarat Theatre. 1941.

Some time ago, a builder who was demolishing an old suburban house in Melbourne, noticed an envelope with faded snapshots dumped in a rubbish skip. On having recognising these as Air Force related he fortunately kept them and passed them to me for interest and preservation.

Thanks to the diligence of the photographer, (presumably Thomas Worley who was on the same course and whose kit bag number appears in one shot) names have been included on the back of some and as a result the writer has been able to identify all members of the WAG (Wireless Operator/Air Gunner) course 9A which commenced on January 9 1941 at the recently opened Ballarat Base (No1 WAGs) and who resided in Hut 15.

These young men who had volunteered were responding to a call to arms for air crew at the behest of the Empire Air Training Scheme which undertook to supply partly trained airmen for the defence of England. It is easy to see, on looking at their faces, that these young fellows were full of enthusiasm for the adventures that were ahead of them. Sadly, of the 14 occupants of Hut 15, only 4 would survive World War 2 and most would be killed within two years of their training. The attrition rate amongst the early air crews in this war was horrific.

Ballarat Theatre.

Kevin O'Reilly 312577,
Member RAAFA Ballarat and Aviation Historical Soc. of Aust.

Dan Windever (left) was with Exam Flight at Wagga in 1987 and was invited to lots of cooks and advanced cooks graduation buffets where there was lots of sampling.

Dan says, it was a tough job, but someone had to do it.

G

Typical Airman's Mess dinner perhaps???

113 RTC

Mick Hawkes sent us this pic (above), but he doesn't have the names, can you help??

9 Sqn at Jeffman in Irian Jaya 1976.

L-R: Paul Jacobsen, Jake Henson, "Spider" Rider, Steve Keable, Steve Curnow, David Russell, Don't know.

On the 29 July, 1977, during Operation Cenderawasih (Bird of Paradise) in Western New Guinea (or Irian Jaya, Indonesia), two Iroquois helicopters of No 9 Squadron, were sent from Wamena to convey an Australian Army party engaged in geodetic survey work to an airstrip across the mountains. Heavy cloud caused the mission to be aborted and the two aircraft were returning to base when machine A2-379 went missing with five personnel on board. The lost aircraft was located early the next day in a moss forest at an altitude of 10,000 feet (3000

metres). Two Army personnel were winched 60 metres through the jungle canopy to the wreck below and found that, apart from the pilot, all on board had survived though three were seriously injured. A Special Air Service patrol team from Darwin was inserted to protect the wreck while recovery operations were carried out over the next week.

5 Sqn Farewell. August 1977.

L-R: John Gibson, Rod Smith, Peter Praniess, Peter Wattie, Bob Cook, Bill Brown, Peter Armstrong, Terry Pinkerton, Slim Reeves, Tony Huntley and squatting Garth Hutchinson. Absent I know are Mike Ryan, Brian Rose, Bob Mitchell, possibly Trevor Hamill, Scouse Warbrick, Tom Kajevic and Kym Manuel.

The above blokes were farewelling Peter Wattie who had recently retired as a Crewy. Kym Manuel provided the pic.

All you need in life is a little love and care.
But a little chocolate now and then doesn't hurt.

U2 at Laverton.

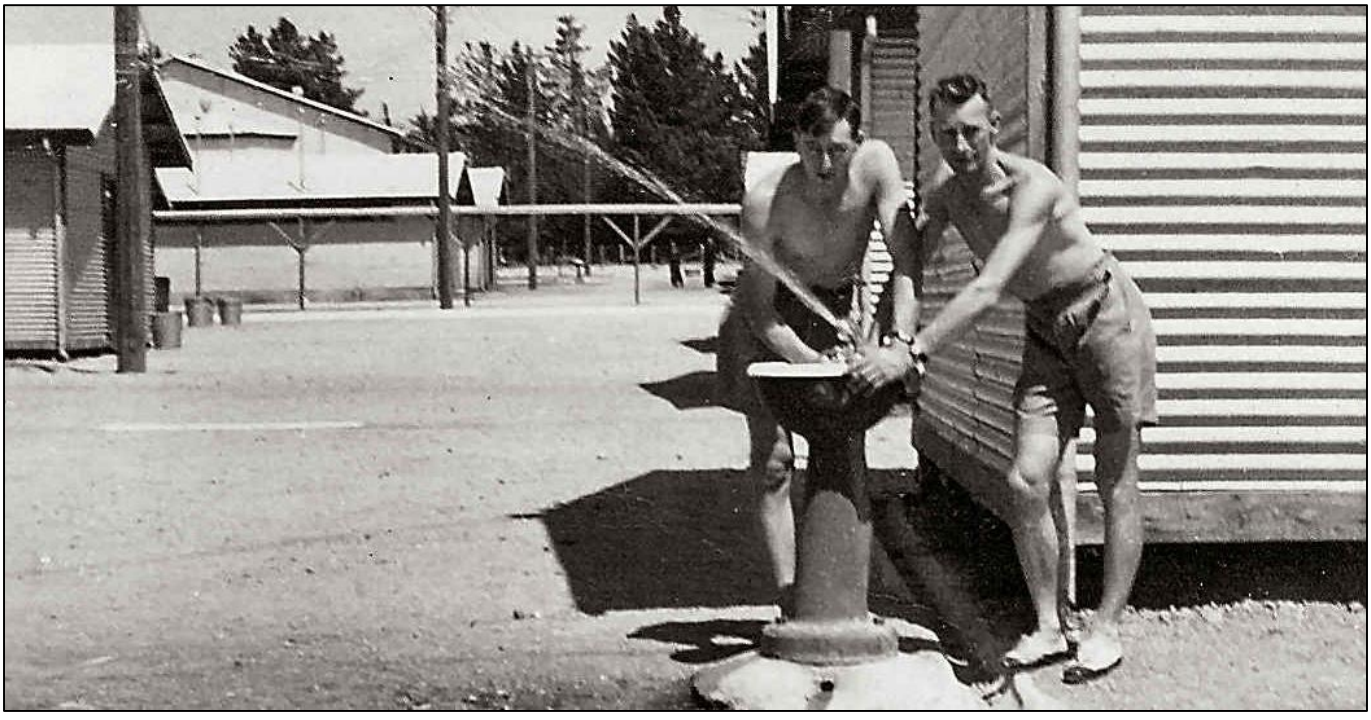
John Elliott sent us this pic, it was taken way back when the U2's operated out of Laverton and would climb out to about 250,000ft, wiz across the Tasman and snoop on the Kiwi All Blacks' training nights and then sell the info to the Wallaby hierarchy.

That's true – John told me!!!

The Pope and an atheist were arguing over the existence of God. The Pope says, "Your existence is as if you're in a dark room, and you're blindfolded, and you're trying to find a black cat that isn't there." And the guy says, "And you're blindfolded, and in a darkroom, searching for a black cat that isn't there…BUT ,you've found it."

An Airman's living conditions, Ballarat, 1941

Keeping cool – 1941. Ballarat.



Panic night – 1941. Ballarat.

My neighbour knocked on my door at 2:30am this morning, can you believe that - 2:30am? lucky for him I was still up playing my Bagpipes.

The R.A.A.F. at Canberra

The following is taken form “Canberra up-to-date (1965)” – a book that was a “*Guide to Visitors and Businessmen, giving useful up-to-date facts about Australia’s National Capital”.*

The RAAF maintains two establishments in Canberra — RAAF Base Fairbairn and the National Meteorological Transmitting Station near Gungahlin. RAAF Base, Fairbairn. has an interesting history which goes back to the early days of World War ll. On 1st April. 1940. a Royal

Australian Air Force establishment, then known as RAAF Station Canberra, was officially opened and placed under the temporary command of Squadron Leader P. G. Heffernan AFC, who was the Commanding Officer of No. 8 Squadron. 8 Squadron had reformed in Canberra on the 11th September, 1939, at the outbreak of the Second World War and began conducting patrols and searches and providing transportation services from January 1940. A number of 8 Squadron personnel were posted to Station Headquarters, Canberra, to establish a nucleus of personnel for the new station. An orderly room was established in an office at the civil aerodrome administrative building.

Narellan House, (demolished May 1992) a low-tariff hostel within easy walking distance of the city's main shopping and entertainment area.

It is interesting to note that at that time sleeping quarters for RAAF personnel stationed at Canberra consisted solely of tents. From 1940 until the cessation of hostilities, RAAF Station, Canberra, was an operational base for anti-submarine patrols and a training school for Army co-operation personnel. On 18th February, 1941, the then Minister for Air, Mr. McEwen, announced that Canberra Aerodrome would be known in future as Fairbairn Aerodrome. The change in name had been decided upon to commemorate the work of the late Mr. Jim V. Fairbairn, M.H.R. (right), and Minister for Air, who had done a great deal for aviation, both as a practical airman and as an administrator before he was killed in an air crash at Canberra on 13th August, 1940.

On completion of the movement of the Department of Air from Melbourne to Canberra and to facilitate administrative arrangements for the RAAF units located at RAAF Base, Canberra, it was decided that, as from the 19th March, 1962, the name RAAF Base Canberra, would be changed to RAAF Base, Fairbairn. Today RAAF Base, Fairbairn, is the home of No. 34 Squadron (previously known as No. 34 VIP Flight), No. 9 Squadron, now operating the Bell Iroquois Helicopter, the RAAF Staff College and a Base Squadron which provides the equipment, transport and all other "domestic" requirements of the Base. Total personnel strength of the three squadrons and the RAAF Staff College is 532. No. 34 Squadron is a Special Transport Squadron operating Viscount, Convair Metropolitan and Dakota aircraft.

Gungahlin.

The RAAF Gungahlin Wireless Transmitting Station, on the Yass Road, adjacent to Canberra occupies about 79 acres. Formerly owned by Dr. J. F. Watson, the land was acquired by the RAAF in March, 1940. From its inception and during the war years, Gungahlin was a joint Naval and Air Force venture. Today (1962), it is wholly owned and operated by the RAAF for meteorological broadcasts on behalf of the Meteorological Bureau. Since 1932 the RAAF has been regularly broadcasting weather information for the Bureau. Initially, these broadcasts were made in morse code by hand, and later by automatic morse and radio teletype. Today, modern equipment has been installed which introduces the "Facsimile Weather Chart Broadcasts", bringing RAAF broadcasts to a standard equal to the world's best. The information presented is invaluable to both civil and service aircraft, shipping and weather forecasts. Gungahlin's is the only meteorological facsimile transmission emanating from Australia. Its broadcasts are capable of reception anywhere within 'region five" of the world's meteorological divisions.


WOO HOO...It's Friday! Oh wait, I'm a mom... Never mind.

Computers and Stuff.

Sam Houliston.

Report scams to the ACCC via www.scamwatch.gov.au or by calling 1300 795 995.

How cyber criminals use social engineering

Social engineering is nothing new. It's a tool of psychological manipulation that's been used since the dawn of man. Why? To influence people into taking action that might not be in their best interest. Sometimes it's fairly harmless, like a child sweet-talking its parent in order to get an ice cream. (I'm a victim of this one.) Many times, however, social engineering is used for nefarious purposes.

There are classic examples of social engineering at play throughout human history. Confidence tricks were first used by charmers in the 19th century to con people into trusting others with their valuables. (They should not have trusted…the charmers made off with the goods.) Psychological manipulation, otherwise known as propaganda, influenced droves of people during World War II to go out and buy war bonds. And advertising subtly hints that you're not pretty enough until you buy this product.

Social engineering taps into the human psyche by exploiting powerful emotions such as fear, urgency, curiosity, sympathy, or the strongest feels of them all: the desire for free stuff. Which is why cyber criminals have caught on.

Cyber crooks use this dangerous weapon to get at the weakest link: us. They know that the easiest way to penetrate a system is to go after the user, not the computer. "Attacking the human element has always been a favourite," says Jean-Phillip Taggart, Senior Security Researcher at Malwarebytes. "Why use some hard technical flaw to acquire a password when you can simply ask the user for it?"

In fact, psychological cyber attacks are on the rise. "We are seeing an increase of blended attacks that rely on a combination of social engineering and malicious software," says Taggart.

For example, a popular social engineering tactic is the technical support scam. An alert pop-up will appear on the screen that tells the user he is infected and needs to download a malware application. The user, fearful of infection, will download the fake antivirus or anti-malware application that is instead a vehicle for delivering malware.

So how are the criminals distributing their social engineering schemes? Here are some of the most prevalent forms of social engineering today.

Clickbait:

"Huge snake eats man alive!" Have I got your attention? What if I posted a link to a video of the ordeal? You just might be tempted to click, especially because many legitimate articles and other pieces of content use similarly eye-catching headlines to get people to look at their stuff. Cyber criminals get this, and they exploit it.

A particularly popular approach is to capitalize on the innately human desire to crane one's neck to see an accident on the side of the road. So beware of links to overly graphic terrorist attack images, natural disasters, and other tragedies.

Watering hole attacks:

One of the things cyber criminals do best is collect information about their targets. Browsing habits tell a lot about a person, which is why that ad for cat sweaters keeps popping up in your Facebook feed. Cyber criminals use this information the go after the sites most visited by their target group. Once they discover a particular website is popular with their targets, they infect the site itself with malware. For example, hackers knew the iPhone Dev SDK forum was visited frequently by Facebook, Apple, and other developers. They compromised the website, set up an exploit, and ended up infecting a lot of people.

Social networking attacks:

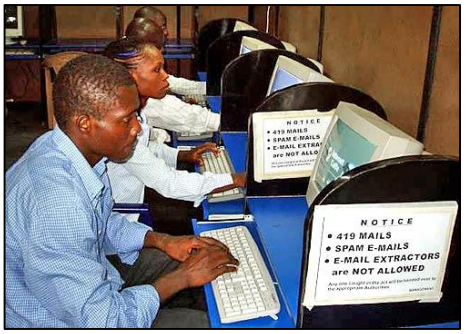
Social networking attacks can be particularly dangerous because criminals mess with your mind in two ways. First, they make digs at your personal information. Cyber criminals know that one of the biggest vulnerabilities people have is their self-image, people are worried about what others think of them. Second, they make their messages appear to come from a friend.

This two-pronged approach can be accomplished in one attack. You might receive a message from your ex-boyfriend that says, "lol, is this your new profile pic?" (with a picture of a walrus).

The picture has a link. You click on it, because what the heck, ex-boyfriend?! And would you look at that…you're infected with malware.

Ransomware.

Ransomware is nasty business. It's also social engineering at its finest/worst. Ransomware is a type of malware that holds your files or part of your system ransom. In order to return access, you have to pay cyber criminals. People who want their precious data back might pay up right away. But for those who need additional scare tactics, cyber criminals have come up with law enforcement scams that make it appear as though the Federal Police or Taxation Department are contacting you to claim that you've done something illegal.



Even worse, some cyber criminals will stoop to the level of claiming they found child pornography on your computer—and then display a piece of child pornography. So, they say, pay up and we'll make it go away. Users, naturally, tend to panic when faced with a message about child pornography that seems to come from law enforcement. This gross tactic has even lead, in an extreme case, to a user committing suicide.

Phishing/spear phishing.

If your dad has ever fallen for the old Nigerian prince tale, then guess what? He was phished. Phishing is a form of social engineering that relies on fooling people into handing over money or data through email. Bad guys accomplish this by sending a generic message out to a huge mass of people that might say something like, "You won $1 million! Click here for your reward!" Sadly, there are those that still fall for this.

However, in recent years cyber criminals have upped their phishing game with more sophistication. Spear phishing emails are crafted in order to make someone believe they're from a legitimate source. The messages might appear to come from banks or businesses and could include full names, usernames, and other personal info. Crooks know that if you get an email that looks like it's from your medical provider and it's talking about a surgery you had last year, you will likely believe it.

So how can you fend of these psychological attacks? Here are a few tried and true methods:

- Equip yourself with antivirus, anti-malware, and anti-exploit security programs. These can fight off malware attacks from a technical standpoint.
- Anonymize your data by using the privacy features of your browser. It's also a good idea to clear cookies every once in a while.
- Lock down privacy settings on social media accounts. Make sure you're making information available only to those you wish to have it.
- Use the right software and hardware systems. If you just use your computer to surf the web, you probably don't need a powerful processor or the Adobe suite. Every piece of software you put on your computer has potential vulnerabilities, the more you have, the greater your surface of attack is on a particular machine.
- Finally, and most importantly, use common sense. A healthy dose of scepticism goes a long way. Verify information. Contact the claimed source. Trust your gut feeling, if it feels too good to be true, it probably is. If it feels slightly off, it probably is. Stop and think about what is being asked of you.

I sat opposite an Indian lady on the train today, she shut her eyes and stopped breathing. I thought she was dead, until I saw the red spot on her forehead and realised she was just on standby.

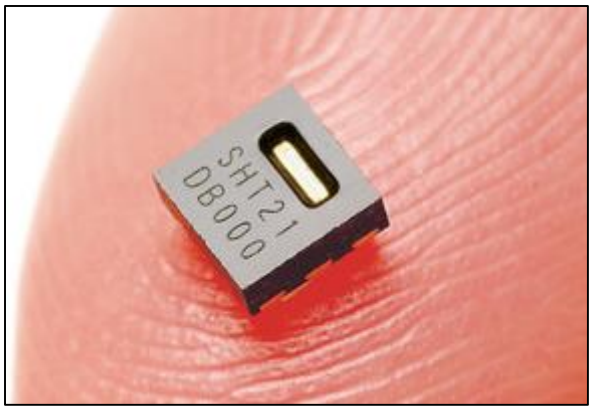
The Internet of things.

Some thirty years ago, the personal computer revolution began — and no other technology has evolved more quickly. Now there a new revolution, often referred to as the Internet of Things. Here's what you need to know about it.

The term Internet of Things (IoT) made little sense to me when I first heard it. I thought: "Oh no! Not another meaningless tech-industry marketing term — like Web 2.0." But then I visited my pool-supply store and the sales person asked me whether I wanted to connect my pool pump to the Internet. As you might expect, my first reaction was: "Why?" I left the store a bit bewildered and spent the next several months looking into the topic of new Internet-connected devices. What I've discovered took me by surprise.

The Internet of Things extends far beyond just attaching your thermostat (or pool pump) to the Internet. In the broader sense, IoT could encompass any instance in which objects or

organisms (including people) are fitted with sensors that collect and transfer data over a computer network. No human-to-human or human-to-computer interaction is required.
IoT isn't driven simply by convenience; the ultimate goal is collecting and processing large amounts of data in real time. More than fifty years of technology discovery and development has brought us to this point. For example, with nanotechnology we can now build data-collecting sensors that measure in billionths of an inch. These tiny devices are described as nano-electromechanical systems — or the somewhat larger microelectromechanical systems (MEMS).



Right, a tiny MEMS humidity and temperature sensor from Sensirion.

These data sensors are so inexpensive and so tiny they can be placed everywhere: in cars, homes, clothes — and even in our bodies. That potential flood of data collection would easily overwhelm our current IPv4 Internet-addressing scheme which is why we're moving to the more-capable IPv6. This newer addressing system uses 128 bits, an address space so large that each person on earth could be given a few Octillion (10 to the power of 27) IP addresses and there would still be a lot of addresses left over. In short, it will be nearly impossible to run out of IPv6 addresses.

With many ways to collect data, we also need ways to move the information to the computers that will process it. In the past, this connection was via Ethernet cabling. But now we live a mobile world. Advances in Wi-Fi and cellular transmission rates now make it more practical to move mountains of data wirelessly and if GPS is added to a sensor, we can know exactly where the data came from.

Data processing has also grown exponentially over recent years. Massive server farms and cloud-storage facilities make real-time processing of huge amounts of data — popularly called Big Data — cheap and practical. (Cloud storage is about a tenth the cost of local storage.) And all this "Big Data" is now stored in "Data Lakes," where it might reside for years or even decades to come.

Currently, hard drives still do the heavy lifting in data storage but tech companies are working on new forms of computer memory (RAM) and data storage. For example, Carbon nano tubes could increase storage in our devices up to a thousandfold — while using less electricity. It's quite possible that in the next five to 10 years, your smartphone might have 10TB of RAM/disk storage and a month of battery life.

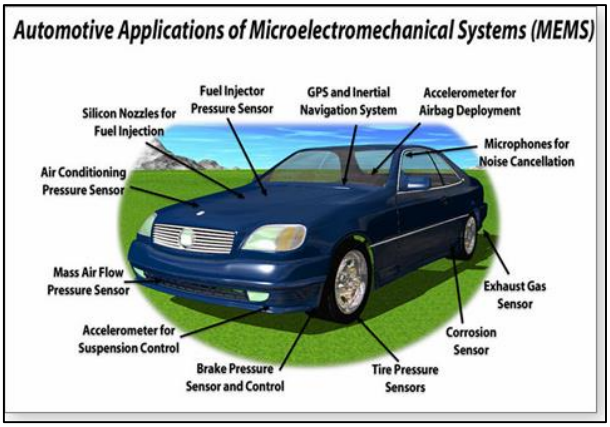
And what becomes of all this collected information? Businesses use sophisticated data analytics to process it — outwardly to "make our lives better," but mostly to make a profit. For

the most part, the information is cleaned, sorted, and combined with other data to build models of our online behaviour. That information is then used essentially to convince us to purchase products and services.

Connecting everything to the Internet.

What does the Internet of Things offer us today? It's far more than you might realize. You might be familiar with products such as the Nest thermostats and smoke alarms; or wearables such as Fitbit devices that monitor heath and exercise. But IoT is rapidly expanding into more prosaic things; for example, I found a BBQ propane-tank sensor that will notify you that it needs refilling or that you forgot to turn off your gas stove. And then there's that pool pump I mentioned that can be monitored and controlled via a smartphone app. Parking spaces can be fitted with IoT sensors; as you enter a parking garage, you can be notified ahead of getting to it where an open space is located. Power companies are using IoT in appliances and solar systems to manage and track energy usage.

And that's just the consumer side. Things get really interesting when you look at IoT for the business-to-business (B2B) market. Farming, automotive, security, and heath care are taking advantage of Internet connectivity. In farming, for example, cameras have been mounted on booms attached to tractors. As the machines are driven though the fields, the cameras take images of each plant and also record its GPS location. An on-board computer system processes the images in real time and determines whether a particular plant needs a shot of fertilizer, pesticide, or water, or is doing fine. The health of the plant is recorded and archived (again, Big Data) so that farmers can make year-over-year comparisons.



Many newer cars already have Wi-Fi and Bluetooth connectivity built in. Your next new car will most likely have at least four high-definition (HD) cameras, a hundred or so performance sensors, and a cellular data-service plan, not for you, but for the automobile manufacturer to keep tabs on the car. You and millions of other drivers will be "testing consumers," so manufacturers can produce better cars. But they'll also be able to monitor wear and tear on individual vehicles. In theory, they could use GPS data to tell you, via your onboard navigation/information system, that it's time to change the oil — and here's the location of the nearest dealer.

Onboard cameras and computers can now prevent unsafe lane changes, assist in emergency braking, and help with parking. The videos from the cameras can be stored, so should you have an accident, the images can be downloaded and used for any follow-up investigation.

IoT is rapidly finding its way into security. For example, retail stores that suffer heavy losses to shoplifters might install wireless cameras. Though some are visible, others are hidden. That mannequin could actually be watching you. These connected cameras can capture the face of anyone who enters the store; they then immediately compare that information against a list of known shoplifters. If there's a match, the store's security staff can then track the person's movements throughout the store. IoT, Big Data, and cloud storage let stores share a common database of known shoplifters. Someone caught stealing at the local department store will be recognized and watched at the nearby home-improvement store. The next time you enter a store, check out your image on a conspicuously placed, high-definition screen; it's there to remind you that you're being watched.

In health care, IoT-equipped pacemakers monitor heart rhythm. If a pacemaker detects an abnormal rhythm, it can notify a doctor, dispatch emergency-medical personnel and initiate treatment. Moreover, if the device is equipped with GPS, it can send out your exact location. IoT is assisting with pain management and neurological diseases. I was recently told that doctors have imbedded Windows 10 computers into patients. Using wireless connections and the Internet, doctors can remotely manage pain or, in the case of those with neurological diseases, send software updates that help patients cope with their illness.

The dark side of ubiquitous IoT applications.

We are a well aware of security on our phones and computers. But the concept of billions of devices connected to the Web raises real concerns over hacking, privacy, and personal security. For example, there was an uproar when it was shown that smart TVs might be capable of sending private conversations back to Web servers. And it was recently shown that hackers could take control of cars remotely. Anything attached to the Internet is a potential target.

Potentially more difficult, will be finding a balance between security and privacy. For many, having your neighbour record your comings and goings and sending that data to police computers is unacceptable. But if you've been the victim of a burglary, you might think it's okay. And will you be comfortable knowing that your car's manufacturer, and possibly your insurance company, can track your driving habits?

Again, one of the foundations of IoT is targeted marketing. Not too long ago, a woman who was still in high school began receiving drugstore ads targeting pregnant women. The woman's father (angrily) asked the chain store that sent out the ads why; he was told that, thanks to Big Data, it knew his daughter was pregnant. I'm sure that's not the way we'd want to learn about a loved one's private matters.

When I was in the pub I heard a couple of plonkers saying that they wouldn't feel safe on an aircraft if they knew the pilot was a woman. What a pair of sexists. I mean, it's not as if she'd have to reverse the thing!

Beware the Apple!

'Error 53' fury mounts as an Apple software update threatens to kill your iPhone 6. It's the message that spells doom and will render your handset worthless if it's been repaired by a third party. But there's no warning and no fix.

Thousands of iPhone 6 users claim they have been left holding almost worthless phones because Apple's latest operating system permanently disables the handset if it detects that a repair has been carried out by a non-Apple technician. Relatively few people outside the tech world are aware of the so-called "error 53" problem, but if it happens to you you'll know about it. And according to one specialist journalist, it "will kill your iPhone".

The issue appears to affect handsets where the home button, which has touch ID fingerprint recognition built-in, has been repaired by a "non-official" company or individual. It has also reportedly affected customers whose phone has been damaged but who have been able to carry on using it without the need for a repair.

But the problem only comes to light when the latest version of Apple's iPhone software, iOS 9, is installed. Indeed, the phone may have been working perfectly for weeks or months since a repair or being damaged. After installation a growing number of people have watched in horror as their phone, which may well have cost them $500-plus, is rendered useless. Any photos or other data held on the handset is lost – and irretrievable.

Tech experts claim Apple knows all about the problem but has done nothing to warn users that their phone will be "bricked" (ie, rendered as technologically useful as a brick) if they install the iOS upgrade

A journalist dropped his iPhone while covering the refugee crisis and had to use a local repair shop. He says this happened to his phone a few weeks ago after he upgraded his software. He had previously had his handset repaired while on an assignment in Macedonia. Because he desperately needed it for work he got it fixed at a local shop, as there are no Apple stores in Macedonia. They repaired the screen and home button, and it worked perfectly. He thought no more about it until he was sent the standard notification by Apple inviting him to install the latest software. He accepted the upgrade, but within seconds the phone was displaying “error 53” and was, in effect, dead. When he took it to an Apple store in London, staff told him there was nothing they could do and that his phone was now junk.

The whole thing is extraordinary. How can a company deliberately make their own products useless with an upgrade and not warn their own customers about it? Outside of the big industrialised nations, Apple stores are few and far between and damaged phones can only be brought back to life by small third-party repairers. If you Google “iPhone 6” and “error 53” you will find no shortage of people reporting that they have been left with a phone that now only functions as a very expensive paperweight.

Could Apple’s move, which appears to be designed to squeeze out independent repairers, contravene competition rules? Car manufacturers, for example, are not allowed to insist that buyers only get their car serviced by them.

When pressed for more information about the error, few, if any Apple employees could offer an explanation. There was no part they would replace, no software fix, and no way to access the phone’s memory. The fix was a new iPhone. Though still largely a mystery to most, error 53 is the result of a hardware failure somewhere within the home button assembly.

AND! Here's the reply from Apple

If you see error 53 or can't update or restore your iPhone or iPad, follow these steps to get help updating or restoring your iPhone or iPad.

If your iOS device has Touch ID, iOS checks that the Touch ID sensor matches your device's other components during an update or restore. This check keeps your device and the iOS features related to Touch ID secure. When iOS finds an unidentified or unexpected Touch ID module, the check fails. For example, an unauthorized or faulty screen replacement could cause the check to fail.

If the check on Touch ID fails, your update won't finish. You'll see a Connect to iTunes screen on your device or a message like this in iTunes on your computer: The iPhone [device name] could not be restored. An unknown error occurred (53).

Follow these steps.

- Make sure that you have the latest version of iTunes.
- Force restart your device.
- Try to restore your device again.
- If you still see error 53 when you try to restore your device, contact Apple Support. If the restore won't finish and you see a different error code, learn what to do.

If the screen on your iPhone or iPad was replaced at an Apple Service Center, Apple Store, or Apple Authorized Service Provider, contact Apple Support. If the screen or any other part on your iPhone or iPad was replaced somewhere else, contact Apple Support about pricing information for out-of-warranty repairs.

So – if you've got an iPhone 6 and it needs repair, be warned!! We can see the lawyers sharpening their pencils now, look out for a rather large class action law case developing here!!! tb.

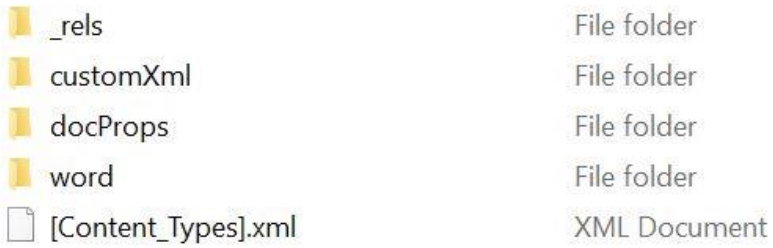
File Extensions.

File extensions are a type of metadata added to the end of computer file names to indicate to the operating system what format the file is in. It is by this mechanism that Windows knows to open File.txt with Notepad, File.doc with Microsoft Word and to attempt to launch File.exe as an application.

Changing the file extension on a file can render the operating system unable to open the file. Many modern operating systems hide file extensions from the end user by default for this very

reason. Although in most instances changing file extensions is not recommended, there are situations where renaming extensions can yield interesting results. From Word 2007 and forward, for example, Microsoft introduced the .docx format. The .docx format is essentially a .zip file filled with XML-based documents and the media (pictures) embedded in the Word document. Armed with that knowledge, you could rapidly extract all the images embedded in a Word document by simply opening windows explorer, copying the ***file.docx*** file, then pasting it as a copy. Rename this copy file to ***file.zip***.

We copied and renamed this file as Page4.zip. When you open Page4.zip you find the following:



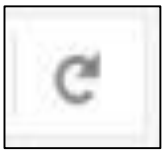
Click on the “word” directory and you get this:

Then when you click on “media” it opens up all the pics in this page and you can copy the lot.

Refresh!

In order to speed up web browsing, web browsers (Internet Explorer, Firefiox, Chrome, Opera etc) are designed to download web pages and store them locally on your computer's hard drive in an area called the "cache". Browser cache (also know as Internet cache) contains records of every item you have viewed or downloaded while Internet surfing. So when you visit the same page for a second time, the browser speeds up display time by loading the page locally from cache instead of downloading everything again.

Although storing Internet cache makes web browsing faster as it usually takes your computer less time to display a web page when it can open the entire page from your local Temporary Internet Files folder, you sometimes want to overrule the Internet cache, for example to see any changes made to a webpage since you first looked at it. This is called a "Refresh" and using Windows there are several ways of doing it. (It's easier on an Apple machine, just press the Apple key and R together).



On machines running Windows XP, Vista, Win 7, Win 8 or Win 8.1 you can either press the F5 key or click the little arrowed circle thing at the top of your browser window. Both of these commands work most of the time but they are not guaranteed to do a complete cache refresh and they could just load the cache again (which is why you have to sometimes hit them a few times to make them work). What you should do if using one of the above versions of Windows is do a "Force Cache Refresh" by holding down the Ctrl key and pressing F5.

But then along came Windows 10.

If you hit the F5 key under Win 10 you now get a search page??? You can still click on the little arrowed circle thing at the top of your page but once again, that's not guaranteed to work. Another way is to right click anywhere on your page, except on a pic, this will open another window where you'll find the little arrowed thing or the word Refresh (depending on which browser you're using) but this is also not guaranteed to work either.

In Windows 10 (and probably in all versions to follow) to do a complete refresh (a "Force Cache Refresh") you now do what Appleites do, hold down the Ctrl key and press the R key.

IOS 9 Problems.

Some people have found that they can no longer open links to web pages from within an email on their iPad or iPhone. This is commonly thought of as an IOS 9.3 problem, but it seems that the problem may have started with IOS 9.2.1

This link seems to explain what's going on.

Below is an explanation of this article in what I hope are simple terms:

In IOS 9.3, and also IOS 9.2.1, there is a new feature app developers can use called Universal Links. WWW.Booking.com have made use of this feature, but in doing so supplied a much bigger list of links than Apple expected. IOS cannot cope with such a big list of links and fails, leading to a general inability to open links to web addresses. My wife's iPad has booking.com installed and she has the problem. My iPad does not have booking.com installed and I do not have the problem.

I think booking.com have made their list smaller now, but it seems that iPads already affected will remain affected. Apple need to come up with a fix. I think they realise this, although they don't appear to be saying much as far as I've noticed.

There seems to be some ways to make the problem go away (now that booking.com has a smaller list of links) but they involve uninstalling booking.com and re-installing it, as well as doing other things to make everything start working again.

Even if the problem is resolved in this way, the iPad or iPhone remains vulnerable to the same problem if some app other than booking.com comes along with a really big list of links.

I don't feel inclined to suggest an uninstall / reinstall of booking.com if it contains a lot of material relevant to upcoming trips. Hopefully the next release of IOS will resolve the problem.

Hope this makes sense.


It's windy today!
No, it's Thursday!
So am I!
Let's have a beer!

Ian Tyrer.

Graeme Oxley got in touch, he said: "Howdy, below is a story on 76 SQN Rad Tech Ian Tyrer. Ian was in 76 SQN when I was there in the late 60's and early 70's. 76 SQN was a Mirage Sqn and was known as the City of Newcastle SQN. There were many stories about Ian as he was a real larrikin back in those days. Unfortunately he passed away too early in his life (see HERE).

Below is a story on his life from his wife Linda

Sorry it has taken awhile to reply but we are in the middle of vintage which has come early so caught us on the hop! I have attached some photos and as a time line, I can give you a rough idea.

After leaving the Air Force, Ian went up north to Port Hedland working as a contractor for a mining company, I think it was to do with radio communication maintenance for about a year? He then took off to South Africa first to Jo 'burg then moved to Durban for about 18 months, he was working for Marconi – mostly on fishing boat repairing/maintenance on radar and radio.

He left end of 1972 and hitch hiked thru Africa arriving in Cairo, mostly following the Nile, then flew to London. He was working on electronic stuff.

So this is where I come in. I met Ian in July 1973 he was living in Earls Court with 2 aussies and 2 kiwis. One of the aussies was a friend of a friend of mine, she asked me to come for a visit, Ian was working so I didn't meet him then but later on another visit and as they say the rest is history!

After a month we set up house together. Ian was working for a company that were making French missiles. He was doing the electronic side and I was a computer programmer. Later Ian was offered a job making satellites but had trouble with his clearance since he had lived in South Africa. So we then took off touring Europe for 6 months in a VW beetle. We had arranged a visa to go on the Trans-Siberian railway thru Russia then to Japan- which took 6 months as it was very difficult in those days and we had to have a 'guide' with us at all times!

Anyway we got to Greece and they were at War with Turkey and we couldn't get thru the boarder- an interesting time seeing tanks thundering down the main square of Athens! We were told they were confiscating cars so we headed back to Austria to cancel our trip and headed back to London.

Here we stayed another 6 months working before heading home via Singapore.

Arrived in Perth Dec 1974, a few weeks with Ian's parents then took off to my home town, Melbourne via the Indian Pacific. The next Feb 1975 we tied the knot, both working in Melbourne- this time Ian worked for Tektronix working on scopes etc. - they asked Ian to go to Silicon Valley USA but he had had enough travelling and wanted to settle down back in WA.

So we came over in 1976 and bought this property then headed back to Vic to work another year saving for the big adventure!! We arrived in August 1977, I was 4 months pregnant, full of enthusiasm and totally naïve of what was to happen next! We had bought 140 acres in Mount Barker, part of the Great Southern region and the beginning of the wine industry down here.

I suggested you look at our website (HERE), click "About Us" where there are lots of stories, if you are interested - you can copy and paste stories of how we began etc.

So now Ian was a vigneron and then in 1980 started making wine - he had won lots of awards but the biggest was voted by his peers The George Mulgrave Award given once a year - like the Oscars!

Early in 2003 Ian had this little nagging cough, he went to the doctors got some antibiotics etc., then worked thru vintage. In June the cough was still there so it was back to the doctors, more tests followed, then we received the worst news - kidney cancer. They thought he would last into 2004 but the cancer was already in his lungs which had to be drained. They punctured his lung but the cancer had spread into his lymph system and he was gone 3 weeks later. It was the 18th October 2003.

We had the funeral at home, 500 plus people came and he is buried at the local cemetery. We still see people leaving stubbies of beer on his slab - nice.

So Kim (our only daughter) and I decided to start a fund and raise money to buy our local hospital an ultra sound so this would not happen again. We need $25,000 but we raised over $50,000 so we spent the surplus on palliative care equipment which still used in town. Quite a few of Ian's air force mates sent money to the fund. How wonderful !are people.

Geoff Blunt keeps in contact with me, calls on the 18th of Oct every year and Christmas to pass on news etc.- he came and spoke at the funeral, funny story about Ian and the carrots

My daughter Kim is now the winemaker- our Riesling has been voted the best in WA and is a finalist in the Australia's Top Wine of 2015 - so she is doing a good job. Ian was and will be so proud of her - looking down, smiling! Kim's husband Nigel is our vineyard manager.

And I now have a new 6 week old granddaughter Ava and a beautiful grandson Jack, now 5. So I am truly blessed. We all live on the property and follow Ian's dream and passion for the wine industry.

So on the whole Ian had a full and interesting life, his optimism, generosity and loud laugh was well documented. He made lots of friends and touch many - we still get people coming up to us with a story about the time they met him etc. talking fondly of the memory.

So I think that's the best we can do - leave some with a smile."

cheers
LINDA TYRER

DIRECTOR

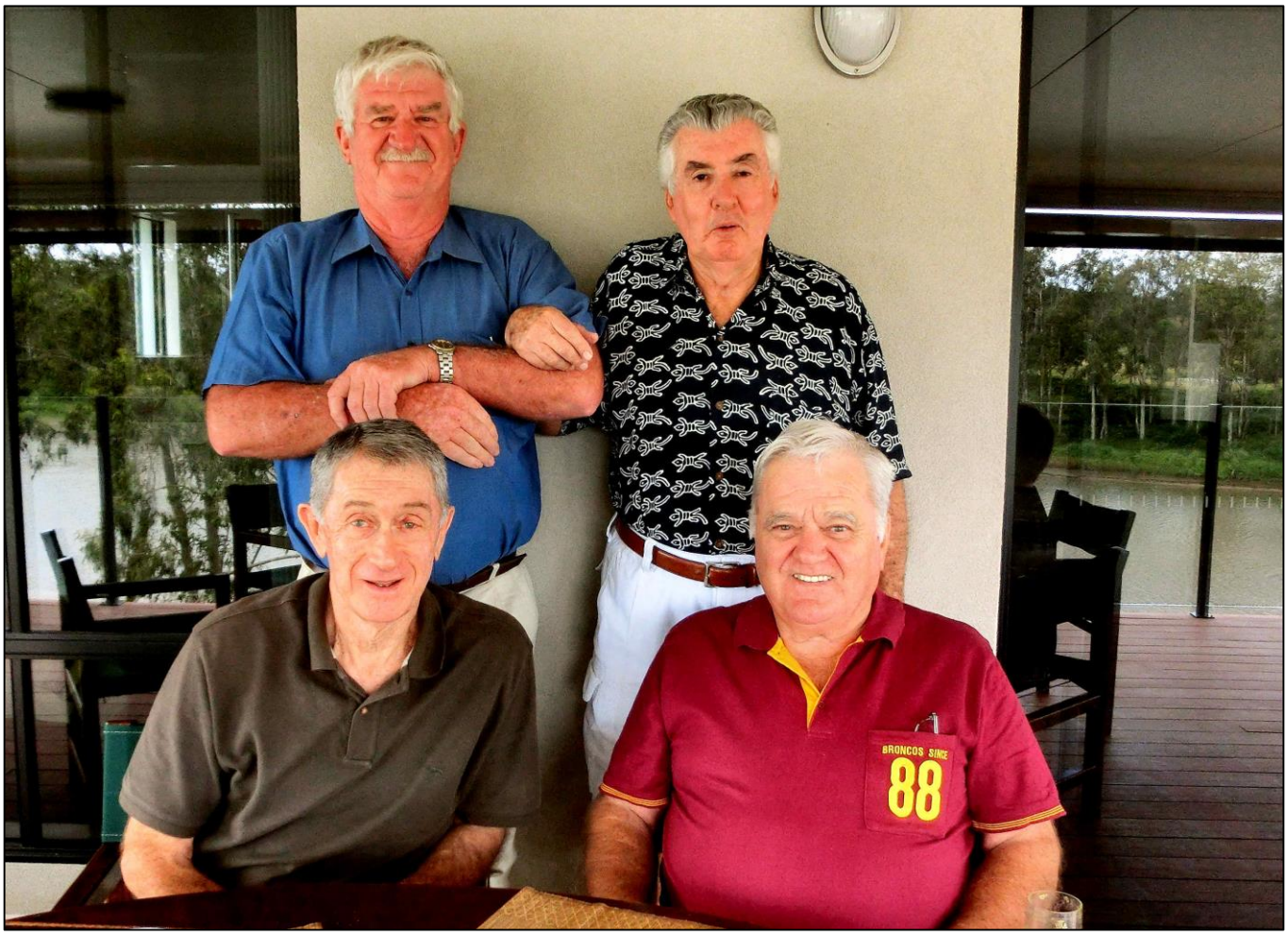
GALAFREY WINES
MOUNT BARKER, WESTERN AUSTRALIA

432 Quangellup Road
Mount Barker, Western Australia 6324
Ph: 08 9851 2022
Mobile: 0409 451020

www.galafreywines.com.au

World's Problems Solved!

One Sunday morning recently, a few of us participated in a sumptuous breakfast at the home of Sue and that dashing man about town, John McDougall.



Standing L-R: Trev Benneworth, John McDougall.
Seated L-R: Brian Duddington, John Sambrooks.

Over several leisurely hours while enjoying a wonderful breakfast, the preparation of which John Mac took all the credit, but in fact did bugger all, the men above discussed and resolved many of the current world's problems - including the seemingly unstoppable climate change debacle, the massive growth and effect of political correctness in all aspects of our lives, particularly in the armed forces, the horrendous atrocities performed by certain followers of Islam and how to sneak into the Gabba for free to watch the cricket.

Australia – you can now sleep easy – there are no more problems left to solve!!!

3TU

On the 1st December, 1991, No 3 Telecommunications Unit (3TU) ceased operations. That marked the end of a chapter in RAAF signals history which began in October 1945 when the Air Board issued organisation memorandum 1081 authorising the formation of 3TU at Pearce.

In the ensuing 45 years there were two consistent and distinctive features of 3TU's character. The first was the affection with which the unit had been held by three generations of RAAF signals personnel. Since it began, 3TU had embraced and nurtured its young operators with genuine warmth and concern. For years fledgling operators learned their trade at 3TU and they learned it well. When they were ready they would go out and serve at single service and civilian agencies in Australia and overseas. Invariably these same personnel returned to 3TU later in their careers and 3TU welcomed them. It is not difficult to see why many have come to see 3TU as an extended family, or why RAAF operators regard 3TU as their professional home.

The second enduring feature of 3TU's character has been its attitude to excellence and achievement. Over the past 45 years 3TU has witnessed the relentless advance of communications technology in the region and the world. 3TU has always endeavoured to do more than merely keep pace with these developments; we have endeavoured to stay at least one step ahead. Many individuals in DOS and DSD (Defence Signals Directorate) have worked hard to help 3TU in its efforts, and we thank you for this. Because it has tried to excel, 3TU has traditionally accepted change as a natural and indispensable part of the continuing battle to maintain the advantage over our competition.

To lose 3TU in the name of progress therefore evokes mixed emotions. Many senior operators are naturally disappointed at the unit's demise; they have lost a part of their professional heritage. At the same time, the professionalism RAAF operators have been taught at 3TU demands that opportunities to advance must be seized and seized vigorously. I am confident that 3TU members will carry this spirit with them to their new units, especially the JOPC (Joint Offshore Protection Command). I believe that although 3TU will soon be a memory, the heirs of the 3TU tradition will work with dedication and loyalty to forge a new signals order in Australia.

Phil Palmer sent us these pics.

The following 5 pics were taken at Laverton "back in the good old days". They are sure to bring back a lot of fond memories to a lot of people.

THE RAM
THE MAGAZINE BY & FOR SERVING & EX-RAAF PEOPLE & OTHERS
Vol 53

THE RAM
THE MAGAZINE BY & FOR SERVING & EX-RAAF PEOPLE & OTHERS
Vol 53

THE RAM
THE MAGAZINE BY & FOR SERVING & EX-RAAF PEOPLE & OTHERS
Vol 53

Out in the shed with Ted.

Ted McEvoy

Special February.

A February like the one we had in 2016, won't come in our lifetime again because that February had 4 Sundays, 4 Mondays, 4 Tuesdays, 4 Wednesdays, 4 Thursdays, 4 Fridays and 4 Saturdays. This only happens once every 823years.

Why do we have leap years?

Leap Years are needed to keep our modern day Gregorian Calendar in alignment with the Earth's revolutions around the sun. It takes the Earth approximately 365.242199 days – or 365 days, 5 hours, 48 minutes, and 46 seconds – to circle once around the Sun. This is called a tropical year.

However, the Gregorian calendar has only 365 days in a year, so if we didn't add a day on February 29 nearly every 4 years, (ie: a year that is evenly divisible by 4) we would lose almost six hours off our calendar every year. And – if the start of the century is evenly divisible by 4 (ie 2000) we do not add a day in Feb. If we didn't do this, after only 100 years, our calendar would be off by approximately 24 days!

A middle-aged frumpy couple return to a Mercedes dealership where the salesman has just sold the car they were interested in to a beautiful, leggy, busty blonde. "I thought you said you would hold that car till we raised the $155,000 asking price," said the man. "Yet I just heard you close the deal for $135,000 to the lovely young lady there. You insisted there could be no discount on this model." "Well, what can I tell you? She had the ready cash and, just look at her, how could I resist?" replied the grinning salesman.

Just then the young woman approached the middle-aged couple and gave them the keys. "There you go," she said. "I told you I would get the dope to reduce it. See you later, dad."

Never mess with us old uns!

Harrier Jet Emergency Landing on Cargo Ship.

The Alraigo Incident refers to the landing by a lost British Royal Navy Sea Harrier aircraft on the deck of a Spanish container ship in 1983. The aircraft was flown by UK Navy Pilot Sub-Lt Ian Watson.

On 6 May 1983 Sub Lieutenant Ian "Soapy" Watson was a junior Royal Navy Pilot undertaking his first NATO exercise from HMS Illustrious, which was operating off the coast of Portugal. Watson was launched in a pair of aircraft tasked with locating a French aircraft carrier under combat conditions including radio-silence and radar switched off.

After completing the search Watson flew to an arranged meeting point with his flight leader. When the flight leader did not appear Watson turned towards Invincible expecting it to appear on the radar; when he was unable to find the carrier he made a radio transmission. It was at this stage he realized his radio was not working and the NAVHARS (inertial navigation system) had not taken him back to the expected location for landing.

As Sea Harrier ZA176 began to run low on fuel Watson turned the aircraft East towards a known shipping lane making radar contact with a surface vessel at 50mi (80km). At 12mi (19km) he made visual contact with the container ship Alraigo and initially planned to eject in sight of the vessel.

After performing an initial fly-by of the Alraigo Watson noticed that the ship was carrying a number of flat topped containers similar in size to a practice landing pad. The container was carrying a base plate for a telescope being delivered to the La Palma Observatory in the Canary Islands. On his second approach Watson landed the Sea Harrier on top of the shipping container with only a few minutes of flight time to spare. As he touched down the aircraft began to slide backwards on the wet surface. Watson attempted to retract the landing gear to arrest the slide but this failed and the aircraft slipped backwards off the container and onto the roof of a van parked on the deck. The van partially held up the fuselage and stopped a further slide.

Four days later a considerable international media presence witnessed the Alraigo sail into dock at Santa Cruz de Tenerife with the Sea Harrier still perched on its container. The aircraft was salvageable and the ship's crew and owners were awarded £570,000 compensation.

When Watson returned to the Illustrious, a Board of Inquiry essentially did nothing. But when the Illustrious returned to port, Watson underwent a second Board of Inquiry.

In 2007, Britain's National Archives released a number of Royal Navy files and the second inquiry report was finally made public. Noting that Watson had completed only 75 percent of his training before he had been sent to sea, the board blamed Watson's inexperience and his commanders for assigning him an airplane "not fully prepared for the sortie," a reference to radio problems. Nonetheless, Watson was reprimanded and given a desk job.
Watson eventually acquired 2,000 hours in Sea Harriers and another 900 in F/A-18s before resigning his commission in 1996. Today, he says that media attention embarrassed Royal Navy brass and caused the punishment, but refuses to point fingers. "It was me," he says. "I was there and that's where it should stop."

Sea Harrier ZA176 was converted to the FA2 variant in 1992 and retired from service 20 September 2003. The aircraft is now on display at Newark Air Museum in Nottinghamshire England in its FA2 configuration.

You can see the video of it HERE

Sub-mariners

canberratimes.com.au
The Canberra Times

Sailors on Australia's submarines will be given annual lump sum payments of up to $50,000 just for staying in their jobs as navy bosses grow increasingly desperate to keep crews on the boats.

The navy's high command hopes the big money offer will end their long struggle to hold on to enough sailors to maintain Australia's vital submarine warfare capability. The unprecedented offer of different pay and working conditions to one arm of a Defence service follows a frank admission by top naval brass that the ranks of Australia's submarines crews are under-strength and fragile.

Navy personnel have been told that submariners will have their salaries topped-up by between $15,000 and $50,000, according to experience, each year they continued serving with the sub fleet, either on land or sea. Under the "deliberately differentiated employment conditions" (ddp) those who take to the water will continue to receive their submarine maritime disability allowance and maritime sustainability allowances, along with the new lump sums in what is hoped to be a powerful financial incentive to stay with the subs or to sign up with the service.

HMAS Dechaineux, which came close to disaster in 2003, leads HMAS Waller and HMAS Sheean away from Rockingham, Western Australia.

But the lump sums will replace existing retention payments.

There will also be improved chances for promotion and for submariners to spend time serving in other arms of the navy. Sailors will be able to cash-out some of the large leave balances they accumulated in recent years and the submariners' leave arrangements will be reformed in a move to offer greater work-life balance.

In his message to all his personnel, Chief of Navy Tim Barrett did not try to gloss over the problems his force had experienced trying to keep a well-trained force of submariners in their jobs. Crew shortages were a key reason behind the navy's struggles to keep a full force of Collins Class subs in the water, although the technical issues dogging the Collins boats have improved in the past three years.

The generous new approach is at odds with the pay deals offered to the majority of sailors, soldiers and Air Force personnel who had to resort to a recent political campaign to secure a 2 per cent pay increase. One Defence expert says only time will tell if the new lump sum payments, that replace a number of allowances and entitlements for submariners not available to surface crew, will solve the navy's retention problem.

In his message to the navy, Vice Admiral Tim Barrett said previous efforts to retain sufficient numbers of submarine crew had not worked. The Vice Admiral said a survey of submariners had indicated they wanted a better work-life balance, more opportunities for promotion and more money if they were to stay in their demanding jobs. The survey results convinced the navy's high command to try something different for the submarine arm but Vice Admiral Barrett made it clear in his message that the DDP was "the way of the future."

"It is deliberate and different to what we have tried previously," he wrote. "The aim of the DDP is to improve the retention, attraction and re-attraction of those who are able and willing to contribute to the submarine capability."

Defence expert Mark Thomson of the Australian Strategic Policy Institute agreed that there had been improvements, both on the technical and maintenance side of Australia's subs and on the recruitment and retention of their crews. "The navy has had a lot of trouble retaining sufficient people in the submarines, but the word has come down that there have been improvements and there are more crew than there used to be."

Wife says to husband, “please vacuum out the lounge”. Husband says to wife, “can’t, the vacuum is buggered”. Wife says, “are you sure”. Husband says “yes, it won’t start!” See HERE

Perhaps this could be the reason why.

THE AUSTRALIAN

"UP periscope" is the famed catchcry of submarine commanders in Hollywood war films, but even that basic command now poses a challenge for Australia's real-life Collins-class submarines.

The periscopes on the Collins-class boats are riddled with electrical problems, are prone to breakdown and sometimes suck water into the submarine. Almost a third of their electrical components are obsolete and when they break, there are no spares, meaning they have to be sent to Germany to be fixed. A confidential Defence report, revealed in The Australian says the periscopes alone pose a "very high risk" to the submarines reaching the end of their planned service life, of between 2024 and 2031, much less a proposed service-life extension of a further seven years.

Yet dodgy periscopes are not the only problems facing Defence as it contemplates one of the most precarious and ambitious projects in the nation's history: a quest to keep the troubled Collins-class vessels at sea until Australia can build submarines to replace them.

The cost of failure is simple. If the Collins cannot be kept in the water until the 2030s, Australia will not have submarines to defend its coastline, for the first time since 1967, because there will be a gap between the retirement of the Collins and the commissioning of new submarines to be assembled in Adelaide.

This is a strategic and political risk no government will want to take, lest it be accused of jeopardising national security. So either the government will have to find a way to keep the Collins-class submarines operating for an extra "cycle" of seven years beyond their current retirement dates, or it will have to take the embarrassing option of leasing, or even buying, smaller submarines from another country to plug the gap.

This challenge is the latest in the turbulent life of the Collins subs. Ever since they were built in the 1990s, Australia's first home-grown submarines have been bedevilled by technical problems and sustainment issues.

A raft of internal and external Defence reviews over the past decade has failed to solve the problems, which has meant that barely two of the six boats have been available for operations at any time.

The irony is that when the submarines do work properly, they are highly effective, but this has happened too rarely for the subs to be able to meet the great expectations held for them when they were conceived in the 1980s.

There is little doubt the Coalition will try to keep the fleet in the water for as long as possible, but it is keeping its options open. The government's election policy on defence was deliberately vague on this point, promising only to "ensure Australia's Collins-class submarine force has its rightful place as a regionally superior conventional submarine capability". The policy says any final decision on how the government will ensure Australia has no capability gap between its new and old submarines will be made in close consultation with Defence chiefs.

The most likely option is that the Coalition will do what Labor had planned to do if re-elected and try to extend the life of the submarines from 28 years to 35 years. This means the fleet's initial progressive retirement date of between 2024 and 2031 will be extended to between 2031 and 2038.

This is necessary because the future submarines will now not be ready until the 2030s - a grim legacy of a slow, indecisive and over-cautious start to the new submarine project by the Rudd/Gillard governments. Labor was so frozen by indecision in over what sort of submarine Australia could and should have that it slowed the project, known as SEA1000, to a crawl. Even if all possible resources were now suddenly thrown at the $36 billion plan to build up to 12 new

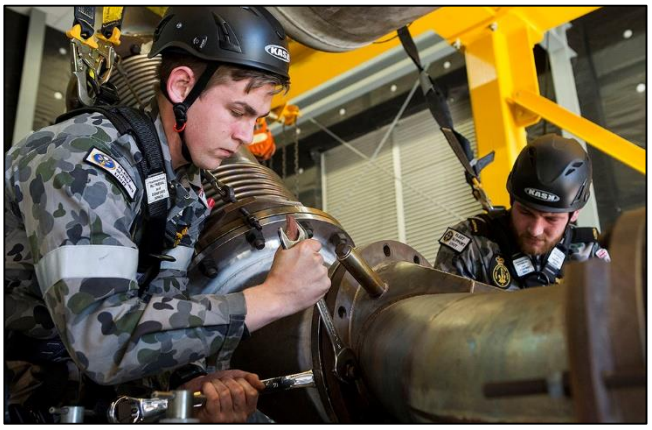
submarines, it would still be close to two decades before any new Australian-constructed submarines could fire a torpedo in anger.

This has saddled Defence with the task of ensuring the Collins fleet reaches not only its original retirement date, but also an extra seven years on top of this - in other words, extend one of the world's most troubled and poorly managed submarine programs beyond its planned service life. It is a heroic quest, but can it actually be done?

Recently Defence set up a project team involving representatives from the navy, the Defence Materiel Organisation and the Defence Science and Technology Organisation to evaluate the potential service life of the Collins-class fleet. It based its methodology on that used by the US Navy to extend its Ohio-class submarines. The project team was established in response to DMO's conclusion in August 2011 that a gap between the current and future submarines was inevitable unless something was done. But when the project group forwarded its final report to then defence minister Stephen Smith, Smith cherry-picked its findings, releasing only the most optimistic elements in its conclusions.

Smith said "The study found there is no single technical issue that would fundamentally prevent the Collins-class submarines from achieving their indicative service life or a service-life extension," What the government did not reveal was that the study also found no fewer than 68 major systems aboard each of the six boats that posed a high to extreme risk of preventing the fleet from reaching its life expectancy or being extended for a further seven years beyond that.

It concluded that unless each of these 68 platform and mission system problems was urgently tackled, backed by sufficient funding and clear plans, then a life extension of the Collins submarines would be "unachievable". The Australian understands that the study, which has not been publicly released despite having only a lowly "restricted" classification, found the Collins-class boats are getting heavier, noisier and hotter with age. This has forced the navy to compensate by carrying fewer weapons, and in other ways that make the submarines less effective.



DMO thinks the two most extreme risks to extending the subs' life are the troublesome diesel engines and the system controlling essential functions, known as the Integrated Ship Control Management and Monitoring System. It says the ongoing unreliability of the engines and the outdated computers underpinning the ISCMMS pose an "extreme risk" to plans to extend the life of the submarines. The government gave a $65 million first-stage

approval to start the long process of modernising the ISCMMS to the standards needed to allow the submarines to reach their planned service life, as well as their planned extension. The engines are already subject to a remediation program but DMO still sees enormous risk in them, saying they are the single most problematic part of the Collins boats.

It is understood the serious problems identified by the DMO study range across all aspects of the submarines.

They include faulty hatches, obsolete weapons controllers, poorly made generators and unreliability in both the main propulsion system and the emergency propulsion system that is critical to submarine safety. It is also believed to warn of looming obsolete gas and fire detection systems. The DMO study is believed to be slightly less concerned about the potential for a catastrophic pressure hull failure due to corrosion or ageing. Although it is thought to assess possible pressure hull failure as "high risk" for any extension program, these risks are partly reduced by the submarines having not completed nearly as many dives as was expected due, ironically, to the amount of time they have spent being repaired.

In particular, the submarines have done very little deep diving, which would have placed enormous pressure on the hull.

All Collins submarines have been banned from operating at so-called "deep diving depth" since February 2003, when a flexible seawater hose broke in HMAS Dechaineux off the coast of Perth, causing 12,000 litres of water to flood.

As The Australian later revealed, that flood, which almost drowned Able Seaman Geordie Bunting, came within 20 seconds of sinking Dechaineux and dooming its crew of 55 men and women. Since then the navy has been examining ways for its submarines to safely return to deep diving depth, which will be crucial in any conflict.

Among the more disturbing findings in the DMO study is that the submarines are getting noisier due to the age of the equipment, a development that makes them easier to detect both in battle and when conducting clandestine intelligence gathering. The submarines' sonar electronics are also fast reaching their use-by date; the study argues that this is one of the most urgent items on the fix-it list. Another challenge is that the Collins boats are getting heavier, by between half a tonne to one tonne a year, for reasons DMO cannot work out. It warns that unless equipment is removed from the submarines in the future to compensate for this increase, weapons loads will have to be reduced.

The submarines are also too hot, with cooling systems frequently unable to bring the inside of the boat down to acceptable temperatures, posing risks to equipment and making it less comfortable for the crew. While the DMO concludes none of these problems on their own will make it impossible to keep the submarines in the water until the 2030s, the study makes it clear that extending their lifespan is an untested gamble that will cost many billions of dollars. Our regrettable experience with the F-111 aircraft illustrates the hazards. Back in the 1990s, extensive studies were done to explore the feasibility of retaining the F-111 in service until 2020. On the basis of initially favourable assessments, hundreds of millions of dollars was spent buying spares, upgrading equipment (and) buying new weapons, yet by around the middle of the 2000s, after some unfavourable structural testing results were reported, the plan was abandoned and the F-111 was retired from service in 2010." For the last decade of its service life, the F-111 was "effectively useless" as a weapon of war and the same risks will be inherent in any attempt to extend the life of the Collins-class fleet.

In the end, the Coalition is likely to conclude it has little choice but to roll the dice and try to extend the life of the subs, but this will be a high-risk exercise and a leap of faith, given Australia's poor record of maintaining and sustaining the fleet.

Over the next decade, Australia's defence industry will have to juggle the twin challenges of starting to build the submarines of tomorrow while also keeping afloat the submarines of today.

Always wondered about this place – know a lot of people who have been up there but never knew where it was.

Pensions.

The table below highlights the new fortnightly rates.

Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	$1,330.90	$1,341.50	$10.60	0.8%
Extreme disablement Adjustment'	$735.10	$741.00	$5.90	0.8%
100 per cent General Rate of Disability Pension	$473.10	$476.90	$3.80	0.8%
10 per cent General Rate of Disability Pension	$54.24	$54.62	$0.38	0.7%
Intermediate Rate Disability Pension	$903.50	$910.70	$7.20	0.8%
Service Pension (Single)	$867.00	$873.90	$6.90	0.8%
Service Pension (Couples)	$1,307.00	$1,317.40	$10.40	0.8%
War Widows(ers) Pension	$880.90	$887.90	$7.00	0.8%
Income Support Supplement	$259.90	$262.00	$2.10	0.8%

Veteran pension payments will increase in March in line with the biannual indexation process. Pension recipients including veterans, their partners, war widows and widowers across Australia will see the increase from 20 March 2016.

Due to pension rates calculating on a daily basis, the first pension paid after the indexation on payday 31 March 2016 will comprise both the old and new rates. The new pension rates will be fully effective from payment date 14 April 2016.

Another paltry 0.8% - I think we're being dudded people!!!

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

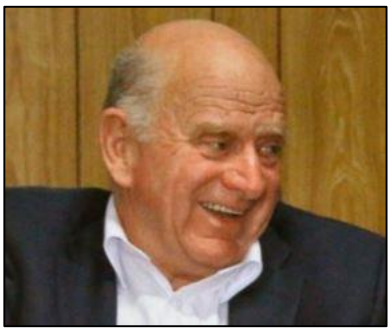
Ok, Ok!! – I'm going back to my room now!!

L

THE RAM
THE MAGAZINE BY & FOR SERVING & EX-RAAF PEOPLE & OTHERS
Vol 53

My Story.

Neville Conn



I was born on 16 February 1942 and was blessed with great parents. We lived on a wheat farm in a place called Wail which is a railway siding located on the Western Highway approximately midway between Horsham and Nhill in the Victorian Wimmera region. The closest township is Dimboola – around 5 miles away. I was the eldest of three children, with a younger brother and a sister. The downside of being the eldest was that I worked for Dad and therefore did not get paid. This allowed my younger brother to work for neighbours and hence he was able to afford things like broken motorbikes.

Life was full of action, with tennis and footy in Dimboola and surrounds. As well as growing wheat the farm had chooks, horses, pigs, cows and sheep – so there was always stuff to do. Dad played the piano and had a band – so it was not unusual for us kids to sleep in the car, initially a 1927 Nash and later a twin spinner Ford Custom, while Mum and Dad provided music at the local dance halls.

Local area identities include Robert Menzies who was born in the nearby hamlet of Jeparit. For Essendon Football Club supporters, Wail was the home of the Watsons, I went to school with Alan Watson who subsequently fathered Timmy Watson (right) – the famous Essendon footballer, who in turn fathered Jobe Watson the recent Essendon Captain and Brownlow medal winner. Gus Watson, of RAAF Sparky fame, also hails from Wail

As a kid my aspiration was to either play footy for Essendon or be a fighter pilot. So if not employed by Dad I was either kicking a footy or reading about Douglas Bader and Kingsford Smith. Unfortunately, I was not good enough at footy and I never did get to fly. Not an auspicious start.

My schooling was primarily conducted in Dimboola with secondary studies at the Dimboola Memorial High School. Interestingly, at the end of the war the community decided to build a school and not a monument – hence the State High School was called Dimboola Memorial High School. Students were bused from near and far to Dimboola – the high school population was around 200. In my fifth year at Dimboola High I was caught selling “frangas” to other students and the school decided we should part company. This marked the end of my free enterprise business as the Dimboola Ansell agent.

No I was not an aspiring Hugh Hefner – clearly we understood the design intention of the contraceptive, but to the best of my knowledge and within our community morality standards their use was restricted to Water Bomb containers. In this role they performed admirably and definitely entertained the girls. Interestingly, under the current Prime Minister's innovation program I would probably be applauded for finding an additional market for the noble franga.

The expulsion had a major effect on me; primarily because of the embarrassment it caused my parents. When I was offered the opportunity to go to St Patricks College in Ballarat for my Matriculation year I really committed to getting good marks. St Pats was a great school, sport and study mad – I had a great time and got the marks I sought. I applied to join the RAAF Academy and was accepted on number 14 Course which started in January 1961.

1961 marked the transition year from RAAF College to RAAF Academy. The RAAF Academy was a college of the University of Melbourne and GD aspirants were enrolled for Bachelor of Science studies. I settled into the rhythm of the Academy and enjoyed all it had to offer. In year three I had an accident playing Rugby – an accidental kick in my right eye. The injury was not threatening and full recovery was anticipated. Unfortunately it did not recover – and the cause was identified as a melanoma within the eye. Interestingly Melbourne University had developed laser techniques that may have been able to kill and contain the growth, but I decided it was best to remove the eye and the risk. The eye was removed over the Christmas break.

With the University studies completed, I, along with my class, mates began the Military Studies phase. As they morphed into pilot training I was attached to 1AD at Laverton to work in the Motor Transport Repair Squadron - performing overhauls on motor vehicle engines and components. The intent was to provide me with some insight into being a RAAF Engineering Officer – which was something I had not contemplated. At the end of the fourth year I, along with my class mates, graduated as Flying Officers.

Even though I had been in the RAAF for four years, attended dining-in nights, formal balls etc. becoming a RAAF Officer was still a shock for a boy from the bush. You got a cup of tea, brewed to your recipe, delivered to your bedside table around an hour before the start of work. You had a serviette with a reserved position in the serviette rack for its garaging. Stewards hovered around the table anticipating your desire for salt, pepper, sauce or mustard. You had calling cards with raised print put into trays or under doors to introduce

yourself to the OC, PMC, and mess members. Cravats were considered to be AOK, especially for sporting or informal occasions. It was a world far removed from my life experiences and expectations.

Some things quickly got degraded – for example, the primary use for the cup of tea was to tell the time – if it was cold to the touch you were running late and if it burnt your finger you could confidently stay in the sack for another ten minutes.

Enough!

My first posting was to 1AD – the Engine Repair Squadron. The Squadron's primary role was the overhaul and repair of the Canberra aircraft Avon Mk1, the Westinghouse J34 as fitted to the Neptune, and Canberra aircraft Turbo Starters. The CO was Wing Commander Ron Lavers a gruff and tough mountain of a man with a very soft heart. When all was well he openly called all subordinates 'Shagger' – on the one time my parents visited Laverton this gave my mother some difficulty. Alternatively, if he called you by your surname you knew it was not going to be good, with some form of punishment being nanoseconds away.

The CO's mandate was for all junior officers to work in overalls and spend time 'hands on' in each of the Engine Repair Squadron subsections – from the stripping and cleaning bay through to engine final assembly and test house. This phase of training took around one year. Working alongside me at 1AD was a Pilot Officer Mac Weller – who subsequently became an Air Vice Marshall. So the training was not wasted on all.

Unfortunately, I was in my administrative nuisance phase – with a firm intention to fly, hopefully as a pilot and at worst a navigator. So began a paper battle with Defence and a mental battle with myself – I continually attempted to prove and justify flying training and the RAAF was trying to be nice about why this could not be. The penultimate challenge arose when the RAAF advised that should there be the threat of nuclear conflict, all military pilots would be 'taking off' with one eye covered by an opaque patch – so in the event of being blinded by a nuclear flash they could remove the patch from the shielded eye and satisfactorily continue the mission. I discussed this problem with my ophthalmologist, who advised me that as part of the NASA space program, glasses had been developed that would transition for transparent to opaque in a flash. When I proposed this solution the RAAF lost their sense of humour. Fortunately I was beginning to accept the reality of an Engineering Officer career.

I liked messing with aircraft componentry and associated technologies and I certainly liked working with RAAF technical personnel. Whilst it took a couple of years and some heartburn for many people I progressively made the switch. The transition began with my posting to Maintenance Squadron East Sale.

After arriving at Sale, visiting the new CO/Squadron and dumping my belongings in my room etc. I decided it was time to meet my fellow officers – so off to the Mess. Upon introducing

myself to a relatively large group of much older and clearly very thirsty persons (who primarily turned out to be ex-Radio Operators, Signallers, Navigators from SAN) I was advised in very direct terminology that if I did not intend to drink half a gallon before tea I should come back later - quite a welcome. I decided that the half gallon before tea was the best option. Some SAN/CFS characters from that time include: Reg Turk, Splinter Andrews, Blue Sweeting, Miles Alexander etc.

My arrival in the area coincided with the Bass Strait Oil Rig fire and the arrival of Red Adair and his team. Red was identifiable by his short stature, his mop of red hair and noise. He and his team took over the Warwick Motel on the outskirts of Sale. Whilst he and his team may have put out the oil rig fire but they surely painted the town red with a never ending series of well-funded social blazes. Parties were his forte and I remember going to a great thrash at the local undertaker's establishment, presumably the undertaker had the most efficient refrigeration in town. I strongly recommend you google the name Red Adair and learn a little about his exploits – he was extraordinary man.

Rex Cormie was the CO of Maintenance Squadron East Sale. He was replaced by Max Bevan. An influential identity within the Squadron was Jim Hamilton, a great athlete with many inter-service records to his name, and perhaps more importantly the designer of the ubiquitous composite tool board.

Shortly after arrival at East Sale and prior to departing for Macchi training I was advised that the VIP Dakota had to be Before Flighted by an Officer as it was scheduled for VIP duties – that was me. Well that changed the colour of my day – fortunately WOFF Jack Ericson recognized my dilemma and had the aircraft comprehensively inspected by knowledgeable troops and then I with Jack providing detailed comment went over the aircraft and through the BF schedule and I signed the EE77. What a croc – requiring an Officer with no training on type, or any type, to perform a BF. One thing which you quickly learnt was that the good troops really knew their trade and frequently the associated trade for their aircraft speciality. This black duck, did not have those skills – especially on a Dakota.

Sale was a real surprise, with many saying it was a significant distance up the worlds' rear passage - I found it to be the opposite.

During this time the RAAF selected the Macchi MB326H as a replacement for the Vampire and I was fortunate enough to be part of the introductory team. Wing Commander Wally Smith took around 20 technicians overseas for training, at Bristol and Coventry for the Viper 22/11 engine and then to the Aeronautica Macchi factory in Varese Italy. Varese is situated north of Milan in

the Como lake area, just south of the Swiss border. It is a magical place. The team who had been given some training in the Italian language quickly adapted to the Italian lifestyle.

Being an Officer I was boarded in a pensione, on the outskirts of town. The pensione was managed by a couple of lovely old Italian ladies – the equivalent to a modern bed and breakfast arrangement. Unfortunately, their concern for my welfare was excessive and I simply had to move to a more socially flexible establishment.

Along with Mick Gleeson and Bunny Melton, who were also looking for alternate accommodation, we found a small Hotel in a backstreet of Varese. An inspection of the available rooms was pleasing with expansive bedroom windows opening out onto a large village square with uninterrupted views to the Swiss Alps – all this and well within our price range. What we did not know was that the lovely village square, and in particular the area immediately below our bedroom windows was the site of the weekly fish market and was routinely used for other noisy but less smelly activities.

Macchi were extraordinary hosts, ensuring that not only did we get a comprehensive knowledge of their aircraft but also an insight into Italy and its history. At the end of the company training selected personnel went to the Italian Airforce basic flying training school which was located in Lecce – right down in the heel of Italy. The hangars were equipped with a wine bar which was operated during lunch and it was not unusual to see Flying Instructors smoking cigars during taxi. Because it was so hot flying started around 0600 and finished at midday. One day it poured rain and an aircraft aquaplaned off the side of the runway during landing – so it was all hands onto the rescue truck, which roared out of the hangar with siren roaring and wheels spinning. Unfortunately, it spluttered and came to a stop after about 200 metres – some sod had stolen the petrol. Interestingly the technicians all had their own tools, which they kept under their watchful eye in locked tool boxes. No wonder half of the Coliseum is missing.

The Macchi aircraft's entry into RAAF service marked the beginning of proper Field Training Flights; with technicians being required to successfully undertake specialist aircraft training prior to working on type. Dedicated buildings with dedicated training aids were provided to facilitate this transition at both East Sale and Pearce.

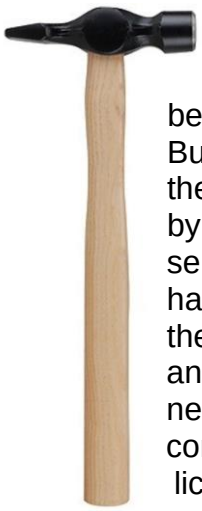
The comprehensive Aeronautica Macchi training, which was across all aircraft systems, provided me with the vehicle to gain much needed insight into aircraft engineering. Whilst the Macchi systems were basic the principals learnt allowed me to confidently transition to other more complex types. In late 1960's early 1970's, with some rare exceptions, the engineering Officer branch consisted of three distinct types – many were ex-WW2 aircrew and relying upon their aircrew training for engineering insight. A much smaller group were skilled artisans who had excellent practical engineering background who had very successfully transitioned into Officer engineering rank. Finally there were a small but growing number of young graduate

engineers beginning to enter engineering ranks. With rare exception the former were bloody useless and the latter were beginning to have a major influence.

My time had come to go to HQSC – the first of many! This presented me with a problem as there was no Mess accommodation available at Laverton, Point Cook or Tottenham. The living out allowance at that time was sufficient to buy one meat pie per day – so that was not my salvation. Sleeping in the back of my Krouter until I could find a place I could afford or a slot in one of the messes became available appeared to be the available options. Then I had the good fortune to meet Des March and Dave Lenox at the Green Door and they had a deal for me. They had rented a magnificent and massive old mansion on the fringe of Toorak and they had a spare room. By those in the know the place became known as the Faunacatorium – I suspect this was because it was relatively close to the Melbourne Botanical Gardens. The company and the location were pitch perfect.

Initially I was the Viper and subsequently the Macchi Project Officer – AirEngIA4. My boss was Frank Javes and my wonderful Warrant Office was Bob Buckley.

Aircraft accidents were routine, especially for Mirage and Macchi. Macchi was suffering from runaway trim and inverted spins and as a result aircraft accident investigations almost became a primary duty. The Macchi design problems were solved but it took time. Fortunately the aircraft was being manufactured in Australia so the RAAF had the intellectual knowledge, the testing capabilities of ARDU and ARL, plus the engineering and manufacturing grunt of CAC and HdH to speed resolution. In a relatively short period the Macchi airframe modifications exceeded 100. The RAAF used the **MB-326H** version of the aircraft, a total of 97 were ordered, 12 were delivered by Macchi, 18 assembled from kits in Australia and another 67 were built by the Commonwealth Aircraft Corporation and Hawker Aircraft.



On a lighter note a study performed by 2FTS, names suppressed, determined that a cross-peen hammer was a more effective means of breaking out of a canopy than the provided canopy breaker tool – and this became an Operational Requirement. Well it was not quite as simple as going to Bunnings – as many aspects like the generation of sparks as a result of striking the canopy and its support structure had to be considered. After significant study by ARL it was decided that the hammer had to be made of beryllium. BHP did not sell beryllium. Some years later the RAAF had accumulated 100 sets of these hammers and was ready to implement Macchi fleet fitment. However; by this time the RAAF posting cycle had taken its toll; the management at 2FTS had changed and with it went the requirement for the beryllium hammer solution. So if anyone needs a beryllium hammer the ADF has, or had, at least 200 spares. They should come at a good price – but be warned there is sign on the side that warns against licking the head.

At the end of the two year period I was attached to Fort Worth as a roustabout to the Scientific Advisory Board that had been formed by Government to review USAF/General Dynamics resolution of high strength steel concerns, with a focus on the F-111 wing carry through box,

taper locks and their holes. You had to be excited being at the forefront of new technologies like fracture mechanics and associated studies of fracture toughness and crack growth; the hell-bent development of NDI (into its many forms which are now common today - like MRI and ultrasonics – including the ultimate aviation NDI, the cold proof load test. Other developments like the beginning of durability and damage tolerance concepts to replace safe life etc. The F111 made the RAAF and aviation in general rapidly change gears.

Although I had roustabout status I was there and had the privilege of working with the real movers and shakers of our aviation world – Col Spitz, Ted Whitehead, Ian Sutherland, Terry McGee, Milt Cottee etc; Col Patching, Alf Payne etc from ARL. I even met Air Vice Marshall Ernie Hay – once. Some of their wisdom had to rub off - I was a lucky duck.

At the end of this attachment I was posted back to HQSC as AirEng1D the F111 Airframe Project Officer. Frank Javes was my boss. Suspect you are well aware of the tribal reality of HQSC – in case you have forgotten and from my 1970's viewpoint AirEng1 folk clearly sat at the top of the pile, closed followed by AirEng2 – then there were the Queer Traders with the dominant noise coming from the Clock-winding wackers who were most capably led by Big Bad Boisterous Bob Bartrum. The EquipO's were clearly at the bottom of the pile and with rare exception the E word would only be uttered in private amongst friends. Somewhere above the EquipO's there was a hybrid mob called Spares Assessors – oh, and there were some folk known as Gun Plumbers. The mix was filled out with some token GD and a flush of Admin types, but the latter were not really part of the main game. These tribes co-existed in a state of mutual distrust.

The F111 with its integrated systems made a mockery of the HQSC tribal organisation. This gave the key managers - Blue Bushell, Ian Sutherland, Don Mazlan, Bill Belton, Col Spitz etc the ammunition they needed to progressively destruct the extant HQSC organisation. Within a short period the AirEng1D F111 Project Cell was a micro Systems Project Organisation, a precursor to the Weapon System Program Office structures we see today. Progressively the old organisation structure was turned on its head with the previously maligned EquipOs becoming Logisticians and now undisputedly sit at the top of the pile. The early F111 period was a time of Firsts – demanding changes to, and the development of systems and technologies that had not previously existed. The Col Spitz authored 'Little Red Steel Book' is an example of the innovation and learning that was essential for future success.

Clearly it is time for a drink.

After a couple of years the posting cycle struck and I was off to Amberley as the OIC of 482 Squadron Hangar Maintenance. Squadron CO's during this period were Ted Whitehead and Ian Sutherland and my immediate boss was Rocky Rockliff. Whilst there were many technical challenges and the Squadron struggled to meet the on-line expectation you could not challenge

the voluntary commitment of all – from the top to the very bottom of the 482 organisation – with the rarest of exception everyone wanted this aircraft to be a success. I have no doubt that a posting to 482 at this time put a lot of pressure on families.

On the lighter side – late one afternoon there was a monsoonal downpour and an F111 aquaplaned straight off the end of the runway and buried itself up to the fuselage. It was all hands to the pump – the one task was to build a PSP strip, connecting the bogged aircraft to the runway. It was quite some distance and the construction went on into the night. The process consisted of ad hoc teams of two picking up a PSP sheet from the pile parked at the end of the runway and carrying to the bitter end of a growing temporary PSP highway, locating and interlocking your piece, then returning to the pile and doing it over – and over. One troop arrived back at the PSP pile and for unknown reason the other half of his team was not standing on the opposite side of the PSP pile - but in the failing light and rain he could see a bloke in a dark overcoat standing nearby. The Troop said something like – "well don't just xxxxxxx stand there!" or words to that effect. The bloke in the dark overcoat responded by picking up the other end of the PSP, a new team was born, and they proceeded to cart PSP into the dark and rainy night. The bloke in the dark coat was the OC, then Air Commodore David Evans.

Another gob smacking moment occurred at Butterworth. It was the first visit by F111's to Butterworth and on this night the F111's were sent off early, to return some time after day break to attack the Butterworth Base. The Base was to be defended by the Army who had placed gun/anti-aircraft fortifications at strategic points around the Base. Defensive Force personnel not involved in manning the major gun emplacements carried the normal Army array of light arms. To my surprise the Defensive Forces were all armed with blank ammunitions (this may be normal but as this was the first and only exercise of this type I have witnessed I remain surprised). As planned the F111's swooped over the Base at grass height and at what appeared to be warp speed – their arrival was somewhat belatedly met by a cacophony of gunfire – the resultant noise was deafening, with the smell of cordite and smoke filling the air. Then one F111 dumped some fuel and lit it with his afterburner – well you could have heard a pin drop. You can only imagine how many personnel within the Defensive Force attended sick parade that day with seriously burnt fingers from picking up hot shells to see if they had inadvertently fired a live round.

This time when the posting cycle struck I was off to beautiful downtown Burbank, as the Resident Engineer on the first buy of P3C Update 2 aircraft. A RAAF presence had already been established at the Lockheed Plant by a spares assessing team/supply team. What was supposed to be a 2 year program extended to 3+ due to delays primarily caused by a strike by Lockheed personnel – the US may not have many strikes, but when they do their resolution is protracted. The Lockheed P3 team was led by Sherman Mullen whose prior experience included Polaris/Poseidon submarine programs - he later managed the famous Skunk works and finally became President of Lockheed – he knew how to manage complex programs. The

relationship between RAAF, Lockheed and the USN representation was excellent – it was an FMS buy so the USN relationship was critical. I reported to John McNaughton and Lars Beck. Wally Hull was my ever reliable Warrant Officer.

In the same building, Lockheed had housed the Canadian CP140 Program team. Understandably their proximity and cultural similarities quickly resulted in some constructive and destructive intermixing. Come April Fools Day it was decided to issue an invitation, cheekily on behalf of Lockheed, inviting the Canadian team to assemble on the tarmac immediately upon arrival at work for a conducted tour over an SR-71. The Burbank runway is not long enough to do an SR-72 taxi trial, let alone a landing or take-off. Anyway the invitations were readied and on the evening of 31 March, immediately after they had left for the day, a copy was placed on each and every Canadian desk. Upon our arrival at work on the morning of 1 April there was not a Canuk to be seen, they had all gone to the SR-71 conducted tour. Whilst we all thought this to be hilarious – in the short term it was not necessarily appreciated by all and a few apologies and explanations were necessary.

When the RAAF fleet were done and dusted it was once again off to you know where – HQSC. During the P3C program many long term relationships which helped at later stages of my working life were established – especially my post RAAF days at HdH, HP, and Australian Aerospace.

I was to be AirEng3, a new division within AirEng, transferring the EB (Barry) Watson developed, trialled and tested RAMP program from Defair to the running system at HQSC. The RAMP process vigorously analysed the need for maintenance by individual task, and documenting the logic which justified the ultimate decision. The process was manpower intensive and slow, taking from 12 to 18 months to complete one aircraft type. However, the rewards were significant for a RAAF fleet whose maintenance program had grown without rigorous analysis. Externally the process is confused by buzz words like Maintenance Requirement Analysis, Reliability Centred Maintenance and Failure Mode Effects and Criticality Analysis etc. it boils down to only doing those things that analysis indicates will be likely to help retain or improve serviceability. Today this process is an inherent part of the design phase and is retained for the life of type.

The next move was only a few yards and a few desks away – AirEng1 - an appointment that I was keen to undertake. Being my fourth posting to/within HQSC, all within the AirEng Group, I had an understanding of the role and Melbourne had become my ‘home town’. John McNaughton was SOAirEng.

Next posting was to be CO 486 Squadron. This was a life changer, the bright lights of F111 and the experiences at Lockheed on the P3C had programmed my mind to see the Hercules as potentially dull and boring – was I in for a big shock. I had visited the Squadron some time ago when Terry McGee had Brian Duddington working on advanced maintenance control systems so I knew they had some good management tools – I was not disappointed. Tex Watson was

OC Base and my immediate assistants were Errol Brown and Jim King. What I found was a highly dedicated team that were committed to providing the best service to the flying squadrons, at this stage: 33 Sqn with B707, 36 Sqn with C-130H and 37 Sqn with C-130E. In addition, the Squadron was responsible for the supply and management of all running transport on the Base. This team was committed to at least meeting all expectations on a 24/7 basis, and they rarely missed. The capabilities of 486 and the Flying Squadrons was complemented by the OC, Tex Watson, who progressively converted the Base from singular focus on flying and maintenance into a military machine.

No challenge was too big – an example would be the 24 aircraft C130 Flyby. With OC accord it was decided that an attempt would be made to get the complete C130 fleet of 24 aircraft airborne in one large group. A window of a couple of days existed where no aircraft were scheduled to be at Qantas for Deeper Maintenance, so the date was set and maintenance and flight crews worked up for the event. Flying Hercules aircraft in large formations was not routine so considerable effort was required of the Flying Squadron – to ensure sufficient crew with the essential skills. The day arrived and the tension on flight line was palpable – would all aircraft prove serviceable? Then out of the blue a SAR was called, a Mayday had been issued by a yacht in Bass Strait. The focus turned to fitting out and dispatching a Herc with the requisite specialist gear – so now we were down to 23 for the flyby. The remaining 23 proved service and the two Squadrons flew over Sydney in close formation – the 24th aircraft was airborne of SAR duty over Bass Strait. What a day!

Interestingly it is routine for Hercules SAR tasks to carry some voluntary maintenance personnel to provide extra eyes to help visually pinpoint the distressed vessel. On this occasion that person had a camera and took a photograph of the distressed vessel – which was subsequently published in a newspaper. Hearsay is that the photograph, which showed the angle of the hull in the water and the relationship between the hull and surrounding wave action, allowed the insurance company to successfully have the owner charged with fraud – on basis the yacht had not sunk as per the owners claim but as a result of internal sabotage.

My 486 days were punctuated by the Australia Two/Alan Bond winning the America's Cup. It had been a long night, in fact a series of long nights which ended in this success. A parade of sorts was hastily convened of all 486 personnel and the decision was made to present the crew of an incoming C141 Green Lizard with a shifting wrench to take back to the States so they had no excuse about being unable to unbolt the cup. Upon completion of that task, with the exception of the flight line crew needed to support flying activity plus a contingency maintenance group, the Squadron stood down for the day. Perhaps not the brightest decision, but a popular one which was subsequently found to have Prime Ministerial support.

Of note: The recipient and custodian of the shifting wrench, the Captain of the C-141 Green Lizard appeared slightly bemused – I suspect neither he or his crew even know there was a yachting event called the America's Cup. Fortunately he was a cheerful chap.

Many RAAF types have said that your first COship is the pinnacle of your military career – I agree. After 2.5 great years at 486 I was sent to do the Joint Services Staff College at Western Creek. I had a good time and passed but it was not my cup of tea. Then it was off to Defair as the Wamira Project Officer. This was a sad time. By the time I arrived the opportunity to build a training aircraft in Australia was doomed with the three prime players, the Government, the RAAF and the Aircraft Consortium having lost faith in each other. My boss was Don Tidd and he spent large portions of his time at Senate committees explaining the RAAF position. The opportunity was lost due to specification overload and poor management. Interestingly the replacement trainer the PC9, which did not meet many of the priority Wamira specification requirements was selected within a few days of the decision to abandon the program. To this day the PC9, with its Wamira specification shortfalls, continues to provide satisfactory service. Enough said.

The Wamira experience was a bitter pill and was almost the end of my RAAF career – it was saved by the inability of the Public Service to process timely security clearance approvals for an available Public Service job. In the meantime the RAAF offered a posting to SMaintSO at you know where – HQSC. I was enthusiastic about departing Canberra, Melbourne was my 'home town' and the job came with acting rank. An interesting job, primarily associated with auditing the performance of units under HQSC command.

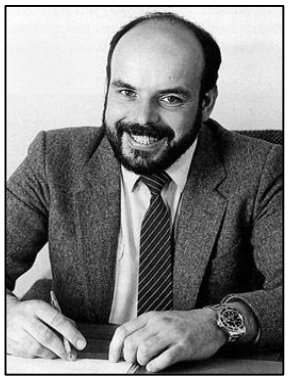
During this time the RAAF was going through a Save Water program – a key part of the program was to remove the overhead shower heads with multiple large holes that actually provided water and replace them with the wall mounted mist producing variety. The introduction of this great water saver to the Laverton WRAAF quarters was met with cries of complaint – they could not get the shampoo out of their hair. Now this challenged policy and therefore it was a crisis. The problem was resolved by a totally independent but bald senior Officer (not me) taking a shower in the same Quarters to test the veracity of the claim. It is presumed that after stripping off and lathering up he then allowing the mist to do its best, apparently the suds on his head subsided within an acceptable timeframe and the shower heads were declared fit for function. Problem solved. Note: this story is hearsay as I was not present – however, I did see persons that fitted the description leave the Barracks with the intention of going to Laverton to test the performance of the shower heads. Regardless, it is a good story.

After a couple of years in this role I was posted into the SOAirEng position – an appointment I had aspired to for some years. I enjoyed every day.

During this tour it was decided to break the routine with a military style survival exercise. The Victorian Alpine high country was selected for a two to three day map and compass hike by small groups of around 6, from 'drop off' mystery points to a known common location.

Consideration was given to including a canoe journey within this task. Because of unknowns it was decided to send an experienced canoeist down the river to ascertain the true degree of difficulty. Check points were established and the canoeist was sent on his way – however he failed to arrive at the ultimate check point by dark fall and did not respond to radio calls – the topography made the latter unsurprising but an experienced canoeist failing to complete what was considered a low risk passage was a concern.

There was an organization at West Sale called the National Safety Council of Australia, and part of their charter was to provide public aid in this type of situation. I had met the manager, John Friedrich, (left) only a couple of weeks previously so I called him, advised the situation and requesting his support. He promised to send riders on horseback with dogs to comprehensively comb the river banks and a helicopter to do slow low level flights along the region of interest at first light. Just after first light I got a call from John Friedrich advising that our canoeist was found quietly paddling and was only a few km from the final destination. His progress had been unexpectedly delayed due to lack of navigatable water and when night fell he decided to camp the night. The compass hike, without the canoe component, was put into action and proved excitable enough to challenge the participant's initiatives.



If you like crime stories I suggest you google Mr John Friedrich and the National Safety Council of Australia. Through deception he had established what most people thought was a government organisation but in reality was a public company with huge and unsupportable debt, which ultimately exposed the scam. At the peak of his powers and in recognition of his contribution to society he was awarded an OAM. His story demonstrates it is possible to confuse most people most of the time – and if you are bold enough, especially those in high places. A good little read.

When my years at SOAirEng were up I decided to depart the RAAF. With the exception of the Wamira failure it had been an absolutely wonderful and rewarding career. The Joint Services Staff College and developments which currently fall under the title of 'political correctness' told me I had completed my journey and after 27 good years I should look elsewhere. Thank you RAAF.

I left and joined Hawker de Havilland, where I spent another 20 plus years of enjoyable and hopefully constructive aviation activity. I specialised in military support activities and rapidly concluded that the ubiquitous military nick name for HdH of 'Dirty Harry' was definitely no longer true – if ever justified. I retired from full time work with Australian Aerospace in late 2011.

The People I meet.

L-R: Kaitlin Middleton, Trev Benneworth, Kirstie Petrie, Shai Barnes.

Just recently I was at the Transcontinental Hotel in George St, Brisbane, mixing with a bunch of ex-Wagga brats who were reunionising and having a great old time. The “Trans” is one of Queensland’s longest-standing hotels, having opened its doors back in 1884 and each year the Wagga Appies get together, many with their partners and have a good old knees up behind its doors.

I was quietly moving around, taking a few photos, having a yarn here and there, just mixing with the crowd when I heard an ear shattering shriek from behind the bar followed by a bunch of female voices rapturously shouting Radtech!! Radtech!! Radtech!! and all pointing in my general direction……..

Being the quiet and unpretentious person that I am, I was quite embarrassed by this show of rock star type adoration and quickly retired to the rear of the lounge hoping to be out of sight and alone but alas, it was all to no avail. Although the bar was full and Appies left right and centre were screaming for a schooner, the girls abandoned their post and rushed to be near

one's self in the vain hope of capturing some of the elusive Radtechitis they could sense was emanating from one's person.

After they had surreptitiously rubbed their persons on my self, endeavouring to capture some of that highly desirable Radtechitis, I was able to persuade the three lovely girls to return to their tasks, amid the huge cheers from the many thirsty brats holding up the bar.

Such is fame!!!!

Veterans' Disability Pensions

If you wish to submit a claim to the Department of Veterans Affairs, (DVA), for disabilities and/or an injury or disease caused during your time in the Defence force, get ready for the ride of your life!! Malcolm Fraser once said "Life wasn't meant to be easy" – what he should have said was "Life, as well as submitting a claim to DVA wasn't meant to be easy". Making a claim is definitely not something you should undertake by yourself. This is a job that should be referred to the experts most of whom are volunteers, blokes and blokettes, who unselfishly give of their time to help veterans with their pensions claim submissions, which may also include Veterans' Review Board appearances. It is recommended that if you live in south-east Qld, you couldn't do better than to contact Trevor Rigby (below) or one of his Advocate colleagues or Pensions Officers at the Kedron Wavell Sub-Branch of the RSL, (KWRSL) Chermside.

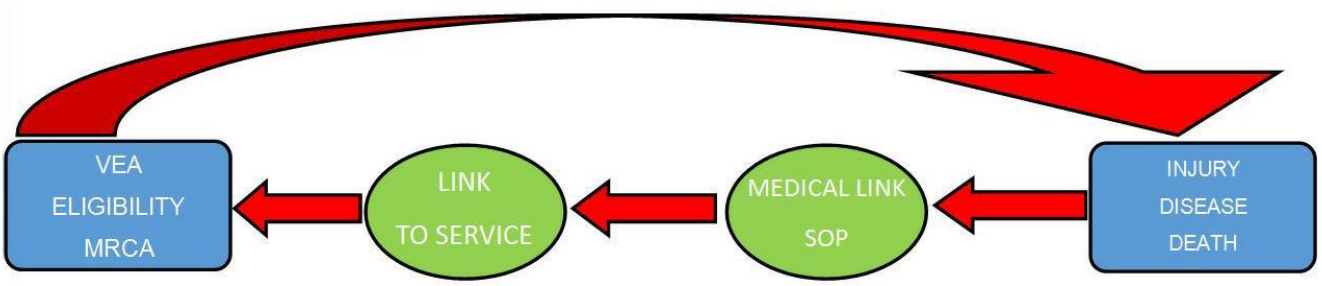
Trevor Rigby.

Trevor and all of the practitioners at KWRSL have attended many courses to study the various requirements necessary for submitting successful claims to DVA. Training of Advocates, Pensions Officers and Welfare Officers is conducted through the Training and Information Program (TIP) organisation which is a Federal Government funded training program jointly conducted by the Department of Veterans' Affairs and ex-service organisations. The object of TIP is to train practitioners in how to assist members of the veteran community to seek benefits from the Department of Veterans' Affairs, access other benefits and facilities in the general community and provide information in relation to pension and welfare enquiries.

Advocates and Pensions Officers at KWRSL are some of the most experienced practitioners in providing pensions and advocacy services and they are there to help any and all serving or ex-service men and women. There is no charge for the services that they provide. If you have a claim, or think you may have a claim against DVA, do yourself a big favour and contact Trevor or one of his associates at KWRSL. Being volunteers, they don't look on their roles as a job or a chore to be undertaken. It is more like a mission; being ex-service themselves they know the anguish and distress that many of our serving and Ex-ADF personnel experience as a result of their service and they are determined to assist them wherever possible.

The following is an outline of the process in submitting a claim to DVA. It is an overview only but nonetheless provides insights of the complexity of submitting a claim. If any reader of this article has a claim to submit, they are encouraged to make an appointment with one of the Advocates or Pensions Officers at the KWRSL who are contactable on (07) 3359-0460.

The first step in the process is to determine whether a prospective claimant has Eligibility? The diagram below identifies the necessary links in the process, all of which must be met for a claim to succeed. The first step in Eligibility is to determine the particular legislation applicable to the claimant.



There are three main pieces of legislation which apply to current and former serving ADF personnel and when and where a person served, determines which legislation applies to any injury or disease, or death for that person. The various Acts are the Veterans' Entitlement Act, 1986, (VEA), the Military Rehabilitation and Compensation Act, 2004, (MRCA) and the Safety Rehabilitation Act, (SRCA).

As a general statement, service personnel in the Australian Defence Forces from 1939 to 1949, had their service covered under the VEA and their claims were considered under that legislation. For the period from 1949 to 1972, service in Australia came under the SRCA. Eligible war service in that period was treated under the VEA.

For the period 1972 to 1986 service in Australia was covered by both SRCA and VEA, depending upon the duration of the person's service. Eligible war service in that period was primarily under the VEA, but also in some cases, SRCA. The same eligibility applied in the period from 22 May, 1986 to 6 April, 1994 and from 7 April 1994 30 June, 2004 as for the 1972 to 1986 period.

From 1 July 2004 a completely new piece of legislation was introduced covering all ADF personnel, ie the Military Rehabilitation and Compensation Act (MRCA) 2004. All personnel with service from that period, serving or retired have eligibility under that legislation.

The next link in the process above is,

- Does the claimant have an injury or disease which they believe occurred during their service?
- What is the condition and;
- Is there a Statement of Principles, (SOP), that describes the injury or disease and identifies a particular factor relating to this condition?

The significance of the Statement of Principles (see HERE) is that they are documents prepared by the Repatriation Medical Authority to cover a wide range of injuries, diseases and deaths that may occur amongst serving personnel in the ADF. They apply to decisions about liability for injuries, diseases and deaths made under both the VEA and the MRCA. Apart from several exceptions under the MRCA, all claims must be assessed by reference to a relevant factor in the SOP. The issue here is that the SOPs are legislative instruments and have the same legal effect as any legislation passed by Parliament. Claims not covered by SOPs can still be lodged, but must be supported by available medical opinions and evidence. (You can

By way of explanation, in 1994 the Australian Government requested the Repatriation Commission to prepare legislation to create a consistent system of dealing with claims for disability pensions received from Australian veterans and their dependants. One of the outcomes of the legislative reform was the formation of the Repatriation Medical Authority, (RMA). The RMA consists of a panel of five practitioners eminent in fields of medical science. Their role is, based on sound medical-scientific evidence, to determine SOPs for any disease, injury or death that could be related to military service. The SOPs, which include nearly every ailment and/or disease known, state the factors which "must" or "must as

a minimum" exist to cause a particular kind of disease, injury or death. Any claim for an injury, disease, or death must be covered by a SOP which states what factor must exist to establish a connection with service.

Before a claim can be submitted it is necessary for a claimant to confirm their identity – the 100 point rule applies, after which comes the detail. This is where the Advocate or Pensions Officer input is invaluable in assisting the veteran complete the relevant claim form. As an aside, it is important that the correct claim form is used at the start. There are different claim forms for claims under the various Acts, ie VEA, MRCA and SRCA and to add to the complexity, they all have similar and different requirements. However, they all have one common requirement and that is the claim must be submitted with a medical diagnosis included of the condition. Another essential requirement as far as can be diagnosed by the medical officer, is a date of the clinical onset should be included in the diagnosis. The clinical onset refers to that specific time when the signs and symptoms first became known and when a medical diagnosis could be made. A medical opinion of the clinical onset is often critical, especially if the matter should go on appeal to the Veterans' Review Board. Kedron Wavell practitioners endeavour at all times to not submit partially completed claims and will delay forwarding claims until all of the relevant documents are available, notwithstanding that the veteran may be claiming multiple conditions, for which multiple diagnoses are required.

One of the hazards as a practitioner is trying to assist a veteran, who has submitted their own claim, which for one reason or another has been rejected. The difficulty in no small measure is that DVA now has a record, which in some particular respect may not be an accurate portrayal of the condition or circumstances of what happened to cause the injury or disease. Another challenge is where a claimant has served in the ADF for many years and has eligibility across the various Acts; in fact they could be eligible under the VEA, SRCA and the MRCA. To add to the complexity, they may not have claimed for a disability pension for multiple conditions and the availability of medical evidence is sketchy, and/or they did not report some of the injuries to the Medical Officer on base. Some or all of these types of claims are a regular experience for Advocates and Pensions Officer at Kedron Wavell RSL.

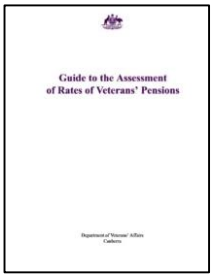
With unsuccessful claims and where the practitioner and veteran believe that the unsuccessful claim has not been assessed correctly, the veteran may apply to the Veterans' Review Board, (VRB) for a review of the Delegate's decision. This becomes a responsibility of the Advocate to prepare a submission on behalf of the veteran to accompany him/her at the VRB and represent the veteran before a panel of three Board Members. The outcome of the VRB review may be that the Board agrees with the veteran's application for review and in which case it is referred back

to the Commission to take further action. Alternatively, the Board may uphold the Commission Delegate's decision. That may be the end of the claim, unless the Advocate and the veteran believe that they have not received justice and decide to appeal to the Australian Administrative Tribunal (AAT). To do that they will need to engage a Level 4 trained Advocate or a Solicitor. Generally, the appeal to the AAT will be the final avenue of appeal unless there is a matter of law, which the Advocate and the veteran believe was not considered at the earlier stages of the claim

Veteran.
To be classified as a Veteran you must have provided full time service in one of the following:
1. As a member of the ADF in various wars and conflicts, or
2. As a member of the Defence Forces of a commonwealth or Allied country in *certain circumstances** during various wars and conflicts, or
3. As an Australian mariner or Allied mariner during WW2, or
4. In *certain circumstances** as a civilian.

(**Certain Circumstances. For WW2, service you must have served during the period of hostilities and incurred danger from hostile forces of the enemy. This may include mine-sweeping and bomb clearance operations after the war. For conflicts after WW2, you must have been allotted for duty and served in an operational area declared warlike by the Minister for Defence. It also includes those who served in a Commonwealth or Allied country's Defence Force during a conflict in which Australia took part in which they incurred danger from hostile forces of the enemy.)*

Guide to the assessment of rates of veterans' pensions. (GARP).
A term you will hear often during your claim process is "GARP". The Guide to the Assessment of Rates of Veterans' Pensions (GARP) is used to assess the extent of incapacity from war caused or defence caused injury or disease for the purposes of determining the rate of pension. This is a 300 page book published by the Department of Veterans' Affairs – if interested, you can get a copy HERE.



Tall Tales
There are many tall tales about DVA Pensions and Benefits doing the rounds – most of which should be discarded. Here are a few:

When the Vet dies his Gold Card automatically reverts to his widow.
Not true: A widow/widower is only entitled to a Gold Card if his/her partner was in receipt of an above General Rate, eg Special Rate (TPI), Intermediate Rate or Extreme Disable Adjustment (EDA) Pension. A Vet might have a gold card but not be classified as TPI, IRP or EDA, in which case his/her widow is *not* entitled to their own card. (Note, in the above cases, the Vet's card is not transferred, a new card is issued to his/her widowed partner.)

You have to be in receipt of 100% or more of a DVA disability pension to get the Gold Card.
Not true: If you are in receipt of 50% or more of a DVA disability pension ***and*** any amount of a DVA service pension you are eligible for the Gold card. (See HERE)

You get a Gold Card automatically when you turn 70.
Not true: Only veterans who have eligible service and who have turned 70 years of age are eligible for the Gold Card.
Summary.

Remember:

1. While DVA is there to help you, they must also administer the Act. There is a lot of talk at the moment calling for enquiries into DVA which may be misguided. Any inquiry, if one were to be held, should be directed to those who write the Act and who direct DVA.

2. The process of claiming benefits is complex and should not be treated lightly. It is strongly recommended for the reasons mentioned above that you do not attempt to do it yourself. Assistance is available from trained, qualified, experienced practitioners in well recognised and respected ex-service organisations who will assist you to manage your DVA claim submission.

3. The Kedron Wavell Sub-Branch of the RSL is one such ESO that is very experienced in this field and we have no hesitation in recommending them to you for all of your pensions and advocacy requirements. You can contact them on 07 3359-0460.

Christmas Hampers.

In December of 2015, Kedron Wavell Sub-Branch RSL, as it has done so for many years, prepared and delivered over 100 Christmas hampers to its elderly members. A lot of work goes into the preparation of the hampers, items must be selected, purchased, sorted and then placed into bags for delivery to the elderly vets. As usual, the Club was helped in the task by the wonderful young people from the local High Schools who unselfishly gave up their time and tossed in to help the elderly. Unfortunately, whenever the press mentions our young people, it is always in a negative manner - you would be forgiven for thinking all young people are selfish un-educated drop-outs, are all on drugs or are alcoholics or spend all their spare time bashing the tripe out of each other.

Nothing could be further from the truth!!

From the dealings I have had with our young people I find the vast majority of them are caring, polite and very knowledgeable young men and women and it is very reassuring to know that tomorrow's Australia is in good hands.

One of those unselfish and caring young people was Emma Dart (below). Emma was in her final year at Craigslea High School. She and her school mates not only spent quite a few days buying, sorting and packing all the contents for the hampers when they could have been at the beach celebrating the end of their school years, but she and her mates also helped deliver the hampers to the very appreciative elderly as well.

One such deserving recipient was Fred Williams (call me George). George, who is a fit 91 year old, joined the RAAF in 1942, did his rookies at Sandgate, a northern suburb of Brisbane, then it was off to Maryborough (Qld) for training as a Wireless Air Gunner (WAG).

Maryborough was the home of No. 3 Wireless Air Gunnery School and the young blokes trained on the CAC Wackett Trainer aircraft (CA-6)

After his training, he was posted to the UK to join 576 Sqn (RAF) which was a heavy bomber squadron, operating the Avro Lancaster.

No. 576 Squadron came into being at Elsham Wolds, Lincolnshire, on 25th November 1943, as a heavy bomber squadron equipped with Lancaster Mk. I and III aircraft. It formed part of No. 1 Group, RAF Bomber Command, and between 2nd/3rd December 1943 and 25th April 1945, flew 2,788 operational sorties; 67 aircraft were lost, including two abandoned over France in February 1945. When it had finished its offensive, No. 576 took part in:

- Operation Manna - the dropping of food supplies to the Dutch;
- Exodus - repatriation of British ex-POWs to Great Britain;
- Post Mortem - testing the efficiency of captured German early-warning radar; and
- Dodge - the transport of British troops to Great Britain from Italy.

576 Squadron was one of the RAF Squadrons in which Australians served fought and died during WW II. During the war, the Empire Air Training Scheme supplied tens of thousands of aircrew for the Royal Air Force (RAF) air war in Europe. While a number of so-called Article XV national squadrons were created in Fighter, Bomber and Coastal Commands of the RAF, the majority of Australian aircrew were posted, along with their Commonwealth colleagues, to RAF Squadrons as individual crew members, where they would 'crew up' often with a very multi-national aircrew comprised of men from all over the Commonwealth. Ground staff were similarly assigned.

George was one of the lucky ones, he completed an enormous 36 trips over enemy territory and returned home safe and sound. He is still very proud of his service in the RAAF as is evident from the number of memorabilia items on display in his home.

George's record:

Name	WILLIAMS, FREDERICK GEORGE
Service	Royal Australian Air Force
Service Number	434293
Date of Birth	24 Jun 1924
Place of Birth	CHARLEVILLE, QLD
Date of Enlistment	9 Nov 1942
Locality on Enlistment	Unknown
Place of Enlistment	BRISBANE, QLD
Next of Kin	WILLIAMS, MARY
Date of Discharge	21 Sep 1945
Rank	Warrant Officer
Posting at Discharge	27 OPERATIONAL TRAINING UNIT
WW2 Honours and Gallantry	None for display
Prisoner of War	No

Not to be outdone!!

A short while ago, John "Sambo" Sambrooks (otherwise known as the people's champion) and his lovely lady, Andrea, took a cruise across the Tasman to watch some games of (what they call) football! - you know the type, can't mark, can't kick, just get in a big huddle for a sniff!!!.

Sambo is an avid reader of the RAM, he prints out a copy and keeps it in the little room for when he's otherwise occupied and he reckons that Metal-Basheritis is just as an allure as is Radtechitis - and he sent us this pic as proof.

I can feel a contest coming on!!!

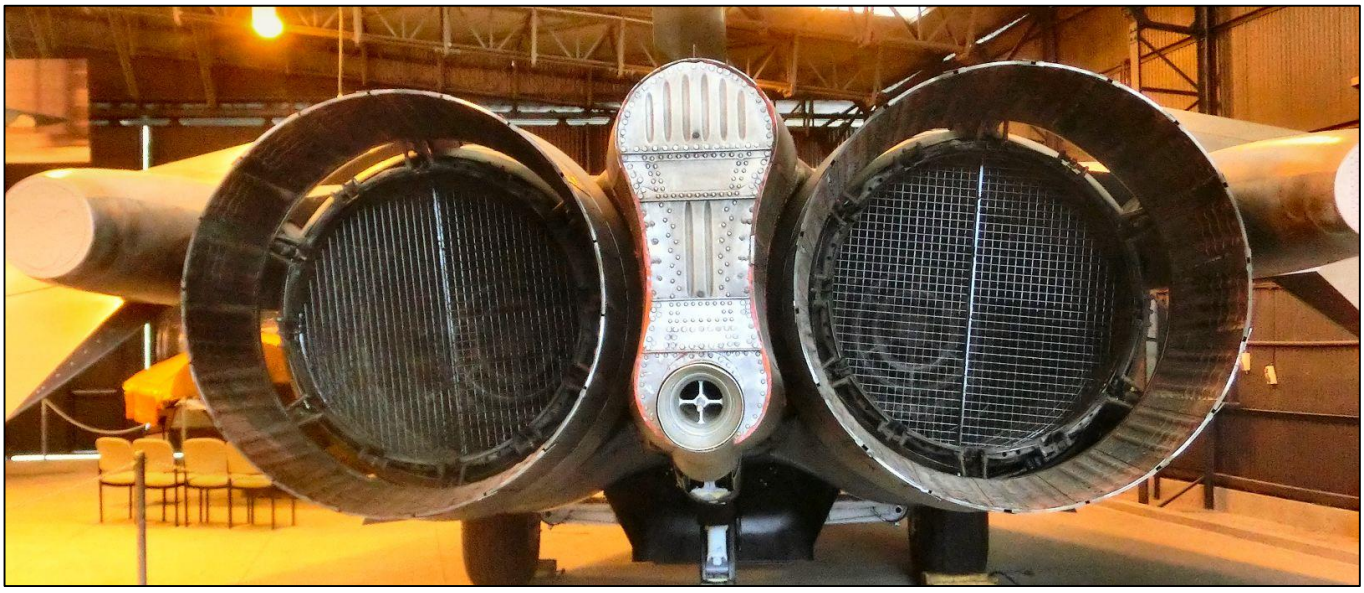
K

This page left blank.

Allan George's Gems

Dump and burn

Although doing this was completely useless in terms of aerodynamics and was as expensive as all hell, it was still pretty spectacular to witness. If you think about it, dumping fuel into your jet stream in a combat situation would give you an IR signature which would make you a target for missiles half way across the world. During an airshow however, it's quite a hoot.



Most planes can dump fuel from their wings, however, the F-111's design put the dump nozzle in the back of the plane. This is the only reason these planes could do it, as when the fuel is dumped the pilot kicks in the afterburners and ignites the fuel.

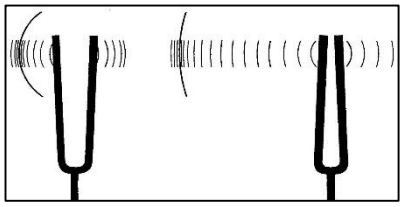
The result of this was a fireball almost as long as the aircraft itself. If you think about it, doing this at an airshow really ups the value of entertainment, so expensive or not it attracted more people to the shows, so more money rolls in anyway.

Click HERE to see one of the last dump and burns which was done at Willytown in 2010.

Sadly – we won't see it again!!

Don't worry; it only seems kinky the first time.

It would take more than a D to fix this one.



In physics, resonance is a phenomenon that occurs when a vibrating system or external force drives another system to oscillate with greater amplitude at a specific preferential frequency. Frequencies at which the response amplitude is a relative maximum are known as the system's resonant frequencies, or resonance frequencies. At resonant frequencies, small periodic driving forces have the ability to produce large amplitude oscillations. This is because the system stores vibrational energy. Understanding resonance usually requires an understanding of physics.

Resonance occurs when a system is able to store and easily transfer energy between two or more different storage modes (such as kinetic energy and potential energy in the case of a pendulum). However, there are some losses from cycle to cycle, called damping.

Resonance phenomena occur with all types of vibrations or waves: there is mechanical resonance, acoustic resonance, electromagnetic resonance, nuclear magnetic resonance (NMR), electron spin resonance (ESR) and resonance of quantum wave functions. Resonant systems can be used to generate vibrations of a specific frequency (e.g., musical instruments), or pick out specific frequencies from a complex vibration containing many frequencies (e.g., filters).

The term resonance originates from the field of acoustics, particularly observed in musical instruments, e.g., when strings started to vibrate and to produce sound without direct excitation by the player.

It can have disastrous effects.

Boeing have done tests with their Chinook helicopter. They found that when the blades become bunched up on one side of their rotational plane they can cause an oscillation to occur in phase with the frequency of the rocking of the helicopter on its landing gear. The effect

is similar to the behaviour of a washing machine when the clothes are concentrated in one place during the spin cycle. It occurs when the landing gear is prevented from freely moving about on the horizontal plane, typically when the aircraft is on the ground.

Articulated rotor systems with drag hinges allow each individual blade to advance or lag in its rotation to compensate for stress on the blade caused by the acceleration and deceleration of the rotor hub. When the spacing of the blades becomes irregular, it shifts the rotor's centre of gravity from the axis of rotation, which causes an oscillation. When the airframe begins to rock back and forth from the oscillation, the oscillations can reinforce each other and cause the rotor's centre of gravity to spiral away from the axis of rotation to a point beyond the compensating ability of the damping system.

Ground resonance is usually precipitated by a hard landing or an asymmetrical ground contact, and is more likely to occur when components of the landing gear or damping system are improperly maintained, such as the drag hinge dampers, oleo struts, or wheel tyre pressure. Under extreme conditions, the initial shock can cause violent oscillations that quickly build and result in catastrophic damage of the entire airframe. In some cases, complete destruction occurs, e.g. body panels, fuel tanks, and engines are torn away, even at normal rotor speed.

Proper maintenance of the helicopter's damping system components can prevent ground resonance from taking hold. When it does occur, recovery is often possible if action is taken quickly. If sufficient rotor RPM exists, immediate take-off can restore rotor balance by allowing the airframe to freely move and help dampen the oscillation. If rotor RPM is very low during a ground resonance incident, complete shutdown may be sufficient.

Click HERE to see what happens to a Chinook when things go wrong!!

Paddy says "Mick, I'm thinking of buying a Labrador.
"Blow that" says Mick, “have you seen how many of their owners go blind?"

Boeing Sea Knight (UH-46)

The Swedish Air Force was one of the countries outside of North America to operate the Sea Knight (also known as the “Phrog”) in a military role and boy did they know how to fly them! Beginning procurement in the early 1960s, Sweden took delivery of ten UH-46Bs for use in anti-submarine warfare (ASW) and as battlefield troop transports. In less than ten years, the Swedes, who

apparently loved the versatility of the Phrog, decided to buy eight more license-built versions from Japan. The last of the Swedish Phrogs were retired just four years ago, having served nearly forty years until their replacement.

You can see how they could handle them HERE.

The CH-46 looks a lot like the Chinook. Originally designed and built by Piasecki Helicopters which was taken over by Boeing Vertol, the CH-46 Sea Knight is a medium-lift tandem rotor transport helicopter powered by twin turboshaft aircraft engines. It was used by the United States Marine Corps (USMC) to provide all-weather, day-or-night assault transport of combat troops, supplies and equipment until it was replaced by the MV-22 Osprey. Additional tasks included combat support, search and rescue (SAR), support for forward refuelling and rearming points, CASEVAC and Tactical Recovery of Aircraft and Personnel (TRAP).

The Sea Knight was also the U.S. Navy's standard medium-lift utility helicopter until it was phased out in favour of the MH-60S Knighthawk in the early 2000s. Canada also operated the Sea Knight, designated as CH-113 and operated them in the SAR role until 2004. Other export customers include Japan, Sweden, and Saudi Arabia. The commercial version is the BV 107-II, commonly referred to simply as the "Vertol". It first flew in 1964 and was retired in 2004 from the US Navy, the marines held onto theirs a bit longer and finally retired them in 2015.

They normally carried a crew of five, 2 pilots, 1 loady, 1 aerial gunner/observer and 1 tail gunner. They could carry 24 troops or 2,270kg of freight. They had a maximum take-off weight of 11,000 kg and had a max speed of 144 kts

Boeing built a total of 524 of them.

The CH-47, Chinook was a Boeing Vertol design, having first flown in 1961. Unlike the UH-46, the Chinook is a heavy lift aircraft, with a maximum take-off weight of 22,680kg, more than twice its stable mate.

With a top speed of 170 knots it was faster than contemporary 1960s utility and attack helicopters and is still one of the fastest helicopters in the US inventory today. It is also among the heaviest lifting Western helicopters and although being a bit like the woodman’s axe (three handles, two heads) it is one of the few aircraft of that era, along with the fixed-wing C-130 Hercules that remain in production and frontline service, with over 1,200 built to date. It has been sold to 16 nations with the U.S. Army and the Royal Air Force being its largest users.

The ability to adjust lift in either rotor makes it less sensitive to changes in the centre of gravity, important for cargo lifting and dropping. While hovering over a specific location, a twin rotor helicopter has increased stability over single rotor when weight is added or removed; for example, when troops drop from or begin climbing up ropes to the aircraft, or when other cargo is dropped. If one engine fails, the other can drive both rotors.

It normally carries a crew of three, 2 pilots and a loady/flight engineer. It can carry 35 troops or 12,700kg of freight

Statistically, 6 out of 7 dwarfs are not Happy.

New Trojan Threat – Locky!

There is a dangerous new Trojan threat on the rampage that will encrypt all your files on any of your fixed, removable and/or network drives. It's a form of Ransomware and once encrypted, you will be asked for money to obtain a password and instructions on how to decrypt your files.

This nasty and aggressive blackmail Trojan, called "Locky", has been causing mischief on computers around the globe. It mostly finds its way onto the network via macros in Microsoft Office documents. Victims are usually sent via email a Microsoft Word document purporting to be an invoice that requires a macro or a small application that does some function. When the recipient opens an attachment, for instance containing a fake invoice, Locky encrypts all files on the affected computer. At the same time the malware also spreads via the network within the company, to active devices in USB drives or cloud storage with remarkable speed. After the computer has become infected, the user is then asked to pay a ransom for the decryption of the data. A blackmail letter appears on the screen with a demand for payment. It's virtually impossible to crack this encryption.

The German Federal Office for Information Security (BSI) strongly advises victims against giving in to demands for ransom. Instead, one should take a photo of the blackmail letter on the screen and immediately report the incident to the police.

Currently there is no virus protection software which provides total protection against such attacks however, even the best anti-virus software is no substitute for the vigilance of users. In order to best safeguard themselves against attacks by Locky and similar ransomware, you should also deactivate the automatic execution of macro code in office programs and be especially careful when running macros which are absolutely essential.

Macros are disabled by default by Microsoft due to the security dangers and users who encounter a macro see a warning if a document contains one. If you have enabled macros you should disable them now.
Click HERE to see how to deactivate macros in WORD and HERE to deactivate macros in EXCEL

In order not be caught out you should heed the following tips:

- Only open e-mail attachments if the e-mail appears to be trustworthy. Do you know the sender and are you familiar with the procedure described in the e-mail? You need to exercise particular caution with file formats ending in the following file extensions: .doc, .docx, .docxm, .xls, .xlsx, .xlsxm, .exe.
- Extremely sluggish responsiveness of the computer, high levels of hard drive activity without apparent reason or files with the extension .locky on your hard disk could be indications that the Locky encryption is already underway. In order to potentially save your existing data, the computer should be disconnected from the network and power sources at once. Shut your computer down and remove the battery pack from your notebook if necessary.
- Back your data up regularly, so that data that may be affected can quickly be restored with as little loss of data as possible. It is essential to consider when backing up, that Locky can also attack external storage devices if they are permanently connected to the computer.

- Always keep your operating system updated to the latest version: install all the latest patches for your operating system, your office applications, your internet browser, Flash Player and PDF reader. Locky and other similar ransomware find their way into your systems through so-called “back doors”. These gateways are created by security gaps in the operating systems or software, for instance the browser. Regular updates can generally shut a lot of these gateways.
- Install virus scanners on all your systems. It is also essential to keep this software up to date, so that is able to recognize current malware.

Ransomware has proven to be an enormous problem. Normally files are unrecoverable unless the affected organization has regularly backed up and that data hasn't been touched by ransomware. So far more than half of the systems targeted were in the US, with other affected countries including Canada and Australia.

Car Buffs - this is for You!

If you like American cars, you'll like this, it is extraordinary...you will spend hours going over this. No matter what brand of car you liked, it's referenced in this line up. Once you start watching this, it is like a drug. (Enjoy, click on the video camera next to each item to view.) Click HERE

Home made bombs.

Kids are putting Drano, aluminium foil and a little water in plastic drink bottles, screwing on the lid tightly and leaving them on lawns, in letter boxes, in gardens, on driveways etc. just waiting for you to pick it up intending to put it in the rubbish, but you'll never make it!!! If the bottle is picked up and the bottle is shaken even just a little - in about 30 seconds or less it builds up enough gas which then explodes with enough force to remove some your extremities.

The chemical reaction between the Drano and the foil makes a volatile build up of gases and subsequently detonates the bottle with a great amount of force. Once the detonation occurs, the chemical substance that is in the bottle is actually boiling liquid.

Be careful!!

How does this work??

Some things are just unexplainable – by us mere mortals anyway. See HERE

Horsepower vs Stupidity

Documented proof that the universe is made of protons, neutrons, electrons and morons.....see HERE

The wife has been missing a week now. Police said to prepare for the worst.
So I have been to the charity shop to get all her clothes back.

A great advert

Sometimes some adverts are just too funny not to share them, have a look at THIS ONE.

Boeing 787

The Boeing 787 Dreamliner is a long-range, mid-size wide-body, twin-engine jet airliner developed by Boeing Commercial Airplanes. Its variants seat from 242 to 335 passengers in typical 3-class seating configurations. It is Boeing's most fuel-efficient airliner and is a pioneering airliner with the use of composite materials as the primary material in the construction of its airframe. The 787 was designed to be 20% more fuel efficient than the Boeing 767, which it was intended to replace. The 787 Dreamliner's distinguishing features include mostly electrical flight systems, swept wingtips, and noise-reducing chevrons on its engine nacelles. It shares a common type rating with the larger Boeing 777 to allow qualified pilots to operate both models.

The aircraft's initial designation was the 7E7, prior to its renaming in January 2005. The first 787 was unveiled in a roll-out ceremony on the 8th July 2007 at Boeing's Everett factory. Development and production of the 787 has involved a large-scale collaboration with numerous suppliers worldwide. Final assembly takes place at the Boeing Everett Factory in Everett, Washington and at the Boeing South Carolina factory in North Charleston, South Carolina. Originally planned to enter service in May 2008, the project experienced multiple delays. The airliner's maiden flight took place on December 15, 2009, and completed flight testing in mid-2011.

Final US Federal Aviation Administration (FAA) and European Aviation Safety Agency (EASA) type certification was received in August 2011 and the first 787-8 was delivered in September 2011. It entered commercial service on October 26, 2011 with launch customer All Nippon Airways. The stretched 787-9 variant, which is 20 feet (6.1 m) longer and can fly 450 nautical miles (830 km) farther than the dash 8, first flew in September 2013. Deliveries of the 787-9 began in July 2014; it entered commercial service on the 7th August 2014 with All Nippon

Airways, with 787-9 launch customer Air New Zealand following two days later. As of February 2016, the 787 had orders for 1,143 aircraft from 62 customers, with All Nippon Airways having the largest number on order.

The aircraft has suffered from several in-service problems, including fires on board related to its lithium-ion batteries. These systems were reviewed by both the FAA and the Japanese aviation agency. The FAA issued a directive that grounded all 787s in the US and other civil aviation authorities followed suit. After Boeing completed tests on a revised battery design, the FAA approved the revised design and lifted the grounding in April 2013; the 787 returned to passenger service later that month.

You can see more HERE.

Williamtown 1961

Blokes/blokettes who worked at Willytown in the 1960's and who worked on the Sabre will probably get all nostalgic and cry in their milk when they watch the following video. The origin of the video is an 8mm film shot by the then 76 SQN CO Jim Flemming. Two copies were made and one was presented to 76 Sqn history officer Phil Frawley.

You can see it HERE.

Just got back from my mate's funeral. He died after being hit on the head with a tennis ball. It was a lovely service.

Sorry Rupe!

Velly Intelesting – but stupid!!!!

Blokes Playgroup.

While "Men's Sheds" are commonplace in Australia's Veteran's society, few, if any, can lay claim to a history going back close to the start of the millennium. One, operated by the RAAF Vietnam Veterans' Association of WA Inc, can make that claim with the group marking their fifteenth year since coming into being as the "brainchild" of Vietnam Veteran Peter Robinson (right). Peter was with 9 SQN in Vung Tau from April 1969 to Feb 1970.

Peter takes up the story: " in early 2001, our old washing machine spat the dummy. I went through the exercise and spent a bucket of money on a new one and almost threw the old one out, thinking, one day I'll get around to fixing that."

Peter did fix the machine for the grand sum of $60.00. The next week he picked up three "dead" washing machines from the "council pick up" on the side of the road. He now had another problem: what to do with three washing machines that needed fixing. In no time at all, he had rounded up mates he served with to get together in his garage to fix washing machines. Many of the mates were ex RAAF; tradesmen so they "knew tools". Some of the Vets who heard about the operation on the grapevine and dropped in didn't. This is where Peter's motivation motto kicked in. 'Give a Vet a purpose in life and through that will grow the key elements: friendship, camaraderie and satisfaction." Peter continues, "a tradie and non tradie would team up in 'an on the job training exercise', and when one of the non tradies completed a task and the machine worked, the look on his face was priceless. Here was the satisfaction.

And the other two elements were ever present. We had struck gold in finding that purpose in life for the Vets," said Peter. "We donated the washing machines to the relief effort in East Timor with the Lions Club of Rockingham arranging shipping. Many of the washing machines also found good homes in various women's refuges in suburban Perth and nearby regional centres and as the word spread so did the numbers of Vets turning up. Soon we had 8 to 10 every opening day and some just dropped in for a brew and a chat. No worries, that's where the camaraderie came in, soon we were fixing

bikes and all sorts of other stuff. We had to move away from washing machines for the obvious reason, but there was never a shortage of items in the shed that needed work.

While the shed is open on Tuesdays and Fridays throughout the year, except for school holidays, members are often on the telephone to each other, catching up for a chat. Apparently one wife has christened the shed, "The Bloke's Playgroup." For reasons beyond the control of the group, shipments to Dili had to cease. No matter there was always another challenge for Peter and the team.

"Next came lawn mowers, said Peter. "These, along with bikes are donated to various groups again around Perth metro and nearby regional centres." The group raises some funds by selling good quality reel mowers that are always in demand. Peter also commented that Bunnings Balcatta had made a very welcome donation from their welfare funds and the group were able to source two grants from Department of Veterans' Affairs. Obviously more grants will assist this men's shed to continue the good work. In order to source Government grants, the group was required to incorporate. This adds a layer of regulation that has to be lived with.

The influence of the Kingsley Men's Shed has spread beyond Perth's northern beaches. The Kingsley operation is used as a model for other sheds across metropolitan Perth and into the hinterland. Peter is most proud of a crowning achievement when his Kingsley operation was a key element of the inaugural WA Men's Shed conference in the central wheat belt town of Mukinbudin. Men's Sheds in WA extend beyond Veterans. Peter stated that retired police are starting sheds and modelling their operation on Kingsley.

One area where sheds are fulfilling a serious need is in the farming community, Sheds are helping ward off an increasing suicide rate among farmers who are really doing it tough on the land and among those who have lost their properties'. While most of these sheds concentrate on wood- work, many cater for welding projects and mechanical repairs. So what started out almost by accident nearly fifteen years ago has extended its influence far beyond Kingsley in suburban Perth and demonstrates just what can be achieved when a group of Vietnam Vet- erans put their minds to a task.

Pete Robinson, who also headed up the blokes who put Iroquois A2-296 back together then into the Museum at Bull Creek in Perth, was a sumpie brat on the 14th intake at Wagga back in 1960/62.

Life is like riding a bicycle. To keep your balance you must keep moving.

Grey Nomads.

If you're into Grey Nomading, and you're thinking of doing the big round trip, and you're interested in saving a few dollars and would like to meet up with similar people, you perhaps could do yourself a favour by checking out the web site below.

This site gives you an Australia wide list of Vietnam Vet retreats that would welcome you with open arms. If you do check these out, please let us know your experiences and also send us some photos.

http://www.vvaa.org.au/Vietnam%20vets%20retreats1%208.5.2013%20.pdf

Brisbane War Graves.

Over 12,000 Australian lives ended in their home country during the Second World War or as a result of their service during the First World War. Australian, Commonwealth and Allied war dead, civilian casualties and even two enemy military dead are buried in 72 Commonwealth war cemeteries and plots and over 1,900 civil cemeteries in Australia. The Office of Australian War Graves (OAWG) also maintains Cowra Japanese War Cemetery and Tatura German War Cemetery for their respective Governments.

Australian Government
Department of Veterans' Affairs
Office of Australian War Graves

Many Australian war cemeteries and graves are close to the sites of Second World War military bases and facilities and each plays a unique part in telling the story of Australia at war.

There are several in Queensland,

- **Atherton War Cemetery**, cnr Kennedy Hwy and Rockley Rd, Atherton. 164 Grave sites.
- **Bundaberg War Cemetery**, cnr Isis Hwy and Bolewski St, Bundaberg West. 46 Grave sites.
- **Cairns War Cemetery**, cnr Anderson and Martyn Sts, Cairns North. 117 Grave sites.
- **Charters Towers War Cemetery,** cnr Gregory Development Rd and Chapman Lane, Charters Towers. 33 Grave sites.
- **Ipswich General Cemetery** cnr Warwick Rd and Carr St, Ipswich. 101 Grave sites.
- **Lutwyche War Cemetery**, cnr Gympie and Kitchener Rds, Kedron, Brisbane. 397 Grave sites.
- **Rockhampton War Cemetery**. Cnr Bruce Hwy and Moores Creek Rd, Rockhampton. 35 Grave sites.

- **Toowoomba War Cemetery**. Cnr Hampton and South Sts, Toowoomba. 65 Grave sites.
- **Townsville War Cemetery**. Evans St, Belgian Gardens, Townsville. 222 Grave sites.

The Lutwyche War Cemetery in Brisbane contains 397 graves of service men and women (Click HERE for the list). These graves contain 389 Second World War burials, 1 being an unidentified Australian Airman, 9 burials from the First World War and 3 burials of other nationalities. The graves also contain the Queensland Cremation Memorial which commemorates 36 members of the Australian Forces who died in Queensland during the Second World War and whose remains were cremated.

With graving docks capable of accommodating destroyers and fuelling facilities, Brisbane became a naval base during the Second World War due to its ideal location on the Brisbane River. This location was navigable by large vessels from Moreton Bay to the city and had graving docks capable of accommodating destroyers and also fuelling facilities.

Upon the entry of Japan into the war, fixed defences were provided and manned in Brisbane and American detachments arrived and established themselves there. Allied Air Forces headquarters, a general intelligence unit and the headquarters of the General Office Commanding in Chief Australian Military Forces were in Brisbane and in July 1942 the American Supreme Commander of the Allied Forces, South-West Pacific Area moved his Headquarters from Melbourne to Brisbane to be nearer the scene of the operations in Papua and New Guinea.

Lutwyche Cemetery was established in 1878 and in 1925, Brisbane's tram network was extended to reach the cemetery. This allowed easier public access for grieving families. After the outbreak of the Pacific War, the

Brisbane City Council allotted a portion of the cemetery to military burials. This War Graves Section became the post-war responsibility of the Commonwealth War Graves Commission. After the arrival of American forces in Brisbane, the US was also granted its own War Graves Section but it was later moved to the Ipswich Cemetery. In 1947, the US service personnel were exhumed and shipped back to the US for interment in domestic cemeteries.

By the outbreak of World War Two in 1939, with Brisbane's older cemeteries at Toowong and Dutton Park having limited burial space, wartime burials had to be directed towards the Lutwyche or Mt Gravatt Cemeteries. Unlike Mt Gravatt Cemetery, Lutwyche Cemetery was easily accessible via public transport and so it was chosen to be the location of those service personnel who died around Brisbane after 1942.

On 28 November 1942, the Brisbane City Council announced that the soldier's section at Toowong Cemetery was nearly full and that subsequently any future military deaths would be buried at Lutwyche. Council set aside a special section that was to resemble the post-World War I Gallipoli and French war cemeteries. The war graves section had no walls. There was no tiling around the graves that were to be placed around a central memorial. Initially it was planned that plaques instead of headstones would be the grave markers but this changed. The headstones were rectangular with rounded tops and were differentiated only by the inscriptions that record the national emblem or regimental rank, the name, unit, date of death, age and religious symbol if applicable.

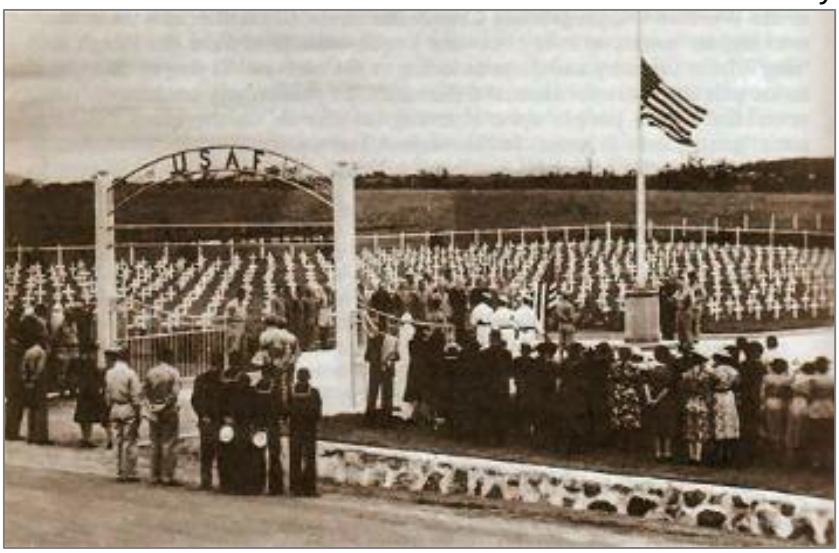
Post-war, the Commonwealth War Graves Commission assumed maintenance of the Lutwyche Cemetery's War Grave's Section. The Commission had been established during World War I in an effort to mark, record and maintain the graves of British Commonwealth war casualties. With

the onset of World War II, the Commission continued its work, establishing new cemeteries throughout the World in honour of the fallen.

Lutwyche Cemetery's War Graves Section consists of ten rows of white marble gravestones, including one of an unidentified Australian airman (RAAF). In cemeteries of more than 40 burials, a Cross of Sacrifice was erected as the central memorial. Reginald Blomfield's design consisted of a simple cross-mounted on an octagonal base as was placed in Lutwyche Cemetery. The Section has well maintained gardens with low-growing plants and manicured lawn. The Lutwyche Cemetery has several lawns with the graves of other ex-service men and women and their spouses.

In 1942, the United States armed forces established a separate War Graves Section at Lutwyche Cemetery. This was located in the southeast corner facing Gympie Road. The US Section held 11 graves. All were exhumed in June 1942 and transferred to the US War Graves Section at Ipswich Cemetery, where all the American dead were to be concentrated.

After the war, the US Government requested that its service personnel be disinterred for removal for permanent burial in US cemeteries. The US merchantmen Gauchec Victory berthed in Brisbane in November 1947 to carry the exhumed bodies back to the USA.



The clearing of the US War Graves Section at the Ipswich was completed by 20 December 1947. As a sign of respect for the US contribution to the defence of Queensland, a coffin holding the body of an unknown US soldier was ceremoniously placed in Brisbane City Hall on 22 December for the public to pay homage. A solemn funeral parade carried this coffin through Brisbane streets to the Newstead Wharf where it was placed aboard Gauchec Victory. Approximately 30,000 Brisbane residents lined the streets for this funeral procession. The last 1,800 American coffins had been transported to Brisbane and sent by ship to the USA by the end of December 1947.

Computer Addiction.

Billy Sing

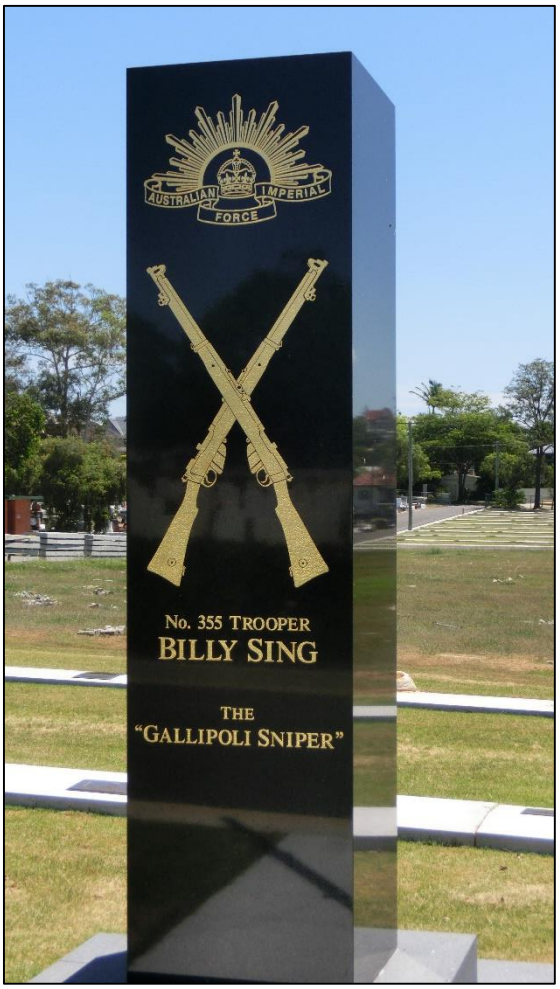
The Cemetery is also the final resting place of trooper Billy Sing.

William “Billy” Sing was born in 1886 to an English mother and Chinese father. He and his two sisters were brought up in Clermont and Proserpine, in rural Queensland. Life on the land was tough and from a young age Billy had to help his parents with their market garden and milk deliveries. He was also a talented horse rider and skilled at shooting.

When war broke out in 1914, Billy rushed to sign up. As one of the first to enlist, Billy was not subjected to the degree of later resistance against recruiting non-white

Australians into the AIF and he was accepted into the 5th Light Horse Regiment. He was sent to Egypt in December 1914 and onto Gallipoli in May 1915.

At Gallipoli, Billy was given the nickname “the Murderer” or “the Assassin” for his skill as a sniper. A fellow soldier described him as, “a little chap, very dark, with a jet black moustache and a goatee beard. A picturesque looking man-killer. He is the crack sniper of the Anzacs.” Every morning in the darkness before dawn Billy would find a place to hide and watch over the Turkish soldiers in their trenches. Waiting patiently with a “spotter” he would wait for an enemy soldier to come into view. To avoid becoming a target of the Turkish snipers themselves, the Australians would stay in their position until nightfall.



The ANZAC war diary for 23 October 1915 states:

“Our premier sniper, Trooper Sing, 2nd L.H., yesterday accounted for his 199th Turk. Every one of this record is vouched for by an independent observer, frequently an officer who observes through a telescope.”

Billy’s fame spread beyond the soldiers at Gallipoli, and his tally was written about in the Australian, British and American press.

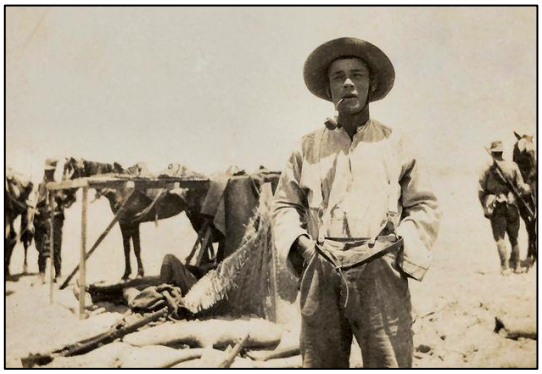
The Turkish Army was also aware of Billy’s reputation. In an effort to eliminate him, they brought in their own crack shot, a man known to the Australians as “Abdul the Terrible”. It is thought Abdul came very close to fulfilling his mission. In August 1915, a single bullet, fired from the Turkish side, passed through Sheehan’s telescope and through his hands, mouth, and cheek before hitting Billy in the shoulder.

In the end, it was Billy who shot and killed Abdul. The Turkish army immediately retaliated, aiming its heavy artillery at Billy’s hiding position and completely destroying it. Fortunately for the Australian sniper and his spotter, they had already evacuated to their unit trenches.

For his efforts on Gallipoli, Billy was Mentioned in Despatches by General Sir Ian Hamilton, and awarded the British Distinguished Conduct Medal in 1916 for “Conspicuous Gallantry from May to September 1915 at Anzac as a sniper. His courage and skill were most marked and he was

responsible for a very large number of casualties among the enemy, no risk being too great for him to take".

The Australian soldiers were evacuated from Gallipoli in December 1915 and Billy was sent first for training in England and then to fight in France as part of the 31st Battalion. The type of warfare on the Western Front, was different to that on Gallipoli. It is unlikely that, as a sniper, Billy spent much of his time on the battlefield, nevertheless, his skills were put to good use. In 1917, he was recommended for, though not awarded, the Military Medal for his actions leading an anti-sniper fighting patrol at Polygon Wood, in Belgium. He was again Mentioned in Dispatches for gallantry, this time by the Commander of I ANZAC Corps, General Birdwood, and in 1918, awarded the Belgian Croix de Guerre.



Billy's health suffered during his service, and he was frequently hospitalised to treat ailments ranging from serious infections to influenza. He was wounded on a number of occasions and one gunshot wound to the leg caused him problems for years. In 1917, while recuperating from illness in Britain, Billy married Elizabeth Stewart, a 21-year-old waitress from Scotland. Little is known about her or her marriage, and it is not even certain that she accompanied him back to Australia.

Billy returned to Australia in July 1918 as a submarine guard on board the troopship SS Boonah. Shortly afterwards he was permanently discharged as a result of being unfit for duty due to ongoing chest problems. He returned to Proserpine, Queensland, to a hero's welcome, which included the presentation of a purse of sovereigns from well-wishers. Whether or not Elizabeth had accompanied Billy back to Australia, they were permanently separated by the time he took up a Soldier Settlement farm a few years after his return. This venture failed, as did an attempt to strike it lucky in the Miclere gold fields near his property in Clermont.

In 1942 Billy moved to Brisbane to be near his surviving sister, Beatrice.

A year later Billy Sing died of heart failure at the age of 57. All that remained of this one-time famous sniper was a miner's hut (worth around £20), and 5 shillings found in his room in a boarding house. There was no sign of his medals or awards from the war. Billy was buried at Lutwyche Cemetery in Brisbane. His headstone highlights his skills as a sniper, and reads:

"His incredible accuracy contributed greatly to the preservation of the lives of those with whom he served during a war always remembered for countless acts of valour and tragic carnage."

Computer Addiction.

Aircraft Cemetery.

Victorville in California is perhaps most famous for its airliner storage and recycling businesses. Photographically, the airfield is a fairly tough nut to crack from the outside, so the best way to see it is from the air,

The airport at Victorville is now known as Southern California Logistics Airport (SCLA), having once been George AFB, latterly a base for F-4G Phantoms of the 35th FW. The military left in 1992 and since then the airfield has been in civilian hands. A good deal of money has been invested in facilities to encourage air transport carriers to take advantage of its good road and rail links to the San Bernardino and Los Angeles area, but the airport is most famous as a site of airliner storage and reclamation.

The main company involved in that line of work is Southern California Aviation, which look after the majority of the stored aircraft. Some of the aircraft are in temporary storage, often at the end of a lease period, and will eventually pass to other operators for further use. Some have reached the end of their careers and will eventually be 'parted out'; picked clean of reusable spare parts and the remains sold for scrap.

Most of the stored machines retain the colours of their last operator and some airlines can be sensitive about "their" aircraft being photographed in a state of some disrepair, so photography is not encouraged on the airfield and in any case, most of the storage area is somewhat distant from the road. This means the best way of viewing the stored aircraft begins at nearby Apple Valley Airport.

Apple Valley is the home of Midfield Aviation, a typically friendly FBO (Fixed Base Operator) who offer a variety of aviation services including flying instruction. With Victorville lying approximately 10 minutes' flight time away, it is easy to take a trial lesson and head over for a few circuits and take some photos in the process!

The aircraft in storage are primarily former airline machines, but come from a huge variety of backgrounds. The majority are actually freighters, with most being ex-FedEx A310s, 727s and DC-10s. Each of these fleets is being run down to a varying degree, as more modern types are delivered.

Passenger 747-400s in storage included a single United Airlines example and three from British Airways; during the height of the financial crisis in 2008-9, there were more BA jets present, but these have now returned to service. With the airline anticipated to begin retirement of its large 747 fleet shortly, the aircraft at Victorville would seem unlikely to fly for BA again.

The remainder of the stored aircraft are made up of a mix of single aisle and wide body types, primary of American origin, such as 737s, 757s, MD-80s and MD-11s. There are a significant number of former Delta Airlines Tristars still in storage; the airline was the last major US carrier to operate Lockheed's sole wide body airliner, retiring its last example in 2001. Scrapping of the remaining examples has started, although one is believed to be earmarked for preservation at the Joe Davis Heritage Airpark in Palmdale.

All in all it was sad so many forlorn looking aircraft living out their final days under the desert sun. In particular, with the 747 disappearing from service at an alarming rate, it would appear that Boeing's Queen of the Skies is in terminal decline! As modern, purpose built and fuel efficient cargo aircraft such as the 777F find favour with operators, it would appear that there is little appetite for converting retired airliners into freighters; better for the planet perhaps, but certainly not as photogenic!

THE RAM
THE MAGAZINE BY & FOR SERVING & EX-RAAF PEOPLE & OTHERS
Vol 53

This page left blank.

Health and Life Style.

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

There's no cure for the common cold. But what about cold remedies that claim to make you feel better faster? Find out what's effective — and what's not.

MAYO CLINIC

Cold remedies are almost as common as the common cold itself, but are they effective? Nothing can cure a cold, but there are some remedies that might help ease your symptoms and keep you from feeling so miserable. Here's a look at some common cold remedies and what's known about them.

Cold remedies: What works.

If you catch a cold, you can expect to be sick for one to two weeks. That doesn't mean you have to be miserable. Besides getting enough rest, these remedies might help you feel better:

- **Stay hydrated.** Water, juice, clear broth or warm lemon water with honey helps loosen congestion and prevents dehydration. Avoid alcohol, coffee and caffeinated sodas, which can make dehydration worse.
- **Rest.** Your body needs to heal.
- **Soothe a sore throat.** A saltwater gargle — 1/4 to 1/2 teaspoon salt dissolved in a 240 ml glass of warm water can temporarily relieve a sore or scratchy throat. Children younger than 6 years are unlikely to be able to gargle properly. You can also try ice chips, sore throat sprays, lozenges or hard candy. Don't give lozenges or hard candy to children younger than 3 to 4 years old because they can choke on them.
- **Combat stuffiness.** Over-the-counter saline nasal drops and sprays can help relieve stuffiness and congestion. In infants, experts recommend putting several saline drops into one nostril, then gently suctioning that nostril with a bulb syringe. To do this, squeeze the bulb, gently place the syringe tip in the nostril about 1/4 to 1/2 inch (about 6 to 12 millimetres) and slowly release the bulb. Saline nasal sprays may be used in older children.

- **Relieve pain.** For children 6 months or younger, give only acetaminophen (Panadol). For children older than 6 months, give either acetaminophen or ibuprofen (Nurofen). Ask your child's doctor for the correct dose for your child's age and weight. Adults can take acetaminophen ibuprofen or aspirin. Use caution when giving aspirin to children or teenagers. Though aspirin is approved for use in children older than age 3, children and teenagers recovering from chickenpox or flu-like symptoms should never take aspirin as it has been linked to Reye's syndrome, a rare but potentially life-threatening condition, in such children.
- **Sip warm liquids.** A cold remedy used in many cultures, taking in warm liquids, such as chicken soup, tea, or warm apple juice, might be soothing and might ease congestion by increasing mucus flow.

- **Add moisture to the air.** A cool mist vaporizer or humidifier can add moisture to your home, which might help loosen congestion. Change the water daily, and clean the unit according to the manufacturer's instructions. Don't use steam, which hasn't been shown to help and may cause burns.
- **Try over-the-counter (OTC) cold and cough medications.** For adults and children older than 5, OTC decongestants, antihistamines and pain relievers might offer some symptom relief. However, they won't prevent a cold or shorten its duration, and most have some side effects. Experts agree that these shouldn't be given to younger children. Overuse and misuse of these medications can cause serious damage. Take medications only as directed. Some cold remedies contain multiple ingredients, such as a decongestant plus a pain reliever, so read the labels of cold medications you take to make sure you're not taking too much of any medication.

Cold remedies: What doesn't work.

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

- **Antibiotics.** These attack bacteria, but they're no help against cold viruses. Avoid asking your doctor for antibiotics for a cold or using old antibiotics you have on hand. You won't get well any faster and inappropriate use of antibiotics contributes to the serious and growing problem of antibiotic-resistant bacteria.
- **Over-the-counter cold and cough medications in young children.** OTC cold and cough medications may cause serious and even life-threatening side effects in children. The US FDA warns against their use in children younger than age 6.
- **Zinc.** The cold-fighting reputation of zinc has had its ups and downs. That's because many zinc studies are flawed. The jury is still out, but a review of 18 randomized, controlled studies indicated that zinc lozenges or syrup reduced the average length of a cold in otherwise healthy people when taken within 24 hours of the onset of symptoms.

The review also found some evidence that zinc taken for five months to prevent colds reduced the incidence of colds in children. Keep in mind, though, that you can't really know what's in the zinc product you take. The review didn't recommend zinc for people with chronic illnesses, such as asthma, because they weren't included in the studies. Side effects of zinc include a bad taste and nausea. Intranasal zinc may result in permanent damage to the sense of smell. The US FDA issued a warning against using three zinc-containing nasal cold remedies because they had been associated with a long-lasting or permanent loss of smell (anosmia).

Cold remedies: What probably doesn't hurt.

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

- **Vitamin C.** It appears that for the most part taking vitamin C won't help the average person prevent colds. However, taking vitamin C before the onset of cold symptoms may shorten the duration of symptoms. Vitamin C may provide benefit for people at high risk of colds due to frequent exposure, for example, children who attend group child care during the winter.
- **Echinacea.** Study results on whether echinacea prevents or shortens colds are mixed. Some studies show no benefit. Others show some reduction in the severity and duration of cold symptoms when taken in the early stages of a cold. Different types of echinacea used in different studies may have contributed to the differing results. Echinacea seems to be most effective if you take it when you notice cold symptoms and continue it for seven to 10 days. It appears to be safe for healthy adults, but it can interact with many drugs. Check with your doctor before taking echinacea or any other supplement.

Take care of yourself.

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

A young man excitedly tells his mother he's fallen in love and that he is going to get married. He says, "Just for fun, Ma, I'm going to bring over 3 girls and you try and guess which one I'm going to marry." The mother agrees. The next day, he brings three women into the house and sits them down on the couch and they chat for a while. He then says, "Okay Ma, guess which one I'm going to marry." She immediately replies, "The one on the right." "That's amazing, Ma. You're right. How did you know?" The mother replies, "I don't like her."

Chocolate

Valentine's Day has been and gone and with Easter just around the corner, a lot of chocolate has and will be given and eaten but do you know the health benefits gained when chocolate is eaten in moderation? The following video will tell you more about the chemistry and beneficial properties of this wonderful sweet treat – and then you won't feel so bad when you pig out.

Click HERE.

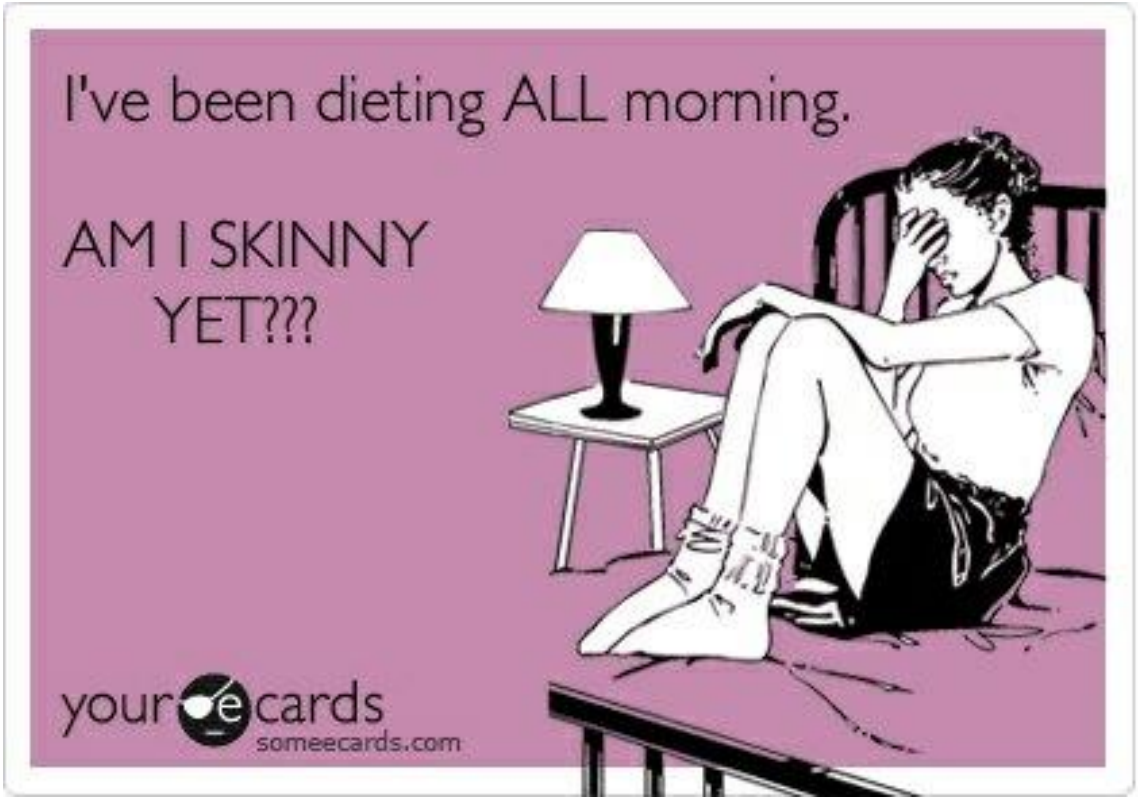
You are confined only by the walls you've built around yourself..

Does eating a healthy breakfast help control weight?

Research suggests that regularly eating a healthy breakfast may help you lose excess weight and maintain your weight loss in the following ways:

Reduced hunger. Eating breakfast may reduce your hunger later in the day, which may make it easier to avoid overeating. When you skip breakfast, you may feel ravenous later and be tempted to reach for a quick fix — such as vending machine candy or doughnuts. In addition, the prolonged fasting that occurs when you skip breakfast can increase your body's insulin response, which in turn increases fat storage and weight gain.
Healthy choices. Eating breakfast may get you on track to make healthy choices all day. People who eat breakfast tend to eat a healthier overall diet, one that is more nutritious and lower in fat. In contrast, people who skip breakfast are more likely to skip fruits and vegetables the rest of the day, too.
More energy. A healthy breakfast refuels your body and replenishes the glycogen stores that supply your muscles with immediate energy. Routinely skipping breakfast is associated with decreased physical activity.

So, if you skip breakfast — whether you're trying to save time or cut calories — you may want to reconsider, especially if you're trying to eat a healthy diet and manage your weight.



Can I boost my metabolism to lose weight?

MAYO CLINIC

Trying to boost your metabolism probably won't lead to weight loss, at least not to the degree that changing your diet and lifestyle habits will. For example, caffeine has been shown to very slightly increase metabolism, but it doesn't appear to have a significant effect on long-term weight loss. Likewise, supplements claiming to boost your metabolism may have little or no benefit and may contain substances that can have serious health effects or may even be banned. How much you weigh really depends on the number of calories you eat and how much physical activity you get.

To lose weight, focus on the factors you have control over. These can help you manage your weight and may improve your metabolism.

Calories. To lose weight, reduce the number of calories in your diet. And keep in mind that as you age, you may need even fewer calories. This is because the amount of muscle tends to decrease as you get older, leading to an overall increase in fat. Fat tissue burns fewer calories than does muscle.

Activity. Aerobic exercise helps you burn calories and strengthening exercises (resistance training) can help you build and maintain muscle mass. Having more muscle causes you to burn more calories even while at rest (your resting metabolic rate). Keep in mind that building more muscle to burn calories is much more difficult than burning calories through aerobic activities.

Only rarely is excessive weight gain caused by a medical problem that slows metabolism, such as Cushing's syndrome or an underactive thyroid gland (hypothyroidism). If you're concerned about your weight or you think your metabolism is too slow, talk with your doctor. Your doctor can check for medical causes and help you adopt healthy lifestyle changes to aid your weight loss.

5 tips for a better night's sleep.

Sleep is a critical part of managing stress and making healthy choices. Get a restful night's sleep with these tips. Sleep is a remarkably productive and critical part of life; it's the time when the brain and body recharge for another day. Yet, most of us simply aren't getting enough sleep. Stress, everyday demands and — yes, your smartphone — are likely culprits negatively impacting your sleep.

Either too little or too much sleep can make it tough to function at your best. Sleep better and wake up feeling more rested with this advice.

- Eat meals (especially dinner) at the same time each day and at least two to three hours before bedtime.
- Limit naps to 30 minutes at least six to eight hours before bedtime.
- Stay active. Any activity is good. For best results, get moving 20 to 30 minutes most days, at least four to six hours before bedtime.
- Limit your caffeine intake and avoid it after noon. Also avoid stimulants such as decongestants and nicotine.
- Go to bed at the same time every night and get up about the same time every morning — even on weekends.

A healthy amount of sleep for most adults is seven to eight hours a night. If self-care techniques don't help, talk to your health care provider. Sleep problems are treatable.

Heart Disease.

Heart disease is the leading cause of death in Australia and a major cause of disability. Fortunately, there's a lot you can do to prevent it. Sometimes you may hear the term cardiovascular disease. This is actually a group of diseases that affect your heart and blood vessels, such as coronary artery disease.

Coronary artery disease occurs when the arteries to your heart become narrowed by cholesterol-containing fatty deposits. A heart attack results when one of these arteries becomes blocked, by a blood clot, for example, cutting off the supply of oxygen and nutrients to your heart. Stroke occurs when the blood supply to your brain is disrupted by a blockage or a rupture in the arteries.

Major risk factors for cardiovascular disease include:

- Smoking
- Obesity
- High blood pressure
- Family history
- Gender*
- Increasing age
- High cholesterol levels
- Diabetes
- Physical inactivity of heart disease

**Note:* Although men have more heart attacks than premeno-pausal women do, women's risk of heart disease rises as they approach menopause and keeps rising as they age.

You can't turn back the clock or change your family tree. But you do have a role in managing your weight, diet, activity level, blood pressure, cholesterol levels and conditions such as diabetes.

To help manage these risk factors, make a commitment to a lifestyle that emphasizes heart-healthy eating.

The prestigious American Mayo Clinic has produced an excellent little booklet titled "*Your heart healthy eating guide*" which you can print our and read HERE.

Pharmaceutical Benefits Scheme (PBS) - Change 2016

The information should help many of you who reach the limit every year. It should clear up the changes that have been made to the PBS and to the Repatriation Pharmaceutical Benefits Scheme in particular the option to pay either the $5.20 per script or the $6.20 per script.

In 2015 the arrangement with Department of Health / PBS / RPBS was that a Concession Holder (includes DVA) would attain the PBS/RPBS Safety Net after having 60 prescriptions filled. Any prescriptions after the 60 would be provided free of charge to that person. This meant that an individual, family unit or couple who were Concession Card Holders and accrued 60 prescriptions in total would receive the 61st and subsequent prescriptions free in that calendar year. For DVA customers there will be no change to the annual (March) arrangement.

This is where the difference between $260 (26 x $10 pfn) and your costs above are reimbursed automatically. For me it has been $260 or more since it first started 4 years ago.

As of 1st January 2016 the Department of Health / PBS / RPBS after consultation with stakeholders (such as Pharmacy Guild, AMA etc.) changed the Safety Net Threshold from 60 prescriptions per year to a value threshold of $372.00 per year. At the same time it agreed with the Pharmaceutical guild that a further discount of $1.00 per script would be allowed but would have to be paid by the pharmacy. Not all pharmacy's will pass this discount on to the consumer but pharmacy's like Priceline have said that they will at its own expense. When I queried why someone would do this I was told that it was done to maintain their customer base because if they didn't then a different pharmacy would.

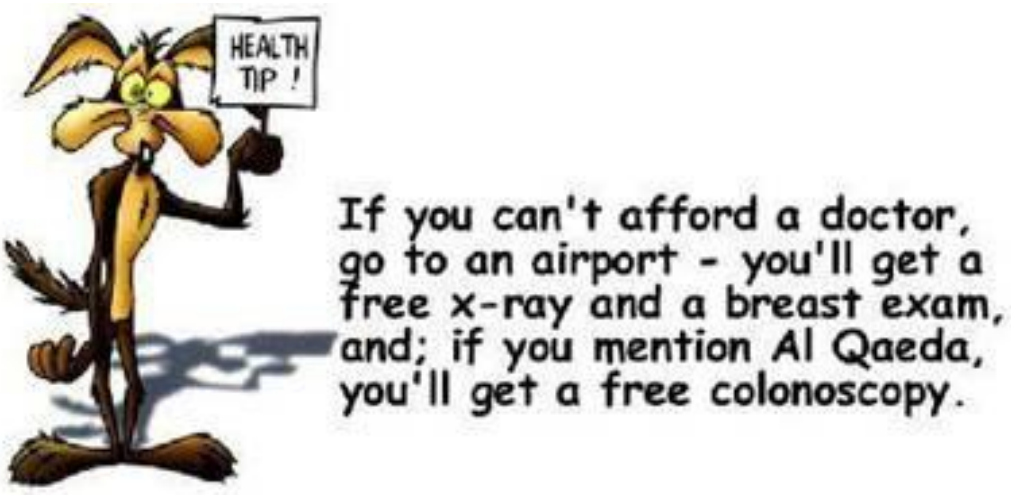
What does this mean? OK, as a Concession Card Holder every DVA Card Holder who requires a prescription for a condition has to accrue $372.00 in prescriptions before becoming eligible for the free prescriptions under the Safety Net. Under the new arrangement you can choose either to pay the $5.20 or the $6.20 per prescription. This may sound simple but it will depend on how many prescriptions you require per month (or your family need per month) as to what you should pay.

Family A: Husband and Wife – Husband has PTSD; Osteo Arthritis and Depression and every month requires 3 scripts per month. Wife has High Blood Pressure and Anxiety and requires 2 scripts per month so in total 5 scripts per month for both. In a 12-month period this couple will spend, if paying $5.20 per script - $26.00 per month or $312.00 per annum and will not reach the Safety Net of $372.00. If they choose to pay the $6.20 per script they will spend $31.00 per month and will reach the safety net of $372.00 but will not achieve any benefit because the Safety will be reached in the 12th month (December) so unless they have any other scripts per year they would be better off paying the $5.20 per script.

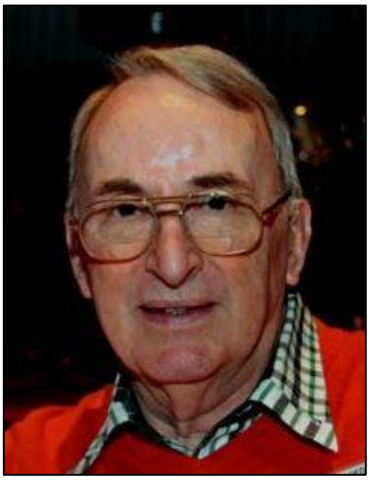
Family B: Husband and Wife – Husband has PTSD; Osteo Arthritis and Depression and every month requires 4 scripts per month. Wife has High Blood Pressure and Anxiety and requires 3 scripts per month so in total 7 scripts per month for both. In a 12-month period this couple will spend, if paying $5.20 per script or $36.40 per month and will reach the Safety Net of $372.00 in November. This means that they will only have one month's free prescriptions saving $36.40.

If they choose to pay the $6.20 per script they will spend $43.40 per month and reach the safety net of $372.00 in September meaning that they will have 3 months of free scripts saving $130.40.

Each individual will need to calculate the best option for themselves based on the number of prescriptions that they get per month but the crucial thing to remember is that you must reach the $372.00 limit before the Safety Net Threshold kicks in. If anyone is unsure of how to work it out, please do not hesitate to contact your Chemist.



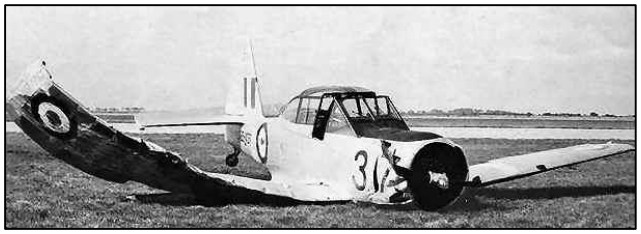
Pedro's Patter.



I left the RAAF in 1973 to join the Department of Civil Aviation (DCA). My final RAAF posting was as Chief Flying Instructor (CFI) at 1 Basic Flying Training School (BFTS) at Point Cook. I had a staff of excellent flying instructors, which made my job relatively easy.

BFTS was a busy outfit back then, with a throughput of 25 students per course supplying Advanced Flying Training School (AFTS) and thence pilots for various squadrons including those feeding the Vietnam effort. Day to day operations were fairly routine. My job was to check students' progress at intervals through the course, and occasionally terminate them from the course if they were not making the grade. The process was known colloquially as a "scrub ride". The worst part of this for me was commiserating with the unfortunate student sitting across from my desk who often burst into tears on receiving the bad news.

I recall a few occasions which were not routine. One of the flying sequences taught to students was a practice forced landing (PFL), where the instructor simulated an engine failure and taught the student how to set himself up for a landing in a paddock out in one of the training areas. At a low level power was applied to climb away and the PFL completed. When considered proficient the student was cleared to carry out the manoeuvre solo. One time I got an urgent call to say a student had actually landed in a paddock near what we called the Werribee satellite, a former war time strip. Grabbing the student's instructor, we got into a jeep and proceeded to what was now a crash site. Not surprisingly the student was in a state of shock. Lined up on his paddock he had frozen, forgot to select full flap and forgot to apply power. The Winjeel had bumped along and run into a ditch, tearing off the undercarriage. It must have been an exciting few minutes. When the aircraft stopped he actually did remember to shut down the engine and climbed out onto the wing. We bundled him into the back of the jeep and later sent maintenance people with a truck out to retrieve the wrecked aircraft.



I nearly had an actual forced landing myself. I was out testing a student. We were over the Bellarine peninsula training area and I gave him a simulated engine failure at about 3,000 feet. He did all his checks and manoeuvring down to 300 feet. I called "taking over" and applied power. The engine failed to respond, making a gurgling noise. I gently nursed it along and finally got climb power.

Another memorable time was when we were given, as a foreign aid program, six Cambodian students none of whom had not only never flown before but whose mechanical experience was limited to riding a bicycle. Pre-flight mass briefings were interesting as, when questioned, the students deferred to the senior member of the group, in the Asian manner. Once airborne, of course, they had to think for themselves which made the instructional task very difficult. Later I used to wonder how they got on in war time situations.

I enjoyed my time at BFTS and put my skills to work in the DCA training work I had been hired to do, this time flying twin turboprop aircraft.

Harry's wife says, "Harry, do these jeans make my backside look like the side of the house?" Harry says, "No, our house isn't blue." Hospital visiting hours are 2.pm-4.pm

Dornier Do 335 Pfeil (Arrow)

The Dornier Do 335 was a German World War II heavy fighter built by the Dornier company. The two-seater trainer version was also called Ameisenbär ("anteater"). The Pfeil's performance was much better than other twin-engine designs due to its unique "push-pull" layout and the much lower aerodynamic drag of the in-line alignment of the two engines. It was Germany's fastest piston-engined aircraft of World War II. The Luftwaffe was desperate to get the design into operational use, but delays in engine deliveries meant only a handful were delivered before the war ended.

The origins of the Do 335 trace back to World War I when Claude Dornier designed a number of flying boats featuring remotely driven propellers and later, due to problems with the drive shafts, tandem engines. Tandem engines were used on most of the multi-engine Dornier flying boats that followed, including the highly successful Do J Wal and the gigantic Do X (below). The remote propeller drive, intended to eliminate parasitic drag from the second engine entirely, was tried in the innovative but unsuccessful Do 14 and elongated, tubular drive shafts as later used in the Do 335 saw use in the rear engines of the

four-engined, twinned tandem-layout Do 26 flying boat.

There are many advantages to this design over the more traditional system of placing one engine on each wing, the most important being power from two engines with the frontal area (and thus drag) of a single-engine design, allowing for higher performance. It also keeps the weight of the twin power plants near, or on, the aircraft centreline, increasing the roll rate compared to a traditional twin. In addition, a single engine failure does not lead to asymmetric thrust and in normal flight there is no net torque so the plane is easy to handle. The choice of a full "four-surface" set of cruciform tail surfaces in the Do 335's rear fuselage design, included a ventral vertical fin–rudder assembly to project downwards from the extreme rear of the fuselage, in order to protect the rear propeller from an accidental ground strike on take-off. The presence of the rear pusher propeller also mandated the provision for an ejection seat for safe escape from a damaged aircraft and designing the rear propeller and dorsal fin mounts to use explosive bolts to jettison them before an ejection was attempted. The canopy atop the cockpit was also jettisoned before ejection.

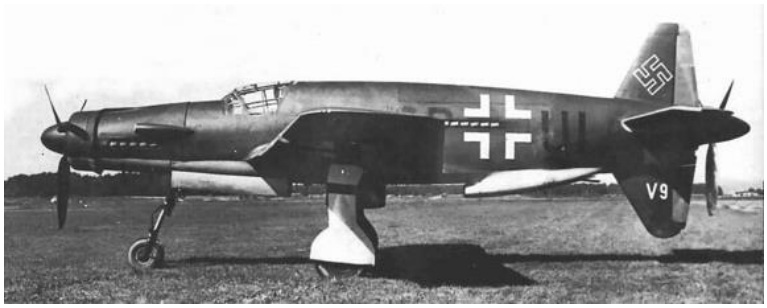
The Dornier Do 335 belongs in the small group of aircraft whose performance puts them at the pinnacle of piston-engine aircraft development because it was one of the fastest aircraft powered by a piston engine ever flown. The Germans claimed that a pilot flew a Do 335 at a speed of 846 km/h (474 mph) in level flight at a time when the official world speed record was 755 km/h (469 mph). It was also able to climb to 8,000 m (26,250 ft) in under 15 minutes. It was powered by two liquid-cooled engines each developing about 1,750 hp. For a fighter airplane, it was enormous: tall enough that a person of normal height could walk beneath it and very heavy at 9,600 kg (21,000 lb) loaded. Serious flaws also plagued the design. The rear engine overheated often and the landing gear was very weak and prone to failure. French ace Pierre Clostermann claimed the first Allied combat encounter with a Pfeil in April 1945. In his book The Big Show (pp. 273–274) he describes leading a flight of four Hawker Tempests from No. 3 Squadron RAF over northern Germany, when he intercepted a lone Do 335 flying at at treetop level. Detecting the British aircraft, the German pilot reversed course to evade and despite the Tempest's considerable low altitude speed, the Royal Air Force fighters were not able to catch up or even get into firing position.

Claudius Dornier had patented the push-pull engine layout in 1937, which was innovative because if offered the power of two engines but less drag and greater manoeuvrability than other twin-engine configurations. The RLM (German Aviation Ministry) wanted to support development of push-pull aircraft but initially only as seaplanes and bombers. By 1942, the Luftwaffe needed multi-role fighters and after submitting a proposal in January 1943 for a

Schnellbomber (fast bomber), Dornier built a prototype Do 335 V-1 ('V' for Versuchs or experimental) and the aircraft fighter in September 1943. Following initial testing, the RLM ordered 14 prototypes, ten preproduction aircraft with the suffix designation A-0, eleven production A-1 single-seat aircraft, and 3 A-10 and A-12 two-seat trainers.

Dornier selected two Daimler-Benz DB-603 V-12 cylinder engines to propel the four different versions of the Do 335. Each inverted V12 aircraft engine displaced 44.5 litres (2,670 cu in) and weighed 910 kg (2,006 lb). Unlike conventional twin-engine aircraft with wing-mounted engines, the Do 335 would not yaw sharply to one side if one engine failed and single-engine flying speed remained respectable at about 620 km/h (345 mph). Pilots reported exceptional flight performance in acceleration and turning radius and docile handling with no dangerous spin characteristics. In an emergency, however, the pilot could detonate explosive bolts and jettison the rear pusher three-blade propeller and dorsal fin to increase the chances of successfully bailing out using the pneumatic ejection seat. When fired, the seat pushed the pilot away from the aircraft with a force of 20 Gs.

Dornier finished building as many as 48 Do 335 airplanes and another nine or so were under construction when the war ended. One of many plans issued by the RLM called for Dornier to build 310 Do 335s by late 1945. Although several pre-production aircraft were issued to combat conversion units about 10 months before the war ended, no pilots flew Do 335s in combat. Only one example of the first production version Do 335A-1 left the Dornier line at Friedrichshafen just before the war ended. It was armed with one 30 mm MK-103 cannon (70 rounds were carried) firing through the propeller hub and two 15 mm MG-151/15 cannon (200 rounds per gun) firing from the top cowling of the forward engine. The aircraft was also equipped to carry an internal bomb load of 500 kg (1,100 lb).



After the war, US pilots ferried two Do 335s to Cherbourg in France for shipment to the USA aboard the British aircraft carrier HMS Reaper, along with other captured German aircraft and equipment for technology evaluation. Following U. S. Navy testing from 1945-48, the navy transferred one of the Do 335 to the Smithsonian's National Air Museum in 1961. The other Do 335 was left to deteriorate in the open. In 1974 the Smithsonian returned theirs to Oberpfaffenhofen, Germany, where the Dornier company preserved and restored the airplane in 1975. Dornier craftsmen, many of them factory employees since World War II, were surprised to find still attached to the aircraft the explosive bolts designed to blow off the tail fin and rear propeller. Dornier displayed the preserved airplane at the May 1976 Hannover Airshow, and then moved the artefact to the Deutsches Museum in Munich until the aircraft was returned to the Paul E. Garber Facility in the US for storage in 1986. It is the sole surviving example of the aircraft.

General characteristics:

Crew: 1, pilot
Length: 13.85 m (45 ft 5 in)
Wingspan: 13.8 m (45 ft 1 in)
Height: 4.55 m (15 ft)
Wing area: 38.5 m² (414 ft²)

Empty weight: 7,400 kg (16,314 lb)
Max. take-off weight: 9,600 kg (21,164 lb)
Powerplant: 2 × Daimler-Benz DB 603A 12-cylinder inverted engines, 1,750 PS (1,287 kW, 1,726 hp) each

Performance:

Maximum speed: 765 km/h (474 mph)

Service ceiling: 11,400 m (37,400 ft)

Armament:

1 × 30 mm (1.18 in) MK 103 cannon (as forward engine-mounted Motorkanone)

2 × 20 mm MG 151/20 cowl-mount, synchronized autocannons
Up to 1,000 kg (2,200 lb) bombload

If you see someone doing a crossword today, walk up and say “7 up is lemonade.”

Global Warming.

Guess what? The earth is getting warmer. Arctic ice is melting. And there is a good chance it won't stop warming in our lifetime. People will not be willing or even know what it takes to stop it and nobody knows at this point how much warming will occur. It's not the end of the world, despite what some people claim and it is definitely happening, despite what other people claim.

The average surface temperature on earth rose about 1 degree (C) in the 1900's. By 2100, it is expected to go up another 1½ to 6 degrees (C).

The big question, to which no-one knows the answer is WHY??

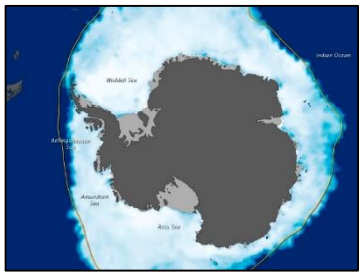
We hear a lot about sea level rise too, but that has not been much of a problem to date, in spite of photos of eroded beaches and houses washed into the ocean. In the past 100 years, sea level rose 7 or 8 inches. By the year 2200, sea level is expected to rise somewhere between 4 and 30 inches. Sea level is expected to keep rising over the next few centuries. Beaches have been eroding and filling since there have been beaches.

If all the northern ice in ice caps and glaciers (on land) did melt, it would cause a sea level rise of about 220 feet. It will also take well over a thousand years for this to happen.

Here's an interesting graph about the earth's water distribution. It doesn't have much to do with global warming but it's pretty interesting.

Sea ice coverage in the Arctic has been decreasing by about 12% per decade for the past 2-3 decades. In September 2015, the annual minimum, the Arctic sea ice coverage was about 2/3 of the 1979-2000 average. Since the Arctic ice cap is floating, it does not affect sea level much when it freezes or melts – it actually lowers the sea level.

You can now take a boat or ship across north of North America and Russia (in the late summer). As in recent years, northern shipping routes opened up last summer. The Northern Sea Route opened by mid-August 2015 and was still open as of the end of September. The southern "Amundsen Route" of the Northwest Passage, through the straits of the Canadian Arctic Archipelago, opened for the fifth year in a row. Overall, sea ice in the wider and deeper northern route through Parry Channel reached a record low.



But! Another question which needs answering is, why, if the northern ice is retreating, is the Antarctic ice growing? In the *Journal of Glaciology*, a group of NASA researchers from NASA's Goddard Space Flight Centre in Maryland, reported that satellite data shows that as a whole, Antarctica has been gaining, rather than losing mass during the past two or more decades. The mass gains, according to the study, are mainly from increased snowfall in the continent's interior, particularly across the East Antarctic Ice Sheet and they are just barely more than enough to offset the sea level rise impacts from the melting occurring in the West Antarctic and Antarctic Peninsula.

Unfortunately, most media outlets, and in particular the ABC and heaps of Climate Change zealots seem to have an agenda to promote only one side of the argument when in reality, there are two completely opposing arguments when it comes to climate change, though you wouldn't know it. No one argues that the climate is changing, even blind Freddy can see that, where the argument lies is WHY it is changing.

The ABC and the zealots blame CO_2 but that has been disproved many many times. There have been times when the CO_2 levels were miles higher than they are today – and the earth

was cooler. There have been times when the CO_2 levels were lower and the earth was hotter. A sceptical person could be forgiven for thinking someone is making a lot of money in promoting the CO_2 cause!!!

Here's an interesting video arguing the other side.

4WD V's AWD – what's the difference??

CAR TECHNOLOGY SPOTLIGHT

When shopping for a car, you often hear the terms "four-wheel drive" (4WD) and "all-wheel drive" (AWD) thrown around, frequently interchangeably. If you aren't a boorish car nerd you may not know that these two terms aren't interchangeable. They actually refer to very different systems, which can produce radically different results. So just what is the difference and why should it matter to you?

Four-Wheel Drive
Let's start with the old-school version. 4WD, sometimes also referred to as Four by Four, or 4×4, is typically used on off-road vehicles – or at least vehicles with off-road pretensions. Power goes from the engine to what is known as a transfer case. This snarl of gears splits power between the front and rear axles so that maximum torque is going to each wheel, it's a tried and true system but it does have some problems.

When the transfer case splits power evenly, it ensures that each wheel turns at the same speed. This is deeply problematic when doing things like turning. You see, for a car to make a turn, the inside wheel has to turn more slowly than the outside wheel, which is covering more ground, actually, all four wheels turn at different speeds. If the vehicle can't do this, the inside wheel loses traction and it spins freely. This, as you might be able to guess, isn't great for moving forward efficiently.

There are a couple of ways that modern 4WD systems get around this. For starters, most modern 4WD systems are only on when you activate them. This can be done electronically or by using that weird secondary lever that usually sits forgotten next to your coffee cup. That way, you can use 4WD at low speed in snow or mud, but enjoy the drivability of regular two-wheel drive in normal conditions.

The other, more refined 4WD systems are activated with buttons or switches, rather than a rudimentary lever, and include multiple settings for the 4WD system. These systems usually have a 4WD 'High', which splits power less evenly and allows what's called 'limited slip' between the inside and outside wheels. This corrects the locked, spinning inside wheel problem

to a point. Typically, however, High 4WD is recommended only up to around 60 mph. Flip these into 'Low', and they act much the same as old, locked systems.

4WD Pros:

- Best traction in off-road conditions
- Can be turned off to improve fuel economy
- Proven, rugged technology

4WD Cons:

- Adds weight and complexity to cars
- Can't be used in all conditions
- More expensive than two wheel drive models.

All-Wheel Drive.

All-Wheel Drive is a much more recent innovation, and, as you might expect, much more complicated. It appears in everything from supercars with out-of-this-world performance like the Audi R8 to family crossovers and SUVs like the Volvo XC90. The biggest difference between 4WD and AWD is that an AWD drive system is on all the time. Well, mostly. But we'll get to that, as there are two types of all-wheel drive: mechanical and electronic.

The most common way of accomplishing a capable, mechanical AWD system is by using three differentials. A differential is a box of gears that can take power from the transmission and split it at different levels between two wheels or the front and rear axles. In AWD this system works to get power to the wheels with the most traction by splitting power between the front and rear axles on the centre differential and the individual wheels by way of the front and rear differential.

This is useful either in slippery conditions when different wheels might be getting different amounts of grip from moment to moment. AWD isn't quite as robust as 4WD and it can't match the same levels of traction in extremely low-speed off-roading that the older 4WD systems provide, but it does have some clear advantages. On normal paved roads, some AWD systems deliver power to the front wheels only but when the computer detects that the front wheels are spinning faster than the rear ones, ie: when in sand or mud or on wet grass, the computer immediately sends power to the rear wheels too.

In the godfather of all AWD systems, Audi's Quattro, all torque redistribution was done mechanically. Quattro allowed Audi to dominate rallying for nearly a decade. But heaven help you and your bank account if it went wrong. Audi should have included instructions on how to file for bankruptcy in its owner's manual. These days, computers are involved in most AWD systems. Sensors on each wheel monitor traction, wheel speed, and several other data points hundreds of times a second. An ECU

dictates where power is sent and to which wheel depending on which wheel has the most grip.

This type of system, usually called torque vectoring, appears on everything from the Subaru WRX to the Rav-4 these days. Torque vectoring has allowed massive improvements in handling and inclement weather capability.

AWD Pros:

- Provides increased grip and control under all road conditions.
- Gives sportier handling and traction to a broader range of cars.
- Works all the time.

AWD Cons:

- Reduces Fuel Economy.
- Increases the weight and complexity of vehicles.
- Not as good in extreme off-road conditions.

As the pros and cons show, your four-wheel drive system decision depends on what you need the system for. If you plan on using your vehicle really off-road and often, 4WD is definitely the best bet. If you're really keen on wheelin', though, you probably already knew 4WD was your only option. For most people, however, AWD makes more sense. In the sort of winter road conditions that most drivers experience, or if you just want that occasional trip up the beach, it's nice to have a drivetrain, like a modern AWD system, that responds instantly without the driver having to toggle any switches. In addition, most vehicles featuring AWD tend to have better weight distribution, which also aids in traction.

The reality is that for many drivers, you don't need either. If you live in an area that doesn't get real wintery weather, you probably would only notice the difference a couple of times a year, unless of course you drive like a lunatic.

Here's some video that explains it.

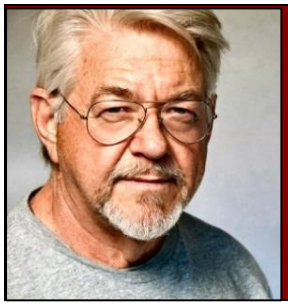
The Neppy's final voyage.

Kev Rosser sent us these pics of Neppy 277 which, as Kev says, "is sadly, being sawn into 3 metre lengths for transport South. Becks of Mareeba (FNQ) have sold it to the Queensland Air Museum in Caloundra on the Sunshine Coast where it will be joined up again, bogged, painted and then put on display.

This Neptune stopped flying in 1977, the year my daughter was born".


I miss being the age I was when I thought I would have my life together by the time I was the age I am now!
Life as I see it~feel it~ Live it~ Welcome to it !

This page left blank.



It's Elementary.

Anthony Element

The Rise and Rise of Donald J. Trump, Esq

Harvey and I were well settled at the entrance to his garage, second bruskies of the day in hand, the sun heading towards the ridge line on the other side of the valley.

Beer yes, humidity no, and on a Saturday afternoon; doesn't get much better than that. "I wonder," I said, "what our wives are up to."
"Wouldn't have a clue," Harvey replied. "Probably whatever it is they do while we're out here sorting out the important stuff." He belched a satisfied belch and scratched his capacious belly. "Speaking of which," he said, "What do you think of young Donald?"

"As in 'Trump'?"

"That's the one."

"Well," I replied, after a moment's consideration, "First off, if you're going to dye your hair, why in God's name would you pick that colour? I've worn safety gear wasn't that garish." "Yeah," Harvey said. "You can't miss him in a crowd; which, I suspect might be part of the appeal. And you know how he gets that style?" I shook my head. "Well, he combs it all forward – and I'm assuming it starts a fair way back from his eyebrows – then he blow dries it, then he has it do a sharp U turn and go back more or less to where it started."

"Really?"

"True story. If he left it all hanging forward it'd cover his face down to his chin and he'd look like a Yeti." I tried to imagine how that might appear. "Could be an improvement," I opined. "And he's going to bring those jobs back to America from China."

"Maybe, although Trump has his own brand of clothing, which can be found for sale in his hotels and in certain, very expensive, clothing stores. And here's the thing, one hundred percent of the clothes with his name on them are made in… you guessed it, China. So he's not off to a real flash start."

"Well," I said, "That just shows he's a good businessman."

"I just wish I could agree with you," Harvey replied as headed for his fridge. "Trump reckons he's worth around 9 Billion. Price Waterhouse Coopers estimate his net worth at around 3 billion. They also worked out what he'd be worth today if he'd put the amount he inherited from his father into an investment fund and just played golf every day. They came up with a figure of 8.4 Billion. So, if he'd left his money alone, he'd be nearly three times better off than he is today. Add to that four of his companies have gone broke."

I digested that. "Doesn't sound like he'd make much of a president," I said. "You think?" Harvey replied. He took a long slug. "Have you heard of his book, 'The Art of the Deal'?" Who hasn't?" I replied. "Best seller." "Right. Except Trump didn't write it, a journalist called Tony Scharwtz wrote it for him. But Shwartz says he has it on good authority that Trump did read it."

I thought about this as I polished off the last of my beer. "So, how come," I wondered, "he looks like becoming the Republican candidate?" "Whoa, Dude, that's deep," Harvey replied. He studied his tinnie in the way he does when he's really thinking, as if, somehow, the answers to all the world's tough questions were written somewhere in amongst bubbles in the beer. Which, now I come to think about it, is probably true.

"See," he said, "if we're to have a democracy, then we're pretty well stuck with politics, because it's hard to see how a democracy can work without it. But the thing about politics is, it only works when we recognize that in any society there are a range of opinions, some of them deeply held. And along with that, we have a range of different parties and groups, and a range of different interests, all of them legitimate, but most of them, in one way or another, opposing each other."

Harvey paused and looked pointedly at the fridge. It was my turn to do the necessary. As I pushed myself out of my seat, Harvey cracked on, warming to his subject. "So, the question becomes, how do we sort all that out? One way would be to have a good old fashioned peeing contest. Lots of fun, but if you're genitally challenged then you wouldn't get a win all that often. Another way, would be for each side to choose a champion and send them out to do battle, like knights defending damsels' honour. Only problem there, a fair few innocent damsels got seriously maligned back in the day. I mean, if your boy had gotten rotten on mead the night before….So, to sort out our differences, we in western democracies have chosen

politics, which probably combines the worst aspects of peeing contests and mortal combat, but, well, you can't have everything.

And you know that old saying about politics being the art of compromise?" I nodded, as I handed Harvey a fresh tinnie. "Well, it turns out it's true. And compromise means meeting somewhere in the middle, which inevitably leads to a whole lot of deal making going on. It also means nobody gets everything they want. We all recognize some limits and settle for a bit less than we'd really like, but, one way or another, we all muddle through.

But in the US, over the past few election cycles, groups have appeared that don't like the way politics has worked so far. They don't like how messy politics is and they hate compromise and deal making. They're from the 'My Way or the Highway' School of Diplomacy, a less than noble institution whose alumni includes Genghis Khan, Pol Pot, and that colossal wanker who's running ISIL.

The Tea Party is a perfect example.

So they believe that any politician who talks to the other side or negotiates is a traitor who should be shot at dawn, or whenever they can get their "Right to Carry Concealed", silver plated handgun out of its incredibly inconvenient ankle holster, whichever comes first. (Usually, it's dawn, btw, as these clowns often have difficulty finding their ankles.) After decades of not achieving terribly much, they've decided that all politicians are the problem, so they're lining up behind the one candidate who is NOT a politician.

And that turns out to be one Donald J Trump, Esq.

They love him, orange hair and all. Which, on the face of it, is bloody weird." Harvey looked up from his beer can. "Do you know why?" "Wouldn't have a clue." I replied. Harvey stuck a finger in the air. "Well first off, one of the reasons Trump is famous is his aforementioned book, 'The Art of the Deal', and yet one of the main reasons The Tea Party and their fellow travellers love him is because he is not one of them "Deal making, Washington Politicians.' Go figure!"

Up came Harvey's second finger.

"These groups all are anti-immigration. But here's Trump's wife, a Slovenian immigrant who sounds like one of Count Dracula's entourage. In New Hampshire she got in front of the microphone and said, husky voice and all, 'Ve love you, New Hampshire. Togezzer, ve vill make Americas great again.' "

A third finger emerged from Harvey's giant paw and pointed skyward.

Another thing about The Tea Party and many allied grassroots movements is they grew out of the Financial Crisis and started out hating all those Lying, Rip Off, Wall St Squillionaires. The fact that Trump makes them look like kids grabbing other kids' lunch money, doesn't bother them at all."

Harvey emptied his can in one, long chugalug.

"But above all," he said, "They love him because he gives a voice to all the things they fear; immigrants stealing their jobs, Corporations sending jobs to China, Mexicans coming across the border to rape and pillage like 21st Century Vikings, and, above all, Muslims."My best mate sighed and stared out at the setting sun. "And you know what?" he said, after a while. "None of it's really true, and even if he gets to be president, Trump isn't going to be able to do much about any of those things.

But he says them out loud.

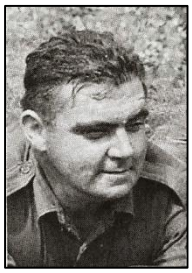
And apparently, in modern American politics, that's all it takes."

Anthony V Element OAM
www.anthonyelement.com
Observation Point (Founder and Editor)
The Santiago Gospel

If all is not lost, then where the hell is it?

Harry Smith.

The issue of recognition for Australian soldiers who fought in the Battle of Long Tan, Vietnam, is to be reviewed again by the independent Defence Honours and Awards Appeals Tribunal.



In April 2015, Lieutenant Colonel Harry Smith (Retd), former Officer Commanding D Company 6th Battalion, the Royal Australian Regiment at the Battle of Long Tan in Vietnam on 18 August 1966, applied to the Defence Honours and Awards Appeals Tribunal for review of a decision by the Chief of Army to refuse to recommend 13 members of the Australian Army who fought at the Battle of Long Tan for a range of gallantry awards, including a Victoria Cross for the late Warrant Officer John 'Jack' Kirby.

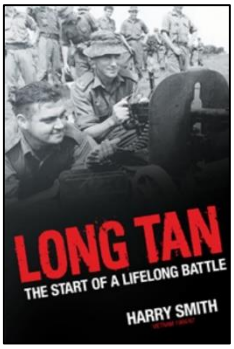
The Chief of Army's decision was made in respect of submissions by Lieutenant Colonel Smith to the Tribunal's Inquiry into unresolved recognition for past acts of naval and military gallantry and valour. Despite any previous considerations, Lieutenant Colonel Smith has a statutory entitlement under the Defence Act 1903 to seek review of the Chief of Army's most recent decision in the Tribunal. In hearing this Matter, the Tribunal will consider the refusal to recommend the following 13 individuals for various defence honours.

Assistant Minister for Defence Darren Chester said he was pleased the Tribunal was progressing to public hearings for the review. "I'm confident that the Tribunal's review will finally resolve this important issue for veterans and their families," Mr Chester said. "I look forward to receiving the Tribunal's recommendations, once the hearings and the Tribunal's further deliberations are completed."

Seventeen Australians were killed and 25 wounded when on 18 August 1966, 108 men of D Company, 6RAR held off an assault by more than 2,000 enemies in the middle of a tropical downpour. They were greatly assisted by a timely ammunition resupply by RAAF helicopters, close fire support from Australian and NZ artillery and the arrival of reinforcements in Armoured Personnel Carriers late in the battle. The Tribunal will consider honours for 13 veterans (see HERE) of the Battle of Long Tan, including a Victoria Cross for the late Warrant Officer 2 Jack Kirby, who received a Distinguished Conduct Medal for his gallantry during the battle.

All ranks used for the 13 individuals in the table are the ranks at the time of the battle.

The Tribunal will hear evidence from veterans of the battle, representatives of the Department of Defence, and witnesses called by the applicant, Lieutenant Colonel Harry Smith SG MC (Retd). The Tribunal will hold public hearings from Tuesday 1 March to Thursday 3 March 2016, at The Sebel, Maroochydore, Queensland.



Harry has written an excellent book on his recollections of the Long Tan battle and how he and his men were let down unforgivably by the "out of their depth" Army Commanders. It's called "*Long Tan – The start of a lifelong battle*" and is an excellent read, we can personally recommend it.

You can order a copy from HERE.

We met with Harry at his home on the Sunshine Coast recently and he is quietly confident the wrongs will be put right and his men will be justifiably honoured as they most definitely deserve.

We hope so!!

The world only beats a path to your door when you're in the toilet.

Evans Head Heritage Aviation Museum.

About 2½ hours down the highway from Brisbane lies the small coastal township of Evans Head.

In a lot of respects, Evans Head is like a lot of the small towns that dot our eastern coastline, it has a population of about 2,700 people, good beaches, good surf, good fishing, great scenery and a happy relaxed community who welcome tourists with open arms. Where Evans Head differs from the rest is it also has a very good all weather aerodrome and an aviation museum.

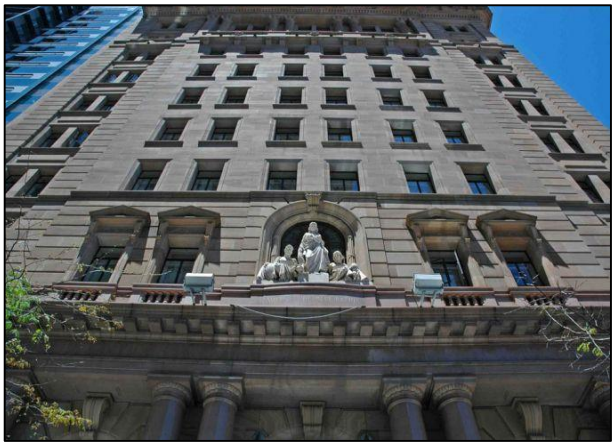
The Evans River that flows through the township was named after a Lieutenant Evans who made the first coastal survey back in the 1870's. In 1877, Tom Paddon became the first white settler in the region when he was attracted to the district by gold fossickers. Having not made his fortune from gold, he tried oyster farming and prawning which eventually led to Evans Head becoming the first commercial prawn port in Australia. He also established the first school in the settlement. In 1919 an Italian immigrant, John Rosolen, built the first General Store which was quickly followed by others setting up a butcher shop and a bakery. John was a visionary and in 1930 he organised the establishment of the Evans Head airport.

Initially only used occasionally by small aircraft, with the outbreak of WW2, it grew dramatically and at the end of the war in 1945 it was the largest training base in the southern hemisphere having been the home of Australian, English and Canadian Pilots and was distinguished by its impressive 4 lengthy runways and associated taxiways and aprons.

The threat of a Japanese invasion led to much speculation about the formation of the "Brisbane Line" which would have made Evans Head the most northern air-base from which to defend eastern Australia. Fortunately, this strategy was not implemented.

The “Brisbane line” was an alleged plan to abandon Northern Australia in the event of a Japanese invasion. The allegation was made during an election campaign in October 1942 when Edward Ward, the Minister for Labour and National Services accused the previous government of planning this strategy. The accusation was unsubstantiated by Ward and firmly denied by Menzies and all members of the previous government. Curtin’s initial failure to dismiss the allegation and General Douglas MacArthur’s mention of it at a press conference in March 1943 led to the controversy gaining much momentum. Ward made repeated charges against the Menzies-Fadden government throughout 1943 and backed up his assertions by referring to a missing document.

The allegations created much public controversy and led to a Royal Commission of Inquiry in June 1943. Mr Justice Lowe was appointed Royal Commissioner. The terms of the commission were to focus on whether any document concerning the so called “Brisbane Line” was missing from the official files and if so what was the nature of this document.



MacArthur building, cnr Queen and Edward Sts, Brisbane.

The Royal Commission found the documents to be complete and that no such plan had been official policy under the Menzies government.

While Ward’s allegations were unfounded the War Cabinet had put in place strategies prioritising defence for vital industrial areas in time of war. The plans were well known to members of parliament and while they were not connected to Ward’s charges they did form part of his belief in the existence of a Brisbane Line. Ward’s allegations were constructed from these ideas as well as evacuation policies and existing plans for a scorched earth policy.

In 1937, with war looming, the Commonwealth took control of the airfield for use as a military base and between 1939 and 1940, under the command of Wing Commander Valston Hancock, KBE, CB, DFC (right), (later to become Air Commodore and Chief of Air Staff from 1961-1965) who from 1937-1939 was the RAAF’s director of Works and Buildings, flood mitigation works and additional land acquisitions were carried out to bring the Base up to speed. During the early years of World War II, he also commanded No. 1 Bombing and Gunnery School which was established and fully operational by December 1941. Valstron

Hancock had graduated from Duntroon, then in 1929 transferred to the RAAF and qualified as a pilot.

No.1 Bombing and Gunnery School (No.1 BAGS) operated Fairey Battle single-engined bombers from Evans Head. These were a British built single-engine light bomber built for the RAF in the late 1930's by the Fairey Aviation Company. Although the "Battle" was powered by the same Rolls-Royce Merlin piston engine that gave contemporary British fighters high performance; it was weighed down with a three-man crew and a heavy bomb load. Despite being a great improvement on the aircraft that preceded it, by the time it saw action it was slow, limited in range and having only a single defensive .303 machine gun, was highly vulnerable to both anti-aircraft fire and fighters. By May 1940 it was suffering heavy losses of well over 50% per mission and by the end of 1940 it was withdrawn from combat service and relegated to training units overseas. For such pre-war promise, the Battle was one of the most disappointing of all RAF aircraft

The creation of the Empire Air Training Scheme in December 1939, under which No1 BAGS was established, saw Australia undertake the training of 28,000 aircrew over a three-year period. At Evans Head extensive bombing and gunner ranges were established to the north and south of the Base as well as a sea leg to the south. The entire Base covered 600 square miles (1,500 Sq km). In addition to bombing and gunnery practice, the school also trained personnel for roles including Air Observers/Bomb Aimers, Wireless Operators/Air Gunners and Navigators. The main aircraft used for training were the Avro Anson and the Fairey Battle, of which some 70 operated from Evans Head.

In late 1941 with Japan entering the war, the proximity of RAAF Evans Head to Brisbane made the base an important defensive asset in the event of an attack. As a defensive measure, 19 gun pits on the aerodrome equipped with .303 calibre Vickers machine guns were constructed. Aircraft from the base were also engaged in coastal surveillance duties. As many as 17 transportable Bellman hangars were erected on the base, and a substantial marine search and rescue unit operated from their own wharves in the nearby township. Other facilities at the base included accommodation for up to 1400 personnel, a hospital, garbage and sewerage services and recreational activities

C

Over 5,000 trainees passed through No 1 BAGS, including actor Chips Rafferty and sadly more than 1,000 of those who trained there were killed during the war.

In 1943, 1BAGS was disbanded and No 1 Air Observers School relocated from RAAF Station Cootamundra to Evans Head, flying mainly Avro Anson and CAC Wackett aircraft. An estimated 630 aircrew passed through this school until it too was disbanded in 1944.

As a measure of the high regard and appreciation held by the local population for the RAAF and the men and women based at Evans Head and who worked on and flew the “Battle” during the war, the Council has erected a 1/3 replica of a Fairy Battle on the outskirts of city. Click the pic to see the sign accompanying the replica.

Following the war, ownership of the airfield remained with the Department of Defence and was used briefly for commercial air traffic with Butler Air Transport being the main airline offering services. In 1952, defence transferred the Evans Head Aerodrome to the Department of Transport. The remaining buildings of the RAAF Base were dismantled, demolished or relocated during the 1950s and by the middle of the decade, commercial operations had relocated to the larger town of Casino. The airfield has since been used as an emergency landing ground, RAAF aircraft storage facility (all World War II vintage aircraft had been moved or disposed of by 1958) and ordnance depot. It has also been used as a staging facility for flood relief operations.

Some of the WW2 buildings were moved a short distance away and form part of Camp Koinonia which is a year round camp and retreat set apart for spiritual growth, camping, recreation, and training. It is run by the Northern Rivers Baptist Association. The camp provides full menu service and facilities to hold most any type of meeting or function for both youth and adults and has indoor facilities that allow functions to continue through rain, hail or shine. The meeting spaces are in separate building so that separate meetings are possible and the group can reassemble outside, weather permitting or inside.

There are 10 Heritage Listed World War II Air Force Base cabins located right in the centre of the camp. These buildings do not have ensuite facilities and are placed surrounding the amenities block for ease of access to showers, toilets and laundry.

There are three styles of cabins in the original layouts from the 1940's with the Radio Hut being the largest cabin with 3 bedrooms, kitchenette and common room. It sleeps 20 with 1x double bed and 9x single bunks (right.)

The radio hut.

There is further information available on their web site HERE, and if you're thinking of staying a few nights in the area and you want cheap but cheerful accommodation, you would be well advised to check them out.

In 1985, with the introduction of larger aircraft, Casino airport was closed for an upgrade and during this short period, it was necessary to reopen Evans Head to commercial traffic. To allow the regional airlines' F27's to operate in and out of Evans Head, runway 18/36 was extended to its current length of 1300m and one of the two taxiways allowing access to the apron area was resurfaced. Then in 1992, an Airport Local Ownership Plan allowed the airport to be transferred to the Richmond River Shire, and eventually passed to its current owners, the Richmond Valley Council when it was created by amalgamation in 2000. On 22 November 2002, the Evans Head Memorial Airport was added to and is the only airport on the NSW State Heritage Register.

Since Richmond River Shire gained control over the airport in 1992, its future has been threatened several times by residential developments approved by council but in breach of the transfer deeds which state:

(Local government) "shall take such action as is within its power to create land use zoning around the aerodrome which will prevent residential and other incompatible development in areas which are, or which may be, adversely affected by aircraft noise."

An industrial estate now occupies much of the former residential area for the base. In the late 1990s, Richmond River Shire Council sought approval from the Department of Transport to subdivide land for residential development at the southern end of runway 14/32. Whilst this was approved by the department, there is substantial evidence and opinion that it was not in accordance with the original intention of the Airport Local Ownership Agreement. The residential estates encroached upon existing noise contours and led to council shortening the available distance of the runway and restricting the size and type of aircraft operations. The actions of council have also been criticised by veteran's groups.

In 2005, a management plan for the aerodrome was submitted by the Richmond Valley Council to the Heritage Office to allow the rezoning of airport land for the construction of a retirement village. The proposal gained more attention in 2007 when asbestos and heavy metal pollutants were confirmed to be present on the site. In April 2009, the development was approved by council, despite objections that the development was a land use planning conflict. Final approval was granted for the development to proceed in March 2012, however upon hearing submissions from several parties representing the interests of the general aviation community the Joint Regional Planning Panel the approval was conditional on the basis that landholders are unable to object to ongoing aviation activities at the airport. (See HERE)

As of June 2012 only runway 18/36 remains in use, with a sealed surface of 1,303 m (4,275 ft). The runway has no lighting and is suitable for operations by recreational and general aviation category aircraft during daylight (HJ) hours only. The Aeronautical Information Publication (AIP) issued by Air Services Australia on 28 June 2012 shows runway 14/32 has now been decommissioned, but it is still used for model aircraft. There is no fuel available at the airport. As it is an uncontrolled airport, pilots must stay within defined airspace constraints and monitor specific radio frequencies when the Evans Head Air Weapons Range, which is only 5 nautical miles (9.3 km) southwest of the airfield, is in operation.

Today the airfield is home to the "*Evans Head Memorial Aerodrome Heritage Aviation Association*" which runs the Aviation Museum from the completely restored Bellman Hangar.

This hangar, one of the RAAF's original war-time hangars, was completely stripped down, sand blasted, painted then re-assembled and is now home to the numerous aircraft on display.

On Wednesday 27th January, Brian Carroll, (ex-23Sqn Pilot Briefing Officer at Amberley) and I were given a guided tour of the museum. The Museum is normally open on Saturdays and Sundays only, from 10.00am to 4.00pm but as we were down that way in the middle of the

week, we asked if there was a chance we could get a look through and Rod Kinnish (above) who is the OC of the Museum, volunteered his valuable time to show us around and for that we thank him very much.

The centre of the display is the F-111. A8-147 is one of the 6 retired F-111 C models on permanent loan to aviation museums around Australia and this aircraft has a strong connection to Evans Head having flown more missions to the Weapons Range than any other F-111. It was also the last F-111 to do service with the RAAF.

This aircraft first flew in 1969 and was delivered to 1 Squadron at Amberley in 1973. It was retired in 2010 and delivered to the Museum in August 2013.

Two trucks, under police escort, made their way through the night to deliver the F-111 from Amberley to the Museum. The wings had been removed and were on one truck with the rest of the aircraft on the other. At the airport, the bits were unloaded, re-assembled and then the whole aircraft was placed in the hangar. As there were only a few of these wonderful aircraft available for displays, there was a tender process to obtain one and Rod told us the whole competitive tendering process took about two years.

This display is somewhat different to others we have seen in that you can get up close and personnel to the aircraft and in fact can arrange to sit inside. The museum has erected a walk

up platform where everyone can look inside the aircraft and see the Pilot and Nav's working office.

Inside the working end of the F-111.

Other F-111 aircraft on display can be found at:

HARS – Wollongong. (A/C Model)
Aviation Heritage Centre, Darwin. (A/C Model)
RAAF Museum Point Cook. (1 C Model and 1 G Model)
Aviation Heritage Centre, RAAF Amberley. (1 A/C Model and 1 RF-111C Model))
Queensland Air Museum – Caloundra. (C Model)
RAAF Base Edinburgh. (C Model)
South Australian Aviation Museum. (C Model)
RAAF Base Wagga. (C Model)
Fighter World – RAAF Williamtown. (C Model)

Fleet Air Arm Museum – Nowra. (A Model)

And one at the Pacific Museum at Pearl Harbour. (C Model)

In all, the RAAF had 47 F-111s in various configurations. Of these, the following were lost.

A8-136	Crashed 28Apr1977 near Guyra, NSW.
A8-133	Crashed 29Sept1977 near Evans Head, NSW.
A8-141	Crashed 25Oct1978 in New Zealand.
A8-137	Crashed 24Apr1979 in New Zealand.
A8-139	Crashed 28Jan1986 near Moruya, NSW.
A8-128	Crashed 02Apr1987 near Tenterfield, NSW.
A8-127	Crashed 13Sept1993 near Guyra, NSW.
A8-291	Crashed 18Apr1999 in Malaysia.

As well as having the aircraft on display and open, the museum has a large amount of supporting material around the wall. When you visit the museum, make sure you take your glasses, there is a lot of interesting material to read.

Other aircraft on display include the following:

Mig 15

The Russian Mig-15 was one of the first successful jet fighters to incorporate swept wings to achieve high transonic speeds. In combat over Korea, it outclassed straight-winged jet day fighters which were largely relegated to ground attack roles and was quickly countered by the similar American swept-wing F-86 Sabre. The MiG-15 is often mentioned, along with the North American F-86 Sabre, as the best fighter aircraft of the Korean War and among the best fighter aircraft of all time.

When refined into the more advanced MiG-17, the basic design would again surprise the West when it proved effective against supersonic fighters such as the F-105 Thunderchief and McDonnell Douglas F-4 Phantom II in the Vietnam War of the 1960s. The MiG-15 is believed to have been one of the most widely produced jet aircraft ever made; in excess of 12,000 were

manufactured. Licensed foreign production may have raised the production total to over 18,000. The MiG-15 remains in service with the North Korean Air Force as an advanced trainer.

The business end of a Canberra.

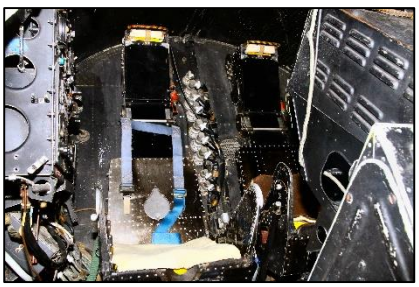
This aircraft is a British aircraft which was imported into Australia. It is a B2 model and was built in England in 1954. Being an ex RAF example it is substantially different to a RAAF Australian built Mk20 Canberra in that it has a crew of 3 instead of 2 for the Aussie version, however, a significant number of British Canberras were used by the RAAF especially for trial work and at least 2 surviving display aircraft in South Australia are the British versions. The crew consisted of the Pilot, Navigator (Nav Plotter) and Bomb Aimer (Nav Observer) and this particular cockpit comes from an aircraft that was withdrawn from use in 1962 and thus has a very low mod state, in fact the internal fit is very much like what was found in a WW2 Lancaster or Mosquito aircraft with aids such as 'Rebecca' and 'GEE' and similar period instrumentation.

This is the only Canberra worldwide still in this early fitout. The canopy comes with a complete history of status cards with the cockpit detailing its flying history with the RAF. The Museum is in discussions to also acquire a complete RAAF Canberra for display.

What is significant is that the RAAF F-111s replaced the Canberras which used the South Evans Head RAAF Weapons Range in the mid 1950s to late 1960s.

Inside the Canberra.

The pic at right shows the two seats behind the pilot's seat in the RAF Canberras. These seats were required for the Navigator and Bomb Aimer. The Nav sat on the port side of the aircraft with the Bomb Aimer sitting on the seat pictured with the blue harness. It must have been very claustrophobic back there as it was jet black with no windows. How the Nav ever got to navigate by DR is beyond us. When required, the Bomb Aimer



would crawl through the gap in the pic above (follow the conduit) to the Perspex cone in the nose where he would direct the aircraft over the target. Once again, this aircraft is open to public who can climb in and see the environment in which the crew worked.

Cessna O-2 Skymaster.

The “Push-pull” Cessna O-2 Skymaster was a military version of the civvy Cessna 337 and was used extensively during the Vietnam War as forward air control aircraft. It was a low-cost twin-engine piston-powered aircraft, with one engine in the nose of the aircraft and a second engine in the rear of the fuselage. The push-pull configuration meant it was easier to fly than a conventional light twin, especially on one engine, as the thrust was applied through the centre of the aircraft and the high wing design allowed for clear observation below and behind the aircraft. It first flew in January 1967 and the plane went into production shortly thereafter.

It replaced the O-1 bird dog aircraft which was a military version of the Cessna 170 and was so successful that it continued to be operated by the USAF until the late 1980’s.

Cessna built a total of 532 of the aircraft for the military and 2,993 of the Civvy versions. They stopped production in 1982.

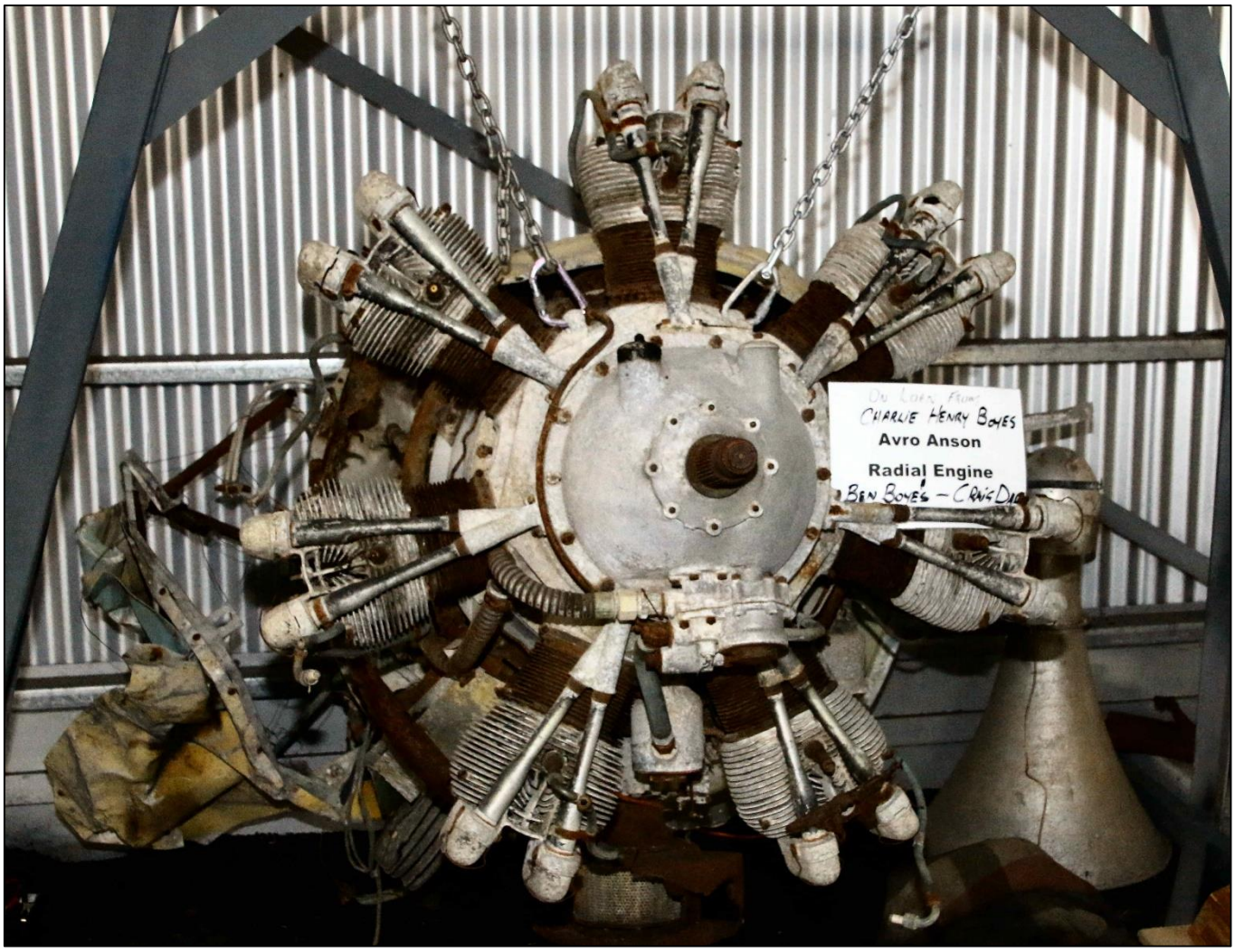
Fighter Pilots are steely eyed, weapons systems managers who kill bad people and break things. However, they can also be very charming and personable. The average fighter pilot,

despite sometimes having a swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. (However, these feelings don't involve anyone else.)

The museum has a significant amount of informative and historical material on its walls, make sure you allow time to read it all.

Rod has left a deliberate error to see who is awake, can you spot it??

Q



The 7 cylinder Cheetah engine above is from an Avro Anson. These engines were made by the British firm Armstrong Siddley and powered the Avro Anson and the Airspeed Oxford aircraft. It produced 338 HP (252 kW) at 2100 RPM. The basic design of the engine remained unchanged from its introduction in 1935 to when it was no longer made in 1948. It was the first engine of its type to be certified for 1200 hours of operational time between overhauls.

Armstrong Siddley made 37,200 of these 13.65 litre engines.

We know Don Payne will print this out and hang it on his bed-room wall!!

The museum installed a Westpac rescue helicopter flight simulator in which museum visitors can climb into the seat and fly the helicopter. The simulator uses an identical control system to the real Westpac Helicopter and will eventually be housed in a helicopter cockpit bubble with participants able to fly missions over a simulated Evans Head.

Click HERE to see a video on the museum.

We had a great morning at the museum and a great day at Evans Head, thanks again to Rod Kinnish who really looked after us. Although Evans Head is a few kilometres off the highway, it

is definitely worth diverting in for a short stay. We did try and have a look over the weapons range but it was busy that day and we couldn't get on – another day perhaps.

The museum is open on Saturdays and Sundays from 10.00am to 4.00pm and cost is $5.00 per person or $15.00 per family.

We can recommend it!

As a pilot only two bad things can happen to you (and one of them will):

a. One day you will walk out to the aircraft, knowing it is your last flight.
b. One day you will walk out to the aircraft, not knowing it is your last flight.

Wagga Appies Reunion.

On Saturday the 27 Feb, a bunch of ex-Wagga Appies and their ladies got together at the Transcontintal Hotel in Brisbane for their annual get together. They came from far and wide, blokes who were on courses from 8 Appy (Mangoes) who graduated on the 7 Dec 1956 to 31 Course (Porcupines) who graduated on the 1st December 1978.

The final Appy course at Wagga (46 Appy – Sprogs) graduated on the 29 March 1993.

The Trans Hotel (as it is known) is a popular spot for reunions and get togethers as it is directly opposite one of Brisbane's major train and bus stations and revellers can get to the event, enjoy the odd one or six, then just wander back across the road and get home again safe and sound.

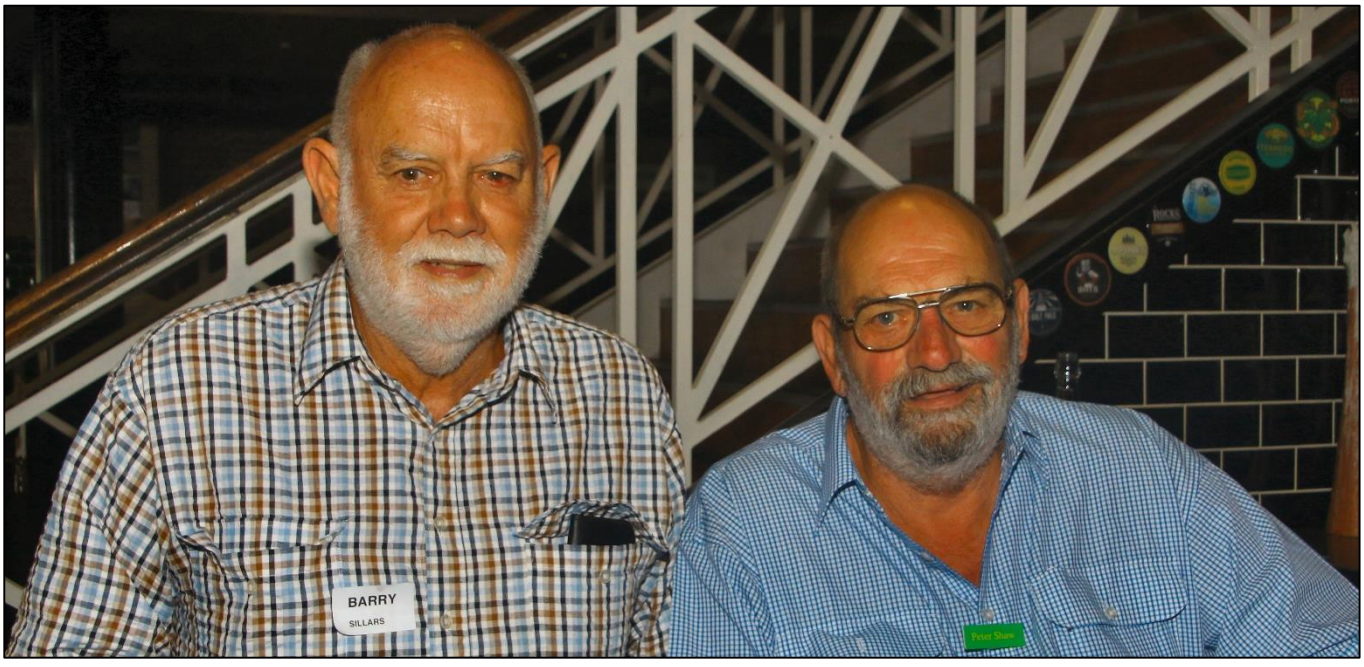
This year's event, which kicked off about mid-day and rattled on until nearly dark, was organised by Bob Wilson.

Names in the following photos are set out left to right. They have been crunched to allow quicker opening. You can get the HD version which you can download should you wish, by clicking each pic.

Rob Wilson (15 Appy), "Lofty" Russell (14 Appy).

Al Uhlmann (16 Appy), Russ Tidd (16 Appy) Glenn Maher (16 Appy).

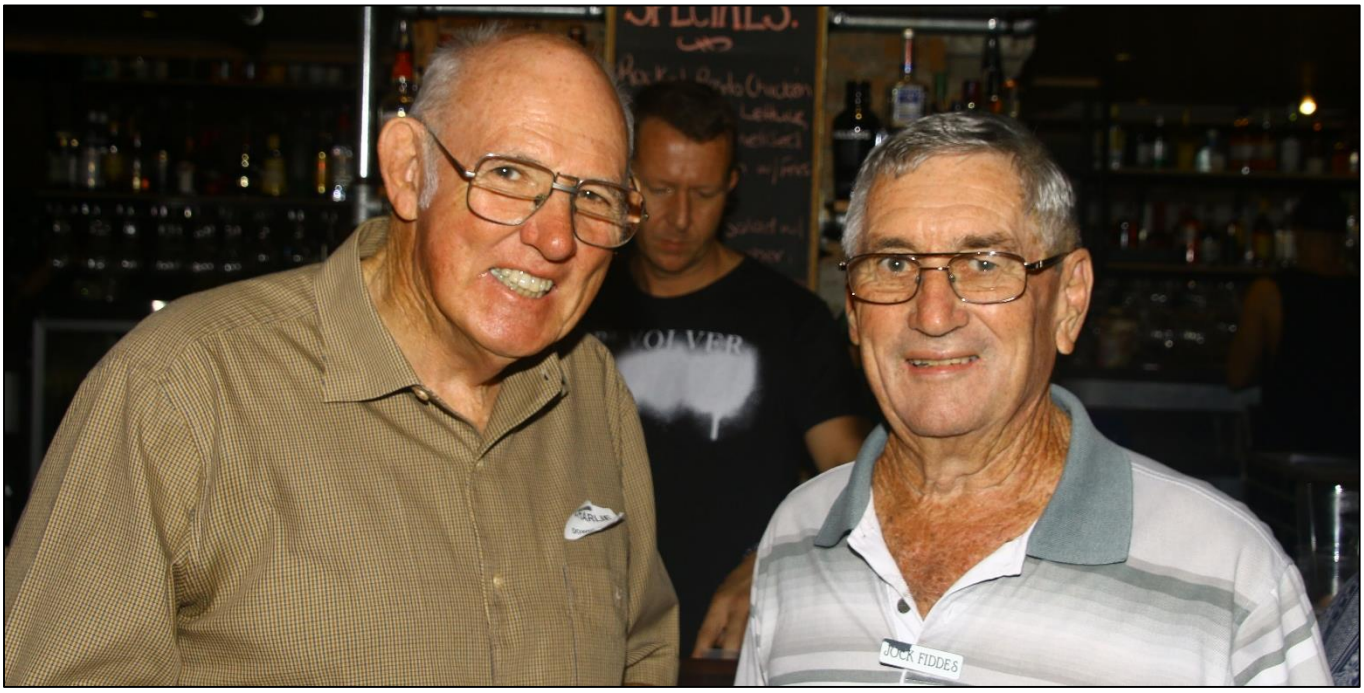
Anne Bartlam Vicki Burton.



Barry Sillars (16 Appy), Peter Shaw (16 Appy).

Bill Black (8 Appy Gunny), Kevin Stapleton (8 Appy Gunny), Les Bunn (8 Appy Gunny).

Bob Bromage (21 Appy), Ken Bishoff (18 Appy), Daryl Dawes (19 Appy), "Blue" Bock (19 Appy), Paul Pingnam (26 Appy), Daryll Macklan (18 Appy).



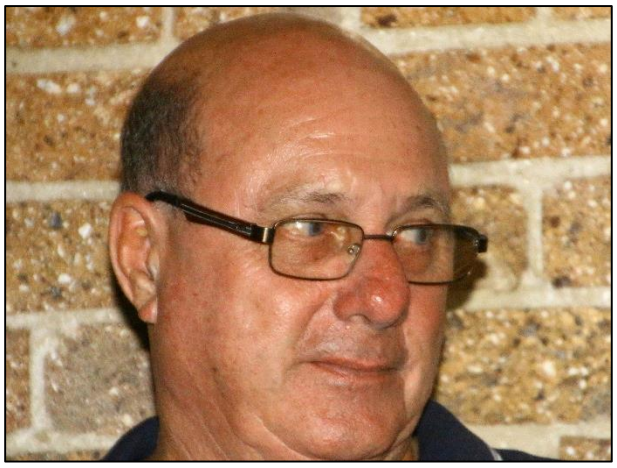
Charlie Downes (11 Appy), Jock Fiddes (8 Appy - Framie)

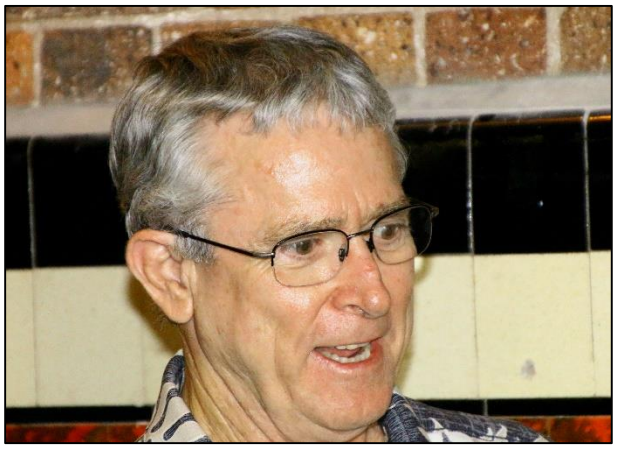
David and Patricia Dinsdale, Julanne and “Frosty” Williams.

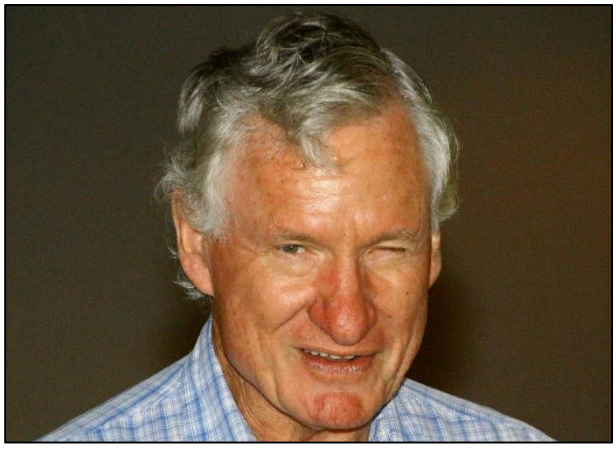
Part of the crowd….

Dick Wills (15 App), Don Worner (15 App), Bart Vanderheld (15 App).

Some faces in the crowd.







H

Jasmine and Barry Jacka (8 Appy).

Jim Herron (15 Appy, Framie), Dave Lee (15 Appy, Elec).

Jon and Lyn Welch (20 Appy Sumpie).

8 Appy troops (Mangoes)

Ken and Beverly Kane (11 Appy Gunny).

Mick Yarrow (31 Appy), Tim Heyman (31 Appy), Greg heck (31 Appy), Mark Bartlam (31 Appy), Derek Hibbs (31 Appy), Bob Burton (31 Appy), Mark Curlewis (31 Appy).

Peter Smith (8 Appy Elec), Merv McDougal (8 Appy Elec).

Robyn Tidd, Maureen Maher.

Tom Roberts (17 Appy), John Huckett (17 Appy), Daryll Macklin (18 Appy), Bruce McNaughton (22 Appy), Bob Hemsworth (17 Appy).

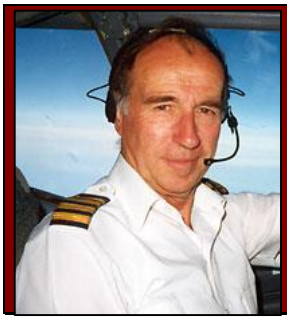
All the troops.

Parking assistance.

Most cars these days have those little buttons on the back bumber, and some on the front too, which transmit/receive a small pulse and then emit a tone when an object comes into close contact with the car. They make parking a lot easier as you don't have to rely on the mirror to judge distances when backing or driving into a car park.

What a lot of people don't know is this aid originagted in Italy many years ago.

You can see the prototype HERE.



John Laming.

On your own, airline flying in the South Pacific before GPS.

The island of Nauru, Latitude South 003.28.3, Longitude East 166.55.0, lies on the Equator where it circles over the Central Pacific. In 1976, when this story starts, it took just 25 minutes to ride around the island on my trusty Honda 50.

An NDB and DME were the only navigation aids on the island. Both sometimes failed without warning. Local fishermen rely on the aerodrome beacon light for navigation in case the ocean currents drift them out of sight of the low-lying atoll. At night the beacon attracts sea gulls like moths around a flame.

The F28 parked at Nauru with my Honda 50 in the foreground.

In those days, Nauru's runway was 5600 feet long and, with the ocean at both ends, there were no over-run safety zones. Air Nauru crews drinking at the bar of the island's Menen Hotel agreed it was best to keep going if an engine failed within 15 knots of V1. An Australian-designed T-VASIS lay submerged under long grass surrounding the sealed runway. It too was unreliable, susceptible to vandals breaking the lights after dark. For the weary crews arriving from all points of the compass en route to Melbourne or Hong Kong, the VASIS was indispensable.

I was a passenger on an Air Nauru F28 that had just landed from Melbourne with stops at Sydney, French New Caledonia, and the Solomon Islands. Recruited by Air Nauru, I was on the island to receive a briefing on the route structure over which I would fly for the next 10 years. The airline had two F28s and two B737-200s. The latter were equipped with a gravel protect kit and low-pressure tyres for operations from coral airstrips and among the destinations served by Air Nauru were Hong Kong, Taipei, Manila, Truk, Ponape, Guam, Okinawa, the Solomon Islands, the Gilbert Islands, and Fiji.

After the comfortable air conditioning of the F28, I was struck by the equatorial heat and sweating humidity as I walked toward the small airport terminal. Hearing the sound of an approaching jet, I turned around and there was my first Boeing 737 as it turned on final for runway 12. Twin smoke trails from its Pratt & Whitney JT8D-17 engines curled down toward the ocean breakers that surrounded the atoll and seconds later, with a spurt of blue smoke from tortured tyres, the Boeing smacked down hard on the white-painted 1000 feet markers barely 30 metres from the adjacent road that parallels the runway.

A Boeing 737-200 flashes over Nauru.

It was a well-executed short field landing and all the more impressive for the shattering roar of full reverse thrust reverberating through the wartime fibro houses among the coconut trees that surrounded the airstrip. Now that, I thought, is a real man's aeroplane – and one day I would fly it. As I was to find out later, the F28 was a kiddy-cart when compared to the sheer brute force of the 737.

A year passed and, with new-found skills on the lovely little F28, it was time to go to New Zealand where Air Nauru had arranged for crews to undergo type rating training on the Boeing 737-100 of the National Airways Corporation. Mid-winter in Christchurch was a marked change to life in the tropics, but we were well rugged-up, as the frost sparkled on the green parks of that beautiful city. English-style pubs abounded, with their friendly atmosphere and cosy

fireplaces. After daily lectures, we gathered at the bar, beers in hand, and admired the rosy-cheeked girls from nearby Christchurch University.

In late 1977 I obtained my command on the 737. There followed many happy years flying Pacific air routes, navigating with combinations of Doppler, Omega or INS. One regular route was Nauru to Faleolo airport at Apia, the capital of Western Samoa. The over-water distance to Apia, position South 13.49.9 and West 171.59.8, was 1485 nm. The short runways at Nauru and Apia meant fuel uplift was critical for such a long distance, but fortunately over that route winds were generally light giving a flight time of under four hours.

The only airport on the direct track was Funafuti atoll in the Ellis Islands, roughly halfway between Nauru and Apia. The short coral airstrip had a reputation of being slippery from sea spray. During the Pacific campaign in WW2, Funafuti was home to squadrons of B24 Liberators and B25 Mitchells. From there, these bombers would fly to attack Japanese-held installations at Nauru, Tarawa and the far-flung Marshall Islands.

The runway at Nauru didn't leave a lot of room for error.

The nearest alternate for Nauru was Tarawa atoll, 391 nm away. There were no runway lights at Tarawa. That left Majuro atoll 526 nm NNE of Nauru as the only available night alternate.

When weather was poor at Nauru, departing crews would take the precaution of asking the Nauru Flight Service Officer (FSO) to come on duty three hours early in order to monitor our HF frequency of 13,261, 8867 and 5643 from ETD Samoa for Nauru. With marginal weather at Nauru for our ETA, we needed full tanks (15,400 kgs) out of Samoa to allow sufficient reserves to divert from overhead Nauru for Majuro. If, however, we committed to an NDB instrument approach at Nauru and missed out, there would be barely enough fuel to get to our daylight alternate of Tarawa before last light. It was therefore imperative to have reliable weather reports for our arrival back at Nauru.

The trip from Nauru to Samoa was uneventful apart from isolated thunderstorms near Funafuti. The only reason that we would contemplate landing at Funafuti would be if an engine failed half way between Samoa and Nauru. Our radar picked up the storms at 180 miles and we diverted 50 miles off track to get around them.

Operations at Faleolo Airport in Western Samoa required careful weight calculations.

At Faleolo airport, on the northern coast of Samoa, we were relieved to have only a dozen passengers waiting for our return to Nauru, thus allowing full tanks. The runway was 5800 ft long, with plantations of coconut trees directly under the take-off flight path further restricting the take-off weight. With the late afternoon temperature at 31 degrees Celsius, obstacle clearance requirements limited the take-off weight to 50 tonnes. With full tanks, the available payload was around 3100 kgs. Clearly this route was not a money-spinner – but neither were the majority of Air Nauru routes, most of which were highly subsidized by the Nauru government.

Operating between 31,000 ft and 35,000 feet at ISA+15 temperature and Mach No. 0.74, the planned fuel consumption from Samoa to Nauru, was 10 tonnes. Diversion fuel from Nauru to Majuro was 3.6 tonnes. That left 2.4 tonnes for contingency and holding and you can see that we needed over fifteen tonnes and not a drop less.

After the full thrust take off from Faleolo airport, a climbing left hand turn soon has the aircraft abeam the islands of Manono and Apolima on the port side. Meanwhile, Tahiti in the Society Islands lies invisible over the horizon 1400 miles behind us, with the Fiji islands 500 miles away just behind our left wing tip. Given the choice I would rather be going to Tahiti than Nauru any day!

Looming 20 miles ahead is the mysterious volcanic island of Savai'i. At centre stage is Mount Silisli, at 7000 ft, the largest of several extinct volcanoes that rise above green jungle covered slopes.

On the northern slopes of Mount Silisli can be seen stark evidence of the lava flow that wiped out villages a long time ago. Legend has it that some villagers sheltered in a small church at the base of the mountain and prayed as the lava devoured everything in its path. Miraculously, the lava flow parted around the church at the last second and those inside the church were saved. Today, the parting of the lava flow on each side of the church can still be seen.

Savai'i Island shows up on the radar – note the large shadow caused by Mt. Silisli.

At 33,000 ft the TAS is 435 knots, Mach No. 0.735, and fuel flow 2650 kgs per hour. The first officer passes position reports by HF to Nadi Oceanic Control at each five degrees of longitude. Earlier, we were relieved to make contact on HF with Nauru Flight Service 1200 miles up the track. The operator warned us that there was rain and low cloud over the island with visibility down to 2000 metres. We noted the time and asked him to tell us when the visibility had improved. To further cheer us up, he added that the electrical power to the runway lights and VASIS had failed and that efforts were being made to bring the standby generator on line. With the aircraft getting lighter as fuel was used, the decision was made to climb to 35,000 feet and reduce speed to Long Range Cruise of Mach 0.725, giving a lower fuel flow of 2400 kgs per hour.

It was now time to contact Honolulu on HF to obtain the latest weather for Majuro, our alternate. Fortunately, the weather there is good – meaning isolated cumulo-nimbus (CB) clouds with associated rain showers. Majuro is blessed with an 8000-foot sealed runway on a narrow isthmus between a wide lagoon and the ocean. The Minimum Descent Altitude (MDA) for the NDB approach is quite low at 370 feet – reflecting lack of significant obstacles; that is if you don't count the masts of freighters or yachts at anchor in the lagoon.

Heavy showers frequently sent the weather below minimums at Nauru.

Not long after our first HF contact with Nauru, the FSO called

again, saying the rain had stopped and he could see the windsock, the local measuring stick of 1000 metres visibility. The first officer started his stopwatch and we noted the time on the flight plan. Long experience in these areas revealed that heavy rain over Nauru would occur in 15-minute cycles. There would be low cloud and rain below the NDB minima then 15 minutes later the weather would clear. The cycle would repeat.

Although the circling MDA for Nauru was only 750 feet, it was lack of forward vision in heavy rain that was the Boeing's Achilles heel. Despite noisy yet efficient windscreen wipers in moderate rain and the use of rain repellent, it is difficult to see clearly through the windscreen in tropical downpours. Erroneous indications caused by refraction on water-covered windscreens add to the difficulty of judging height and angle of approach.

The sun was setting as our radar displayed the thunderstorms that we had earlier encountered near Funafuti. The radar gain control was changed from automatic to maximum gain, enabling the radar to pick up minute reflections from ice crystals present in the storm tops of thunderstorms that can reach 50,000 ft over the Pacific. Once these tiny echoes are seen on radar, the tilt control can be used to study the depth of the storm.

As the INS display ticked over through 180 East Longitude, the FSO on Nauru reported more rain obliterating his sight of the windsocks at both ends of the runway. Of course, it could be that it was too wet for him to venture outside his control tower for a better look and that it was from inside his tower the weather looked grim. We lived in hope! Stopwatches were pressed and a note made on the flight plan. Jepp computers were shuffled to calculate a PNR on Nadi at our seven o'clock position at 600 miles and falling behind us at six miles a minute.

Storms in the South Pacific often grow to well over 50,000 ft.

Not long afterwards, the ADF needle swung overhead Funafuti with the INS showing spot on. Fuel flow was down to 2300 kgs per hour after 90 minutes of flight and in another hour or so, the decision would have to be made to either descend into Nauru for an instrument approach or divert at cruising altitude for Majuro. The flight deck lighting was turned low and we peered ahead looking for storm tops illuminated by the rising moon. In cirrus cloud and if the radar was unable to pick out the tops of embedded storms, sometimes a keen eye would pick out a lightning flash at our level.

Meanwhile reports from the Nauru FSO indicated that if we could hang around long enough at low level ready to land when a gap in the weather occurred, there was a good chance we could avoid a diversion. A few weeks earlier on this same route, the crew of a 737 had been unable

to make contact on HF with Nauru from the time that the aircraft had departed Samoa. Experience had shown that either the FSO had slept in, or he did not know the ETA of the aircraft. As a fall-back plan, the crew of the inbound Boeing would call Nadi on HF and ask the operator to urgently telephone the Menen Hotel switchboard at Nauru 1200 miles to the west. Contact made, the hotel operator would rush upstairs to the Air Nauru crew room, and tell any off-duty pilots or engineers to drive immediately to the airport and either wake up the FSO or get the police to track him down. Either way, HF communications with Nauru would be established within half an hour.

Tracking 292 degrees from Funafuti, we tried without success to pick up NDB signals from the atolls of Nanomea, Arorae and Tabiteua North. These radio beacons served former wartime airstrips now used by DH Herons of Air Tungaru, the national airline of the Gilbert Islands. These navaids seldom worked because of shortage of fuel shipped in by sea to run the diesel generators.

NDBs don't get much respect, but in the vast Pacific Ocean, they were all pilots had to go on.

It was dark outside and a quick flash of the landing lights revealed we still were in cloud. Nauru came back on air and said the rain was heavy, but that the runway lights and NDB were serviceable. The NDB, call sign NI and frequency 355 kHz, could often be picked up at 300 miles – a comforting feeling when it is the only instrument approach procedure available. Nearing Nauru, we needed an update on the latest Majuro weather. This time, Honolulu could not be raised on HF and so Plan B was implemented, based on local knowledge.

At Honolulu, the USAF had a military base called Hickham Air Force Base; the same Hickham AFB that was destroyed during the Japanese attack on Pearl Harbour in December 1941. Lockheed C5A Galaxies and C141 Starlifters ranging west from USA to Honolulu, Guam, Clark AFB and Japan, operated on dedicated military HF frequencies. Air Nauru crews knew those frequencies and a call to Hickham elicited a quick response.

We would simply call the USAF and ask them to relay the latest Majuro weather. It worked every time, including tonight. Majuro was still wide open. We tuned to Nauru NDB, watching the needle as it wavered in the general direction only to be seduced by thunderstorm activity off to our starboard. It seemed a good time to crosscheck our INS position against a long range plotting chart on which I had drawn our planned track. It is all too easy to enter a wrong coordinate when using the INS and the best way to prevent that is to have both pilots crosscheck entries. But even then, a rushed departure can cause momentary distraction in

entering geographical coordinates, particularly on this route where we cross the 180-degree line of longitude 550 miles from Samoa. The plotting chart crosscheck confirmed we were still on track for Nauru.

Ocean Island (now called Banaba), is a lonely atoll in the Pacific.

Leaving the comfort of Nadi Controll Area (CTA) and at 170 degrees east longitude, we entered the mysteriously named region of uncontrolled airspace over the Pacific called The Unnamed Flight Information Region (FIR). We were now responsible for our own separation from other aircraft – assuming we knew of their presence, which we seldom did. On radar I picked up a tiny echo 140 miles off our starboard wing. A check of the plotting chart revealed it to be Ocean Island, a lonely atoll with a population of around 200 people. Ocean Island was made of pure phosphate deposits, but was mined out by British phosphate interests and is now no more than a barren rocky atoll. Japanese forces occupied the island during the war and murdered most of its inhabitants.

At 150 miles from Nauru, contact was made with flight service on VHF. Our radar showed heavy clouds surrounding the atoll, although according to the FSO, the rain had ceased temporarily. We had received enough weather reports en route to safely assume that there would be clear patches every ten minutes or so and the decision was made to descend. Rather than fly overhead the NDB and conduct a time (and fuel) consuming NDB instrument approach, we decided on a straight-in approach to runway 30 from over the water. The FSO reported the surface wind as calm although our INS revealed a 20-knot downwind component at altitude.

Passing 10,000 feet we slowed from 300 to 250 knots just as the FSO reported a heavy shower blotting his view of the runway end. The radar screen was covered in red echoes as sheets of water beat against the radome. Radar range is significantly reduced in heavy rain, hiding storms that could be otherwise evaded. Surprisingly there was little turbulence signifying that it was “soft” rain from thick wet nimbus clouds rather than “hard” rain and hail experienced in cumulo-nimbus.

Nevertheless, it would have been nice to see the island on radar just in case the DME packed up at the wrong moment. At 3000 feet we slowed down at idle thrust from 250 knots to 210 knots — minimum flaps up speed. At 12 miles final, and in cloud, flaps were extended and the landing gear lowered.

I began to have doubts about the reported surface wind of calm because the INS showed the presence of a significant tailwind component of 15 knots. With a short runway wet from rain and absence of safe over-runs, Nauru was no place to land fast and risk skidding off the end.

The distances are vast, and the IFR alternates are few.

We broke out of ragged cloud at 1000 feet only to find the VASIS was not working. The FSO didn't warn us of that one. With the INS still indicating 15 knots tailwind and a rate of descent confirming the higher ground speed, I made the decision to convert the straight-in approach to a circling approach for the opposite end – runway 12.

As the 737 was already in the circling approach configuration at flap 15, landing gear down and 150 knots IAS, it was just a question of which way to circle – left or right circuit. I flew a left circuit (easier to keep an eye on the runway) and after confirming with the FSO that the runway was clear (no beer bottles, wandering animals or people crossing the runway), full flap was extended and the speed reduced on final to Vref (Landing reference speed or threshold crossing speed.) of 115 knots. An INS ground speed reading of 105 knots confirmed that the decision to circle and land into wind was the right one. True to form, the lights on both windsocks were out – someone had shot them out with a catapult.

The touchdown was close to the 1000-foot markers and as the speed brake lever whipped back on wheel spin-up, full reverse thrust was pulled. The bucket shaped reversers on the 737-200 are very effective and we only needed gentle braking at 80 knots to pull up well before the end of the runway. After backtracking, we had just turned into the parking area when the heavens opened and visibility reduced to less than 200 metres in blinding rain. With brakes parked, wheel chocks were inserted by rain-soaked ground staff who then rapped on the side of the fuselage signifying that it was OK to release the brakes for cooling purposes.

When down on fuel and nowhere else to go, survival may depend on the ability of the pilot to land safely despite heavy rain restricting vision through the windshield. Fortunately, the pilots' side windows can be opened in flight — after first depressurizing. Because of the aircraft design, there is an area of relative calm air over the open window. Forward visibility can be maintained by looking out of the open window using care to stay clear of the air-stream. Good old Boeing – they thought of everything.

I waved to the FSO looking down upon us from his control tower situated on the roof of the airport terminal building just yards away. He would meet us later to pick up a box of fruit that his relatives in Samoa had given to us, and which we had stashed at the back of the seats in first class. Rather than put the box in the cargo hold, I thought they would make nice emergency rations in case we ditched. As a new crew took over the Boeing for the next leg to Guam, the crew bus took the first officer and me back to our accommodation at the rat-infested Menen Hotel. It had been a long day for us all.

Even if you haven't heard it in real life, I'm guessing you've heard a pilot on TV say "Roger." I bet you've even heard pilots say "Roger Wilco." Have you ever wondered who Roger Wilco is? And why pilots like to say his name?

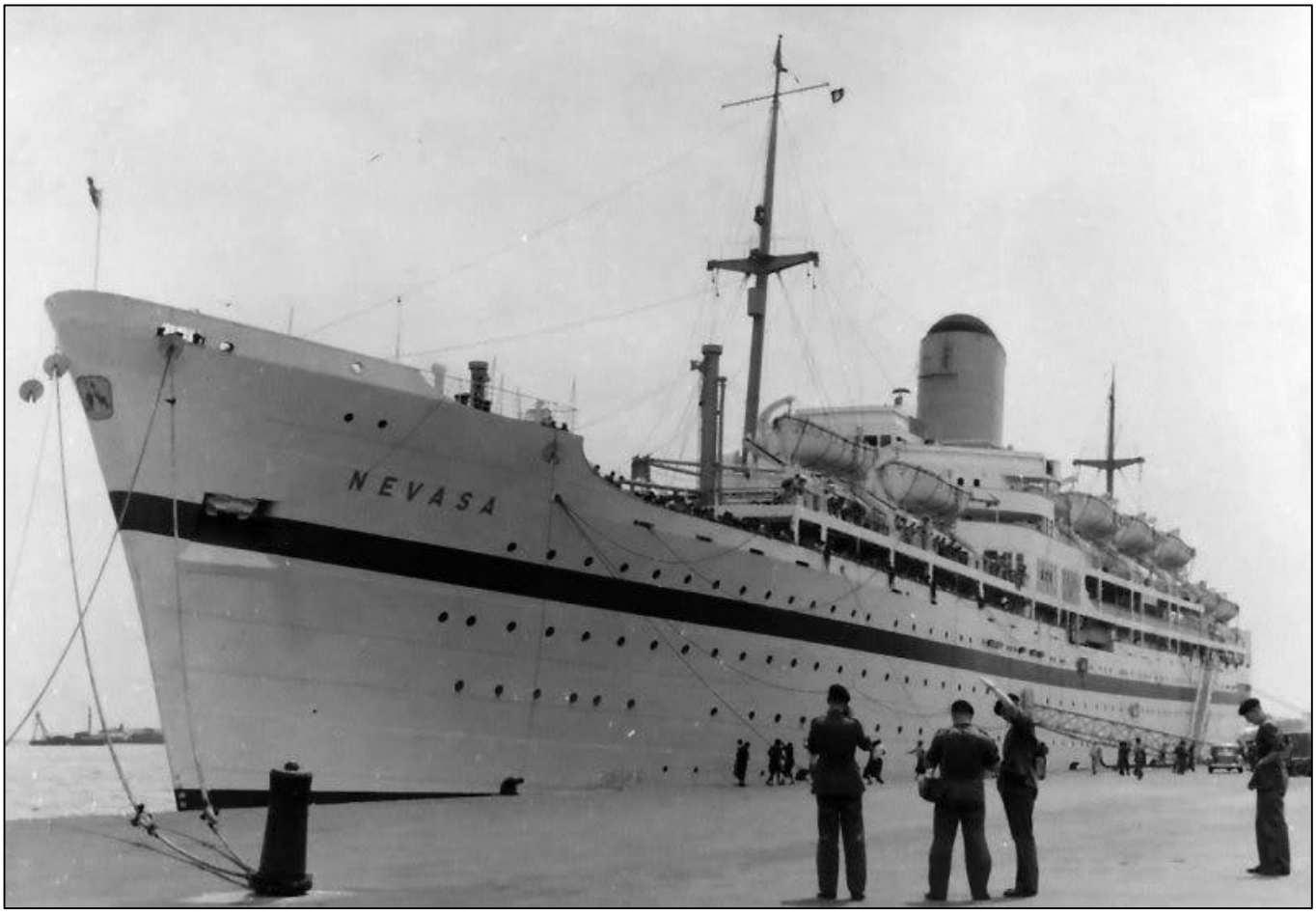
OK, Hollywood may have complicated it some what, like the example below – we all know what film this came from, don't we?!

According to The Straight Dope, in 1927 "Roger" was the word chosen to represent the letter "R," which is, of course, the first letter in the word "received." In other words, a pilot would receive instructions, and to indicate he had received them, he'd say "Roger." Why didn't he just say "received"? Well, during WWII, not everyone spoke English, but "R" — or "Roger" — became the internationally accepted way of acknowledging receipt of instructions. (Of course, in 1957 the word "Roger" was replaced with the word "Romeo" but by that time, "Roger" and "received" were synonymous.)
So what about "Wilco"? Its story is even simpler: it's an abbreviation of "will comply." So when pilots say "Roger Wilco," what they mean is "I received your instructions, and I will follow them."

Always remember you're unique. Just like everyone else.

By Troopship to the Far East.
RAF Style.

If in the 1950's you were posted abroad, there was a good chance that you'd be conveyed to your destination by troopship. With world-wide commitments and large numbers of troops based in many parts of the world, the most economical method of getting lots of servicemen to where they were wanted was by troopship. Which is what happed to me in the mid-1950's when I was conveyed to and from the Far East by the British India Steam Navigation troopship the SS Nevasa.



A little research shows that the Nevasa was built in 1956 as a troopship to government specifications and despite being operated by the British India Steam Navigation line, she sported a buff coloured funnel rather than the normal B.I. black funnel with two white bands.

The Nevasa had a tonnage of 20,527 tons with accommodation for 220 1st class pax, 110 2nd class, 180 3rd class and 1,000 troops on the troop decks.

My journey to the Far East in October 1956 was only the Nevasa's second voyage; her maiden voyage had been to Malta. Nevasa served as a troopship from 1956 to 1962, but as National Service came to an end in the early 1960s and air transport became more efficient, troopships

were made redundant, the last troopship voyage being made in December 1962 by the SS Oxfordshire to Malta. OK the Uganda and QE II were used in the Falklands campaign, but they weren't designed as troopships.

In 1956 I was with Fighter Command Communications Squadron based at RAF Bovingdon near Hemel Hempstead in Hertfordshire. In July 1956 I received the standard PWR (Preliminary Warning Role) letter notifying me that I had been selected for posting to the Far East Air Force (FEAF) and that I was to report to number 5PDU at RAF Innsworth in Gloucestershire to be kitted out for my posting. Departure date from Southampton was scheduled for 19th of August 1956 on the SS Nevasa. In the event, with the Suez crisis in full swing and the closure of the Suez Canal the planned sailing date was postponed to an undecided future date. With the Canal closed we were told that we would be travelling on the 'long' route around the Cape of Good Hope and we were to remain at RAF Innsworth pending a new departure date.

Having been kitted out with tropical kit and received our overseas jabs we hung around Innsworth for about two weeks, but with no departure date set for the voyage we were sent home on leave for about six weeks, being told that once a firm departure date had been decided we'd receive a letter or telegram advising us when we had to return to Innsworth.

Six weeks of absolutely nothing to do on paid leave at home was quite splendid, I saw my girlfriend again — we'd already said our tearful farewells and here I was back again! So we went dancing and had a week by the sea at Clacton. Whilst at Clacton I was amazed at the constant procession along the main roads of convoys of army vehicles towing guns, all with newly applied sand-coloured desert camouflage as they proceeded to east coast ports for loading on vessels to be transported to the Middle East.

Rather enjoying life I spent a further few weeks saying further prolonged farewells to all my family and friends and had a rather good time at the taxpayer's expense! The call-forward letter eventually arrived and I returned to Innsworth. The RAF draft for the Far East was bussed down to Southampton where we embarked on the 'Nevasa' — we sailed on the 16th of October 1956.

Five years earlier in 1951, as a newly conscripted RAF recruit, I was posted to R.A.F. Thornhill at the then Southern Rhodesia for service with No. 5 Flying Training School (5 FTS), the journey in those days being by sea as Cabin Class passengers on Union Castle Line liners from Southampton to Cape Town. Having already travelled by sea, albeit on an ocean liner (the RMS "Edinburgh Castle") as a Cabin Class passenger, I had vague hopes that the Nevasa, reputably a modern troopship, would provide similar standards of comfort; sadly for us lower ranks the opposite was true, the voyage turned out to be one of the most uncomfortable and boring journeys I've ever made. Joining the Nevasa at Southampton the rumour was that because of the closure of the Suez Canal the Nevasa would be carrying up to twice the normal number of service personnel, in retrospect probably an exaggeration, but we were certainly carrying far more than the designed complement of troops. It was obvious when we embarked that the journey was not going to be anything like my fondly remembered comfortable passenger liner voyage. The bunks in the troop decks, normally three tiers high, had been rearranged by squeezing in an additional tier making four in all which meant that the space was so cramped that if one wanted to turn round in the bunk it could only be done by climbing out of the bunk and getting back in again. (*The picture above of the bunks was taken two years later and shows standard 3-tier layout. On the way out in 1956 an extra tier had been added.*)

On our troop deck near the bow, the toilets were designed for about half the number of men being carried and a queue regularly formed to use them. Both showers and wash basins were fed by salt water and the so called "salt-water" soap that we were given was a joke; there was just no way one could raise a lather with it to make oneself clean. There was one water fountain fed by fresh water which we used to clean our teeth.

During the voyage we ran into two quite severe storms, the first as we left Southampton lasted for about three days as we passed through the Bay of Biscay; the second was off the west coast of Africa in the South Atlantic. For most troops on board the first storm was a major upset, and nearly all were violently seasick. The packed bunks meant those on the bottom tiers were regularly regurgitated on by those above which was most unpleasant, one poor soul never really gained his sea-legs and was sick for most of the one-month long voyage. My memory of

the food on board is that it was reasonable but not anything to really write home about; with so many to cater for the meals had to be taken in three separate half-hour sittings.

Apart from the occasional film, entertainment was virtually non-existent, when we reached the tropics films were shown on the open foredeck but with no seats we sat crossed-legged on the wooden deck and made our self as comfortable as possible. Being in the open the occasional tropical shower would terminate the performance, a memorable experience for all the wrong reasons!

The outdoor deck screen

We were invited to visit the bridge and couldn't resist taunting the helmsman with 'The Navy Lark' catch phrase "Left hand down a bit!"

During the day we were required to do physical exercise on deck, with the army drill instructor shouting at us if we weren't up to his ideal of physical perfection. Deck games were organised with team competitions between the various services and we also were taken to the rear of the ship and given a .303 rifle and invited to shoot at balloons that had been thrown into the water for target practice.

With the Suez Canal closed the long round the Cape route to the Far East meant stops in unfamiliar ports. We had a very short stop at Las Palmas in the Canary Islands to take on food and provisions; we were allowed to stretch our legs on the quayside but were forbidden from going into town. The next stop was Dakar in Senegal, at the time a French colony, civilised and a nice place to unwind, although we were only allowed ashore during the day.

Dakar allowed me to stock up with some Ektachrome colour 120 film for my reflex camera, which in 1956 was virtually unobtainable in the UK without a special licence.

Having left Dakar our next stop was Durban in South Africa. Between Dakar and Durban the ship's supply of beer ran out, which was pretty disastrous. Sailing down the west coast of Africa towards the Cape, we ran into a severe South Atlantic storm, so much is so that the boat's hull was regularly lifted out of the water and came down with an enormous great crash which reverberated throughout the ship, being in the bow we experienced it the most, this weather lasted for about three days. Having rounded the Cape and heading north along the east coast of South Africa towards Durban the weather abated, and we enjoyed a quieter couple of days.

At Durban, we were allowed ashore for the day and evening, with orders to be back on board by midnight. I spent the day sightseeing, swam and tried surfing in the Indian Ocean and in the evening visited the Durban branch of the Royal Air Force Association which was situated in a posh area of town. The RAFA locals were so generous I don't think any of the RAF servicemen who went for a drink at their club that evening had to pay for anything.

We departed Durban early the next morning and as we passed slowly out of the harbour towards the sea we were greeted by Mrs. Perla Gibson the 'lady in white', standing at the end of the northern breakwater and singing through her megaphone and waving to us, we could still see her waving, long after the sound of her voice had faded. The 'lady in white' was a wartime legend who sang to the troops as they left harbour on their journey to the battlefields of the Middle and Far East. When we arrived in Durban in 1956, the war had been over for 11 years, but still this lady knew we were coming and sang to us farewell greetings to speed us on our way.

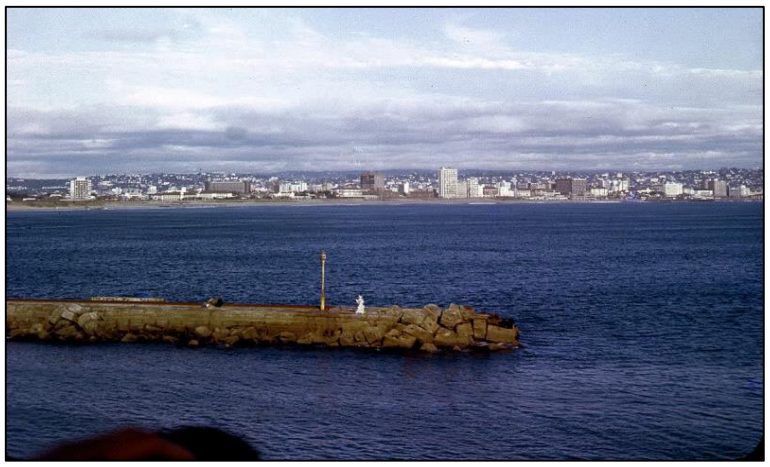
Durban's Lady in White is perhaps one of South Africa's most well known figures of the Second World War. The Lady in White, Mrs Perla Siedle Gibson became a well known figure to Allied

troops at Durban harbour, which was South Africa's busiest port during the war. Mrs Gibson was the daughter of a wealthy South African ship owner and studied as a young woman in Germany to be a soprano. She went on to give recitals in London and Manhattan.

Once described by Perla as her "wharfside work", it began one day as she was seeing off a young Irish seaman who had been entertained by her family the day before. As his ship was departing, he shouted at her across the water, "Please sing something Irish." She cupped her hands and started reciting the song, 'When Irish Eyes are Smiling'. Throughout the years which followed she went on to sing to more than five thousand ships carrying an estimated quarter of a million Allied servicemen in total.

Perla Siedle would often stand at the harbour dressed in her trademark white dress and hat singing to the passing ships with the aid of a megaphone which came from a torpedoed liner as a gift from grateful English troops. Americans would often request that she sing such songs as 'God Bless America' and 'The Star-Spangled Banner'.

English troops often asked for 'There'll Always Be an England', while Australians preferred her performances of 'Waltzing Matilda', and South Africans always requested their own national folk songs like 'Sarie Marais'. Czechs, Poles and Greeks chose opera arias.



Soldier's talk eventually led to The Lady in White's fame spreading across the world and ship captains would salute her as they were passing her. Perla Siedle was even known to U.S. soldiers as Kate Smith or Ma, to Britons as the Lady in White or the Soldiers' Sweetheart, and to the Poles as the South African Nightingale. Perla Siedle was married to Air Sergeant Jack Gibson, last stationed at Foggia, Italy and also had two sons and one daughter in the South African Army. She had sung goodbye to all of them, watching their ships move out of sight over the bar to the tune of her favourite closing number, 'Auld Lang Syne'. Even after the loss of one of her own sons, she refused to stop singing to the troops.

Mrs Gibson died in 1971, a shortly before her 83rd birthday, and a stone cairn with a bronze plaque was erected on Durban's North Pier in June 1972. The memorial was erected on the site where she would have stood, singing to "her boys".

Leaving Durban, we headed northeast across the Indian Ocean towards the northern tip of Sumatra, passing the French island of Reunion on the way. Going around the northern trip of Sumatra we were astonished to see enormous numbers of sea snakes swimming in the sea. Eventually, about twelve-days later on 15th of November 1956 the Nevasa dropped anchor at Singapore. Pax for Singapore, Malaya and Ceylon disembarked and the Nevasa continued her voyage onwards to Hong Kong and Korea.

I spent a week at RAF Changi waiting for a flight to my FEAF posting at RAF Negombo in Ceylon.

If you lend someone $20 and never see that person again, it was probably well worth it.

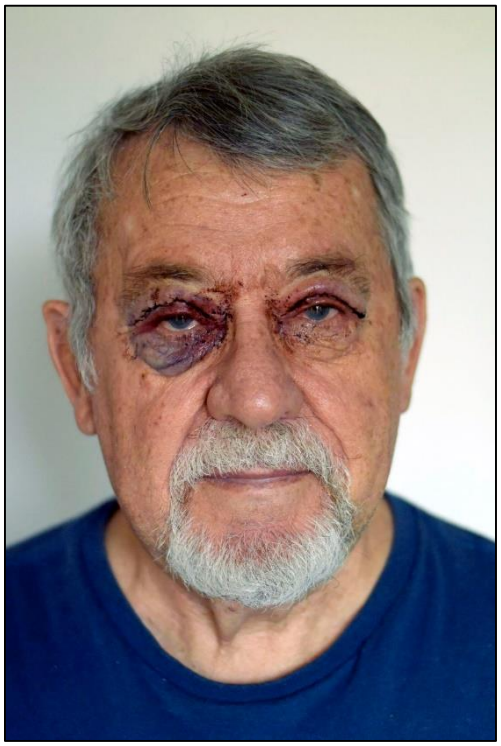
This page left blank.

Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out..

Dear Dorothy Dix and Agony Aunt,

I don't wish to trivialise this very important issue but, after all the recent and worthy publicity in regards domestic violence within the Australian society, I wish to bring to your attention an incident which recently involves yours truly.



As you can see from the attached image, I certainly received some severe attention of which my daughter, Fiona, has captured the gory details via a White Mans' Magical Digital Photographic Device.

So dear DD and AA, my questions to you are as follows:-

> Do you think Fiona has composed a pleasant image using the Rule Of Thirds,
> Has she made the correct exposure,
> Should she have used a different f-stop, shutter speed and/or ISO,
> Is the model (ie moi) composed and relaxed?

Notwithstanding the post-Christmas and New Year festivities, I would hope you can make a speedy determination to my questions otherwise see the info below.

With the highest regards in your wisdom.

Actually this is a result of my "Chick Magnet" procedure in which the overhanging skin was surgically removed from my eye-lids. I'm gunna ask for a refund as I haven't been rushed with offers from said Chicks - sigh!!

Tom Mills.

John Sambrooks writes, “I had a call from Tom on the 22nd Feb, he still remains very optimistic and positive but he needs to have chemo and he may have to stay in hospital for five days. One session is eight hours and the other is one and a half hours. He is in no pain at this stage although if he sleeps on his left side he’s enlarged spleen gives him some pain, he also sweats a lot at night and has a fan to try and stay cool. Blood tests show his iron and protein counts are low and they are not sure but they thought he might have stomach cancer as well. If so, that would require surgery but at this stage he will leave that alone as his bone marrow is a problem as well his immune system which hasn’t recovered.

He has to have chemo every fourth week and that may require five days in hospital. He has been in remission for almost 12 months to the day and is very disappointed that he won’t be able to make the Cooktown trip. He and his wife went on a cruise recently and Cooktown was on the itinerary but the tenders needed to take them to shore couldn’t be launched as it was too rough for them to operate so they never made it. He reckons his next target for a holiday is 7th October when he hopes to do the Flinders Ranges.

With his wonky immune system, he tries to avoid as much contact with people as he possibly can. I told Tom we are all thinking of him and wishing him well and will stay in touch where and when possible. He won’t be able to make Anzac Day as well and sends his apologies to everyone.

Bowel Cancer.

I had a nasty scare recently. Some time ago my GP recommended I go for a colonoscopy because, as she said, “once you get to 70 you should!” She wrote me a referral and I took it home and it sat next to my bed for a month or two. Eventually I got around to making the appointment and after reading what was involved, I headed off for what I considered to be the ultimate crushing of the small amount of dignity I thought I had left.

On Friday the 26th February, after living on next to nothing for 3 days prior, then having to drink 2 litres of what tasted like radiator flush and spending most of the day prior on the toilet wishing to hell I hadn’t succumbed to this foolishness, I headed for the hospital for the business.

When I awoke from the procedure, expecting to be given a nice chicken sandwich, an orange drink and a lukewarm cup of coffee, I was rushed down to X-ray for a CAT scan, several blood tests and then given the not so reassuring news that I was off to see the surgeon on the following Wednesday as there was a considerable amount of FOD in places there shouldn’t be.

On the following Wednesday, I was informed by the surgeon that I had a large amount of bowel cancer and it had to be removed ASAP – I was booked in for Wednesday the 9th March – a mere 10 days after the initial consultation.

In recovery.

On Sunday the 6th March, I was back on the starvation diet and on the 8th March it was time to digest another "flush" though this time it was 3 litres and supercharged, the eye of a needle sprang to mind on several occasions.

I was dropped off at the Holy Spirit Northside hospital at 11.00am on the 9th and I can remember looking at the clock in the theatre at 3.00pm as I was wheeled in. I can't remember much more about that day but my family tell me they saw me being wheeled back to the recovery area about 9.30pm that night – it was a big one.

The next two days were not at all pleasant – I hurt a fair bit and that small amount of dignity I thought I had went flying out the window as I was stand-up showered by two lovely young nurses, both of whom were younger than my own daughters. And, en route to the shower I discovered I was attached to a pair of clear plastic tubes, both of which were attached to delicate places on one's person, places that normally do not have things attached. On further inspection I found there was a clear plastic bag at the end of each tube and each bag contained some disgusting looking stuff which kept oozing from my person. Logic revealed that when full, some poor nurse would need to either empty or replace those bags.

God has definitely created a special place in Heaven for nurses – where would we be without these wonderful dedicated and caring people? I reckon they are one of the most important and irreplaceable people in our community. They have what is possibly one of the worst jobs on this planet yet they do it with a smile on their face, they care for you and they can cheer you up. Although these days nursing is a unisex occupation, a vast majority of Nurses are still female as it seems females are hard-wired and can't help but be caring and comforting.

Nurses – "I loves youse all."

As the mist cleared a bit more, logic also revealed that those tubes could not stay there for ever – at some point in the near future they would need to be removed. I don't remember them being fitted, that happened while I was in the theatre, away with the fairies, but I quickly realised that when they were to be removed, it would be done by one of those lovely young nurses and this time in broad daylight.

Then Saturday came and it was time!

In came this lovely young nurse wheeling a stainless trolley full of scary things and I was told to adopt the birthing position, "lay on your back with legs apart and knees in the air." It was time to

remove the front one. They put these things inside you then blow up a little balloon which is on the inside end of the tube and this stops it from falling out. So, to get it out, the balloon has first to be deflated, this requires quite a bit of "handling" and the only thing you can do is pick a spot on an opposite wall, focus on it intently and try and think of other things.

Then it was time for number two. I was told to "roll over on your side, away from me, knees up near your chest". Same procedure as number one, check the wall for an appropriate spot while she deflates the balloon then slowly pulls it out, "it" feeling the size of an 18 gallon keg.

With all tubes gone, I started to feel human again. I could sit comfortably in a chair, though getting out was a slow and painful process, I could walk up and down the hallway and more importantly I could shower myself.

The following day (Sunday the 13th) I heard those few magic words – "this man can go home"!! I packed my bag, rang the family, signed out and bolted!

But that's not the end of the story – not by a long shot!!

The first couple of days at home were pretty good, although still a bit sore I was getting around OK, a few mates came around to say howdy and to confirm I was still alive – the world was good again.

Wednesday morning changed all that!!

I woke that morning with a stomach that looked like it contained quads a week before birth, accompanied by a regular two minute apart stomach-muscle spasm. They say a woman's contractions are pretty bad but I bet they had nothing on what I had, mine, after all, was man-pain and everyone knows man-pain trumps woman-pain every time.

I couldn't move until about midday after which I managed to make an appointment with the surgeon for 3.00pm that afternoon. I was in his rooms at 3.15pm and luckily I had taken out an extended warranty as I was back in the Holy Spirit Hospital at 3.45pm. This time they really got serious!!

First up I was wheeled down to the X-ray area where they told me they were going to inject some dye into my plumbing and then pass me through this huge dough-nut thing and take some pics to see what was the problem. They didn't tell me where they were going to inject the dye though, I didn't find that out until I was on the bed, strapped down and powerless. Then peripheral vision spied a pretty young nurse wheeling in a stand which held a plastic bag with

what looked to me to contain about 44 gallons of some liquid and from the bottom of the bag coiled about 10ft of plastic tubing. Realisation instantly smashed through.

I was rolled over on my left side with knees tucked up under my chin and told they were going to insert this "thing", which was on the end of the tubing, into one end of me and then pump me full of dye which would allow them to see all the relevant bits of piping in living colour on the X-ray. This "thing" was at least 2ft in diameter, 10ft long and seemed to be going into me for ever. Then came all the liquid after which they cranked up the dough-nut and the bed on which I lay started moving into the machine - "take a deep breath, hold your breath, breath normally" was heard a bunch of times and finally it was all over.

But then, all that dye had to be removed, so they just placed the bag on the floor and allowed it to drain out again. After my past few experiences with this sort of thing, I, for one, cannot see the attraction in having fun the alternative way – but each his own I suppose!!

Then it was back to the ward where another team of lovely young ones took control, put up a huge sign saying NBM and gave me this small plastic container of some aniseed tasting liquid and I was told to drink it. This mysterious liquid has the properties of being able to liquefy any solid to which it comes in contact – and I was given it to drink?? I was told that possibly due to the insufficient intake of fluids, material in the pipes had solidified and wasn't allowing anything to pass. This had resulted in considerable back pressure which threatened to erups with the force of Vesuvius. Comforting thought indeed!!

I was then allowed to sleep.

Next morning there wasn't much of a change, I was till 8½ months pregnant with quads and the contractions were now about 1 minute apart when in walked another of the lovelies with another aniseed drink. This one worked!!!

Less than half an hour later, all solids in the offending pipes were instantly morphed into a liquid the consistency of water and being liquid, headed for the lowest point urged on by gravity. I did what seemed the 100yd dash for the toilet in under 9 secs, the heavens opened up and the Nile gushed forth in a tremendous flood. The eye of the needle had nothing on this one. My pregnancy was terminated.

That 100yd dash experience was repeated several more times that day, then just before lights out, I was given another of those explosive aniseed drinks. This worried me as I began to visualise the heavens opening while I was asleep – what would happen?? It didn't bear thinking about. But the night passed without a hitch and for breakfast I dined on another 20 kiloton drink which did work resulting in another horrendous déjà vu.

By lunch time any semblance of pregnancy had long gone as had all the contractions and I could actually bend forward from the waist again. The NBM sign was removed and I had my first taste of solid food for days – nothing ever tasted so good.

By 2.00pm on the Friday (18th) my FIGMO had counted down and with the best wishes of the lovelies, I was sent packing with my "as new" cut and polished interior.

But wait, there's more!

For a few days I revelled in my new freedom, I was home, I wasn't being woken at God awful hours to be given a tablet or have my blood pressure taken, there were no square wheeled trolleys being wheeled up and down the hall-way outside my door and the coffee started to taste like it should once again. Easter was just around the corner and I was looking forward to the planned 4 day break down on the Tweed. On Easter Thurs (24th Mar) I packed the car and along with the rest of Brisbane headed south down the highway for the Tweed. After a leisurely 2¾ hour drive, a journey which normally takes just over an hour, we arrived, unpacked, moved in and settled down for an anticipated wonderful break.

Murphy, you have a lot for which to answer!!!

I woke on Good Friday doubled up in bed in the foetal position, feeling like death warmed up, my interior had turned once again into running water and gravity was once again exerting its inexorable force. And to make things worse, Murphy had tossed in a dose of the hic-cups. Easter passed in a blur and while the family ate, drank and was merry, I went into an unwanted rapid weight loss program evacuating all un-necessary bits in a gush. Somehow Easter passed and we managed to get back to Brisbane. Back to the doc on Tuesday and back to Hospital on Wednesday - still hic-cupping. This time I was billeted at The Prince Charles Hospital where it was discovered I had contracted a bug called C.diff.

Now if you're going to catch a bug, do yourself a favour, stay clear of C.diff – it's a baddy. I was closeted away in isolation in my own room and fed anti-biotics. Eventually the pill won the battle and I was able to eat and drink again and on Monday 4th April I was able to head for home once again.

I must thank the doctors, nurses, orderlies and everyone else who worked on me at HSN and at the Prince Charles, you were wonderful, thank you!!

Now for the lecture!!!

It's all well and good being tough, brave and strong, but TBS can kill you! Men are stupid when it comes to medical things, going to see the doctor is considered "sissy" and we just put up with things hoping they will go away. I was lucky, if I had left it for another month things would have been vastly different.

We're lucky in Australia, we have one of the best (if not *the* best) health systems in the world, no matter where you live today, first class health care is readily and easily available. We used to check our aircraft every 100 hours, yet we allow our bodies to go for years without so much as an A service. It doesn't make sense!!!

Turn your life around, once you get to 60, make it a pattern and have a thorough check-up at least once a year.

It could save your life.

tb

Bugs Rose.

Alf Smith writes, he says "An update on Mal Rose reported sick in the previous RAM.

I was alerted to Mal's situation a month or so ago through mutual contacts and I have visited Mal both at the St Agnes hostel and later at his home. He is not at risk and his suspected dementia was actually the result of a high potassium level in his blood causing dementia like symptoms. He attended our RSL Sub Branch meeting in January and he was his usual, slightly cranky, self".

That's good to hear Alf - thanks!

This page left blank.

Where are they now?

9 Radio Appy.

Sean White is looking for the following 9 blokes who were on 35 Radio Appy.

Tony Baker	Dave Harper	Gavin O'Sullivan
Mark Bowen	Alan Mills	Graeme Purdy
Glenn Cottrell	John Mack	Michael Ray

If you can help, let us know and we'll pass on the info to Sean.

John Foley.

Does anyone know the where-abouts of John Foley. John started life on 17 Radio Appy back in 1963 and some say as he wasn't much good as a Radtech, they made him a proposition, either take a discharge or remuster as a pilot, he took the pilot choice. (We don't know whether that's true or not, could be!!.)

John was from the West and did a tour of Vietnam with 2 Sqn in Phan Rang (May 1967 – Apr 1968) and perhaps could have gone west again after discharge.

If anyone knows where John is these days, please let us know.

Peter Griffiths.

L-R: The late Phil Penny, Peter Griffiths, Kev Trimmer, Ray Zieba.

We're looking for Peter "Griffo" Griffiths. Griffo was on 62 RMC and 41 RTC. As a Mech he was posted to 2AD radio (1966) when the pic at right was taken. Griffo was a Queenslander and it is thought he would definitely have headed back to Qld after

discharge because as far as he was concerned, there was nowhere else worth living. At one stage, some years ago, he was believed to have worked in the Ipswich area with a battery supply firm.

If anyone can help, please let us know.

Your say!

While the Association does not necessary agree or disagree with everything on this page, we do respect the right of everyone to have their say.

Nev Smallwood.

You don't know me, but I am Nev Smallwood's daughter. I would just like to thank you for forwarding the letters from ex service personnel who served with my father, expressing their condolences and sharing some long ago memories. It meant a lot to mum.....and we both read these through our tears.

My dad was a simple self-made man whose love of the RAAF was only outshone by the love he had for my mother. He had good health throughout most of his life, only to be knocked down by Multiple Myeloma.

As will all RAAF families we did our share of moving around, which I am sure has made us better people for it (although moving around every two years was not really what we wanted as children).

Dad still marched every ANZAC day with my son Scott. He was a little boy who adored his grandfather and loved to march with him. In those days dad watched over Scott. As the years went by, it was Scott who watched over his grandfather on those marches.

At my father's funeral, we, his family, felt so proud to see the Australian Flag and RAAF

ensign draped over his coffin. He was dressed in his RAAF uniform. We know he would have loved that.

Again, thank you for caring. Please pass on our thanks to all those who have sent kind messages in this time of great sorrow.

Regards
Narelle Grigoriou nee Smallwood.

Ps...The pic above shows dad on his last ANZAC DAY march 2015. Scott is on the right.

The Engos at 1AD.

Gus Comer got in touch, he says: “A couple of stories I had forgotten. Firstly, the Engos at 1AD (circa 1956) had a dislike of Radio people, I think (Queer trades, or Moon men we got called), so they began running up the Sabres right outside the Radio Section. At full revs, they produced an enormous noise, making work inside almost impossible. The fibro-cement outer wall was pitted where little bits of gravel had hit it at high speed. Our boss had complained, to no avail. One day I was standing looking out the window, straight up the tailpipe of a Sabre, about 20m away. As the engine revs were increased, I noticed the windowpane in front of me was starting to bulge. Then, the one alongside it shattered into a million bits. I quickly ducked behind a large rectifier unit as the window I'd been looking through also came apart and a large piece of glass cartwheeled across the section. Amazingly, it took a left-wheel into the Squadron Leader's office (Roy Prowse, I think). He picked up the phone and snarled 'Get me the CTO'. They never ran up a Sabre outside our building again”.

Secondly, “In 1950, I, with 21 others, were on a training course , No 99 Wireless Maintenance Mechanic (WMM), at Ballarat (Air Ground Radio School). On one occasion, a chap named Gerry O'Connor, in the bed opposite mine in the 22 bed hut, was sorting through his socks, looking for a pair.to wear. "You Know", he said, "the test of whether or not they need washing is the wall test. If you chuck one against the wall and it sticks, it needs washing". Whereupon he flung a sock at the hut wall, and it stuck there! Flat, painted Masonite lining, how could the sock stick to it? On closer inspection, almost invisible except very close up, the point of a nail was protruding a couple of millimetres through the Masonite. By a one-in-a million chance, Gerry had hit that spot! It remained a joke for a long while. Gerry died a few years back, I had a nice letter from his wife Heather”

Spirit of ANZAC Centenary Experience

John Clarkson wrote, he says: "I attended the opening of the Spirit of ANZAC Centenary Experience exhibition recently and came away very impressed. It was on in the Melbourne Convention and Exhibition Centre (Hall 10) till 23rd February after which it packed up and headed to Adelaide. Entry is free but visitors are required to book a time slot so numbers can be regulated. It takes one to one and a half hours to absorb. It's going national and you should spare the time to have a look. You can find details of when it's coming your way and you can book a time slot here: http://www.spiritofanzac.gov.au/"

The incredible worm bomb!

Ron Shannon wrote, "We were sitting peacefully inside the other day when all of a sudden, what sounded like four double-barrelled shotguns went off together outside. It was so loud we were temporarily deafened by it. I grabbed my own shotgun, ramming shells into its magazine as I ran out the back looking for the enemy, only to be assailed by an unbelievable stench.

We have several 'Worm Farms' and we collect the liquid sh1t as fertiliser for the gardens, storing it in two litre soft-drink bottles for future use. We often also add a few tablespoons of 'Seasol' to up the octane, so to speak, but you have to be careful. The two slowly interact in a fermentation process, particularly when the weather is hot, as it has been recently. I remember preparing a 'brew' of this stuff but not using it straight away. You can imagine the result !!

The plastic bottle eventually ruptured and there was sh1t from A-hole to breakfast time and an incredibly intense stench. It painted the end wall of the house, two or three metres of eaves, the same of side walls and it was viscously dripping off the underside of the veranda roof and all over the paving. To cap it all, the dog went running through it without looking what he was doing and walked it all over the place.

I won't do that again" !!!!

True or false??

Enie Gimm sent us this, he says, “I wonder how true this is??”

“Once upon a time SGT meant someone not to muck with. Now the troops go straight to the CO to voice their concerns with how mean the SGT was for making him/her do his/her job! Then the SGT is made to do a 2 week course called “identifying ways to connect with the troops”. The SGT comes back, buys flowers and now cooks for the troops whilst doing their job at the same time. SGT is now called into the WOFF office and disciplined for allowing the troops to take advantage of him and sighted for bribery allegations for buying flowers.

SGT is convicted and discharged.

CO promotes the CPL into acting SGT’s role and recommends the “identifying ways to connect with the troops” course. CPL completes the course buys flowers and now cooks for the troops whilst doing their job at the same time. CPL/Acting SGT is now called into the WOFF office and disciplined for allowing the troops to take advantage of him and sighted for bribery allegations for buying flowers.

CPL/Acting SGT is convicted and discharged.

WOFF is called to appear before the CO and asked to retire as he has failed the SGT and the CPL. WOFF says “Bugger you” retires and takes 35 years of experience with him. CO summons officer execs into a conference and demands to know why the Junior officers haven’t looked forward and planned for these early retirements. The most intelligent junior officer speaks up and suggests that the CO is to blame for this very predicament and is then made the escape goat, he discharges and goes on to run the next fortune 500 company.

Meanwhile, all the troops now expect their SGT’s to cook dinner and give them flowers, they send a representative to the CO once again to voice their rights. CO looks blankly at the troop and has no idea what he is talking about, tells him to go through his chain of command and to stop wasting his time. CO tells the new WOFF that his first duty is to discipline the troop for not using his chain of command. Troop “now confused” tells the WOFF that they need their SGT’s to be tough and if they had tough but fair SGT’s, he wouldn’t have bothered the CO, although still confused weather the CO still has an “open door policy”.

New WOFF recommends to the CO that all SGT’s under his command need to toughen up. CO agrees and sends all SGT’s to do the “identifying ways to connect with the troops” course. CO gets promoted to a staff position and self nominates to be recognized for an “Order of Australia” for having the foresight and changing the Defence culture within his old unit. Having being recognized for his services, receives another promotion and is now put in charge of changing

the Defence culture and he issues all SGT's within the Defence force do the "identifying ways to connect with the troops" course.

Politicians are now wondering which idiot "stuffed the Defence Force", recognize that they have a major cultural issue and summon the old CO to fix it. He orders that all junior officers, WOFF's and FSGT's to do the "identifying ways to connect with the troops" course.

Meanwhile, the troops are now getting frustrated with the system that is supposed to give them discipline, the smart ones discharge, leaving massive holes in the rank structure which become filled by the remaining troops that are left. These troops complain to each other that they long for the old SGT who told them off because at least they knew were they stood."

Yarloop bushfires

Ernie Gimm says again, "The below was received from ex WRAAFie Jan Delaney on behalf of husband Del. They lost everything in the Yarloop bushfires. Are you able to assist/direct Jan on her request for a Ballarat tie. I should think Googling the Ubon Assoc would be the best bet for that tie. Jan says "Subject: Radscl ties.....Hello there, This is on behalf of my other half, Bevan. He is seeking a Radscl tie, such as he purchased at Ballarat Reunion (whenever) as he didn't rescue his on 7th January. He is also looking for a replacement for his Ubon Group tie.....(Has lost oodles, but these are most important).!! IF anyone out there can help he would be forever grateful!! Thanking you all for your thoughts etc. etc., JanD. and Bevan.....

After both suffering from depression for a while, the wife and I were going to commit suicide yesterday. But strangely enough, once she had killed herself, I started to feel a whole lot better. So I thought, "Screw it, ...soldier on!"

Not funny Lisa!!!

That not so very funny woman from the West, Msss Lisa Williams, thought she would send us something that she considered was ever so very very funny. It was obvious she had found this advertisement in a "Boys' Own" manual and had the temerity to change the meaning by changing the words "Women" to "Men" and "Men" to "Women".

Dastardly!!

We can just imagine Msss Williams, after she had changed the words and hit the Send button, would have been rolling around on the floor, laughing uncontrollably and shouting “gotcha, gotcha, gotcha”.

We were not amused!! Msss Williams, you have now been erased from the Christmas Card List.

Click HERE - What do you think??

Climate Change.

Dear Editor,

I was dismayed to see, in the most recent edition of RAM, several pieces supporting the position that global warming is either a myth or a conspiracy.

In none of the articles is there a shred of evidence supporting the "Global Warming is a Myth" hypothesis.

One piece said, "for every argument for it , there is an equal and opposite argument against it."

Well no, sorry, that's not the case. Assertions made without evidence, or with inaccurate reflections of the evidence, do NOT equal those that are evidence based.

It's also asserted that there are "Believers" and "Sceptics".

Well, wrong again.

I belong to a group that neither believes nor disbelieves. I simply go to the source of the facts, check that they're properly sourced and quoted and read them.

A great many people do the same thing. The inevitable conclusion is that Global Warming is happening now and constitutes a serious threat.

As Daniel Moynahan said, "You're entitled to your own opinion but you’re not entitled to your own facts."

We now have the Paris Agreement, where more than 190 countries signed on to taking dramatic action to fight Global Warming.

Are the authors of these articles asserting that all 190 countries are participating in this conspiracy theory? And if so, against whom?

Isn't it time RAM stopped promoting this utterly discredited position, get on board and start doing something to help.

After all, didn't most readers originally join up to protect our nation against threats?

Well, according to the US Joint Chiefs of Staff, Global Warming will be the most serious security threat affecting the US in the 21st C.

The same can and is being, said for Australia.

I counsel readers to also stop believing or disbelieving in Global Warming. We are all sufficiently well trained as technicians to trust the measurements.

Go look for yourselves. Reliable data isn't hard to find. And the story the measurements are telling us is crystal clear.

In my view, by giving disproportionate space to these rather silly assertions, RAM runs the risk of discrediting all of us, which in turn makes it harder for government, etc, to take us seriously when we campaign on genuine issues.

Have a look at THIS. The data used to assert that there's been no warming over the past 18 years is cherry picked. The fact turns out to be that 1998 was an exceptionally hot year so the deniers choose that year to start the graph. *(1998 was also an exceptional El Nino year – tb)* The scientist who compiled that graph, has himself said it's being totally misused and he, the scientist, showed how Andrew Bolt is lying about his data. This is what happens when we actually do what we did as Radtechs, when we actually check the facts. We discover that the debate about global warming is over. It is happening. It is caused by human activity. The problem is intellectual laziness, and I'm ashamed of my fellow ex radio guys for falling into the trap by being too damned lazy to actually find out a bit about reality.

Next time deniers get on an airplane, they might just remind themselves that they're trusting the science. Next time they need an MRI because they have cancer, they trust the science, but on global warming, they're so arrogant they think they're smarter than the scientist. There are only two countries in the world where this debate is still happening. Australia and the US. Why do you think that is? Because in both those countries, right wing governments saw political mileage in denialism. And millions of intellectually lazy Americans and Australians got sucked in. If RAMS is to remain credible, it should stop aligning itself to a view that is increasingly being seen around the world as sheer stupidity.

G

Regards,

Anthony Element

Anthony, thanks for your mail, I think we have stated on several occasions that no-one in their right mind would deny that Climate Change is happening, what we question is the cause, why is it changing??

Contrary to what you say, there are a considerable number of people who do not blindly agree that man is causing climate change through the emission of CO_2,

Have a look at this video for starters tb

We're dismayed, Anthony, the way people accept this man made climate change liturgy without question – it has become virtually a religious cult with belief and faith over-ruling intelligent thought.

Here's some more info that seems to put doubt into the zealots unwavering belief in man-made climate change.

Truth of the matter …..

When was Australia's hottest day? Not this century, but in 1828 when it reached a blistering 53.9°C

Back before man-made climate change was frying Australia, when CO_2 was around 300ppm, the continent savoured an ideal pre-industrial climate…….. RIGHT? – NO!

This is the kind of climate we are spending $10bn per annum to get back to….. Right again?

We are told today's climate has more records and more extremes than times gone by, but the few records we have from the early 1800's are eye-popping. Things were not just hotter, but so wildly hot it burst thermometers. The earliest temperature records we have show that Australia was a land of shocking heatwaves and droughts, except for when it was bitterly cold or raging in flood. In other words, nothing has changed, except possibly things might not be quite so hot now!

Researching records from early explorers and from newspapers has uncovered some fascinating data, it's as if history is being erased! For all that we hear about recent record-breaking climate extremes, records that are equally extreme, and sometimes even more so, are ignored.

In January 1896 a savage blast "like a furnace" stretched across Australia from east to west and lasted for weeks. The death toll reached 437 people in the eastern states. Newspaper reports showed that in Bourke the heat approached 120°F (48.9°C) on three days. (Refer HERE, HERE and HERE). The maximum temp at or above 102 degrees F (38.9°C) lasted for 24 days straight!

Use the several links below to read the news reports at the time for yourself ……

1. By Tuesday Jan 14, people were reported falling dead in the streets.
2. Unable to sleep, people in Brewarrina walked the streets at night for hours, thermometers recorded 109F at midnight.
3. Overnight, the temperature did not fall below 103°F.

4. On Jan 18 in Wilcannia, five deaths were recorded in one day, the hospitals were overcrowded and reports said that "more deaths are hourly expected".
5. By January 24, in Bourke, many businesses had shut down (almost everything except the hotels).

6. Panic stricken Australians were fleeing to the hills in climate refugee trains.

As reported at the time, the government felt the situation was so serious that to save lives and ease the suffering of its citizens they added cheaper train services. What is most interesting about this was the skill, dedication and length of meteorological data taken in the 1800′s. When our climate is “the most important moral challenge” why is it there is so little interest in our longest and oldest data?

Who knew that one of the most meticulous and detailed temperature records in the world from the 1800′s comes from Adelaide, largely thanks to Sir Charles Todd.

The West Terrace site in Adelaide was one of the best in the world at the time, and provides accurate historic temperatures from “Australia’s first permanent weather bureau at Adelaide in 1856″. Rainfall records even appear to go as far back as 1839.

The media are in overdrive, making out that “the extreme heat is the new normal” in Australia. The Great Australian Heatwave of January 2013 didn’t push the mercury above 50C at any weather station in Australia, yet it’s been 50C (122F) and hotter in many inland towns across Australia over the past century.

We get more mail from people questioning the man-made dogma than we do from those who blindly accept it as a lay down misère. Our suggestion, don’t be suckered in by this alarmist dogma – don’t just blindly believe anything and everything the ABC and other fanatics pour forth- keep an open mind and question. HERE’S a good site from which to start. tb.

I woke up this morning at 8, and could sense something was wrong. I got downstairs and found the wife face down on the kitchen floor, not breathing! I panicked. I didn't know what to do. Then I remembered McDonald's serves breakfast until 10:30.

4/87 SERGSUPMGMT.

We heard from Denis Park, he says: “I joined the RAAF in 1969 (Recruit Course 1018) and became a RADTECHA on 39RMT. I left the RAAF in 1990 to transfer to the army. My final posting was 5Sqn/ADFHS Fairbairn as FSGT Avionics.

I noticed in the Association magazine Vol25 on Page 8 there was a photo with Sergsupman ? The course was 4/87 SERGSUPMGMT Course and was held at Wagga 20Jan87-27Feb87.

Back Row L-R: Sgt John Burgess, Cpl Don MacQueen, Cpl Dan Vaughan, Sgt Grant Jones, Sgt John Roser, Sgt Ken Graham.
Middle Row L-R: Cpl Eric Gatehouse, Sgt Denis Park, Cpl Wayne Girdlestone, Sgt Peter Meekings, Sgt Bill Gibson, Cpl Greg Millington, Cpl Flo Nightingale, Sgt Kel Roser.
Front Row L-R: Cpl Sandy Smith, Cpl Dave Hall, FSgt Trev Sanderson (Course Director), Cpl Milo Koprek, Cpl Bob Carruthers.

Above is the same photo in the article but in better condition with the names of the course members at the bottom.

Also have a course photo from the 10/87 Instructor Trade Course (IT) held at Wagga (send it to us please Denis – tb)

K

I would like a photo of 39RMT Course 1970 if there's one to be had. (If anyone can help with a copy of 39RMT please send us a copy and we'll publish it.)

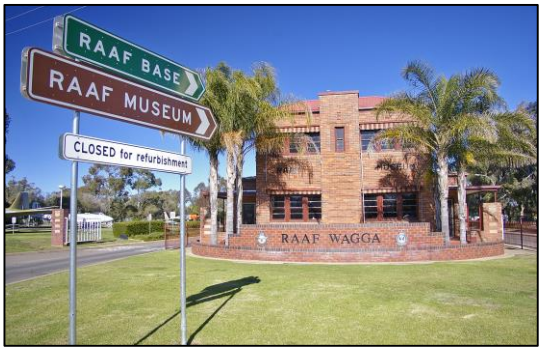
Toilet roll holders.

Fred Griffiths writes, "Your very erudite dissertation on the correct direction to place a roll of toilet paper on the holder covers the very mathematical and physics aspect, but omits one very important element - that being whether you have small children and/or cats in your house! See attached link for self explanatory video for the correct mounting of the roll in cases where cats are present.

<iframe width="800" height="600" src="https://www.youtube.com/embed/1Z9YNmCIscs?rel=0&showinfo=0" frameborder="0" allowfullscreen></iframe>

RAAF Base Wagga

Fred Griffiths also says, "Re Vol52, Page 10. Just read with great interest your long story about RAAF Base Wagga. I have recollections of Wagga as the first place we lived on immigrating to Australia from Canada in February 1967. Loved that little town, well it was really a city by then I suppose. I had applied from Canada to radio 2WG to be an announcer. However between the time I sent the demo tape of my work, and our arrival, by ship in those days, some 3 weeks later, the station had changed hands and they didn't want a "Yank" sounding voice on their station. So I went to work for K & M Duff as an electrician's assistant, which brings me to the connection with the military bases at Wagga.



K & M Duff had the contract to repair the Lightburn washing machines at the bases. As old military types may know, Lightburn was actually a manufacturer of concrete mixers and washing machines - and one could be forgiven for not being able to distinguish between the two. The calls to Kapooka and the RAAF base were usually to repair and replace parts damaged by the young blokes having used the machines to wash motorbike and car parts. Seems they would pour in a quantity of Varsol, add various parts and turn the machine on. Eventually something would break and a call would be made to K & M Duff. When we inspected the machines the smell of Varsol was still evident, along with the dings and dents in the revolving drums.

Your article also brought back a lot of memories of "rookies" (at 1 RTU Edinburgh for me) when I joined up in 1972. As your article says, a lot of things have changed in the technical department and accommodation area, but it seems a lot has remained in the personnel and character building field.

Again, a great read, now back in Canada when we're not enjoying the warm weather of Costa Rica.

This page left blank.

News and Reunions!

RADIO Reunion.

John Broughton (on the left in the pic opposite) has planned a reunion for Ex-RAAF Radschool bods (and bodettes) which will be held at the Kedron Wavell Services Club in Chermside (Brisbane) on the 22nd and 23rd April 2016. Anzac Day next year falls on a Monday so the idea is to hold the reunion on the Friday (22nd) (a meet and greet) with a dinner on the Saturday night (23rd) then those that wish can march under the Radschool Banner on the Monday.

There are other events planned too, you can see more about the reunion by going HERE. Unfortunately, if you haven't already registered, you've left it too late, due to catering requirements, the doors are now closed.

We'll have lots of pics in the next issue.

35 Sqn Freedom of the City.

John "Sambo" Sambrooks, the People's Champion and also the Secretary of the RTFV/35 Sqn Association advises that a Freedom of the City march/parade will be held in honour of 35 Sqn in Cooktown (Qld) on the 6th August 2016 – and "we're invited". The parade is being organised by a CPL Renae Halley from 35 Sqn

The RAAF's plan is:

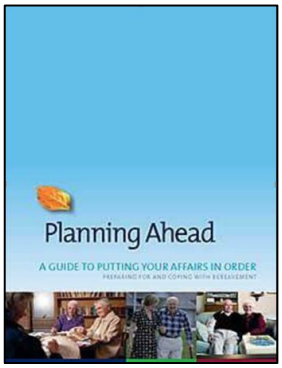
- 35SQN Executives and parade members arrive on a FRIDAY.
- Conduct FOC march the following SATURDAY.
- conduct a post parade fuction on that SATURDAY.
- organise a 'social' event with local residents the following SUNDAY (ie: cricket match and BBQ lunch).
- all 35SQN members depart late SUNDAY or MONDAY.

The Freedom of the City was given to the 35 Squadron in 1998 as a result of the close ties between the Squadron and the Cooktown community over several years.

Sally Eales, the Tourism and Events Officer with the Cook Shire Council has offered the local accommodation options available in Cooktown and you can see the list HERE

I only drink a little but when I do I change into another person and that person drinks a lot!

Planning Ahead.



Many members of the veteran community are reaching a stage in life in which they may be considering the impact that bereavement could have on their loved ones. In particular, they may be thinking about what they can do now to assist their loved ones manage such an event in the future.

Planning Ahead has been developed by the DVA and is designed to provide information to help veterans and their families prepare for bereavement. The personal information and checklists will help ensure that important information is available to families when it is needed.

Many ex-service organisations and a number of other key organisations have assisted with this booklet, including the Public Trustee's Office, the Law Society of New South Wales, Tobin Brothers Funeral Directors and the Australian
Pensioners and Superannuants Federation. The cooperation and contribution of these organisations has been invaluable.

The services and organisations listed in the booklet, including the Department of Veterans' Affairs, are always ready to provide whatever assistance you may require.

You occupy a special place within the Australian community. The Australian Government and the Department of Veterans' Affairs are committed to listening to your needs and responding in a way that recognizes your importance in Australia's past, present and future.

You can download the booklet from HERE.

There is also a checklist that can be used to record the contact details of important people, businesses and organisations that may need to be notified in case of your death. You can get that HERE. There is also a Personal Information Sheet (HERE) which will help your family with

personal information in the difficult time following bereavement and if you choose to complete and retain THIS FORM (your medical details) it might be useful too.

East Sale Reunion.

All East Sale people are invited to the 2016 reunion which will be held at the Coolum - Peregian RSL Club on the Sunshine Coast from Friday 18 Nov to Sunday 20 Nov 2016.

It's a way off yet, but doesn't hurt to block out the dates in your diary now. Click HERE to download a flier.

Caloundra Memorial Wall.

Bob McInnes, an old RAAF box packer and now the OC of the Caloundra RSL Club recently got in touch. The Caloundra RSL, definitely the best Queensland RSL Club outside of Brisbane City, has recently dedicated a memorial wall in their Memorial Gardens which has been built at the back of the Club under their refurbished Iroquois. The wall is to honour members of the Australian Defence Forces who have served in both times of war and times of peace and who have helped build the Australia we all enjoy today.

Any Navy Ship, Group or Base, any Army Platoon, Company or Regiment and any RAAF Squadron, Section or Base is eligible to have a plaque placed on the wall and be remembered.

2 Squardron (Phan Rang) is the first Unit to be remembered.

All plaques will be the same size and colour and will cost about $120 (depending on wording). It is not intended to “over-verbiage” the plaques, just a few simple words, crests and dates, as above, is all that is needed.

If you would like to have your unit represented on the Wall, get in touch with Heather Christie via email to sub.secretary@caloundrarsl.com.au or you can ring her on 07 5438 5800. Once you’ve sorted out what you want, Heather sends your request off to their plaque manufacturer who will build and mount the plaque and will bill you direct.

This is a wonderful initiative and every ADF Unit should be in it.

The people who wonder whether the glass is either half full or half empty miss the point. The glass is refillable.

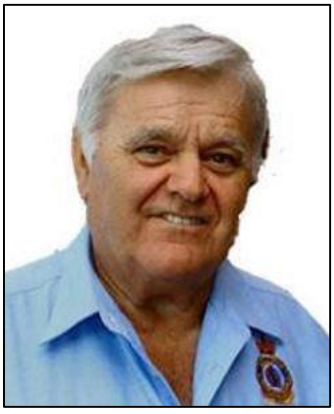
RAAF Vietnam.

RTFV-35Sqn has advised us that this year the Brisbane group will be holding their ANZAC Day post march get together at the Jade Buddha in Eagle Street. Some years back, when the Jade

Buddha was called "City Rowers", RTFV-35Sqn used to meet there but was forced to look elsewhere when the business was sold and closed for a long period during renovations.

RTFV-35Sqn has got together with 9 Sqn and they propose to hold the "get together" under the "RAAF Vietnam" banner.

Interior of the Jade Buddha.



They have thrown the invitation open to any RAAF people who served in Vietnam (and their partners) to join them on the day. The 3 Sqn Association, which represents blokes who served in Malaysia have agreed to join them and they hope that 2 Sqn will join them in 2017 after the agreement they have with their current establishment expires.

Cost for the day is $25 per person which includes entry fee and wonderful food (see HERE). The Jade Buddha has agreed to provide XXXX Gold at a reduced price of $5 per schooner.

So, if you were 10SU or HQ or with a Herc supply unit (or any other unit) and you would like to join the RAAF Vietnam mob after the march, let "Sambo" (the People's Champion) know (johnsambrooks@optusnet.com.au) so you can be catered for.

The view from the balcony.