

THE RAM

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

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Jun 2017



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 Judy Rodwell and we have lots of pics of Courses from years gone by. See Page 3



If you own an Apple computer, don't be complacent, they do attract viruses. And, be careful if you use public WiFi.

See Page 4

The RAAF Surface Finishers held their reunion at Ipswich.

See Page 5



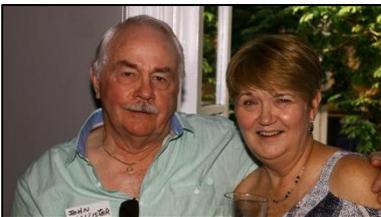


DVA have announced grants to support young ADF members when they leave the forces. Well done!

See Page 6

Ian "Tiny" Ashbrook continues his story – well worth a read.

See Page 7



The Djinnang Association held their annual get together at the Trans hotel in Brisbane.

See Page 8

Jet engines are interesting bits of machinery. As is Big Ben in London, how does it keep perfect time?

See Page 9



Butterworth was an amazing posting, all those who spent time there have fond memories.

See Page 10

Does aromatherapy work? And what are the effects of stress on your body?

See Page 11



Jeff continues with excerpts from his book "Wallaby Airlines".

See Page 12

ANZAC Day in Brisbane was once again wonderfully supported by the public.

See Page 13



Back in September 1975, one of the RAAF's Caribous was hi-jacked.

See Page 14,

The Australian Vintage Aviation Society held their second Airshow at Caboolture airfield.

See Page 15





John recounts his experience flying the modified Australian Vampire.

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.

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

2021 – the RAAF's 100 year anniversary.

In 2021 the RAAF turns 100 – and we're going to celebrate – big time. See [HERE](#)

RAM thought for the day.

Laughter is the fireworks of the soul.



Reunions.

If you're having a reunion and you would like us to cover it and publish it, let us know and we'll see what can be done.

Errors

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



IN MEMORY OF

Jenny Gimm.

Ernie Gimm has advised that his lovely wife, Jenny, passed away peacefully at 10.30pm on the 2nd April.

Section Officer Jenny Hickey, as she was, married Ernie, a FSgt, in 1971 and because of the stupid laws in force back then, Jenny had to resign her commission. When they met, Jenny was the OIC WRAAF at MTU but after resigning and then marrying in Stanthorpe, they drove to RAAF Darwin to where Ernie had been posted and Jenny went back to her old profession of Radio Announcer on radio station 8DN. She later joined the Public Service with the Dept. of the Northern Territory. In 1973 Ernie was posted from Darwin to DTels in Canberra and Jenny transferred as a public servant to DTel Eng where she worked in the tech library. After Canberra, they were transferred to Butterworth then Wallgrove (now the site of the Eastern Creek Raceway), then in 1981, after Ernie took his discharge, they settled in Townsville where Jenny spent her time on various committees and on various golf courses.



Jenny was buried on Thursday 6th April at the Ryan Community Centre, Kirwan, Townsville. She was 79 years old.

A lovely lady, she will be sadly missed.

Barrie O'Callaghan

Barrie was a Sumpy from No1 Intake. Dick Tracy says "I worked with him during my early days at Sale. With the passing of Barney Collett, I was going to take Barrie O'Callaghan to his funeral. He wasn't answering his phone so I drove around to be told by his next door neighbour that he had passed away. Searching shows that he passed away on the 12th of March this year.

Unfortunately, we have no further details.

RIP Barrie".



Cliff Collett.

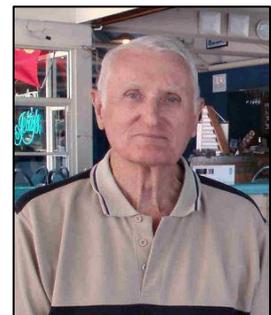
“Dick” Tracy has advised that Clifford Edwin 'Barney' Collett (06.08.1931 - 26.03.2017) had passed away in March.

Dick, who attended Cliff's funeral (below) which was held on the 3rd April in Sunbury Vic. says there was a good representation of ex-apprentices with Anzac Fred Price, Graham 'Chook' Henry, John 'Blue' Leeden, Ian Smith, and Bill McGrath.



Peter Denham.

Ken Seward has advised the passing of Peter Anthony Denham who passed away peacefully on the 29th March. Peter was a former WOFF Telstech at 3TU. His funeral was held on the 5th April at 10:30am at Midland in Western Australia.



Llewellyn CK Robb.

Warren Dickson advises the sad passing of another Beaver - that of Llewellyn C K Robb. Llew passed away on Monday 4th April 2017 and is the 20th Beaver (15 Appy) to have passed away.

Llew was born on 17th January 1945. He enlisted in the RAAF for 15 years' service as an engineering apprentice on 17th January 1961 and began his 1st year apprenticeship in 2 Flight - the Kiwaroos.

Warren says: "I didn't have much contact with Llew during our RAAF service as our paths seldom crossed, with one exception, that was at Butterworth when I used to go and watch the events of the RAAF Butterworth Motor Club, especially the hill climbs, which Llew not only participated in but also organised. However, 25 years ago when I moved to Canberra, I found the Llew lived only two suburbs away and our paths then crossed more regularly. Llew couldn't handle the computer world so I became his Beaver Buddy and delivered a copy of the Beavers Email whenever it came out. I also took it on myself to try and educate him on the mysteries of the computer - which he finally mastered and then when he discovered the Internet he was continually sending me "interesting" items with his particular twist and comments. He took me on a spin around Wakefield Park track in his Sunbeam Alpine a couple of times and scared the living daylights out of me. I always enjoyed those weekends at Wakefield. Llew was proud to be a Beaver and in his own little way wanted to do as much as he could whenever the reunions came around. For our 50th here in Canberra he was in his element when he proposed that we produce a commemorative reunion port which I was initially opposed to but which was amazingly successful not only for that reunion but for all the reunions since.

He classified himself as a semi-retired volunteer vehicle restoration person (you should see his shed!!) and did some fantastic work on all types of old vehicles, including Bob Menzies' old Prime Ministerial staff car (Bentley – right), for the Australian War Memorial and the National Museum. He also loved his curry and he and I had regular curry lunches at various establishments around Canberra.



Not long after I moved to Canberra, Peggy Anderson organised for all the Canberra based Beavers to have a dinner together because Rob Wilson was visiting. I think Llew had a hand in assisting her with that event and from then on, Llew was always pushing for regular Canberra Beavers luncheon or dinner outings. We still meet regularly now with John Bone taking over to organisation matters. He was often difficult but always eager to help - a typical Beaver actually.

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Peggy advised that he had been visiting someone and left the house and got into his car. When the person came out of the house they found Llew slumped over the steering wheel. It must have been a stroke or heart attack. What a way for a truckie to go.

Here are a few photos in memory of Llewellyn Robb. A good "Furry Dam-Worker".



Warren Dickson and Llew at the port bottling for the Beavers 50th anniversary reunion. 2011.

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L-R: Dave Court, Dennis Stringfellow, Llew Robb, Russ Cross all ready for the Wagga Freedom of the City Parade, 1961.



2011 - Llew at the AWM during the Beavers 50th anniversary reunion.
That jacket is the original one Llew got when he left Wagga in 1963.

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2011 - Llew having a well-earned smoko at Ron and Gail's place for the farewell function of the Beavers 50th anniversary reunion.

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2012 - Richard Stone, Warren Dickson, and Llew Robb at the launch of Richard's book "A Boy's Journey".



2015 - Llew at the Wakefield Parkway raceway with his beloved Sunbeam Alpine which he used to race every 3 months.



Peter Ryan.

John Webster advised the passing of Peter Charles Ryan OAM who died on Thursday the 6th April 2017. Peter was a framie and served with 9 Sqn in Vietnam from 11/06/1968 to 05/06/1969. After he left the RAAF, he studied for and obtained a law degree and spent many years helping Vietnam Vets in and around the ACT. He was the president of the ACT chapter of the Vietnam Veterans Association from 2003 to 2013.



Peter was born in 1946 in Mount Lawley, West Australia and joined the RAAF in 1965. After the RAAF, he settled in Canberra and worked in the printing industry and somehow found time for studies, obtaining both an arts degree and a law degree. About that time, he was diagnosed with heart disease and PTSD and finally was diagnosed with cancer which forced him to retire from most of his former roles.

He was buried on Tuesday the 18th April 2017 at the Anzac Memorial Chapel of St Paul at the RMC Duntroon in the ACT.

Dale Elizabeth Bradley.

Dale Bradley, who as Dale Arnold, joined the RAAF in 1992 and was on [1-92 Commsop Course](#), sadly left us on the 13th April 2017. Dale had an accident while diving at Woodman Point, 8 km south of Fremantle. She was pulled from the water unconscious and taken to hospital but sadly, did not revive. She was only 45 years old.

Dale left the RAAF in 2000 and joined the Computer Sciences Corporation in Perth WA to work on their IT Service Desk where she stayed until 2007 after which she was involved in many community service organisations.

You can see a Channel 9 news report [HERE](#).



John “Lee” Scully.

Sadly “Lee” Scully, a recent Past President of the RAAF Vietnam Veterans Branch tragically lost his life while motor bike touring in the US. The incident occurred near Santa Fe while riding Route 66.

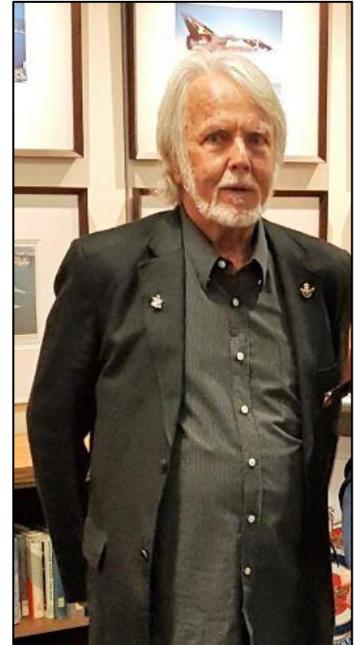


Police in the US state of New Mexico are investigating a fatal motorcycle crash involving a 76-year-old Melbourne man. New Mexico state police Sergeant Cornell Evans says John Scully was on State Road 104, in a remote area in the northeast part of the state, when he lost control and crashed on Wednesday. The Toorak man was pronounced dead at the scene.

"The only thing we know so far is he was with a tour group and he just ran off the road," Sergeant Evans said. "He was on a state highway near a little town called Conchas Dam, and it looks like he was going around a curb when he left the road."

Carl Schiller, OAM CSM, President, Air Force Association (Victorian Division) says: "Lee was a highly respected gentleman who displayed a real sense of humanity. There's no doubt he will be missed by all who knew him. I am very saddened by the news.

"Lee" served with RAAF Transport Flight in Vietnam from April 1965 to Dec 1965.



Jim Benson.

Noel Hadfield advises: "Sadly, I have to inform you that Jim Benson died on the morning of the 22nd April. His farewell was held at the Norwood Park Crematorium (Canberra) at 1030 on Monday 1st May. He will be sadly missed."

Baillie McKenny.

Back in Feb 1975, Sqn Ldr Baillie McKenny AFC, was the CO of the RAAF's first detachment to the UN's [Military Observer Group](#) in Rawalpindi, Pakistan. Sadly, Baillie passed away on Thursday, 1 June, age 79. Baillie, who was 38SQN's Operations Officer in the late 60's, early 70's had lived in Canberra from 1977 to 2013 when he moved to Adelaide.

His funeral service was held on Thursday, 8th June at the Uniting Church, in Westbourne Park SA (Adelaide).



Frederick John (Fred) Wrigley.

Fred Wrigley, a well-known and respected Radio Officer, and one time Commanding Officer of RAAF School of Radio, (15 April 1975 – 17 Jan 1978) died in Wangaratta (Vic) on the 3rd June 2017, aged 91.



His funeral service was held at the Mason Park Chapel in Wangaratta on Friday 9th June 2017.

See [HERE](#).

Archie Gates.

John Stewart, the Secretary, [3 Telecommunication Unit Association](#), advises that Archie Gates passed away on the 23rd May. Arch was a much respected, long term member of 3TU and the 3TU Association. He will be sadly missed by many. His funeral was held in Padbury WA on Tuesday 30th May.

Michael Dunne.

Ron Faulkner advises that Michael (Mick) Dunne passed away on Friday 16th June at the John Flynn Hospital Tugun (Qld). Michael's funeral was held at the Tweed Heads Chapel, 176 Kirkwood Road Tweed Heads South on Friday 23rd June.



David Bertrand Marshall Whately.

Dave Whately was born on the 31st December 1941 and sadly left us on the 26th May 2017.

Dave was a Wombat and began training at Wagga in February 1958 on No 12 Intake. The Wombats are recognised as one of the most closely knit ex-Air Force groups and they have always looked out for each other. On the 1st June 2017, the Wombats gathered in Brisbane to farewell one of their own.





Dave Whately, nicknamed “Sluggo”, was raised on a wheat farm at Wyening in Western Australia. He joined the RAAF as an Apprentice Armament Fitter and was selected to undergo further training to bring him up to diploma entrance level. After his apprentice graduation, he spent a further four years studying electrical engineering at RMIT finishing in December 1964. He was then commissioned as an Armament officer.

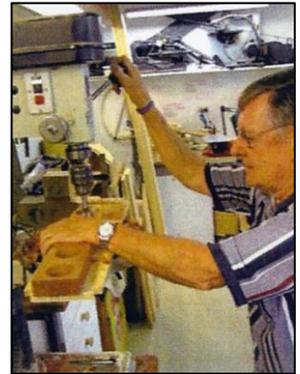
Some of his postings were:

- 2AD Richmond
- Ammunition Depot Kingswood
- Canberra OCU Amberly
- 2 Squadron Vietnam
- Ammunition Depot Kingswood
- HQSC
- Royal Military College England
- Staff Course Canberra
- HQOC
- Embassy Washington

He was promoted to Wing Commander on 1st January 1982 and resigned in 1986 when he moved the family to Brisbane where he managed an airport car park.

He was a handyman and always had to have a project running. After his retirement, he was involved in the Men’s Shed organisation

David is survived by his wife Gail and their three children plus grandchildren



Geof Schmidt remembers:

- The time for Dave to return travel by train to West Australia bit heavily into our Christmas leave break so twice, Dave accepted an invitation to join the Schmidt family for Christmas at the family farm outside Corowa NSW. Patriarch Tom Schmidt, a crusty old wheat farmer was impressed with Dave’s knowledge of wheat farming from when Dave grew up on his Grandfather’s farm at Wyening, West Australia. Mum and Dad loved “little Dave” and when son Geoffrey made subsequent phone calls home, in the first couple of sentences Tom and Mary would ask “How is little Dave” followed by “and “oh, how are you?” In latter, years when I recounted those “little Dave” Christmas visits to Corowa, Dave would remind me that he was at least a half an inch taller than me!
- Dave and I were fellow Diploma students and we shared a four bed billet with Mac Weller and Cec Thomson. Dave would scoff down his lunch and quickly return to the block, light a fag, grab his latest book and read for about 20 minutes before we had to return to our classrooms. He was a prolific reader and consequently had an impressive level of general knowledge. Dave constantly read novels and spent little time studying but still passed exams with little trouble. In turn, he was the envy of many other Diploma

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students who had to study their butts off to scrape “51%” passes, or worst still to have to re-sit a supplementary exam.



Proud owner of a spiffy red Triumph TR3A sports car, he lost control on the Calder Highway, the car flipped and Dave ended up pinned under the driver’s door. Luckily the door was scalloped, otherwise he would have been cut in half. He did however have his eyeball pierced by some roadside saffron thistles – tragically one eye was severely sight impaired.

Vale Dave, thanks for the memories, I will miss you.

Page 3 Girl.

Our lovely Page 3 girl this edition is Judy Rodwell

Judy says: "I was born in Ipswich, where my parents grew up and was raised in Townsville. After graduating from High School I went to work in the Banks where I made a friend who was dating a RAAF'y. Her partner and his section would have pay night dinners out in Townsville and one night she invited me to come along, it was at this dinner that I met my ex-husband John.



My Dad was a Nasho and it was not an enjoyable time for him and really turned him against the military so I was a bit nervous to tell him I was dating a RAAF'y. His reaction wasn't too good but at least he was civil. 3 months later we announced our engagement and Dad was happy to hear that John had seen the light and was going to discharge from the RAAF and get a 'real job' after we were married. Though that all changed when 12 months later we were married and John was offered a posting to Pearce if he signed on for another 3 years.



I knew John was enjoying his time in the RAAF and didn't really want to discharge so I supported his decision to 'sign on' and accept a posting to Pearce as this is what he had wanted for several years. I was really looking forward to a new adventure and the excitement of driving across the Nullarbor.

The reality wasn't as exciting as I thought (I had just turned 21) I had never left Qld and the only time I remember leaving Townsville was when we had a weekend break in Bowen or visited my



Nan in Ipswich. Life was tough, I had no job, no friends, I had to wear 3 jumpers to stay warm (it was June and freeeeeeeezing) and no idea of where things were or how to get around in Perth. John would get on the RAAF bus at 0630 and wouldn't get dropped off until 1730. I could not believe how hard it was to get a job when you were married to someone in the military. I had managed to find a temporary full time job but I didn't like the fact I could be job hunting again in a few months so one day I decided to join the Air Force.

I went to the Perth recruiting centre with absolutely no idea of what I wanted to do, I just walked in and said I wanted to join the Air Force. They asked me what I wanted to do and I stood there dumbstruck and said I'm not sure but my husband is a Telstech so I would want a job that could go the same places he can. After chatting to me they told me I'd be perfect as an EDPOP, a what???? An Electronic Data Processor Operator (around 1992 we amalgamated with COMMSOPS to become CISCON's). It sounded great so I told them I'd take it, they booked me in for my tests one week later and told me I had better start running as I needed to pass a 2.4km run when I joined.

That night I went home and told my husband that I was tired of not getting jobs because he was in the RAAF and I didn't want to go through it again when he was posted. Then I told him I was signing up for the Air Force and my exams were in 1 week – he was surprised.

The week went really fast and finally it arrived, I turned up ready to do what it took to get a job. It was an extremely daunting day as when we arrived they explained that we'd all go into this room and be given a test, at the end of it we would all wait outside and once they had marked the tests they would call us back in, if our name wasn't called then we weren't successful and had to leave. Luckily I made it to the last test, though we had lost a few bodies during the process. I was then sent to my medical and psych appointments and finally the CO. Three weeks later I received a call and was asked if I would like to join on the 16th January 1989, it was less than two weeks away!! If I didn't take it then I would have to wait another three months and I might not be given a second chance, so I said yes.

I completed 10 years in the PAF and then discharged after our twins were born, two years later I joined the RAAFAR where I still am today.

I've had a great career, made some good friends and had the opportunity to go on Exercise Kangaroo 95 and attend many courses. I've done things that I would never have had the opportunity to do if I hadn't joined and as a Reservist I've worked in areas that CISCON's don't normally work in. I currently work at the RAAF Amberley Aviation Heritage Centre.



The Air Force has taught me that no matter how daunting things look, whether you've done it before or not, whether they've trained you beforehand or not – jump in and start swimming.

With that in mind I am now going to start a University degree as a 'mature age' student. It's daunting and I do worry about not having the security of full time employment, but – here goes."

Women in the ADF

Australian servicewomen now comprise 16.1 per cent of the permanent full-time ADF and there are currently 266 women serving overseas on ADF operations, representing about 14 per cent of the total deployed force.



There are now 82 women in senior officer positions, Group Captain equivalent and above, compared to 48 in February 2012. See [HERE](#).

Well done!

2011 - MT Fitters at the Beavers 50th anniversary reunion.



Sorry, we don't have any names, if you can help, please do.



18 Comsec Conversation Course,

Laverton,

25 Sept – 11 Nov 1964.



Standing L-R: John Armour, Andy Dawe, John McAlister, Jack Eades, Col Bailey.

Sitting L-R: Jeanette Kiorgaard, Roslyn Cluff, Denise Schultz.



1971 - Man Management Course at Wagga.



We don't have any names, if you can help, please do.

Maryborough Museum.

David Geck and his associates are attempting to start a museum at the old RAAF Maryborough site and would like to find the relatives of the ladies in the pic below so they can tell their stories.



David says "The photos are part of the



Maryborough Military and Colonial Museum Collection. I am researching RAAF Maryborough and have plenty more but these are the only ones relating to the Radar School at Maryborough.

I have a few Facebook pages with more photos and information, "RAAF Maryborough" and "Maryborough Military Aviation Museum"

1 Radar School, Maryborough.



David has a few names (see [HERE](#)) but needs more. If you can help let us know and we'll pass it on.



No 1 Radar School Maryborough at closure - Oct 1945



WRAAF Rookies Course 254

Laverton

26 June 1978 – 01 August 1978,

Tracey Bell sent us this pic.





4/93 RSWAPS Course. (1993).

Judy Rodwell sent us this pic



Back Row L-R: Matt Gowty (CETECH), Rod Bennett (EDPOP), Brett Dockett (EDPOP), Randall ? (CLK??)

Middle Row L-R: Jeff Schofield (EDPOP), Graeme Maher (Commsop), Dee Tierney (EDPOP), Sam Luque (EDPOP), Greg Smith (EDPOP),

Front L-R: Sidonie Leslie (EDPOP), Steve Kowal (Engineer?), Paul Todd (Engineer?? BRADO), 'Tex' (unsure of real name or mustering – possibly an aircraft trade), Judy Rodwell (EDPOP).



We didn't have a clue as to what RSWAPS stood for and Judy had to go home to look it up as she'd forgotten too, RSWAPS is Air Force for **RAAF Standard Word and Administrative Processing Standards**. It was a Minicomputer System Manager's Course.

So now you know!!

A committee is twelve people doing the work of one.

10 Radio Mechanics Course.

Ballarat, 1959



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Peter Andresen sent us this pic (above), he says: "It's obviously a Ground, not Air, Radio Course, hence the relaxed photo. These were the mid course survivors of No 10 Radio Mechanics course of 1959 at Ballarat. Only 8 actually graduated. From Memory:

Back Row L to R Walker, Pobar, OBrien, Laurie Billman , " Panco".

Middle Row: L-R: Tony Rogers, Geoff Williams, Peter Andresen, Rick Newling, Dont Know.

Front Row: Sitting and kneeling - can't remember."

You know you're getting old when you have to wear your glasses in the shower to shave.

2 AD Radio,

Richmond 1985



Back Row (L-R): Bart (no surname), Geoff (no surname), Col Mckay, Nic Savino, Don't know, Don't know, Doug Cross, Ron Keen, Don't know, Craig Bickley, Lindsay Collett, Dave O'Connell.

Middle Row (L-R): Clint Mckenzie, Rem Devries, Greg Wood, Kym Nagel, Mick, Reg Varley, Don't know, Col (no surname).

Front Row (L-R): Archie Mohr, Don't know, Wayne Tetley (RIP), Don't know, John Klein, Murray Beauchamp, Tony (no surname), Don't know.



"Both optimists and pessimists contributed to society.
The optimist invents the aeroplane and the pessimist the parachute."

21 Radio Mechanics Course

Ballarat
1960



Back Row L-R: J Archer, J Randle, W Scheske, P Burrill, A Bucci, W Thomson, J Thompson, K Martin

Middle Row L-R: P Mole, N Mackay, J Cleary, P Macnamara, N Stark, A Thompson, B Hurst.

Front Row L-R: J Dare, B Radel, G Waugh, L Cook.

I hate people who say the word perspicacious just so they can sound important.



Wagga Appy Courses.

Doug Waters sent us the following pics of **11 Appy Course (Tadpoles)** which started in 1957 and passed out from Wagga on the 4th December 1959.

1st year, No 1 Flight.



Back Row L-R: Rod Bowden, Dennis Cooper, Jack Rosendale, Eric Wilson, Barry Murphy.

Middle Row L-R: Don Lynam, Mal Gibson, Roger Turner, Barry Crossley, Dave Penna, Neil Jonasson.

Front Row L-R: Graham Martin, John Balhatchet (*how old was John - tb*), David Bock, Eddie Cottrell, Bob Freeman Barry Ellison.



1st year No 2 Flight



Back Row L-R: Pete Hodge, Rex Bolin, Dave Rogers, Kevin Kirk, Stan Fenton, Roland Perry, Sgt Curley Bainbridge.

Middle Row L-R: Charlie Duncan, Jkoop Gargosky, Ernie Antonio, Ray Dodd, Leon Sharrock, Ross Petrie.

Front Row L-R: Kevin Harri, Roger Kenworthy, Geoff Percival, Brian Richards, Dennis Maloney, Brian Overall.

Cats are smarter than dogs, you can't get eight cats to pull a sled through snow.



1st year No 3 Flight.



Back Row L-R: Phil Gillard, Peter Sedlacek, Owen Jones, Des Stainer, Bob Harris, Bruce Doidge, Eyval Whalley, Phil Bates

Middle Row L-R: John Handley, Russ Connelly, Basil Rumble, Rod McGregor, Jack Paula, Dave Dinsdale

Front Row L-R: Neil Tippett, Denis Louat, Ron Furze, Geoff Codrington.

Peter Camplin was absent.

If Adam and Eve had been Chinese we would still be in paradise...
they would have eaten the snake instead of the apple.



1st year No 4 Flight



Back Row L-R: Roger Berridge, Bruce Graham, Charlie Downes, FSGT George Endicott, Mick Gwin, Bob Preece, Julius Cranswick

Third Row L-R: Alex Philip, Paul Wood, Bruno Kent, Kevin Burton, Les Jacobs, Brian Ross

Second Row L-R: Don Stewart, Pete Russell, Barry Holt, Myles Chalker, Alan Hadley, Geoff Lane.

Front Row L-R: Ed Kalenkowski, Col Mercer, Pete Dolan, Bill Honey, Trevor Gerard, Ken Blowes

Doug Waters was absent



1st year No 5 Flight



Back Row L-R: Mel Born, Ray Newton, Bill Weiss, Harry Skeetes, Haal Prewer, Doug Angus, Rod Snare, Bob St John, Eric Chandler

Third Row L-R: Greg Carroll, Cec Stubbs, SGT Garth Fink, Mick Abbott, Jeff Mounstevan

Second Row L-R: Keith Dinnerville, Bob McGregor, Dennis Holthouse, Steven Skeels-Piggens, Ian Jacobsen.

Front Row L-R: Bevan Coombe, Barry Cain, Graeme Bland, Jim Fitzgerald, Bill Davis.

If you had a choice between wine or being skinny, which would you choose...red or white?



1st year No 6 Flight



Back Row L-R: Ran McNelly, John Suraski, Dave Henkel, Tony Crawford-Ferguson, Garry McCarthy, Ian Ferguson, Keith Paton, Ian Denley, Phil Spence

Middle Row L-R: Graham Pheasant, George Day, Max Anderson, Bill Reid, Col Chapman, Darrell King, Mick Kinna, Rod Smith.

Front Row L-R: Kevin Daley, Des Stagg, Fred Robinson, John Bedson, John Hinks, Steve Wood.

You do not need a parachute to skydive, you only need a parachute to skydive twice.



11 Appy, 2nd year, Instruments.



Back Row L-R: Rod Bowden, Neil Jonasson, Ian Denley, Haal Prewer, Bill Davis, Bruno Kent.

Middle Row L-R: Graham Pheasant, Bill Weiss, Jeff Mountstephen, Jim Fitzgerald, Roger Turner.

Front Row L-R: John Suraski, Rex "Butch" Bolin, Barry Crossley, Don Lynam, Dennis Louat.

If a woman is upset hold her and tell her how beautiful she is.
If she starts to growl, retreat to a safe distance and throw chocolates at her.



11 Appy, 2nd year, Framies.



Back Row L-R: George Day, Kevin Kirk, Bob St John, Steve Wood, Bruce Graham, Keith Paton, Gary McCarthy, Tony Crawford-Ferguson, Dave Henkel, Ian Ferguson, Geoff Percival, Raymond "Brick" Newton

Front Row L-R: Brian Overall, Joop Gargosky, Fred Robinson, Geoff Gerard, Denis Holthouse, Mal Borm, Graeme Bland, Charlie Downes, Leon "Arch" Sharrock

Des Stainer was absent

Of course size matters... Nobody wants a small glass of wine.



11 Appy, 2nd year, Elecos.



Back Row L-R: Roger Berridge, Ernie Antonio, Bob Freeman, Peter 'Curly' Camplin, Owen Jones, Ron Furze, Doug Waters, Jack Rosendale, Bob Harris, Barry Murphy.

Front Row L-R: Kev Burton, Bill Honey, Rod Smith, Les Jacobs, Rod McGregor, Stan Fenton, Dave Dinsdale, Pete Russell.

I'm a little tired of earthquakes, rain, cold, cyclones, racism and people telling me that I live in the most wonderful country in the world.



11 Appy, 2nd year, Sumpies.



Back Row L-R: Phil Gillard, Kevin Harris, Brian Richards, Keith Dinnerville, Eric (Ted) Chandler, David (Mick) Gwin, Mick Abbott, Bob Preece, Greg Carroll, Roland "Zeke" Perry.

Front Row L-R: Bruce Doidge, Doug Angus, Bevan Coombe, Max Anderson, Charlie Duncan, Roger Kenworthy, Ian "Jake" Jacobsen, Phil Bates, Rod Snare, Alex Philip, Denis Maloney.

Nothing ruins a political argument like having somebody you don't like - agree with you.



10/11 Appy, 2nd year, Gunnies.



Back Row L-R: Dennis Cooper, Barry "Tubby" Holt, Kevin Daly, Eric Wilson, Myles "Chick" Chalker, Mal Gibson, Eddie Cottrell, Ken Kane.

Front Row L-R: Barry Ellison, Colin Chapman, David Penna, John Bedson, Alan Hadley, Peter Dolan, Des Stagg, Graham Martin.

Old is when you sink your teeth into a steak and they stay there.



9/11 Appy, 2nd year, MT Fitters.



Back L-R: Cec Stubbs, Ran McNelley, Mick Kinna, Peter Hodge, Julius Cranswick, Geoff Codrington, Roy Newlands, Don Stewart, Harry Skeates.

Front L-R: Barry Cain, Bill Reid, Bob McGregor, Brian Ross, John Balhatchet, Peter Sadlacek (Russell), Geoff Lane, Paul Wood, John Handley.

Click [HERE](#) to see a BBC skit on rookies in the RAF

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& EX-RAAF PEOPLE & OTHERS



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An 85-year-old man had to do a sperm count for his physical exam. The doctor gave the man a jar and said, "Take this home and bring back a sample tomorrow." The next day, the 85-year-old man reappeared at the doctor's office and gave him the jar, which was as clean and empty as on the previous day. The doctor asked what happened, and the man explained... "Well, doc, it's like this — first I tried with my right hand, but nothing. Then I tried with my left hand, but still nothing. Then I asked my wife for help. "She tried with her right hand, then with her left, still nothing. She tried with her mouth, first with the teeth in, then with her teeth out, still nothing. We even called up Arleen, the lady next door, and she tried too, first with both hands, then an armpit, and she even tried squeezin' it between her knees, but still nothing." The doctor was shocked. "You asked your neighbour? Good heavens!" The old man replied, "Yep, and none of us could get the lid off."



Computers and Stuff.

Sam Houliston.

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

WiFi on the move.

A lot of people are on the move these days, either in the caravan, mobile home, camp-trailer or holidaying overseas but just because you're not home doesn't mean you have to do without the internet. If you're nomadding around Australia you'll find our mobile internet access is not as good as the level of WiFi and mobile broadband coverage found in many counties, due to the vastness of our great continent, but even with our notoriously patchy network coverage, maintaining reliable online coverage while on the road is not as difficult as it sounds – all you have to do is find those sites.



And if you're overseas and you want to send home pics or other data, if you don't want to have to mortgage the house to pay your phone bill, you have to find a free WiFi site. (Be careful when using free WiFi – see a later story).

Luckily there is a FREE little App that you can download onto your phone which will show you all the FREE WiFi sites all over the world. It's called WiFiMapper and it will show you more than 500 million world-wide hotspots.

Just log onto the internet with your phone, google WiFiMapper and download it.

Update Apple products to protect against breaches:

Apple has released security updates to address vulnerabilities in its widely used products. You are advised to apply these updates as soon as possible to minimise risk to your computers and information.



Recent Apple releases include an iTunes update for OS X Mavericks v10.9.5 and later and Windows 7 and later. Apple has also issued updates for macOS Server; tvOS; watchOS; iOS; macOS Sierra, El Capitan and Yosemite; Safari; and iWork.

You are advised to review security bulletins and advisories from any vendor you use and apply their updates as soon as possible. Many vendors allow you to automate the process of updating their software.

Security updates address vulnerabilities in computer systems that attackers can otherwise use to gain access to systems or information.

A vulnerability is a weakness that can leave a computer and its systems open to attack. Attacks can be carried out in a number of ways, including through malicious software (malware) such as viruses and spyware that can monitor a user's activity on a computer and stop systems operating properly.

Wi-Fi security 101

For anyone that travels, uses their phone in public, or stays constantly connected to the internet anywhere they go—which probably means you, Wi-Fi security should be a top priority. This day and age, we use wireless internet connection anywhere we can find, but often we don't think about the dangers of jumping on a public network and getting hacked. The term "hack" and "data breach" seem to be more common than ever, in the news and media—and there's a reason for that. The increase of mobile device usage and connected technologies everywhere have been a blessing and a new curse because it has indirectly made your information and devices more susceptible. Here's the 101 on Wi-Fi security and what you can do to keep the personal information stored on your mobile devices, well – personal!!



1. Free doesn't mean safe.

Just because Wi-Fi is free, doesn't mean you're in the clear for potential security breaches. Know that even if you have to log in with a password, likely provided by the establishment you're in, it doesn't mean your online activities are encrypted. Also beware of random Wi-Fi hotspots or free Wi-Fi networks that appear to be open to join. These could be made by hackers themselves as a way take advantage of those who aren't careful and join.

2. Don't be a victim.

It's inevitable that you will use a public network to connect to the internet at some point in time. This is especially the case when you travel and need to do



work in a public setting such as an airport, coffee shop, or hotel. While you can take advantage of this public connection, do take precaution as to what kind of activity you choose to do on your laptop, tablet, or smartphone. Avoid going on sites that hold private, sensitive information like bank accounts. The last thing you want is to have your savings account drained because you decided to open up your banking app and expose how much money you have over a public network.

3. Practice public safety.

If you are on a public Wi-Fi network, try and make sure all the sites you're browsing start with [HTTPS](#) and not HTTP. Traffic on websites beginning with HTTP is visible to hackers, so avoid putting yourself in that scenario all together. Additionally, you can change your wireless settings so that they do not automatically connect to available Wi-Fi. By doing this, you prevent unintentionally putting your mobile activity out in the public and your information at risk.



4. Protect your private domain.

As for your own Wi-Fi network, there are some key actions you can take to help secure it. Change the default [SSID](#) on your wireless internet network and create a strong password as an added security measure—avoid including words from the dictionary. Hackers have access to precomputed tables of common SSIDs and passwords, so this helps to stop them from cracking the code.

5. Get an alternative.

It may be hard to resist the free public Wi-Fi, but if you can afford it and see the value in Wi-Fi security protection, then get yourself a personal hotspot, probably in the form of a 'pocket Wi-Fi' device, but with some plans/scenarios a personal hotspot from a smartphone might be suitable (make sure you have a generous data allowance on your phone plan). Mobile network providers like Vodafone, Telstra or Optus offer various options with generous data plans that make the investment worth it.



Vodafone are especially worth considering if you are going overseas to some of the many countries covered by their \$5 a day global roaming deal, which basically lets you use your phone and data as you would at home for \$5 a day extra in those countries (for each day that you make use of the facility). If you are going to just one country buying a local SIM might work out cheaper, but if you are visiting many countries and need many cheap SIMS the Vodafone roaming option might just be both cost effective and convenient. Vodafone coverage in Australia is much better than it used to be, and in some places seems to be better than Telstra, that's the case where I live, in Sydney's Inner West.

When you set up your Wi-Fi hotspot, still take the same precautions as you would for your home network, like changing the defaults for added security. If a hotspot is not an option for you, and are still working, check to see if the company you work for has a Virtual Private Network (VPN). These are secure networks and definitely beat out public networks and subjecting yourself to hackers when you're just trying to do work outside the office.

It's a rough cyber world out there, but you can survive it. By being aware of Wi-Fi security and taking the right measures you can keep your devices and private information safe and surf the internet as you please.

The only continent with no active volcanoes is Australia

Wireless power transfer.

Wireless power transfer (WPT) has recently become a hot topic. The idea behind it, however, has been known for more than a century when in 1891 Nikola Tesla lit electric lamps wirelessly in his laboratories in New York City. This experiment was well ahead of its time, as there arguably existed no devices at the time that actually needed wireless power.

Since the beginning of the new century, there has been a wide propagation of devices that need wireless power, such as cell phones, laptops, and electric vehicles, which has set the stage for the second coming of wireless power. In this second wave, the main areas of WPT applications can be categorized as follows:

- Industrial (operation in harsh environment, e.g. mining, next to explosive gases)
- Automotive (battery charging for electric cars)
- Aerospace (transferring energy to airplanes, satellites)
- Consumer electronics (charging a cell phone or a laptop wirelessly)
- Biomedical (inductive interface to power implantable biomedical devices)

1. Induction Physics

Even though terms "wireless power" and "power through air" are relatively modern, the physics behind them is fairly established: [Maxwell's equations](#) were formulated in 1862. In particular, there is Faraday's law of induction that states in case of harmonic oscillations: "The voltage induced in a closed circuit is proportional to the magnetic flux it encloses". In practice, it means

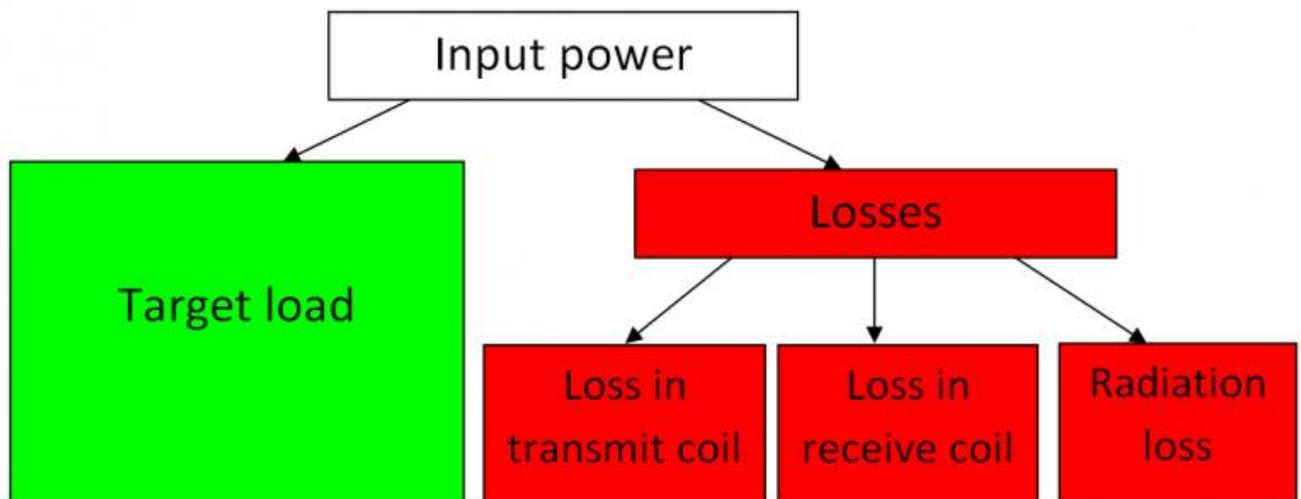
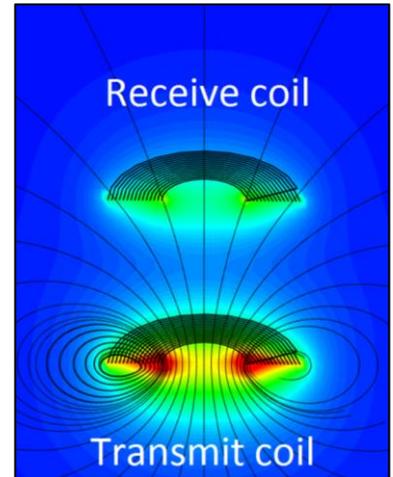


that if you have two coils, then the magnetic field from the first (transmit) coil passes through the second (receive) coil and induces voltage in it.

This causes voltage to appear in the second coil, which in turn causes current to flow in the second coil. The current then flows through a load connected to the second coil. Then we can say that there is a power transfer between the two coupled coils.

It is fairly straightforward to come up with equations that relate to the voltage applied to the first coil, input power, power delivered to load, and efficiency of the power transfer. We design our system with a goal to minimize percentage of the power lost in the transmit coil, in the receive coil and by means of radiation.

As we know, magnetic fields are invisible. However, there are tools that can be used to help visualize the processes taking place during the wireless power transfer. By positioning the coils at four distances apart from each other (7.5cm, 10cm, 15cm, and 20cm), one can analyse the efficiency of the power transfer. A video can then be generated to show a magnetic field around the two coils and that demonstrates the input power, delivered power and efficiency for a certain input voltage.



The Magnetic field around each coil is proportional to current that flows in it. The observations that we make from the simulations are:



- The closer the coils are to each other, the more efficient is the transfer between the coils. In other words, higher percentage of input power reaches the load in the receive coil.
- The farther the coils are from each other, the higher the current is in the transmit coil.
- The delivered power first increases with distance (even though the efficiency decreases!), has a maximum and then decreases.
- Finally, one can demonstrate the radiation pattern from the system of two coils. The field is plotted in a 60x60 m domain, which is a little over one wavelength at 6.78 MHz. In this particular example, the radiation loss is tiny percentage of input power.

2. Challenges Facing Wireless Power.

Even though wireless power is a promising technology, there are certain challenges that may limit its practical use.

First, transmit loads that excite currents not only transmit power to the cellphones or computers that we have around the house, but also they excite undesirable eddy currents in nearby objects which may include ourselves, our children or pets. These eddy currents lead to dissipation of heat inside objects that can be quantified by what's called the [Specific Absorption Rate](#) (SAR). The value of SAR is limited by Government regulations and it is of the order of 2-3 Watts per kilogram. The value of SAR is highly non-uniform and increases drastically when near the windings of a transmit coil. Care must be taken as to keep the power level under control.

Another challenge facing WPT is the concept of "wireless homes," or when the handheld devices can be charged anywhere while inside the home. This means that the transmit coils used for charging will have to be pretty sizeable (a few yards) to be able to reach anywhere in the house. During the process of charging, most of the room, along with people inside, will be subjected to high-frequency RF fields. Wireless power is not selective: power generally cannot be "focused" toward a particular device that we want to charge. Do people want to live inside a giant microwave? Clearly, there is still a long way to go until the idea of "wireless home" becomes widely accepted.

Finally, in any power transfer, wired or wireless, there are heating loss. Efficiency of the wireless power transfer is far from being ideal; ninety percent efficiency is considered to be good, but in many WPT cases, the values are much lower than that.

3. Applications.

When it comes to specific applications of wireless power, each use should be carefully considered. There are a few obvious ones that nearly everyone has heard about:





1. cell phones on the low-power charging pad,
2. electrical vehicle charged wirelessly in the garage with transmit coil being located in the garage floor,
3. implant charged inside the human body.

Each one of these applications has its own justifications:

1. the area covered by RF field is small and power level is small.
2. it is difficult for humans to access areas with high RF fields.
3. an absolute necessity as using wireless power to charge the implant battery is still preferable to surgical intervention.

Two more examples that we can think of are to wirelessly power a lamp on the ceiling and to wirelessly power TV on the wall. Both of these examples clearly fall into “difficult to access” category.

As wireless power becomes more and more a part of our lives, it is important to understand what is behind the wireless charging process.

Get the Most Out of Windows 10's File Explorer

You probably use Windows 10's File Explorer a hundred times a day. You already know how to use it to move around your hard drive. Why bother to learn it better?

Windows Secrets
Everything Microsoft forgot to mention.

Because you'll work more efficiently.

This truly excellent file manager has little-known tricks that makes it even more powerful and convenient. You can control what folder the program opens to. You can hide and unhide the ribbon. You can make your favourite File Explorer tools more readily available. And you can use keyboard shortcuts to make everything easier.

The Many Ways to Open File Explorer.

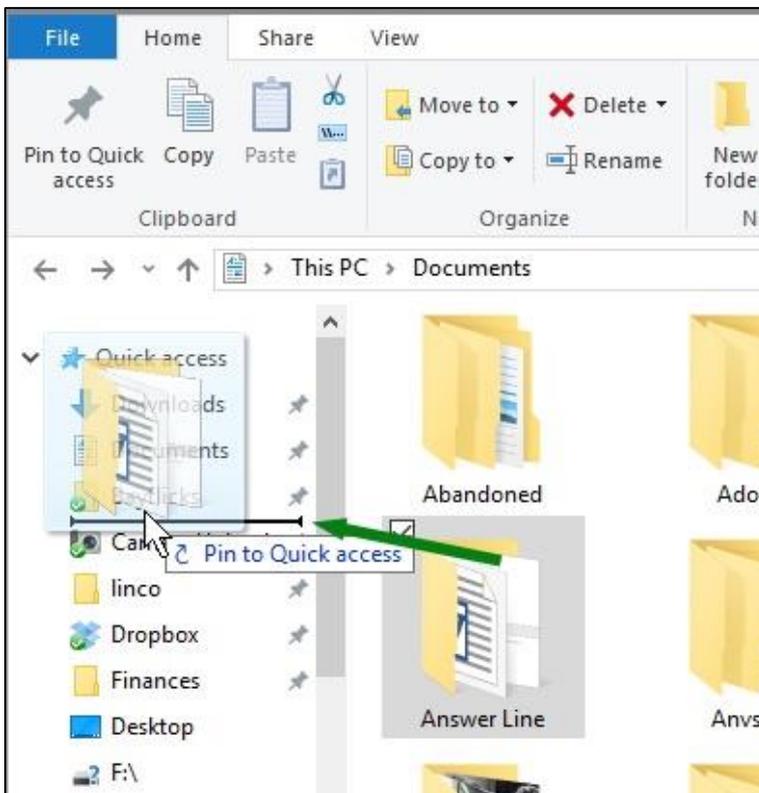
You know how to open File Explorer, but do you know the fastest and simplest way to do it? Or how to control what folder it opens to? The fastest and easiest way to open File Explorer doesn't involve your mouse or touchscreen. Simply press the Windows Key (Win) and the E key together (Win-E) and up comes a File Explorer window. If you're already running the program, it opens another File Explorer window. That window opens to File Explorer's default location. You can change that default, but the options are very limited.

To change the default location, select *File*, then *Change folder and search options*. In the General tab, pull down the “*Open File Explorer to*” menu and select your choice.

Unfortunately, that menu has only two options: *Quick access* and *This PC*. The first displays folders and files you may likely want based on past usage. The second displays library folders and drives. Fortunately, you can create a shortcut to open File Explorer to any specific folder. All you need do is drag your desired folder into the Navigation pane’s *Quick access* section. That’s the top section of the Navigation pane, and it’s connected to the File Explorer icon on the taskbar. Don’t worry; dragging the folder will not move it. You can create several of these shortcuts.

Then, when you want to open File Explorer to your desired folder, right-click the File Explorer icon on the taskbar and select the folder.

The fact that there’s a Highway to Hell and only a Stairway to Heaven says a lot about the anticipated traffic numbers.



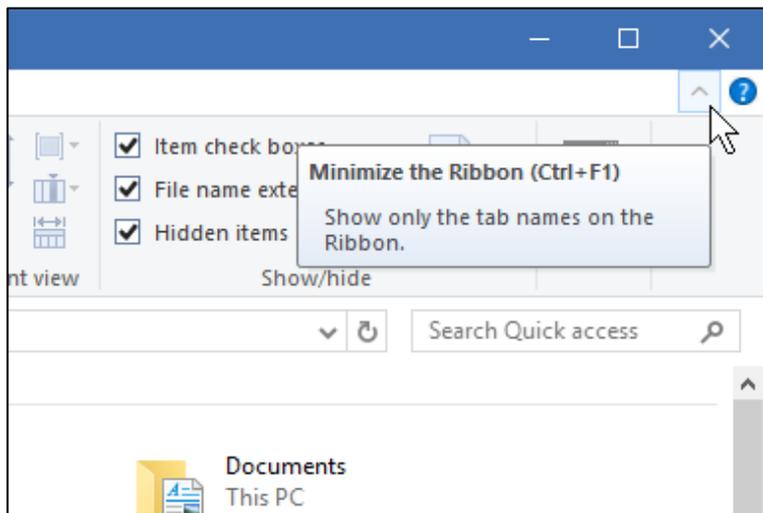
Then, when you want to open File Explorer to your desired folder, right-click the File Explorer icon on the taskbar and select the folder.

At some later date, you may want to remove the shortcut to a folder from that pop-up menu. To do that, right-click the File Explorer icon on Windows’ taskbar, point to the folder on the pop-up menu, and click the thumbtack icon next to it.

The ribbon and the toolbar.

Somewhere along the line, Microsoft decided that File Explorer should look like a part of Office. Instead of menus, it has ribbons. Ribbons are better than menus on a touchscreen, but they take up a lot of screen real estate.

To hide the ribbon and regain that real estate, click the tiny chevron in the upper-right corner, directly below the X that closes the window. Or you can use the keyboard. Press Ctrl-F1.



You can still access the ribbon while it's hiding. Click or tap on any of the ribbon names (File, Home, Share, or View), and that ribbon will temporarily appear.

To bring back the ribbon permanently, click the chevron or press Ctrl-F1 again.

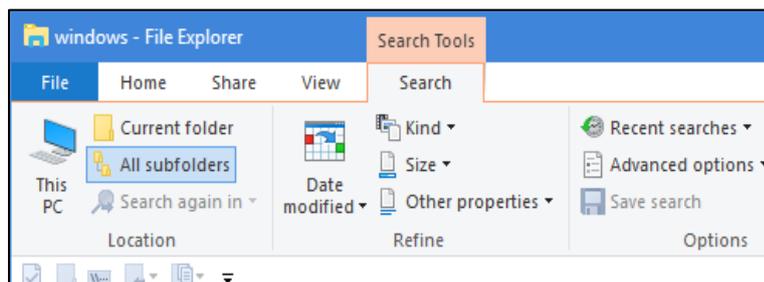
File Explorer also has a configurable Quick Access toolbar, which makes your favourite tools always conveniently available. You'll find it at the very top-left corner of the File Explorer window. Unlike the ribbon, it doesn't take up much room. To add something to the

Quick Access toolbar, right-click the item on the ribbon and select Add to Quick Access Toolbar. To remove an item, right-click the icon on the Quick Access Toolbar and select Remove from Quick Access Toolbar. But that small size has a price. The toolbar icons are so tiny that they're difficult to identify, and on a touchscreen, difficult to tap. The Quick Access toolbar doesn't have to be at the very top of the menu. You can move it to directly below the ribbon. Click the little arrow to the right of the Quick Access icons to pull down a menu. Select Show below the Ribbon.

Search tools.

Searching in Windows 10 can seem pretty obvious. You type your criteria in the Search field below the ribbon on the right side of the File Explorer window. Type in a word, and files containing that word pop up. However, if you want a more complex search – i.e. you need to narrow it to a certain type of file, or files of a certain date — you have to remember all sorts of criteria.

But just look up from the Search field, to the File Explorer ribbon. As soon as you clicked that field, the Search tab appears on the ribbon. While the ribbon is hidden, the ribbon tabs remain, and in this case, the Search ribbon appears. All the user has to do is click the tab.



Here you can control where you want to search. This PC, Current folder, All subfolders, and Search again in are all pretty clear options. If Search again in is grayed out, do your intended search and that option will become available.

You can also refine your search by

Date, Kind, Size, and Other properties, which includes the confusing option Type. To clarify this, Picture is a Kind; Jpeg is a Type. In other words, specific file formats are types.

Additional options let you repeat previous searches, control whether to search in .zip files, and to save searches. By default, searches are saved in the Search folder within your Users folder (probably C:\users\yourname\searches).

The keyboard shortcuts.

The great thing about keyboard shortcuts is that you just type them and the action happens. The bad thing is that they're useless unless you memorize them. Here are seven File Explorer shortcuts that are worth memorizing. I've mentioned a couple of them in the article already, but I'm repeating them here for easy lookup.

- **Win-E:** Opens File Explorer. If it's already open, this will open a new window. Unlike the other shortcuts below, this one works whether or not you're in File Explorer.
- **Ctrl-F1:** Hide or unhide the ribbon.
- **Alt-P:** Toggles the preview pane.
- **Alt-Enter:** Opens the selected file's Properties dialog box.
- **Alt-Up:** Go to the folder containing the current folder. In other words, if you're in D:\Libraries\Documents, this shortcut will bring you to D:\Libraries.
- **Ctrl-N:** Opens a new window to the current folder.
- **Ctrl-Shift-N:** Create a new folder.

Microsoft has turned File Explorer into a very powerful tool. The more you study it, the more you'll like it and the more tricks you'll learn.

So!! When is this "Old enough to Know Better" supposed to kick in??

Remote control batteries.

Typically, if you want to check the batteries in your remote control, you have to remove them and either use a metre (if you have one) or stick your batteries in another device to see if it works.

Now, there's a much easier way. Using your iPhone, switch on your camera and aim the remote right at the lens of your iPhone. Looking at the iPhone screen, you should see the tiny light that brightens when you press a button.





Your iPhone camera can register that tiny light much better than the naked eye, so if there is any juice left in your remote's batteries, your remote should emit a dim light. If you do not see any light at all, it's safe to say your remote's batteries are officially dead. Time to replace those batteries!

Watch the video [HERE](#) for a quick demonstration.

French writer Guy de Maupassant frequently ate lunch under the Eiffel Tower, not because he loved the iconic French structure, but because he hated it; he said the only place in Paris you could enjoy the view without the Eiffel Tower interrupting it was by sitting directly under it.

What's the difference between Office 2016 and Office 365.

Here's the main difference: Office 2016 is the traditional Microsoft Office product, sold for a one-time, up-front fee. You pay once to buy a version of Office 2016 which you can install on a single PC or Mac and use for as long as you like. There's no expiration date.

Office 365, on the other hand, is the new way Microsoft wants you to buy Office. Rather than paying a hefty up-front price, you pay an annual fee and get access to the latest version of Office for as long as you pay the fee. You also get additional [OneDrive](#) cloud storage and access to the Office apps for tablets. You can choose a subscription that allows you to install Office on up to five different computers, sharing it with your family, or just get Office for yourself.

Office 2016 is a traditional software product. Microsoft sells "Office Home & Student 2016" for home users, and there are a few more expensive versions that include additional applications more frequently used by business users. After paying the up-front fee, you get an Office 2016 license. You don't even get a physical disc with Office 2016, instead, you either buy a physical "key card" with a download code on it, or you buy a digital download that's emailed to you. This Office package only includes Word, Excel, PowerPoint, and OneNote, it does not include Outlook, Publisher, and Access. You can download and use Office 2016 for as long as you want. You own it. You'll never have to pay anything else, however, when Microsoft releases a new version of Office, you'll have to pay to buy the new version of Office, or be stuck with Office 2016 until you pay once again.





If you want Outlook, Publisher and Access as well, you have to buy the Professional version.

When buying Office 2016, you must choose between the PC version or the Mac version. If you switch from a Mac to a Windows PC, or vice versa, you must buy Office again. You can only install Office 2016 on a single PC or Mac at a time though you can deactivate it and move it to another PC, but you'll need buy another license key if you want it installed on two computers at a time.

Office 365 is Microsoft's new method of selling and distributing Office. Office 365 Personal is the subscription plan designed for a single person who needs Office on a single computer which gives you access to download and use the latest version of Office. Right now that's Office 2016, but as soon as a new version comes out, you'll be able to upgrade as part of your subscription without paying an additional fee.

Microsoft charges \$89 per year or \$9 per month for Office 365 Personal which you can use on one computer or you can buy Office 365 Home for \$119 per year or \$12 per month which you can use on up to 5 computers. The Office 365 package includes Word, Excel, PowerPoint, OneNote, Outlook, Publisher and Access. In addition, you get 1 TB of online storage space in OneDrive and 60 minutes of Skype minutes every month which you can use to call phones from Skype.

When you subscribe to Office 365, you can install Office on either a PC or Mac. If you switch from a Mac to a Windows PC, or vice versa, you don't have to pay anything extra, just deactivate the license from your Windows PC and install it on your Mac.

M&M's chocolate stands for the initials for its inventors Mars and Murrie

Password Protect.

Windows 10 offers a number of features to keep your computer and data secure. One way the operating system protects your device from unauthorized access is by keeping it locked on certain events, including when waking up from sleep.

Although entering a password to unlock your device after resuming from sleep can keep things more secure, if you use your computer at home, and you're the only person using it, a password prompt at wake up can simply be an inconvenient extra step (unless you have something to hide).

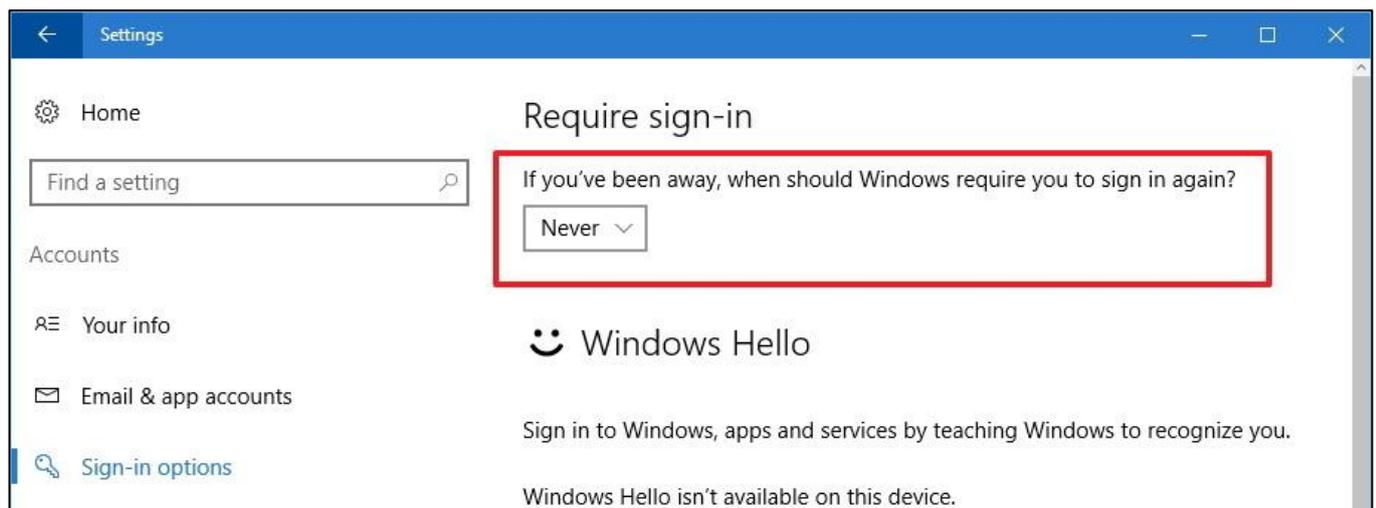
Fortunately, Windows 10 offers at least three ways to disable the password prompt after resuming from sleep to help you quickly get to your desktop.

The easiest way is as follows:

How to skip password prompt after sleep using Settings:

- Open Settings.
- Click on Accounts.
- Click on Sign-in options.
- Under "Require sign-in," choose Never from the drop-down menu to complete the task.

Once you completed the steps, you'll no longer be required to enter a password after waking up Windows 10 from sleep.



How to skip password prompt after sleep using the Command Prompt.

(Type this out before progressing as it will disappear once you open the Command Prompt.)

To disable the required sign-in option when Windows 10 wakes up, do the following:

- Use the Windows key + X keyboard shortcut to open the Power User menu, and select Command Prompt (admin).
- If you want to disable the sign-in option while your device is running on battery, type the following command and press Enter:
- `powercfg /SETDCVALUEINDEX SCHEME_CURRENT SUB_NONE CONSOLELOCK 0`

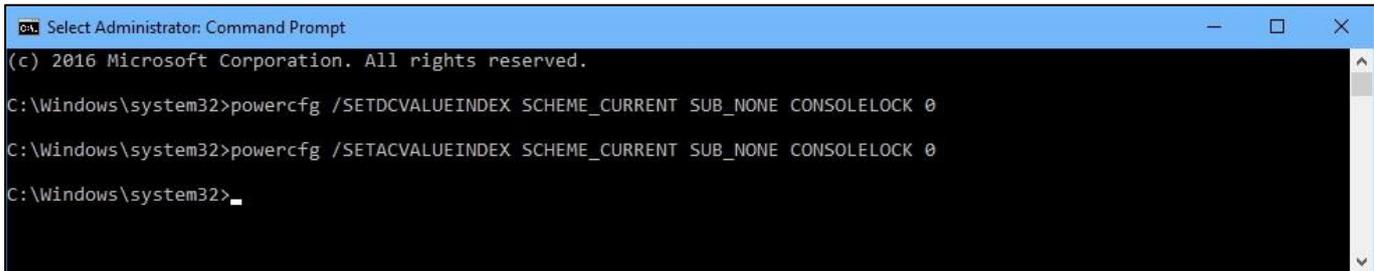
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- If you want to disable the sign-in option while your device is plugged in, type the following command and press Enter:
- `powercfg /SETACVALUEINDEX SCHEME_CURRENT SUB_NONE CONSOLELOCK 0`



```
Select Administrator: Command Prompt
(c) 2016 Microsoft Corporation. All rights reserved.
C:\Windows\system32>powercfg /SETDCVALUEINDEX SCHEME_CURRENT SUB_NONE CONSOLELOCK 0
C:\Windows\system32>powercfg /SETACVALUEINDEX SCHEME_CURRENT SUB_NONE CONSOLELOCK 0
C:\Windows\system32>_
```

Mawson Antarctica.

Brendan Godwin

Before going to Mawson Antarctica in 1974 I had completed 6 years in the Air Force. I was discharged in 1973 from RAAF Base Amberley in Queensland and joined the Bureau of Meteorology for the 1974 expedition. I wasn't aware there had been an Air Force base at Mawson until I arrived. If I were to close a couple of incidents out of my mind, I could have been excused for thinking I was being posted from RAAF Base Amberley to RAAF Base Mawson. There was the minor incidents of a mere discharge in between and the RAAF Base Mawson had closed a decade before our arrival in 1974. Apart from that, it could have been a posting.



My unfinished business is the attached document on RAAF Base Mawson. There is a book called *Alfresco Flight*, which I refer to. This is about "Antarctic Flight" which was the RAAF unit based at Mawson. Antarctic Flight commenced a number of years before the Mawson base and

continued for 1-2 years after Mawson was closed. What I have written is just about RAAF Base Mawson. That disused hanger that hardly anyone ever goes into and the Air Force operations out of it.

You can read that story [HERE](#)

If you eat well, get plenty of sleep, exercise and drink plenty of water, you'll die anyway.

Douglas DC-3 “Kanana”

For those who haven't been following the story — a team of restoration experts at Melbourne Aviation Precinct (MAP) have been busily making history. and preserving it with a dedicated and extensive effort to restore a Douglas DC-3. The aircraft, known as Kanana', is the third DC-3 ever to be imported to Australia. And, in addition to being a rare beauty. Kanana certainly has a rich history.

Constructed in California in 1938, Kanana was chartered by the Australian Government for use by the Royal Australian At Force at the start of World War II. It was then registered to Ansett ANA in 1961, and shortly thereafter to airlines in South Australia. In 1972, Kanana operated its final scheduled revenue service but remained active in the years to follow, being used for charter flights and air shows.



Now, at 79 years old. Kanana has spent many years on the ground, but the dedicated group of engineers at MAP are looking to see the aircraft soar again, and, after extensive restoration efforts, rigorous testing and an internal facelift, they're on the bunk of achieving that goal. A



handful of lucky passengers will be among the first to fly in the restored aircraft, sharing this special experience with travellers many generations before them. Soon, Kanana will also gain a new home, it will be settling down at Melbourne Jet Base, a premier private aviation facility that is currently under construction. Located onsite at Melbourne Aviation Precinct, Melbourne Jet Base will be Australia's first curfew-free purpose-built private jet base — truly leading the way for the future of Australian aviation.

The world-class facility will include a display hangar, where Kanana will be viewed by admirers from all over the globe as they make their way into Melbourne in style. With Kanana on display, Melbourne Jet Base will have yet another competitive edge — offering travellers the unique experience of journeying back through time as they journey into Melbourne. Melbourne Jet Base is proud to represent the future of Australian aviation, and pay homage to its rich history with Kanana.

Perth ANZAC Day Parade.

John Stewart sent us these pics, unfortunately we don't have any names.

John says: "The regular 3TU Association contingent was augmented by over 30 serving and former SIGSOP members from interstate and 1 from overseas. The occasion was to mark the 25th ANZAC Day since the closure of 3 Telecommunication Unit. The day was a huge success and several of the visitors felt that they would like to participate annually."



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RAAF Surface Finishers Reunion.

Over the weekend 19th to 21st May, about 130 RAAF Surface Finishers (SURFIN) people and their ladies got together at the Jets Rugby Leagues Club in North Ipswich (below).



The Get-together, which included a “Welcome” night on the Friday, a social function on the Saturday night, both at the Jets Club, and a tour of the Amberley Aviation Heritage Centre and barbecue farewell on the Sunday, was organised by the hard working SURFIN Committee below:

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Standing L-R: Andrew Marshall, Garth Steinhardt, Gary Cochrane, Greg "Jacko" Lyons.
Front: Dieter Hitchins.

Below – the 3 gate keepers for the Saturday night.



Dieter Hitchins, Bonnie Marshall, Andrew Marshall

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Alex Sinclair, Robyn McLean.



Angela and Brett Linwood.

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Anne and Paul Oakley.



Annette Luchick, Karen Wellens.

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[Belinda McKie, Liz Runge.](#)



Brian and Yvonne Delahaye.

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Bruce Scott, Dick Fairhurst.



Clyde Tuite, Alex Sinclair, Dennis Whittle, Geoff Jones.

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Danny and Jenny Beal.



Dennis Whittle, Gary Haynes, Helen Keen.

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Donna and Peter Balikoff, Bill and Helen Keen.



Eric Findlay, Jim Lee.

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Gillian Cowell, Jane Thompson.



Gloria Tink, Eugenie Tuite, Jeanette Calow.

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Jim Lee, Wayne Bryce.



Joanne and Steve Smith.

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Kate Scott, Carly Bliss, Bruce Davis, Bruce Scott.



Kevin Cowell, Duncan McKinnon, Phil Wellens.

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Laurie "Rebel" and Lyn Riebelt.



Merryl Atley, Lee McKinnon.

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Marg Davis, Carly Bliss, Bruce Davis.



Peter Wilkes, Simon Faber.

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Thomas Bradley, Robyn Pease.



Trish Sinclair, Roslyn Steinhardt.

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Vince Pedulla, Michael Callow.



Warren McKie, Ian Burgoyne.

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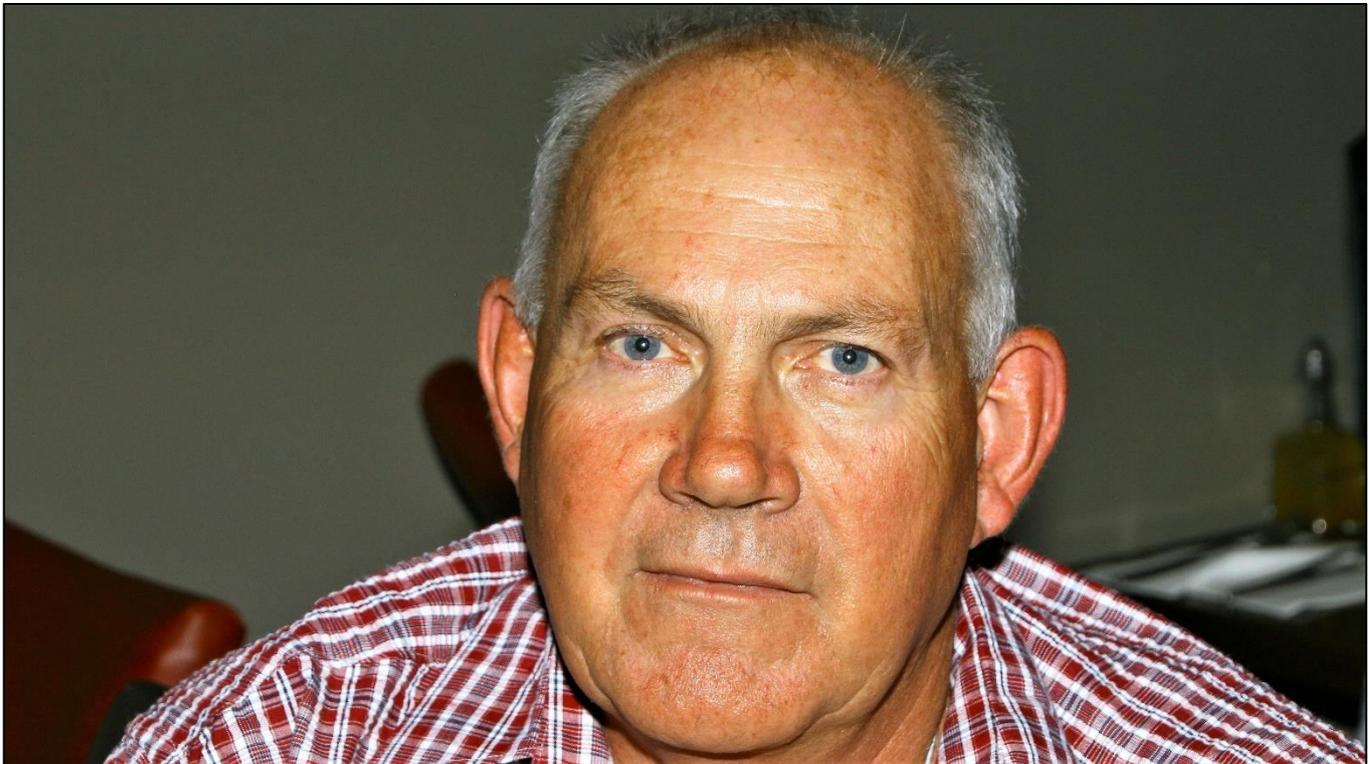


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Marg and Bruce Davis.



Adrian Armanasco.

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The above pic compliments of Ricky Cornwell, Goodtime Network Photography.

Garth Steinhardt had produced a great little booklet on the history of the Surface Finishers Mustering, you can get it [HERE](#).

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I am one step
away from being
rich, all i need
now is money.



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Out in the shed with Ted.

Ted McEvoy

DVA Grants.

The Minister for Veterans' Affairs, Dan Tehan, advises that a new grants opportunity has been announced and which is called the "Supporting Younger Veterans (SYV) grants program."



The SYV grants program is being established to support the needs of younger veterans as they leave the Australian Defence Force and integrate back into civilian life, with all the challenges that accompany that unique transition.

There is no maximum or minimum amount that can be sought for this grants program; however, all applications will be assessed on their merit and subject to a cost benefit analysis.

Funding can be used for initiatives that:

- develop capability within the veteran community that services the unique needs of younger veterans;
- support the development of well researched and tailored services for younger veterans;
- fund organisations that can sustainably deliver services to younger veterans now and into the future;
- increase collaboration amongst organisations to expand services and harness existing expertise; and/or
- increase awareness of younger veteran issues and or services within the Australian and veteran communities, where doing so would benefit younger veterans.
- The SYV grants program provides \$4.25 million over five years to Ex-Service Organisations (ESOs) to encourage partnerships that will deliver innovative and sustainable services for younger veterans and build community capacity to meet the needs of younger veterans. The grants will also help raise awareness of the important issues faced by younger veterans.



Applications for a \$250,000 special round of SYV grants will close in late May 2017 with successful applicants announced in June 2017.

Future rounds of the grants which will allocate \$1m each financial year, will open on the 1st July each year, commencing 2017, and will close on the 1st September each year, until 2021.

Applicants can apply for grants through the DVA website [HERE](#). There is ample information on how to apply and a form which applicants can download and fill in.

DVA staff members are available to assist with the development of applications. For further information, please contact the Grants Section in DVA's National Office on 1800 026 185 or email DVA.Grants.Processing.Team@dva.gov.au.

NASA's robot Curiosity landed on Mars. Early pictures show no signs of empty VB cans, old car bits, cigarette butts, playboy magazines, dirty washing or unmade beds. This makes it very clear that men are not from Mars.

Red wine is good for you!

A wealth of research says red wine keeps your brain younger and healthier.

Red wine might be good for the heart, but it kills off brain cells, right? Researchers have known for a while that red wine can delay the onset of neurodegenerative diseases such as Alzheimer's and Parkinson's – meaning that it actually protects against brain-cell death. If this sounds counterintuitive and perplexing, the scientists could only agree. Until recently, they weren't sure what was going on. The celebrated health-giving antioxidants in red wine are assumed to play a part by reducing oxidative stress – where your body struggles to detoxify dangerous chain reactions at an atomic level – but scientists know that other factors are at play, because more significant destructive processes are also being curtailed.



Recently Dr Adelaida Esteban-Fernández from the Institute of Food Science Research in Madrid published an exciting paper in the journal *Frontiers in Nutrition* that offers new clues as to how red wine stops brain cells from dying.

They found that metabolites in the wine protected the cells from dying – acting as a block to the stress conditions. The metabolites were active at different stages in the cell, signalling cascade or collapse that was leading to cell death.



It appears there are compounds in red wine that combat the building up of protein plaques that clog neural pathways (responsible for the confusion and loss of memory in Alzheimer's); suppresses neuroinflammation, modulates (keeps steady) signalling pathways and decreases mitochondrial dysfunction. The mitochondria is the powerhouse in our cells; if it goes out of whack, the cell dies.



Recently, it was widely reported, that scientists from Virginia Tech Carilion Research Institute had significantly slowed brain ageing in mice after giving them a substance called resveratrol which is found in grape skins. Tests on elderly mice showed the compound preserved synapses called neuromuscular junctions, which relay movement signals from the brain to the muscles. Mice who had been given resveratrol from one year of age had more youthful neuromuscular junction synapses at two years old than those who had not.

"I believe that we are getting closer to tapping into mechanisms to slow age-induced degeneration of neuronal circuits," said the study's primary author, assistant professor Gregorio Valdez.

Red wine contains more resveratrol than white wine because it is fermented with the grape skins, however, while the compound has pharmaceutical potential, it's not clear if red wine contains enough resveratrol to be beneficial, let alone ward off old age.

But before you start downing bottle after bottle of red, remember alcoholic dementia and they myriad other dangers of excessive alcohol consumption. Drink responsibly.

My sex life is like a Ferrari.....I don't have a Ferrari!

How Australia bungled its \$36 billion High-Speed Internet rollout.

The New York Times

BRISBANE, Australia — Fed up with Australian internet speeds that trail those in most of the developed world, Morgan Jaffit turned to a more reliable method of data transfer, the Australian postal system.



Hundreds of thousands of people from around the world have downloaded Hand of Fate, an action video game made by his studio in Brisbane, Defiant Development. But when Defiant worked with an audio designer in Melbourne, more than 1,000 miles away, Mr. Jaffit knew it would be quicker to send a hard drive by road than to upload the files, which could take several days.



“It’s really the big file sizes that kill us,” said Mr. Jaffit, the company’s co-founder and creative director. “When we release an update and there’s a small bug, that can kill us by three or four days.”

Australia, a wealthy nation with a widely envied quality of life, lags in one essential area of modern life: its internet speed. Eight years after the country began an unprecedented broadband modernization effort that will cost at least 49 billion Australian dollars, its average internet speed lags that of the United States, most of Western Europe, Japan and South Korea. In the most recent ranking of internet speeds by Akamai, a networking company, Australia came in at an embarrassing No. 51, trailing developing economies like Thailand and Kenya.

For many in the US, slow broadband connections are a source of frustration and an inspiration for gallows humour. One parody video ponders what would happen if an American with a passion for Instagram and streaming “Scandal” were to switch places with an Australian resigned to taking bathroom breaks as her shows buffer.

It’s funny, you can see it [HERE](#).

But the problem goes beyond sluggish Netflix streams and slurred Skype calls. Businesses complain that slow speeds hobble their effectiveness and add to their costs. More broadly, Australia risks being left behind at a time when countries like China and India are looking to nurture their own start-up cultures to match the success of Silicon Valley and keep their economies on the cutting edge.



“Poor broadband speeds will hold back Australia and its competitive advantage,” said John O’Mahony, an economist at Deloitte Access Economics. A 2015 report by Deloitte valued the nation’s digital economy at \$58 billion and estimated that it could be worth 50 percent more by 2020. “The speed of that growth is at risk if we don’t have the broadband to support it,” he said.

The story of Australia’s costly internet bungle illustrates the hazards of mingling telecommunication infrastructure with the impatience of modern politics. The internet



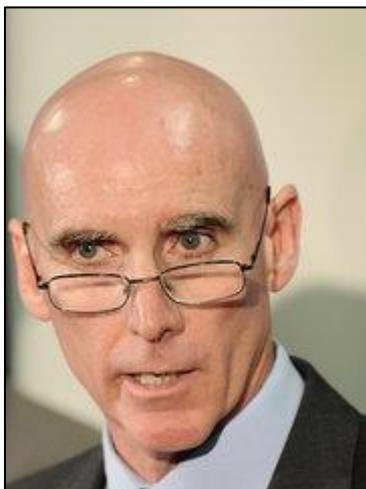
modernization plan has been hobbled by cost overruns, partisan manoeuvring and a major technical compromise that put 19th-century technology between the country's 21st-century digital backbone and many of its homes and businesses.

The government-led push to modernize its telecommunications system was unprecedented, experts say — and provides a cautionary tale for others who might like to try something similar. “Australia was the first country where a totally national plan to cover every house or business was considered,” said Rod Tucker, a University of Melbourne professor and a member of the expert panel that advised on the effort. “The fact it was a government plan didn't necessarily make it doomed. In Australia, we have changes of governments every three years, which really works against the ability to undertake long-term planning, and the long-term rollouts of networks like this.”

Australia poses natural connectivity challenges. It lies oceans away from other countries, and any network would have to connect far-flung cities separated by its sparsely populated interior. Still, Australia had high hopes for its ambitious internet project. Started in 2009, the initiative, known as the National Broadband Network, was intended to bring advanced fibre-optic technology to the doorstep of just about every home and business. It was initially estimated to cost 43 billion Australian dollars, shared by the government and the private sector.

“Years of failed policy have left Australia as a broadband backwater,” said Kevin Rudd, then the prime minister and leader of the Labor Party. But the government share of those costs quickly climbed until taxpayers were responsible for all of it. The technology was slow to roll out, in part because of negotiations with Telstra, Australia's big telecommunications provider, over installing the fibre. (A Telstra spokesman said the company did not believe the talks added to delays.) The government-funded effort drew fire from the Liberal Party, the opposition at the time, which said the job should have been left to the private sector.

After a Liberal-led coalition was elected in 2013, that party looked for ways to contain costs and speed up the rollout. They focused on what in the telecommunications industry is called “the last mile” — the wires that connect a home or business with the broader network. While the National Broadband Network initially envisioned high-speed fibre connecting homes and businesses directly to the network, the Liberal-led effort compromised by connecting them with existing copper wire, basically, the same technology used in the earliest days of the telephone.



The result, critics say, was slow speeds that still did not stop rising costs. “Australia had an aggressive, forward-looking, visionary government project to build a fibre network,” said Mike Quigley, (left) who was chief executive of the project until 2013. He added, “that opportunity's been absolutely lost because of bad judgments,



ideologically and politically driven.”

A spokeswoman for the Liberal Party said that under its stewardship, the initiative was connecting more new users than the Labour Party ever did. But neither party placed fixing the internet high on their campaign platforms in national elections last year, perhaps indicating how difficult the problem will be to solve. Average speeds have more than doubled since 2013, according to Akamai, but other countries are connecting their populations faster, meaning Australia’s lag with the rest of the world has grown. Big businesses can opt to pay for fast connections, but the cost can be considerable for smaller companies.

[GO1](#), an education technology company near Brisbane, spent about \$22,000 on a speed upgrade in September 2015. It now pays nearly \$1,000 a month for its high-speed, 100 megabit connection. “As a software company, our two main costs are internet and staff,” said Andrew Barnes, the chief executive and co-founder. “If the former was lower, then we have more to spend on building up the team.”

Mr. Barnes said that employees in Ho Chi Minh City, in Vietnam, had far fewer issues joining the company’s weekly webinars. “Vietnam’s one of those countries where you look out the window and the telephone wires are just a mess,” he said. “But somehow, despite the obvious infrastructure problems, the internet there is much, much better.”



The video game industry in particular has pushed for better speeds. “Right now, we are all on dirt roads,” Ben Britten, chief technology officer at Mighty Games Group, said at a Senate hearing last year on his industry’s future. “We are trying to push huge semi trucks down dirt roads, and we just need to have some highways.”

Others, for their part, look for ways around the barriers — including old-fashioned radio.

Nick Lorenzi, who lives in Cairns, in northeastern Queensland, was frustrated with his copper-wire speeds, especially since a friend just a few miles away had a much faster fibre connection. Investigating online, Mr. Lorenzi, 25, an information technology worker, found out how to bum bandwidth from the friend using two transmitter dishes that cost \$440 total. “I just knew that the internet was rubbish where I was, so I thought, what else can I do here?” he said. “I’m up really high on a hill, so I can take advantage of that.”

Mr. Lorenzi has since moved, and he says his copper-based connection speed once again is “just rubbish.” “For a country as far along as we are, our internet’s just not aligned with that at all,” he said. “It’s just pathetic, really.”



Bullying.

A recent report by the Dept. of Defence Inspector General's Office states that allegations of "a culture of widespread bullying and brutality" within Defence are, in the most part, unfounded. The audit team travelled to major Defence establishment across Australia and abroad and interviewed staff from all services and few cases of unfair treatment and bullying within the Army and Navy, however the Air Force told a different story. Complaints came from a total of 3,555 Air Force members. While this statistic is alarming in its own right, it becomes horrific when one considers that each complaint represents a sad story of abuse, mistreatment and neglect. Examples of the some of the more disturbing cases are shown below:

- One young pilot told of having to spend two nights in tented accommodations, despite the fact that there was an empty five-star hotel just one mile away.
- Another said that he had been forced to endure a gruelling fitness test every year since he joined in 1997.
- One airwoman alleged that she had been overlooked for promotion on numerous occasions, simply because she was fat, lazy and stupid.
- An aircraft maintenance technician stated he had been refused permission to wear civilian attire to work, despite the fact that his uniform clashed with his eye colour.
- Another had been forced to wear uncomfortable safety boots for periods of up to eight hours straight.
- A clerk could not understand why she had been sent to work in a Joint military headquarters, "I have been forced to work for horrible Army people who just don't comprehend what the military is all about. I feel the Air Force has victimized me by forcing me to do this...I will be seeking compensation..."
- Shockingly, Air Force senior ranks are also subject to mistreatment. One SNCO stated, "I was deeply upset when I was addressed as 'Sergeant' by an officer. He knew my name was Robert. It was just horrible - I have never been more humiliated in my life." A senior officer advised that "the officer in question has been moved on..."
- A number of personnel complained of having to attend courses that were not relevant to their jobs, such as rigorous ground combat courses and drawn-out lectures on occupational health and safety. To add insult to injury, a young corporal was even ordered to pack up chairs in the classroom after one such course.

The huge backlash against treatment of Air Force personnel should provide senior officers with a vital clue with regard to the massive retention problems experienced by the RAAF in recent times.



ANZAC Day.

I'm currently on the nomad trail, back in Feb I drove east from Perth to "work" at the Avalon Air Show, after which I spent a few weeks touring Tassy. I was in Launceston on ANZAC Day and as I normally march I looked around for a group with which I could join. I contacted the local Vietnam Vets association and they made me more than welcome. Thanks Lonny.

Click the pic below to see the Vietnam Vets march in beautiful Launceston. Video provided by the Examiner Newspaper.



L-R: Hennie Ebbelaar, Yours (Radtech extraordinaire), Viv Hinds.

**Men have feelings too.
For example, we feel
hungry.**



Vietnam veterans, Warwick Luttrell of Wynyard, yours truly from Perth W.A and Raymond Money from Riverside (suburb of Launceston) preparing to lay a wreath.

Why does salt make you thirsty?

When you eat a salty food, the salt passes through the wall of your small intestine and enters your bloodstream and making the salt content in your blood rise. As saltier-than-normal blood zooms through veins and arteries, the body senses an imbalance. When there's more salt in the fluid surrounding the cells than in the cells themselves, the sodium-rich fluid attempts to pull even more fluid out of the cells. It's a condition known as hypernatremia, and it's a red flag that sends the cells' chemical messengers rushing to the brain to report the high salt levels in the fluid around the cells and decry their potential dehydration. "Water! Water! Water!" signals the brain and — voila! — you're thirsty.

The "thirst centre" in your brain that compels you to reach for a tall glass of water is located in the hypothalamus, which also helps regulate sleep patterns, appetite and body temperature. When sensors in the thirst centre receive signals that there's too much sodium in the



bloodstream because you binged on salty food, the hypothalamus sends out an SOS: "Drink now." And bingo. You're thirsty.

Age and disease may inhibit the brain's ability to compel you to take in fluids. In other words, people can lose their sense of thirst, which is a dangerous condition considering the body is about 70 percent liquid and needs adequate hydration for its internal organs to work properly. Proper hydration also aids the regulation of body temperature and helps ensure that vitamins, hormones and other substances get where they're needed.

Whether you're about to munch on some sodium-laden cured meats, a salty snack or an extra sprinkling of salt, get ready to grab a big glass of water. You're about to get really thirsty.

One good deed??

Back on January 9th, a group of HELLS ANGELS, South Carolina bikers were riding east on 378 when they saw a girl about to jump off the Pee Dee River Bridge . So they stopped.

George, their leader, a big burly man of 53, gets off his Harley, walks through a group of gawkers, past the State Trooper who was trying to talk her down off the railing, and says, "Hey Baby . . . whatcha doin' up there on that railin'?"

She says tearfully, "I'm going to commit suicide!!"

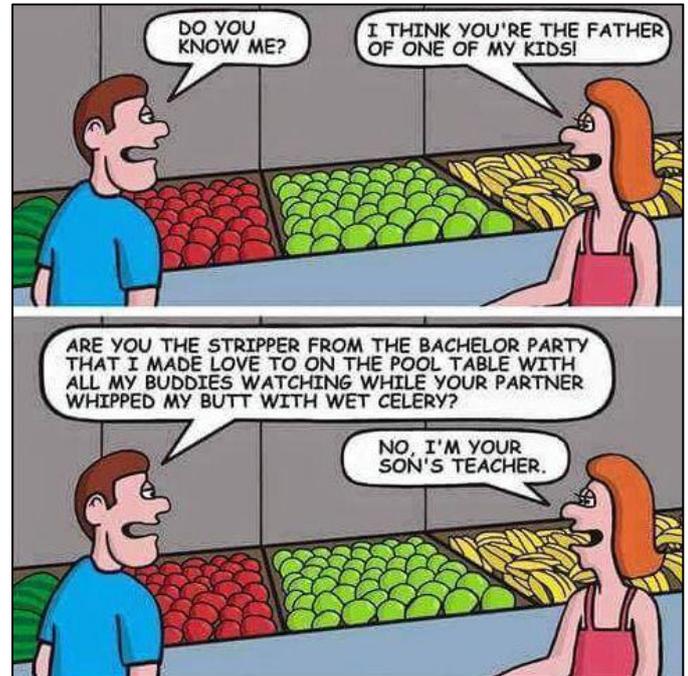
While he didn't want to appear "sensitive," George also didn't want to miss this "be-a-legend" opportunity either so he asked . . . "Well, before you jump, Honey-Babe . . .why don't you give ol' George here your best last kiss?"

So, with no hesitation at all, she leaned back over the railing and did just that . . .and it was a long, deep, lingering kiss followed immediately by another even better one.

After they breathlessly finished, George gets a big thumbs-up approval from his biker-buddies, the onlookers, and even the State Trooper, and then says, "Wow! That was the best kiss I have ever had! That's a real talent you're wasting there, Sugar Shorts. You could be famous if you rode with me. Why are you committing suicide?"

"My parents don't like me dressing up like a girl."

It's still unclear whether she jumped or was pushed.



Silicon Valley discovers aviation – but for how long?

AIR FACTS

the journal for personal air travel—by pilots, for pilots

You have to pay close attention these days to keep up with all the breathless news about “flying cars” and “disruptive aerial vehicles.” The great and the good from the technology world have fallen in love with aviation lately, and their various startup companies have been launching aviation projects at an unprecedented rate in 2017. More than modifications to existing airplanes, each new design seems to be more fantastical than the last.

Here are just a few stories that have made news in the last month:

- Google co-founder Larry Page is behind Kitty Hawk, a company that took the wraps off its “flying car” this week with a sexy video. It looks a whole lot more like a flying jet ski than a car, and it’s actually a Part 103 ultralight so it won’t require a pilot certificate.
- Not to be outdone, Google’s other co-founder, Sergey Brin, seems to be building a large airship at the NASA Ames Research Center in California. Plans for commercial introduction are still unclear at this point.



- Skype founder Niklas Zennström also showed off his big idea this month. Lillium, an all-electric flying car with vertical takeoff and landing capabilities, made its first flight in Europe recently and promises some impressive performance numbers.
- At the swanky Top Marques Monaco event this week, Slovakia-based AeroMobil opened the order book for its supercar-with-wings, which is the closest thing to a real flying car yet. It's priced at \$1.5 million, and requires a pilot – for now.
- Proving that flashy headlines aren't just for startups, Boeing and JetBlue announced an investment in ZunumAero, a Seattle company that thinks it can build an electric, short-haul airliner that will cut airfares by 50%.

What precipitated this mad dash into concept aircraft? There are as many theories as there are startups right now, but the most likely ones are also the most mundane. A lot of the gold rush mentality is just the way the venture capital-fueled technology industry works these days. Everyone is paranoid about missing the next Facebook and being left behind, so interest and money quickly shift from trend to trend at the first sight of change. Since one of the hottest trends in recent years has been drones, many of these flying projects can be viewed as basically grown-up versions of quadcopters. Plus, for billionaire founders and dominant companies, a \$100 million bet on a crazy aviation startup is about like you and me dropping \$10 on a lottery ticket.

Uber's push for airborne taxis by 2020 is driving a lot of the headlines right now.



But perhaps the most important driver of flying car startups has been Uber. The fast-growing, money-losing company has made no secret of its plans to take its taxi service airborne, forever changing urban commutes with a vast fleet of unmanned vertical takeoff and landing (VTOL) aircraft. This effort seems to have brought a lot of hobby projects into the daylight, and a conference hosted by Uber this week shows just how pervasive the drone fever is right now. A diverse group of companies took the stage to announce radical designs and make increasingly bold predictions, including Embraer, Bell Helicopter, and a Mooney-Carter partnership.

Such attention is downright exciting for pilots, who have long made do with minor upgrades to 60-year old airplanes. Finally, the best minds in the world are talking about truly new aircraft and bold ideas! While the buzz certainly is intoxicating, it's almost guaranteed that this bubble – and it is a bubble – will burst. At least three forces are acting against these aviation startups: regulation, technology, and attention span.

The most obvious obstacle for these aviation startups is the regulatory environment. Tech firms use catchy phrases like, “move fast and break things” to signify their casual disregard for the



rules, and that's often successful (as Uber has rather spectacularly proven). As these companies will soon find out, though, aviation is quite different. Unlike many areas of the technology industry, the rules are well-established – perhaps too well-established – so there are few gray areas to hide in.

One of those rules involves powerplants. Almost all of the recently-announced aircraft use electric motors, which are nearly impossible to certify right now. Strapping eight of them to the wings and then tilting them for takeoff can work, but don't expect a type certificate for such a design to appear overnight.

On top of the electric motors, the business models for these airborne Ubers depend on autonomous flight if they plan to make money. While the FAA has released final rules for small unmanned aircraft, these only apply to aircraft under 55 lbs. There is a long way to go before a comparable rulebook is in place for 5,000 lb. drones that carry passengers. One key issue to solve is "sense-and-avoid," the ability for an unmanned aircraft to avoid a mid-air collision with an airplane. There are various ideas for tackling this issue, but formal trials won't be complete until at least 2020, with the final decision probably even later. For perspective, consider that Europe allowed commercial operators to use single engine turboprops on IFR flights *last year*, and only after decades of debate and study. Why will autonomous Part 135 or 121 operators move so much faster?

An all-electric, unmanned Slowed Rotor Compound aircraft should be easy to certify, right?

Perhaps most importantly, unmanned air taxis will have to do battle with a single, nationwide regulator for aviation. While Uber is no stranger to legal battles, until now they have benefited from the fractured nature of their opponents – San Francisco Board of Supervisors here, the state of New York there. When it comes to flying cars, there can be no jurisdictional arbitrage; if the FAA doesn't approve, it's not going to happen.



Beyond the legal challenges, there are big technical problems to solve, too. Electric motors, lightweight batteries, tilt rotors, and autonomous flight controllers may not be science fiction at this point, but they're hardly mature technologies. Many of them depend on continuing development in the smartphone and electric car industries. While the critical components will eventually get made, the key questions are: at what price and on what timeline? In particular, the schedule for these new aircraft is incredibly aggressive. Uber plans to launch its Elevate service by 2020 – a mere 32 months from now. That is nearly unthinkable given the current state of technology, regulation, and public perception.



It's also worth considering how well these aircraft will solve the problems they hope to take on, notably traffic congestion. As Zennström said recently, "The way we deal with transportation today is broken. There are congestions and to get from East London to West London takes forever. There is pollution in our cities with carbon dioxide so we get climate change."

VTOL aircraft certainly do eliminate the restrictions imposed by road infrastructure, but they hardly eliminate the idea of traffic. Crucially, Uber isn't so much solving the capacity issue as it is moving where the problem exists. Take a commonly-used example: New York on a Friday afternoon, when thousands of people want to get from Manhattan to JFK Airport at 5pm. Right now the only real option is an hourlong car trip through heavy traffic, but the cheerleaders suggest that could be cut down to five minutes in an Uber Elevate. In flying time it certainly could, but where will all of these aircraft land? At 4-6 people per Uber, it would take hundreds of drones to satisfy demand. They may be able to fly their own routes, but they will eventually need a place to land. As we've learned in aviation, the real bottleneck is often the number of runways, not the airspace.

Uber is working with real estate developers to address this issue, but I suspect they haven't considered how vocal the NIMBY crowd can be when aircraft are involved. Cars are a part of everyday life; tilt rotor aircraft are not. Even if the neighbors do go along, this will be a very capital-intensive effort. Uber (or its partners) will have to own a lot of land for vertiports, and have a large fleet of aircraft. Neither of those exist in the company's current business model, which is the ultimate "asset light" strategy. Indeed, one of the key breakthroughs for the company now is making use of existing capacity (garages and cars) that sits idle most of the day. Building a network of facilities and aircraft from scratch is a different story altogether.

Will investors like Larry Page simply lose interest?

Regulation and technology are perpetual enemies of aircraft development programs, but the third reason for skepticism is less common in this industry: investors will simply lose interest and move onto the next idea. For anyone used to rapid development cycles in software, aviation must feel utterly unbearable with its lengthy testing programs and mind-numbing certification rituals. In fact, the attitude it takes to run a successful technology company is almost the exact opposite of the one it takes to bring a new aircraft to market. It's easy to see how, after a few years of being stuck in the mud and wasting a few hundred million dollars, billionaire investors will simply punt. That's not necessarily a criticism, it's just the way their business works. Technology investors know they will strike out far more often than they will get a hit, but it only takes a few really big hits to win. When it's clear that a flying car isn't going to be the next multi-billion dollar company, it will disappear.





None of this is to suggest that autonomous flying cars won't exist someday. I look forward to riding in one before I die, but the outrageously ambitious schedule being promoted right now is a publicity stunt, not a realistic plan. I suspect most of the people involved know this, but keep up the charade to fuel the hype cycle.

It's not all doom and gloom. When this bubble pops, there could be some very real benefits that trickle down to general aviation pilots. It seems increasingly likely that the future of recreational aviation, if perhaps not cross-country flying, will be electric. If general aviation manufacturers can free-ride on some of the advances in electric flight and autonomous technologies, we could end up with a new generation of bugsmashers. That's something to look forward to, no matter what you fly today.

So I welcome our new visitors to the bizarre world of aviation, but I recommend we all keep our hands on our wallets and our eyes on the FAA. When it's over, maybe we'll have something to celebrate.

Constructive meeting.

Rick Ryan.

With a number of other veterans we met up with Dan Tehan, MP, Minister for Veterans Affairs, John Carter OAM, DCM and Andrew Hastie MP, at the North Dandalup Tavern recently to listen to Dan Tehan give us the details on just what the extra \$350m allocated to his portfolio would be spent.

I had recently attended a meeting of ESOs at DVA HQ in Perth where the subject was on the transformation of DVA in the future hence my reason for sending this email. DVA is finally moving into the digitalisation era. The concept is that anyone who joins the Defence forces will have their service details relayed to DVA from day one. Over their service career, should they travel overseas on operational duties, receive injuries or illnesses then all of this information will be transferred to DVA. This is to assist the service member in that when any claim is made then DVA will have all their details and service history readily available.

Other aspects of the transformation process is for quick claims processing. Dan Tehan indicated in his speech to us that not only would the afore-mentioned occur but there would be an amalgamation of information from Defence, DVA and Comsuper whereby the necessity to go to various doctors and specialists when a claim is made would be reduced significantly. For example, if you were being treated by Defence doctors, specialists for injuries, then you would not have to go through the same hurdles with DVA or Comsuper. In other words, the determinations by your doctor/specialist in Defence would be accepted.

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No doubt there would have to be a fair bit of streamlining and cohesion between all departments involved but I can see the claims process times being reduced dramatically.

Most of the above will not affect us as we are in our twilight years but for the younger service men and women it should be a blessing.

Dan also spoke about the Gold Card being given to atomic testing veterans and of course the acceptance now of all mental conditions for those who have served. You do not have to jump through any hurdles you can just go and get treatment for your mental problems.



L-R: Dan Tehan MP, Minister of Veterans Affairs, Rick Ryan, John Carter OAM, DCM and Andrew Hastie MP (ex- SAS). Andrew Hastie Federal MP for Canning (WA) and of course with his military background quite easy to talk to.

I have given only a brief narrative of what this meeting was about. If you want any further information about the direction that DVA is heading then speak to representatives of your ESOs. Suffice to say that I was very impressed from my meeting with DVA on just what is being proposed for the future of the department.

At the time of the meeting DVA were anxiously awaiting the outcome of the Budget release. Well the government has allocated \$150m of the \$350m for the transformation.



Dan Tehan is a country lad and in my opinion I see a bright future for both him and Andrew Hastie in politics. They both have a greater understanding of veterans than I have seen in previous occupants. Andrew is involved in a number of Committees that revolve around Defence and veterans, so I consider us to be in good hands.

Foreign Aid.

In the financial year, 2016-17, your Australian Government gave the massive sum of \$3.8Billion dollars of your money to overseas countries in the form of Aid. (See [HERE](#))

This \$3.8Billion of your dollars was firstly borrowed from other countries so your government could give it away. You then go to work, pay your taxes which then goes to pay the interest??

Some of the countries that received a part of those funds are below: You can check these figures by clicking each link.

Amount	Receiving Country	Link
\$110M	Iraq	Here
\$10M	Yemen	Here
\$84.5M in 2016-17, then \$80.9M 2017-18	Afghanistan	Here
\$82.9M in 2016-17, then \$85M 2017-18	The Phillipines	Here
\$78.0M in 2016-17, then \$66.4M in 2017-18	Myanmar	Here
\$547.1 in 2016-17, then \$546.3 in 2017-18	PNG	Here
\$57.6M in 2016-17, then \$57.9M in 2017-18	Bangladesh	Here
\$89.1M in 2016-17, then \$87.4M in 2017-18	Cambodia	Here
\$86.6M in 2016, then \$84.2M in 2017-18	Vietnam	Here
\$50.7M in 2016, then \$47.1M in 2017-18	Pakistan	Here
\$29.0M in 2016-17, then \$27.7M in 2017-18	Sri Lanka	Here

In the 2017-18 financial year the figure will rise to \$3.9Billion yet we have Ex-ADF personnel who are suiciding due lack of care, we have 105,237 people in Australia living on the streets and we have farmers, business people and families waiting on disaster relief after Cyclone

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Debbie. We're running out of Electricity, some of our roads are goat tracks, our natural gas is far to dear and seriously ill people can wait for months, sometimes years, for aid.

But!! We can stump up \$3.9Billion for people overseas???

Something's definitely wrong!!

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



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



My Story.

Ian “Tiny” Ashbrook.

[In Part 1](#), Ian Ashbrook and his family had just arrived in Malaysia (1981) in the midst of the pre monsoon temperatures and extreme humidity, coupled with the less than exotic atmosphere of the wet fish market in the middle of Penang. He then took command of No 478 Sqn as well as being the Base Engineering Officer at Butterworth.



Taking over from Chummy Wade (*Right – AWM pic*) as CO of 478 Maintenance Squadron at Butterworth, Malaysia was certainly stepping into some big shoes. Chummy was a larger than life character having been an RAF Halton apprentice who had later been recruited into the RAAF as an engineer officer. He had commanded a number of large organisations in the RAAF including 482Sqn at Amberley with the F111 and 478Sqn at Butterworth with the Mirage III in addition to being one of the first to serve in Vietnam. He could be direct and confronting which is probably why he never served in Canberra; but, he had a wealth of experience and knew how to lead an organisation. So, I arrived in Butterworth and set about my primary task to plan the closure, while commanding a large squadron (of over 400 including locally engaged civilians (LECs)) and all of this had to be done sensitively taking into account the considerable political implications in a foreign country.



The first challenge came with the Mirage when loctite was applied incorrectly to some wing bolts across the fleet and this migrated to some control actuators and I had to advise that we cease flying until we could work out the implications. This took some time and I was under considerable pressure to get the fleet back flying. This was a local problem with only the Butterworth aircraft affected; but, the airworthiness considerations were significant and I was relieved when we started to get aircraft out of the recovery program and I could get the CO's of 3 and 75 Sqn, let alone the base commander AirCdre (later AVM) Bernie Reynolds, off my back. However, this was closely followed by a high speed fatal Mirage crash at night into the sea to the N of Butterworth (A3-32 piloted by FlgOff Cliff Simmonds) with no apparent cause. I was fortunate again to have on staff SqnLdr (later WgCdr) Wal Nelowkin who had preceded me into Butterworth. Wal's painstaking efforts in coordinating the recovery of aircraft remnants from the sea and assembly of the pieces in classic aircraft accident investigation manner on a wire frame in a hangar went a long way to supporting the conjecture that the aircraft probably had

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not had a problem. And, just to add variety to the day I had drug accusations against several members being investigated, some serious impropriety by both a member and separately a wife resulting in two families being sent back to Australia and the recovery of a member detained in Thailand following a motor bike incident.

During the handover, Chummy opened the office safe and showed me some RM20k+ (approx \$A10k) in cash which had been accumulated over the years and used, to 'assist' members who got into 'trouble', on a repayment basis. I had envisaged a member who had overcommitted to a local door to door salesman of everything from furniture through to rental cars; but, the first use of the funds was to despatch our SqnLdr service policeman to Phuket, with the money to negotiate the release of a member being detained by Thai police, following a motor bike accident. I soon learnt that in Thailand, right was largely determined by who could pay, which meant that if property was damaged or a person injured then inevitably, even if innocent, the only way forward was with money.

And this wasn't the only source of funds. We had section funds, group funds, club funds etc etc which had accumulated over the years and, after I had become aware of them, added further to the list of things to be addressed during the run down and closure. In the end, some of the funds were expended on an appropriate Squadron closure function; but, most were donated in various forms to orphanages and other worthy local support groups around Penang.

As I arrived, plans were being implemented to close Transport Support Flight (TSF) which operated Dakota and Iroquois aircraft and replace these with a single Caribou aircraft. Seeing an immediate opportunity to make further savings on this (and get some flying), I suggested to the Air Staff Officer (ASO - GpCapt (later AirCdre) Stewart Back) that as we already had two experienced Caribou pilots on staff at Butterworth, maybe we only needed a detachment commander plus a loadmaster on staff with the Caribou and this could save having a second pilot with the detachment as well as covering any extra pilot availability for sickness, leave etc



The other pilot at Butterworth was the Senior Medical Officer (SqnLdr Dennis Gardiner). Dennis had flown Caribous with me at Richmond in 1969, had completed a tour in SVN and had around 4000 hours on the Caribou. After Vietnam, he had been encouraged to resume the medical studies that he had deferred when he joined the RAAF. So, it was that Dennis and I undertook a quick Caribou refresher back at Richmond and Stew, who was a Qualified Flying Instructor (QFI) and a Mirage Fighter Combat Instructor (FCI) also became Caribou Captain

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qualified. This of course meant that the FltLt detachment commander had two GpCpts and a SqnLdr as his copilots; but, FltLt Julian Bowditch (later with Qantas) initially and FltLt Darryl Redding, a former F111 navigator before doing a pilots course, both handled the role with aplomb. Sadly Darryl passed away last year up on the Sunshine Coast.



L-R: GpCapt Ian Ashbrook, GpCapt Stewart Back, FltLt Darryl Redding, SqnLdr Dennis Gardiner, Sgt Brett Tuohy. (Click the pic)

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Dennis and I also initially had some fun when we were flying together especially with 'new' passengers. We'd get the Loadmaster to tell the passengers that 'Caribou pilots are in short supply so today we're flying with the Base Engineering officer and the Senior Medical Officer'. One of us would then call from the cockpit to the Loadmaster asking could he find a Flight Manual so we could work out what how to start the beast'. However, this wore thin with some nervous passengers and after a complaint to HQ we desisted forthwith.

The Caribou was mainly used to support the Mirage detachment at Tengah (Singapore) which was a 2.5 hour flight from Butterworth and we noted that the aircraft main wheel tyres suffered from high wear rate in the centre of the tread with the attendant danger of tyre failure. We concluded that this was due to cold soaking on the long cruise dropping the tyre pressure. The published Caribou main tyre pressure was 38-42psi so we boosted this to 46psi whenever long cruise flights were planned and this largely overcame the uneven wear problem; so, we wrote this up and sent it off to HQSC for incorporation in the manuals. The response was swift and vicious, demanding to know under whose authority such unauthorized trials were conducted and insisting that the manual was to be adhered to unless specifically authorized by HQSC. We ignored this, continued with our practice and regretted that other operators could not benefit from this experience. As Douglas Bader is reputed to have intoned 'rules are for the blind obedience of fools and the guidance of wise men'.



Planning the closure of the squadron was a major task with some 400 RAAF (plus families) across the three squadrons. Withdrawal was compounded by having to repatriate the RAAF families to Australia in an orderly fashion while trying to ensure that all who were posted to Butterworth managed to get close to a full tour. We also had to maintain flying operations.

Initially much of the planning was coordinated by my offsider WgCdr Peter Coutts and when Peter returned to Australia, this was taken over by SqnLdrs Wal Nelowkin and Les Armstrong. Fortunately, the Director of Postings Airmen (DPA) at the time (GpCapt (later AirCdre) Blue Connelly an administrative officer and former WW2 pilot) could see that this would be best managed on site looking at Butterworth as a whole and so allowed us to plan manning such that individuals could transition from 478 Sqn to 75 or 3 Sqn and when 75 Sqn withdrew, either went to Darwin with 75 or transitioned to the last Mirage squadron at Butterworth, 3 Sqn.

But RAAF personnel were only part of the equation. We had some 80 LECs, many of whom had transitioned from RAF to RAAF employment and had been employed for decades. The LECs had a strong union and our actions were also being closely watched by the Malaysian government so separation negotiations were very sensitive with redundancy payments very

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carefully negotiated to avoid any misunderstandings. Notwithstanding, we achieved the target of disbanding 478 Sqn on 31 Oct 1983 and all personal posted to Butterworth completed a full, or close to, tour in Malaysia.

478Sqn operated the air-ground weapons range on Song Song Island about 40km N of Butterworth. The range consisted of three islands of which the largest, Bidan, was used as an accommodation site about 4km from Song Song. We kept Bidan manned 24 hrs a day for security and when not being operated (normal ops were Mon morning to Fri afternoon), security was provided by the RMAF and the RMAF Base Commander COL Abdul Ghani Abdul Aziz (later LtGen and CAF) asked me if somehow this could be ameliorated. Armament Section in fact did this in part by making the accommodation available to armament personnel to use at weekends, if they wished; but, only did this occasionally. I proposed, much to the chagrin of the armourers, that we open Bidan up to all personnel for the weekends managed by Armament Section. Bidan offered basic but comfortable accommodation with a good safe sandy beach, plenty of fishing and generally a very attractive free weekend holiday and was booked out month by month.



478 Sqn, 1983.

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So Ghani was happy and we provided a great respite location for our people in the area. With the benefit of 35 years hindsight I now wonder at the safety aspects as Bidan was isolated with no way off once the ferry boat had departed and there were very limited radio communications back to Butterworth. So, if any of the known pirates in the area or local fishermen had chosen to come onto the island there was little that occupants could have done and it could have been disastrous; but, fortunately, nothing like this happened.



Handover of the Song Song Range complex to the RMAF with Col Abdul Aziz Ghani (later LTGEN and Chief of RMAF) accepting on behalf of the RMAF.



Everything that came onto Bidan had to be shipped up on a ferry, loaded onto a dinghy and man handled up the beach so replacing items like refrigerators etc was a major task and when it came to hand the range complex over to the Malaysians I proposed to the 'accountants' in Canberra that we just write all of the items off and hand them over; but, this required considerable convincing. The written down value was negligible but 'rules are rules'. Fortunately, sense prevailed and we handed it all over; but, the Malaysians then had 'purify' the site to satisfy halal requirements and because prohibited items like pork had been in the fridges, cooked on the stoves, washed in the sinks etc these items either had to be removed or cleansed by a religious Bomo, which took ages to accomplish. Finally, the range was brought back to service and to be used by the RAAF, as in Australia, required a suitably qualified pilot to be on site to act as Range Safety Officer. The first RSO, a 'boggy' Mirage pilot was duly despatched for the week and on day two proceeded to start the day by cooking his breakfast of bacon and eggs in the kitchen, which brought the whole complex to a halt for several weeks while the 'cleansing' process was redone!!

When I arrived at Butterworth I found one of the officers in 478 was Charlie Walford, then a Flt Lt. I had heard of Charlie over the years; but, our paths had never crossed. Despite the rank difference, Charlie and I hit it off immediately. We were of similar age, size and temperament, with children participating in the range of activities around Penang; but, most of all we had similar interests, particularly in cars. Charlie was also responsible for the maintenance of the Caribou.

When the Butterworth posting came out of the blue, I had to decide whether to keep the car that we had taken delivery of from the factory in Stuttgart and driven to London (we did this enroute to the UK rather than returning from the UK and this was unusual and caused some consternation in the High Commission at the time!!) or look at selling and perhaps replacing with an import into Malaysia. The car sold quickly in Canberra providing more than enough for an equivalent new replacement to be imported into Malaysia; but, that was the easy bit. For many years, purchasing duty free cars in Malaysia had been the norm for those so interested; but, by 1981 no one had imported a car for many years and the bureaucratic process to achieve this had not been exercised in that time. Like other former British colonies, Malaysia took British bureaucracy and turned it into an almost incomprehensible art form. Just to make it more difficult, all documentation was in Bahasa Malay so I had to find an agent to negotiate the complex framework and this came in the form of a well known 'insurance' agent by the name of Mr Maniam. Many people who had a tour in Butterworth will have known Maniam.

One of the requirements was a lengthy import document of which I had to have 48 original copies, which took ages to hand complete, the majority of which were sent to Customs and Excise in Kuala Lumpur. The car shipped



from Germany through the main Malaysian port of Port Klang and arrived on the Butterworth wharves on the Fri leading into the annual Hindu festival of Deepavali. Maniam, although Indian and anxious about his Deepavali commitments, insisted that we get it off the wharves asap to

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avoid theft or damage and arranged to get final clearance on the Sat which I was very pleased to support. However, on the Sat, Maniam rang me about 08.30 to say 'we have a problem. Please come to the Butterworth Custom House with a driver and in uniform wearing 'gold' hat'. Quickly thinking how to do this, I rang Charlie asking him to help. So with Charlie driving we arrived at Customs to be met by Maniam who asked me to accompany him, let him do all the talking; but, 'look stern and nod when he nodded'. We then proceeded with this act at various offices as we made our way up the building. Finally, at about noon we were ushered into what was clearly the boss. Maniam went through the act and in frustration, having gathered what the problem was, I leant over boss's desk, pointed at various lines on one of the copies of my 'original' import document and opined that clearly the officer who had completed it in KL had ticked a wrong box in error and there wasn't really a problem as surely he could see the error. Boss looked at me and agreed but pointed out that he couldn't change the document as it would have to go back to KL to be corrected. It didn't help either that the error had been made by a female officer.

Fortunately, and perhaps uncharacteristically, I had kept my cool through the several hours of this charade so, thinking quickly, I sat down and proposed to 'boss' that he release the vehicle to me as a senior and honourable RAAF officer on my personal guarantee that I would take it directly to the RAAF Base and secure it to remain untouched while the documentation was fixed and surprisingly to me and especially to Maniam he agreed. But that was not the end. The port was closing at 2pm, until the following Tue, for Deepavali and we had to get the car started and off the wharf in the next hour and a bit, which sounded easy enough; but, when we got to the car it wouldn't start because it had no fuel and was covered in protective wax. So, Charlie raced off to find a garage and get some fuel while I tried to clear enough of the wax to make driving possible and just to make life difficult as Charlie returned a storm broke! So, in pouring rain, using one of the 48 copies as a funnel, the two of us, like bedraggled rats, managed to get sufficient fuel and probably water into the car to start it. Meanwhile, I had rung Carolyn and she had also come to the wharves to meet us at the exit. The car was unregistered, covered in protective wax and grime and stood out like the proverbial, so the decision was that Carolyn would lead, I would follow closely behind and Charlie would bring up the rear so that the fact that I had no number plates was concealed as best as possible. Of course we had to get more fuel and because of the wax I could not use the windscreen wipers! Maniam left us at the wharves, all smiles and indicating that he could now have a happy Deepavali. It then took over a month to get the paperwork corrected before the process of registration could start. Was it worth it. Yes; but, you'd have to be a car enthusiast. Charlie and I then enjoyed a few 'Anchors' when we finally got home.



As the time of the final day for 478Sqn (31 Oct 83) approached I began to get anxious about my posting. My GD GpCapt contemporaries received calls from DPO to discuss their future and postings were agreed; but, the phone to me was silent. Having left Canberra at short notice and at a critical time in the education of our children, I had requested a return to Canberra and was

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prepared to then commute to Canberra, if necessary. However, at the last moment, and with no consultation I was posted to HQOC as the SMaintSO. That this was a good career job is without question; but, locationally it didn't resolve the final few years of education for the children and, also, Carolyn was on leave from the ACT Education Department, having secured a placement on our return from the UK, her first paid job since well before Paul's birth in 1968.

So, we arrived at Glenbrook in mid Nov83 to find that housing was almost impossible to rent and we were accommodated in the Log Cabin Motel at Penrith. Time passed, the children

came 'home' from boarding school and we waited out our time in two rooms of a pretty average motel. Having three teenagers return with all of their possessions from boarding school placed considerable pressure on space; but, spending the whole of the Christmas holidays in a motel were even thinner and still there were no prospects of accommodation. To add to this, the job required me to be away for around a week every second or third week. During this time, our house in Canberra



became vacant so I proposed that we move into it and, when a suitable place could be found in the Glenbrook area that we move to it. The Personnel response from Canberra was that I would have to pay for the removal of our goods from storage and also for any subsequent move to Glenbrook as a removal would only be provided to the posting location. The logic of the first bit escaped me as our goods were stored in Canberra and while I was reluctantly prepared to accept the cost of a subsequent removal from Canberra I demurred, on principle, against the first. Having exhausted checking the availability of houses from anyone posted from Glenbrook, I started contacting anyone getting a posting out as soon as I heard about it. However, by mid Jan84 we had to make a decision on the children's education and decided that they return to their boarding schools pending resolution of our future domestic location. In mid Feb I heard of a posting, almost before the WgCdr concerned and 'bagsed' first refusal on the house he was in, culminating finally in the move to Blaxland in late Feb84. We had spent over 3 months in the Log Cabin and had long exhausted all of the eating establishments in the Penrith area. The whole exercise had had a significant family impact, the children were still in boarding school and, if we moved them to the Glenbrook area they each faced a further move at critical times in their final secondary years when my next posting came up at the end of 1985, as I was informed that the HQOC posting would only be for two years.

With hindsight we should have reoccupied our Canberra house when it had become vacant, Carolyn could have returned to work while the children were established in Canberra and I could have commuted to HQOC and subsequently to Melbourne which was the most likely next posting; but, we hadn't. So, we began looking at various options and when a business opportunity presented later in 1984, I pursued this culminating in the submission of my resignation from the RAAF in Apr85. Now this has to be seen in the context of the time. Up to that time, any officers who showed any indications of resigning were placed on a special list and treated as pariahs. A decade or so later, commonsense prevailed and well reported officers were encouraged to broaden their horizons and were then welcomed back; but, not in

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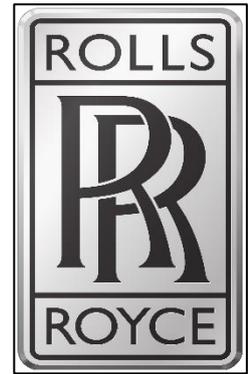


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1985. So, when I changed my mind and withdrew my resignation two months later, I was informed that the withdrawal would not automatically be accepted and an officer in the personnel world, who I had regarded as a friend, actually opposed the withdrawal!!

While this was happening, I arrived home one night having been at meetings in Canberra and Carolyn advised that 'someone' was trying to contact me from the UK and would call later that evening. Out of the blue this was a 'head hunter' who indicated that Rolls-Royce were anxious to appoint someone to open an RR office in China and that in addition to knowing my history in the UK had also looked at my ability to relate with Asians from my time in Malaysia. On questioning why an Australian, the response was that an Australian, through the perceived efforts of Gough Whitlam etc, would probably be better accepted in Beijing than someone from the UK. So, I very nearly withdrew the application to withdraw the resignation. The job had great appeal and was well remunerated and supported by an interpreter with a car and driver etc; but meant living in an hotel in Beijing with no prospects of other accommodation and had to be unaccompanied, at least until the position was well established. This also only aggravated the situation with the children's education. So after about a week of agonising, I reluctantly declined the offer. I might add that my subsequent employment by RR over a decade later was quite independent of this approach; but, it did enlighten me to the fact that employers were tracking individuals outside their organisations and many unadvertised senior jobs are filled in this way.



In the end, the withdrawal of my resignation was accepted and I was posted to Canberra to undertake a 'Defence Efficiency Review' reporting directly to the Secretary and CDF. However, in preparation for my separation, we had sold our house in Canberra so this was replaced and we moved into our 16th house (currently we are in our 28th with the total in RAAF service being 24).

SMaintSO at HQOC was effectively the Chief Engineer for the operational Air Force and Maintenance Branch was responsible for monitoring the engineering and maintenance standards across the Command. Amongst other functions, the Branch conducted biannual inspections of all HQOC units with maintenance functions. This involved visits to all bases which normally lasted a week and basically meant spending alternate weeks away from home. SMaintSO personally didn't have to be present for the actual inspections but, was expected to present the exit report which, to avoid subsequent argument and recriminations, was always provided to the Base Commander prior to leaving the base. Most times this meant joining the team mid-way, getting a feel for progress, consulting with all of the CO's involved and writing the exit report. Each specialist group leader wrote their individual report and this was then consolidated by the team leader, normally SMaintSO. Time was the critical factor here so, on the final night, reports would be completed and pushed under the team leader's bedroom door and he would then get up early and complete his report through the wee hours and this was before computers so was handwritten. Inspectors are seldom 'loved' and particularly when the message is critical, so SMaintSO potentially got people off side which was unfortunate and potentially not career enhancing.

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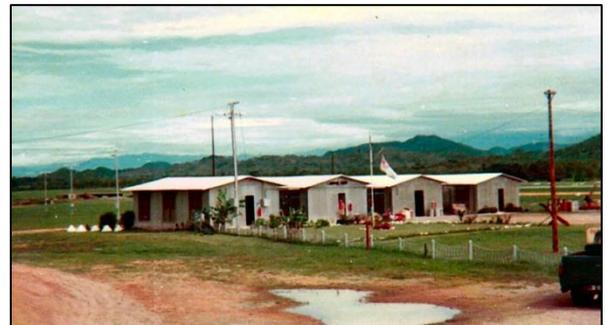
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In my time the staff officers, in my opinion, were very conscientious while being fair and professional. I can recall when I had been the SEngO at 38Sqn that the HQOC team were regarded somewhat jaundicedly and the unit played tricks for example by 'salting' the tool board with a couple of damaged screw drivers for the staff officer to find which made him happy, he had something to criticise and invariably looked no further. That this occurred time and again amazed me; but, the SNCOs who saw this year after year just laughed it off, behind his back.

Apart from Butterworth, we also inspected the 38Sqn Detachment A at Port Moresby (below)

and when we heard rumours that the helicopter detachment with the Multinational Force of Observers (MFO) at El Gorah in the Sinai had problems, I looked at how to inspect this and given the ranks of the senior officers in the MFO, it was decided that I should go with one other officer and I selected Charlie Walford who was a helicopter specialist and in line to serve a tour with the MFO. At that time, all travel had to be by Service air unless there were exceptional circumstances so



Charlie and I went to the ME on a C130 courier but, as this gave us insufficient time at El Gorah we then entered Israel to fly from Tel Aviv to Marseille by civil air (El Al) to join a RAAF B707 which was delivering a number of new Squirrel helicopters to Fairbairn. The forward journey took five days from Richmond, with overnights in Darwin, Singapore, Male (Maldives) and Bahrain while the return journey took us from Marseille to Brize Norton (UK), Washington, Sacramento, Honolulu, Canberra and finally Richmond. For a week's work at El Gorah we were away for three weeks in order to save two single airfares. That said, the Maldives were so impressive that Carolyn and I subsequently spent a couple of weeks there on holiday.

So, it was then off to Canberra in mid 1985 where I found myself in a 1star position with two senior public servants and a secretary conducting a Defence Efficiency Review into Procedures for the Acquisition, Production and Updating of Technical Publications. The background to this was the request by Air Force for some \$10m annually to maintain publication support for the newly introduced F/A 18 Hornet. This set the cat amongst the pigeons as the project had made no provision for publication support as this had always been effected in the 'running system'; but, the costs up to this point had been minimal to absorb and the first question was 'why so much?'

Despite the subject, I found this to be a fascinating job which gave me access to many senior civilians and the authority of the Secretary and CDF to delve into detail within the 3 Services. We chose several operational groups from each Service and set about looking at how they were supported with technical information. This produced some interesting results. With Navy we looked at the DDG's, Submarines and Patrol Boats. On board DDG HMAS Brisbane I was impressed by the neat and extensive library of publications; but, on looking closely at one pristine copy I noted that it had not been amended for years. In answer to the obvious question, a Petty Officer explained that the system it covered had long since been removed from the

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ship. So why the book? Admiral's inspection I was informed - looks impressive and neat! On the submarine I was informed proudly that instead of lugging nearly half a ton of publications onboard they now had microfiche. At the aft of the boat I found, buried below the deck, a small workshop and, on asking the fitters how the microfiche worked for them was informed 'hopeless'. The electrician advised that to look up a circuit diagram he had to go back to the ops room, look up the fiche and then make notes of the circuit as there was no facility for printing; so, he had his own hard copies totally uncontrolled. Microfiche were also on the patrol boats; but, again I was asked by a Petty Off 'have you ever been to sea in one of these'? Apparently in any sea the boats movement was quite violent and there was no way that anyone could read a fiche let alone line up the magnifier.



Not that Navy should be criticised in isolation. We found that RAAF P3 publication amendments were sent to the Embassy in Washington by the USN where they were vetted for applicability to the RAAF configuration. But, the vetting was years behind and P3 pubs were largely out of date. Of course, at SMaintSO Branch, we had only checked that the received amendments had been incorporated and were ignorant of what was held up in Washington. And looking at the Army's Tiger tanks, we found most publications were still untranslated from German; so, the tanks were largely being maintained using the notebooks of technicians who had been trained at the factory. This was somewhat akin to the Mirage where much was still in French and, as the aircraft were being phased out, notebooks compiled by the initial staff in France were still in use.

All of this pointed to the requirement for the incorporation of technical publications into the determination of mission worthiness an encompassing term along the lines of airworthiness and seaworthiness. The importance of this was largely accepted as was the overwhelming costs with the then developing Collins Class submarine seen as requiring publication support funds far greater than the Hornet, for example. And, in 1986, we were on the cusp of a huge technology change with the advent of CDs etc; but, while we noted the potential for centralised digital support we could not have envisaged how technology would advance so rapidly over the ensuing decade. Desk top terminals were virtually non-existent and typing pools and secretaries were still the source of most printed documents. I could certainly not have envisaged typing a document like this. The report itself was hand written and then typed by the secretary on the team and any 'changes/corrections etc' generally necessitated retyping whole pages, if not chapters.

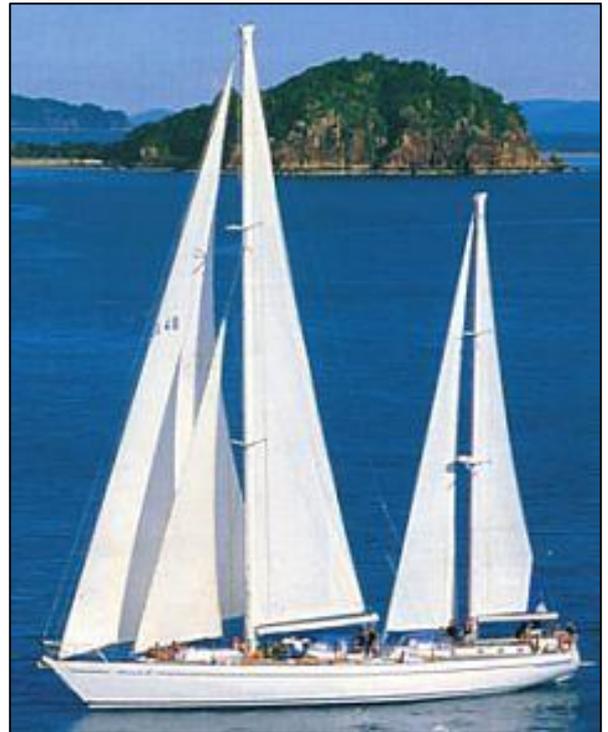
With the 1985 annual posting list, I became aware that my next job was full circle and I was to be the Director of Technical Plans (DTP) as soon as I had finished the Efficiency Review, which occurred in Mar 1986. DTP was clearly not a career enhancing position and had usually been



held by officers unlikely to advance further and all of this occurred when there was great pressure for restructure and downsizing in Defair. Essentially it was a 'no win' job; but, having established a reputation for undertaking reorganisations (in fact even being regarded as a 'Grim Reaper' wielding a scythe) I was plunged into trying to recommend and implement major structural changes in Engineering Branch as well as ironically implementing the appropriate recommendations on publications from the Efficiency Review. I spent nearly three years as DTP during which time I received several approaches for outside employment; but, none really appealed.

That said, to offset the difficult and personally unrewarding work requirements I looked to pursuing other interests away from DTP. Firstly, I found that a number of officers were regularly participating in Wed afternoon sport, something that I had never indulged. So, I started sailing in the inter service competition on Lake Burley Griffin. My boat, a rather old 470 (an Olympic class racing boat, ex Army) provided a relaxing diversion and I usually crewed with whoever was available from DTP. However, in 1988 I saw an

article in Routine Orders calling for expressions of interest for experienced crew to sail in the Sydney-Hobart race and, throwing caution to the wind, responded to the coordinator and found myself in mid Dec, lining up with other contenders at Rushcutters Bay for possible selection as crew on Anaconda 2 for the race. I had virtually no experience in large boats (Anaconda was 84ft with a crew of 24); but, had read as much as I could, didn't tell any fibs and equally didn't volunteer any negative information. I had no idea what position on the boat I was best suited for but, on seeing the physical size of the majority of the winch/rope handlers quickly worked out that I was unsuited to doing that and when asked, indicated that I had helm experience (albeit on nothing like the size of Anaconda). We then went through a series of elimination trials on Sydney Harbour and, to my total surprise I was selected as a helmsman and subsequently found myself on the helm for the start



of the race on 26Dec88. This was one of the most exhilarating and nerve wracking things that I have done. Helming 84ft of boat in the turmoil of a Sydney-Hobart start requires considerable nerve as the boats weave and criss-cross for the start line forcing right of way and yielding repeatedly. Notwithstanding, we had a good start within seconds of the gun and I subsequently was offered a similar position in the 1989 race.

Helming down Sydney Harbour, surrounded by other boats making for the Heads is very much a unique experience; but, the following morning we were violently dropping out of 6m waves and the helm required two persons to swing the rudder rapidly from one lock to the other to maintain a course. This lasted for about 30 hours while in due course we crossed Bass Strait

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in relatively calm conditions. Fortunately, I do not suffer sea sickness and this was a saving grace as I watched the 'grinders' working the winches while being violently ill. We worked a 3 hour watch which meant not wasting time to get sleep as well as food etc and I found breakfasting for example required wedging oneself into a corner of the saloon taking a bite of the cereal, a swig of milk and some sugar and hanging on tightly. However, when the weather improved we ate well as Anaconda, unlike most racing yachts, was built for round the world sailing and had good cooking and below deck facilities.

When I had arrived initially for the crew assessment I had just introduced myself as 'Tiny' and only one other person knew who I was. That person was SqnlDr Angela Rhodes (below), the only female under consideration and an outstanding sailor (round the world experience plus). Angie, while an Air Traffic Control Officer, was the staff officer to CAFops at the time and, as I was to learn, knew more about sailing than anyone on board, apart from perhaps the owner skipper (Josco Grubic, a charming man on shore and a tyrant at sea). Angie volunteered for the 'bear pit' with the 'grinders' who thought they had it made with a female to keep them amused, set about giving her a hard and crude time. From the helm I observed this and was about to step in but, soon learnt that Angie could more than hold her own while maintaining a quiet demeanour and ignoring the jibes. So much so that within hours she had taken charge and soon had the bone heads eating from her palm as they realised that she really knew what sailing was about. From Hobart, the crew were flown home by Hercules for which we had to wear uniform and when I turned up in flying suit to board, the LAC with whom I had shared the helm greeted this with 'Geez Tiny, Sir I didn't realise you were an officer, a GpCapt' and I realised that I had achieved the aim to just do something quite independent of 'rank', work and outside expectations.



Angie later worked for me at Laverton when she was CO 21Sqn and one day came to me with her resignation as she had been selected to be a Station Head for a year in Antarctica. I saw this as a great opportunity for the RAAF to benefit from her experience. Fortunately, sense prevailed and we arranged for her to be seconded to the Antarctic Division for the period and later return to the RAAF. In later years Angie served in Iraq, heading up Air Traffic Control; but, very sadly, succumbed to breast cancer not long after her operational service.

One of the tasks of DTP was to coordinate the overseas visits schedule and each year we called for submissions. Usually there were about 50 submissions of which fewer than 10 could be funded; but, it soon became obvious that many dropped by the wayside because of lack of



preparation and, as the FY came to an end and funding risked being lost, any submission that was ready to go invariably got a guernsey. So it was that proposals to study engineer officer and airmen training in the USA and UK and career management of officers and airmen, received last minute approval although near the bottom of the priority list and I led visits for both in 1987 and 1988 respectively.

And, just to add further interest during my time in DTP, I did a taxation course and started doing tax returns, specialising in small business returns, out of hours. My father had been an accountant and when he passed away I had taken on all of the family tax matters from him so this was a natural extension of that to enable me to keep current. My father was an accountant who would have liked to have been an engineer whereas I certainly enjoyed accountancy and this was of considerable value in my later life as a director with Rolls-Royce.

During this time Air Force introduced the availability of continuation flying for pilots in ground postings by making available a credit card allowing the purchase of up to 50 hrs per year, subject to a dollar cap, from civilian sources. Of course, no one had considered engineers with wings in this so we were fortunate that the instigator and coordinator of the scheme was AirCdre Joe Owens to whom I made 'our' case. I had known Joe, one of nature's gentlemen, for a long time and he took it on board and subsequently found sufficient funds to extend the scheme to engineers. Sadly, Joe passed away several years later. For those of us interested in flying this was a great breakthrough and I certainly took advantage of it by obtaining my first civilian licence (Commercial) and working up to a twin engine single pilot command and instrument rating. I found this level of flying challenging as, to pass the test, one effectively had to fly both on and off the commercial airways single handed. Conducting a missed approach overshoot under the instrument hood, without autopilot, while handling an engine failure and diverting to ATC instructions that required reference to published departure plates that had to be found in the overloaded briefcase on the floor between the pilots and not knowing what the examiner was going to fail next, almost equated to helming the start of a Sydney-Hobart!!

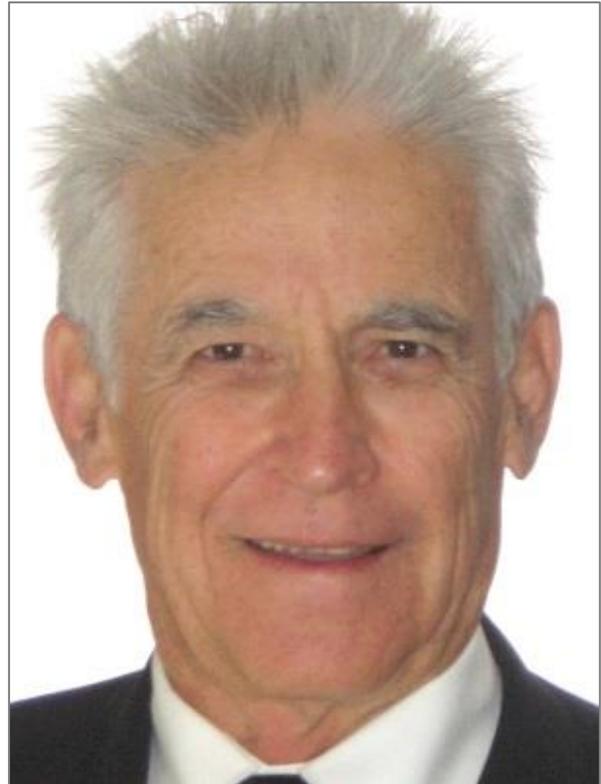
I started 1989 with a new posting as DAirEng and at last managed to get back to making career headway. DAirEng at Defair was principally responsible for airworthiness policy as well as providing aircraft engineering expertise for acquisition projects. DAirEng was also responsible for aircraft fatigue life management across the fleet with the main activity in my time being the fatigue testing of the Hornet. We were in a joint program with Canada with the **Aeronautical Research Laboratories** (ARL) and their Canadian equivalent sharing information. ARL had a unique program under way in which both static and dynamic testing were accomplished simultaneously in the test rig ie, in simple terms the wings were bent up and down to a set program in the traditional fatigue test manner; but, additionally while this was happening the wings were vibrated at higher





frequencies to more closely replicate real flight loading. ARLs standing in the world in fatigue testing was unparalleled and it was an honour to be involved in some small way with this.

Another requirement was that of AFSR 5045, the New Advanced Trainer with which I had been involved 10 years earlier as AirEng1. Little progress had been made in the intervening decade and the Macchi MB326 was long beyond its real life with significant handling limits being enforced for fatigue. With the demise of Australian aircraft design capability following termination of the New Basic Trainer (Wamira) a decision had to be made on an overseas sourced replacement. In this regard DG Operational Requirements (DGOR) pulled together an evaluation team and I found myself with AirCdre Errol McCormack, right (later AM, CAF) and WgCdr Ian (Thommo) Thompson (off my pilots' course and CO designate for 77Sqn Hornets) setting off to evaluate possible solutions which encompassed the Spanish CASA101 Aviojet, French Dassault Alpha Jet, UK BAe Hawk, Italian Macchi MB339 and the Boeing T45 Goshawk (USN version of the BAe Hawk). The standout was the Hawk with the MB339 being the affordable option. In the subsequent selection, the Hawk was chosen; however, an endearing moment of the evaluation was flying the MB339 out of Varese in northern Italy with an Italian test pilot in the back seat and using snow covered Mont Blanc in Switzerland as an aerobatic reference point and an island in Lake Como for a series of ground attack passes. It was a beautiful sunny afternoon with excellent visibility and largely made up for the years since my last real flying at Butterworth six years earlier.



After testing the Alpha Jet, we spent the weekend in the hotel Nikko in Paris and on the Monday morning Errol left early for a separate meeting in London and Thommo and I went up to Edinburgh to look at some new avionics from Ferranti. However, at breakfast Thommo announced to me that he had just resigned, which certainly took me by surprise. This was before email etc so I asked how, to which he responded 'I sent them (Personnel) a fax'. Thommo had decided to join Qantas and had received advice from his wife that the appointment letter had arrived. It wasn't until we got to Washington a week later that the implications of this reverberated back from Canberra with demands that Thommo be sent home forthwith and it took Errol some considerable effort to convince CAF that completing the evaluation was tantamount and Thommo was essential to this.

During all of this, the restructure of Defair was being undertaken culminating in the demise of most of the engineering directorates including DAirEng and I found myself at the start of 1990



heading up a new Directorate of Engineering Policy which essentially encompassed the airworthiness components of each of the defunct directorates (aeronautical, avionics, weapons, maintenance, quality assurance etc) along with fatigue management. This was a real challenge; but, at last we saw the opportunity to properly address defining airworthiness and this was assisted by some unfortunate occurrences early in the year.

On 12Mar1990, Nomad A18-401 operated by ARDU crashed, killing the test pilot (FltLt Glenn Donovan), when the tailplane broke away from the aircraft. Following the Directorate of Air Force Safety's (DAFS) Accident Investigation Team (AIT) initial investigation and the formal Board of Inquiry (BOI) Report and prior to dealing with the recommendations of the BOI, the Air Commander Australia (ACAust) (AVM (later AM) 'Barry' Gration) requested that CAS (AM Ray Funnell) have a separate assessment made of the engineering aspects that led to the primary cause of the crash. This was accepted by CAS and broadened to encompass how four Nomad aircraft (incl -401) had been acquired and introduced into RAAF service. I was selected to undertake this independent assessment and given a month to submit my report.



This was a very complex requirement with tight timeframes following which I had a commitment in Ottawa covering a review of the joint fatigue program which we were undertaking with the Canadians on the F-18 Hornet. Notwithstanding, with the particular assistance of SqnLdr Terry Poynton who worked for me and had participated in the DAFS AIT, my report was submitted on time and the recommendations made were accepted by ACAust and CAS. But, that wasn't the end of it. The deceased pilot's brother was convinced that there had been a cover up and that someone should have been held to account and sought a review by the Defence Force Ombudsman and eventually a Senate Inquiry, both of which extended through most of the 90's; but, categorically concluded that the concerns of the complainant were groundless.

Also around this time we became aware that the consumption of fatigue life on the Hornet was excessive to the point that we had to place severe restrictions on 'g' manoeuvres. With the Mirage 'g' loading was measured by a simple counter that recorded loading as it was exceeded ie if the aircraft was loaded to 6g the counter recorded this as a single load; but, if the pilot did not unload the aircraft to 1g or below, no matter how many times the aircraft was loaded up to 6g again, only one load was recorded. Although there were restrictions with the Mirage on loadings within a sortie, pilots soon learnt that if they didn't unload to 1g or below then they could manoeuvre the aircraft however without the loading being recorded and so while we had severe fatigue damage accrual with the Mirage this only manifested as damage to the structure (mainly evident by crack growth in main spar bolt holes subject to non destructive testing). This was the primary reason that we had had to acquire some 50 odd new Mirage wings when I had been in DAirEng more than a decade earlier.

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With the Hornet, however, loading was recorded continuously and we could soon see what loads had been applied, when and, by cross reference, who was flying the aircraft at the time. Also, as the maximum loading that could be applied was limited by the on-board computer, pilots no longer had to monitor the 'g' gauge as they approached maximum loading and could just apply full back stick and the max 'g' that could be applied at that time was achieved. As a consequence, in the early days of the Hornet, max 'g' was applied far in excess of the number of times expected in the fatigue spectrum and thus fatigue life ie: the number of flying hours before the structure might be expected to fail was markedly reduced. As a consequence, we had to advise ACAUST that this could not continue and some means introduced to limit how aggressively the aircraft was flown. Of course to fighter pilots this was an anathema; but, it had to be done or the Hornet fleet would have been destroyed from within in only a few years.

Accordingly, I was tasked to visit Williamtown and Tindal to explain to all of the current Hornet pilots what the problem was and that achievement of the average future fatigue life consumption per aircraft was essential in order to achieve the expected life of the aircraft (which was still being confirmed/determined by the fatigue tests that we (ARL) were doing with the Canadians). As expected, there was some 'pushback'; but, fortunately our position was reinforced by ACAust and senior base and squadron management and the fact that we could monitor individual pilots soon brought some rationality into play. Interestingly, in order to get to Tindal, I did a quick endorsement on a long-range Cessna 310 and we flew there, from Canberra via Birdsville in one day and similar for the return paid for by the flying continuation scheme that Joe Owens had introduced when I was in DTP.



When I returned from Ottawa it became apparent that CAS was concerned, as the RAAF (and Army) Airworthiness Authority (by delegation from the Minister for Defence) that Airworthiness Policy was poorly defined and, apart from Technical Airworthiness which was further delegated to the Chief of Air Force Technical Services (CAFTS), CAS was severely exposed by the paucity of policy. For me this had been obvious since I had first served in Air Force Office in 1972 and I know that many concerned officers had tried over many years to rectify the situation; but, had been thwarted. However, with the Nomad and Hornet examples current it appeared that the time was ripe to rectify this.

I was also fortunate to have on staff WgCdr (later AirCdre) Noel Schmidt, WgCdr (later GpCapt) Bill Mayne, SqnLdr Terry Poynton and others still in Russell (WgCdr (later AirCdre) Rod Luke, SqnLdr (later WgCdr) Wal Nelowkin etc) who, at various times, had done extensive work on airworthiness policy and I thought we may be able to get support for airworthiness policy encompassing both operational airworthiness (an emerging concept) as well as the more common technical airworthiness. Again I was lucky in some respects when briefing CAS on a number of occasions on the Nomad issues to be able to ascertain his support for an overarching general policy on Airworthiness in the RAAF and so Defence Instruction Air Force



2-6 (DI(AF) OPS 2-6) with CAS at the centre as the Airworthiness Authority was drafted introducing and defining both airworthiness concepts and introducing the concept of the Airworthiness Board at which senior operators and engineers would determine the fitness for service of each operational element. And, unless cleared by the Airworthiness Board, no aircraft could be operated in the RAAF (or Army). After my time, Navy was later included and CAS became the ADF Airworthiness Authority.

Naturally there was some senior negative reaction to this and I attempted to brief all of the senior officers, especially those on the CAS Advisory Committee (CASAC) in an attempt to get the concepts accepted. Obviously, one impediment was the resources required to run the Boards and I don't recall where the suggestion came from; but, using recently retired suitably experienced senior GD and Engineering officers on Reserve duty to comprise the Board was a brilliant solution and this continues to today. Ops 2-6 also provided the peak policy framework to develop the policy structure within DGTA over the ensuing years and AirCdre Noel Schmidt (right) brilliantly subsequently led this.



However, before the first Board sat I was posted to be OC of RAAF Williams WEF 1Apr91, I think the first non GD officer to fully command a RAAF flying base (and some months later my compatriot Neil Smith was posted as OC RAAF Pearce and thus the two flying training bases of the RAAF were commanded by 'Engineers', albeit with wings). This had all really come about because AM Funnell had, over a few dead bodies I believe, introduced the concept of the 'General List' for officers of the rank of GpCapt and above and thus job selection became based on qualifications, performance and experience and not on employment category. As I have mentioned previously, when I first went to Defair in the early 70's AMTS (the Chief Engineer) could not be any engineer but had to come from the Aeronautical Category. Similarly, CAS had to be a GD pilot (AM Jim Rowland an aeronautical engineer, test pilot and Pathfinder pilot in WW2 was transferred from the Eng Branch to the GD Branch the night before he was promoted to be CAS in order to satisfy this requirement).

Undoubtedly the best jobs in the RAAF were as OC of a base and especially a flying base and I was indeed fortunate to have been selected to command the home of the Air Force - Point Cook which had been combined with RAAF Laverton as RAAF Base Williams in honour of the father of the RAAF AM Sir Richard Williams. Williams was a big base with some 15 Units as well as HQ Training Command as a lodger unit. Williams was comprised of:

- HQ Williams;
- No 1FTS (the basic flying training school);
- RAAF College (the officer training school);
- RAAF Radio School (radio technician training);
- Base Squadron (the services unit);
- No6 RAAF Hospital (a surgical hospital);
- No1 AD (an aircraft depot servicing mainly support equipment);



- RAAF School of Languages (which taught a range of languages to ADF and Foreign Affairs students);
- Defence International Training School (which assessed and taught non English speaking students prior to them attending ADF courses in Australia);
- RAAF Institute of Aviation Medicine;
- RAAF Central Band;
- Central Photographic Establishment;
- RAAF Publications Unit;
- 21Sqn RAAF Reserve;
- RAAF Museum

In all around 3000 ADF and civilian personnel.

One of the conditions of accepting the command was that I had to be accompanied by Carolyn and I had to sign an agreement to this effect. This was an anachronistic hangover from when the OC's wife was expected to assist in providing support on the base prior to the advent of welfare officers, Centrelink etc. Notwithstanding, it caused some inconvenience as Carolyn was within weeks of qualifying for Commonwealth super and I was given special permission to delay her move for several weeks; but, this was monitored and checked!



In fact, the delay really was advantageous as my posting coincided with the commencement of the Defence Regional Support Review (DRSR) in Victoria with an ADF Brigadier (David Noble) appointed to represent both CDF and the Secretary in Vic and to review all Defence assets in the State and as Williams was the most substantial and visible I was immediately under challenge. However, because of the political significance in a part of the State with high unemployment, a separate Consultative Committee was formed under the local Federal Member, Barry Jones with membership including the State Member, Ken Coghill and the local



mayor and the Committee was closely monitored by the Defence Minister Sen Robert Ray. The Committee was tasked with recommending the future of the bases and, of course, this meant that much of my time and many late hours had to be devoted to addressing their requirements. Early in the study, the Commonwealth identified that the sale of both bases should reap around \$10m, which was attractive to the Federal Government; but, a quick review of RAAF requirements for replacement facilities came out at about \$30m so the sale of all of the bases made little financial sense. Fortunately, I was able to get CAS's support for a RAAF position based on this and, with frequent visits by Min Ray, Barry Jones etc we were able to inject this into the process. Notwithstanding, it became obvious that the retention of Laverton airfield made little sense and the argument for Point Cook airfield largely rested on its historical significance as the birth place of the Air Force. Of course, while the Committee was undertaking its deliberations, I still had Brig David Noble, with the support of CDF, Gen Gratton pressuring me to justify why functions of the base (Base Sqn, Hospital, Band, LANGS, DITC, RPU etc) could not be rolled into central support under DRSR.

This is not to say that it was all work and no enjoyment. Soon after taking up the appointment, I was checked out on the CT4 Airtrainer with 1FTS and I tried to fly several times a week. I found that after attending the morning aircrew briefing at FTS was the best time and most of my CT4 flying was done then, allowing me to be back in the office between 9 and 9.30am. I must say that returning to flying was assisted greatly by the civilian flying afforded by the continuation scheme which I have mentioned previously. Of course this was not the only flying as the RAAF Museum had a range of aircraft and I started first with the Winjeel (A85-401, the first production aircraft which was subsequently, quite correctly, decided after my time to be too historically significant to continue flying and is now on static display in the RAAF Museum), culminating in leading a five ship (Winjeels) formation to Richmond in Oct 1991 for the RAAF's 70th Anniversary Airshow. Subsequently, we worked up an eight ship (5 Winjeels, 3 Harvards) display which I led for the Point Cook open day in Nov 1991.



At this stage, I was looking at either being checked out on the Harvard or the Tiger Moth when on Sat 30Nov91, GpCapt Mike Birks died when the Tiger Moth crashed at Point Cook. I was on my way across Vic to attend the Vic Tidy Towns Awards in Cobram that night (RAAF Williams was a finalist), when we heard on the radio that a Tiger Moth had crashed at Point Cook with a fatality. This was before mobile phones were widely available; so, I detoured into Wangaratta and went to the local police station. They were most helpful, giving me an office and phone access and, after ascertaining the facts at that stage, I then returned to Williams. I had authorised the Tiger Moth flight which was part of a conversion for FltLt Ric Davies, an instructor at 1FTS. Ric, who was in the back seat, had survived relatively unscathed and was able to give us a first-hand description of what had occurred with the accident being investigated by the CAA. Mike was a very experienced pilot with some 9000 hours total with

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over 3,500 instructor hours and I had had no concerns with the authorisation; but, we subsequently discovered that Mike had decided to change the climb speed for the Tiger and this coupled with the fact that the Museum Tiger's leading edge slats (like flaps on the front of the wings) were fixed, meant that when Mike pulled a practice engine failure after take-off the aircraft entered an incipient spin and because it turned by itself, there was uncertainty as to who had control until too late. This episode was very sad and had a severe impact on the morale of the Museum ground staff and to try ameliorate this I had them prepare the Winjeel some 10 days later and we commenced flying again. Also, when the accident happened, quite a few people thought that I had been the pilot when the news started reporting that an unnamed GpCapt had died in an aircraft crash at Point Cook and Carolyn spent some considerable time on the phone alleviating fears.

However, in early 1992, SqnLdr Jerry Clark, who was the sole Vampire pilot indicated that he was resigning and relocating to Qld; so, after discussing the options with HQTC and CAA, it was decided that, since I held the appropriate civilian licences and had flown Vampires, I would get Jerry to check me out and that my name be endorsed on the Vampire Permit to Fly. The Vampire, like all of the RAAF Museum aircraft was on the civil register and in the case of the Vampire this was on a named pilot Permit to Fly. CAA accepted this; but, some year or so later I was approached to have a CAA examiner check me. This was interesting as the nominated examiner had never been in a Vampire; so, basically, he came along for the ride and since we survived, I assume that he was satisfied!! I continued flying the Vampire, including at the Avalon Airshows through to 1997 and, on 11Feb1997, it was the last flight to operate from Laverton before closure of the airfield (in fact, I had to accelerate past a pile of dirt which had been dumped on the airfield as part of the closure).



Pic: adf-gallery.

The Vampire, A79-636, while owned by the RAAF Museum, was maintained by a very dedicated team of vastly experienced members of the No21 City of Melbourne Reserve Squadron at Laverton and while Laverton was an operational airfield, with a crash barrier, operating the Vampire was relatively straightforward. However, the crash barrier was



decommissioned in 1993 and after final closure of the airfield in 1997 I moved the Vampire to Point Cook. We operated at both sites without a barrier which meant that there was a window during the take-off that in the event of an engine failure, there was no choice but to attempt to land ahead in either a field or the sea as the ejection seat, while armed, required a bare minimum of 200ft above the ground to ensure a safe ejection. On the subject of ejection, from pilots' course I knew that my knees would probably not clear the windshield top frame; but, had accepted that this was an albeit slight risk.

The variety of the units based at Williams gave considerable insight into the Air Force and the Hospital was a particular example. The RAAF provided funding to specialists in the Melbourne area to acquire the latest equipment, provided they also used them in the theatre at Laverton. One evening I called by the Officers Mess for a drink and was introduced to a surgeon who was going to use some such equipment the following morning for one of the then new keyhole surgery procedures. In this case it was to remove a gall bladder and when I expressed an interest in this I was invited to join him in the theatre as an observer.



So, early the following morning I found myself scrubbed and gowned in the operating theatre with two male nurses on either side with the expectation, I assume, that it would be all too much for me. Not so. The whole process was absolutely fascinating so much so that the escorts departed and the surgeon then demonstrated with the next patient a traditional appendectomy with organs lying all over the place. This may have been the genesis that a few years later, when I was about to have some major heart surgery and there was a delay in the operating theatre, that I asked the assembled team of 12 to go around the room and tell me what they all did. The surgeon told me afterwards that this was the first time that they had had a patient so relaxed and that any of them had experienced anything like this.

RAAF Williams had 7 Messes (Officers, Sgts, Airmens on each site and the Cadets mess at Point Cook) plus, at the time, the only remaining Corporals Club in the RAAF at Laverton and this meant a plethora of Dining In nights and other functions, many of which were most

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memorable. However, if I was to name one that stood out it would have to be the Dining In night in the Laverton Sergeants Mess with [Nancy Wake](#) (The White Mouse) as guest speaker. I had a soft spot for the Laverton Sergeants Mess having been OiC of the Mess when I was at ARDU and when the CMC of the Mess (WOff Kel Brown) approached me early in my tour as OC to ensure my availability for when the Mess had invited Nancy, I locked this in and duly she arrived at the Base, having flown down from Port Macquarie where she lived with her second husband, John Forward, a former RAF WgCdr. Nancy was one of the most decorated women of WW2 having worked for the Special Operations Executive behind enemy lines in France and became the Gestapo's most wanted person in 1943. Her French husband was executed by the Germans for refusing to reveal her location.



During the pre-dinner drinks, I noted Nancy drinking heavily and at dinner she was continually having her glass refilled to the extent that I rapidly wrote some notes on my serviette in preparation should I need to step in; but, at the appropriate time, Nancy stood proudly and gave us an absolutely fascinating and thoroughly entertaining talk in a strong clear voice with no signs that she had been drinking. Her constitution, especially given that she was a 79 year old, was amazing; but, that was only the start. After dinner, Nancy disappeared and a quick search produced nothing with her eventually being found sitting on an upturned fruit box in the kitchen regaling an enchanted mess staff with her exploits. At 2am when we departed, Nancy was still in full flight and the following day I learnt that she had not gone to bed, had breakfasted in the Officers Mess and then attended a function at Point Cook. On the Sunday afternoon, the CMC and his wife took Nancy to Tullamarine and farewelled her; however, on phoning Port Macquarie on Mon to confirm that she had returned safely, John informed Kel that she hadn't returned; but, not to worry, she'd turn up. This had us worried; but, she eventually returned home on the Wed, having decided after the farewell at Tullamarine to 'visit a friend in Melbourne'. The sequel to Nancy's visit was the offer, for the RAAF Museum, of her Luger pistol which she had used operationally in France; but, we had to collect this from Port Macquarie and she would only part with it to me as OC. Duly, over a weekend, we flew the Winjeel and two CT4's to Port with the key people, Nancy and John looked after us exceptionally well and we returned with the Luger. Carolyn and I kept in contact with Nancy until 2001 when, having sold her medals to supplement her income and become disenchanted with Australia, she departed for London where she saw out her days, recognised by Britain, in the Star and Garter Home in Richmond, London. John Forward died in 1997 and Nancy died in 2011, just short of her 99th birthday.

During my time, AM Funnell decided to have the annual Air Marshal's briefing and dinner at Point Cook so I was required to support this. For starters, we had ACM McNamara; so, to cater for all on a windscreen tour of the two sites we fitted a bus with a 4 star play and set off. On the Southern tarmac of Point Cook, I pointed out the dent that had occurred when an early aircraft had crashed into the hangar. There was a loud shout from the back of the bus to the effect 'wrong' and it was pointed out, much to our chagrin, that the dent was a replica, the hangar

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having been reclad many years before with the dent recreated. Also, in one of these hangars, I queried what was under a largish cloth cover only to find the prototype of the Wamira which had supposedly been destroyed when the program was cancelled in the early 1980's. I guess one day it will see the light of day again.

Meanwhile, Brig Noble kept up the pressure and I was having difficulty deflecting his demands, especially when these were reinforced by Gen Gratton; but, a little over a year into my posting I was contacted by AirCdre Col Bradford, DGM and informed that I was to be promoted and posted to Adelaide to undertake the same role in SA as David Noble had in Vic. Having resisted David for over a year, I now found myself on his side in a classic poacher turned game keeper role; so, we packed house again and moved to Adelaide where I was based in Keswick Barracks as the Head of Defence Centre in Adelaide with responsibility for implementing DRSR in SA as well as being, de facto, head of Army and Navy and representing both CDF and the Secretary in the State.



Adelaide was an Army town and needless to say, I wasn't openly welcomed; so, yet again, we wondered where this was all leading.

In the next instalment, Ian Ashbrook will cover being responsible for over a sixth of South Australia's land area, including extensive Aboriginal lands along with managing the town of Woomera and providing direct support to the Joint USAF/RAAF Defence Facility at Nurrungar. with visits to USAF Space Command in Colorado and Cheyenne Mountain

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The People I meet.

Just the other day I was out at Ipswich to attend the GEMS reunion which was being held in the popular Jets Leagues Club. As normal, I was keeping a quiet unassuming attitude, trying to blend into the background and not attract attention to one's self.



Carly Bliss, Honourable self, Russina Harris.

Being the unpretentious sort of person for which I am renowned, I wasn't to know that Radtechitis was wafting from my person and greatly affecting those within at least a 5 mile radius. Most people in the near vicinity were successfully fighting the impetus to rush my person in anticipation of obtaining just a smidgeon for themselves, however, the attraction was too massive for two lovely young ladies.

Instinctively, both Carly and Russina, who work at the Jets Leagues Club, gave into the unavoidable temptation, and dropping the schooner glasses they were filling to the ground and yelling at the top of their voices, leapt the bar like Olympic hurdlers, scattering patrons far and wide and draped themselves upon my person in an attempt to gather some of that Radtechitis for themselves. I allowed this to occur for an hour or so, then was forced to extract oneself from their clutches and urge the ladies to return to their place of employment.



Such is the cross those with Radtechitis must endure.

Carly was born and bred in Ipswich and has lived there her whole life and loves it. During her high school years she started doing work placement with the Ipswich Jets Rugby leagues Club, she then secured a traineeship which resulted in a casual position. She loves her job, loves meeting the patrons and one day hopes to get up in the air, travelling the world as a flight attendant.

Russina lives in Wanora, a few kms out of Ipswich, on the Brisbane Valley Highway. She works part time at the Jets Leagues Club and is currently in her last year studying Occupational Therapy at UQ.

Good luck to them both, they are lovely girls.

Sometimes getting out of bed just ruins the whole day.

Djinnang Reunion

Brisbane.

On Saturday, the 27th May 2017, the Djinnang Association held their annual Reunion/General Meeting, this time at the popular Trans hotel in George St as their regular venue, the Public Service Club, had closed.

They came from all corners of Australia, some from Townsville, some from Perth WA and some from Burnie in dear old Tassie.

A total of 92 people made the journey to Brisbane to get together for their annual Reunion, numbers down a bit from last year, but a very good roll-up none the less.



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They had their get together in the private up-stairs section of the hotel, which, although being a bit expensive, ensured complete privacy.



Gate keepers for the afternoon were two members of the Djinnang committee, Alyn Hawkes (nearest the wall) and John Isaacs, who relieved party goers of a small sum to offset the cost of the venue.



Some of the people who thoroughly enjoyed the afternoon were:



Bull Donald, [Lisa Williams](#), Geoff Grebert.



Chris Rogerson, Thelma Beilby, Diane Webb

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Chris Watson, Debbie Kinsel.



Col and Dorothy Cliff.

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Colleen Jollow, [Carolyn Wilson](#).



Chris Rogerson, Thelma Beilby, Hazel Harris, Marie Anderson.

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Gail McDermott, Lisa Williams, Colleen Jollow.



Jewels Townsend, Debbi Banks.

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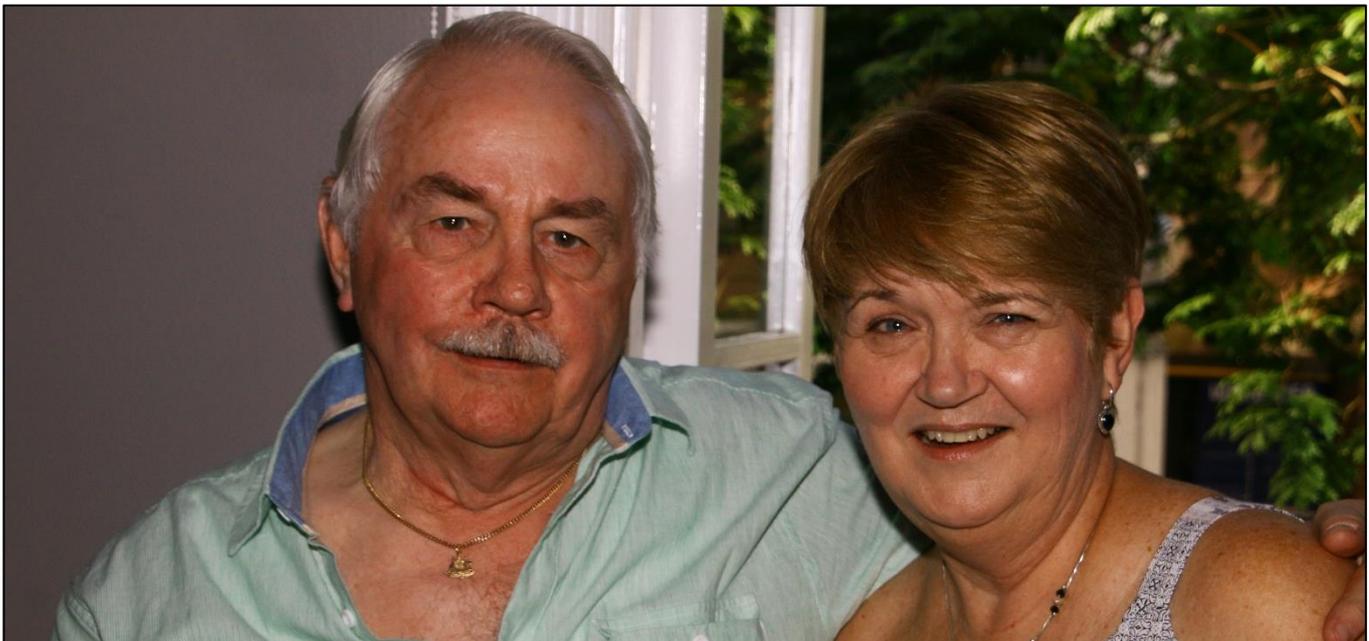


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Kev and Diane Kochevatkin.



John McAllister, Lisa Williams.

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Kev Armstrong, Neil Hunter, Terry and Robyn Griffin.



Kevin Hinch, Jeff (the Pirate) Wessels.

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Lalee Jagiello, Howard "Bull" Donald, Alison Cridland.



Laurie Murray, Debi Banks, Lynton Clarke, Jewels Townsend.

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Some of the tables.



If a woman is always right and a man is always wrong,
then if a man tells a woman that she's right,
is the man right or wrong?

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Mick Lawson, Lynn Beilby.



Liz Wright, Trev Benneworth, Tracey Stephens.
I love this job, sorry no vacancies...

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Mick Stewart, Colleen Jollow, Leanne Watson, Ken "Swampy" Marsh.



Ray "RG" Thompson, Roy Green, Glen Muller.
These 3 blokes were on course together at Ballarat 50 years ago.

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Rick Smith, Graeme Geraghty, John Rogers.



Roslyn Smith, Angie and Rick Smith.

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Roy and Pat Green.



Rick Smith, Thelma and David Weston, Con and Faye Chathan.

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Shelley Mathers, Di Chattington, "Aunty" Joy MacPherson.



Shirley Watson, Beth Golden, Yvonne Trickey, Betty Yardley, Lalee Jagiello.

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Steve McNaughton, John Rogers, Greg Bussey, Des Williams, Graeme Geraghty.



Sue Cully (What's your name), Gary Francis, Keely Coppock.

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Shirley Watson, Lalee Jagiello, Betty Yardley.



Sylvia Hodges, Ros Smith.

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Tracey Stephens, Kevin Hinch, Stephen Ellis.



Tracey Stephens, Liz Wright, Stephen Ellis.

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Creating a password.

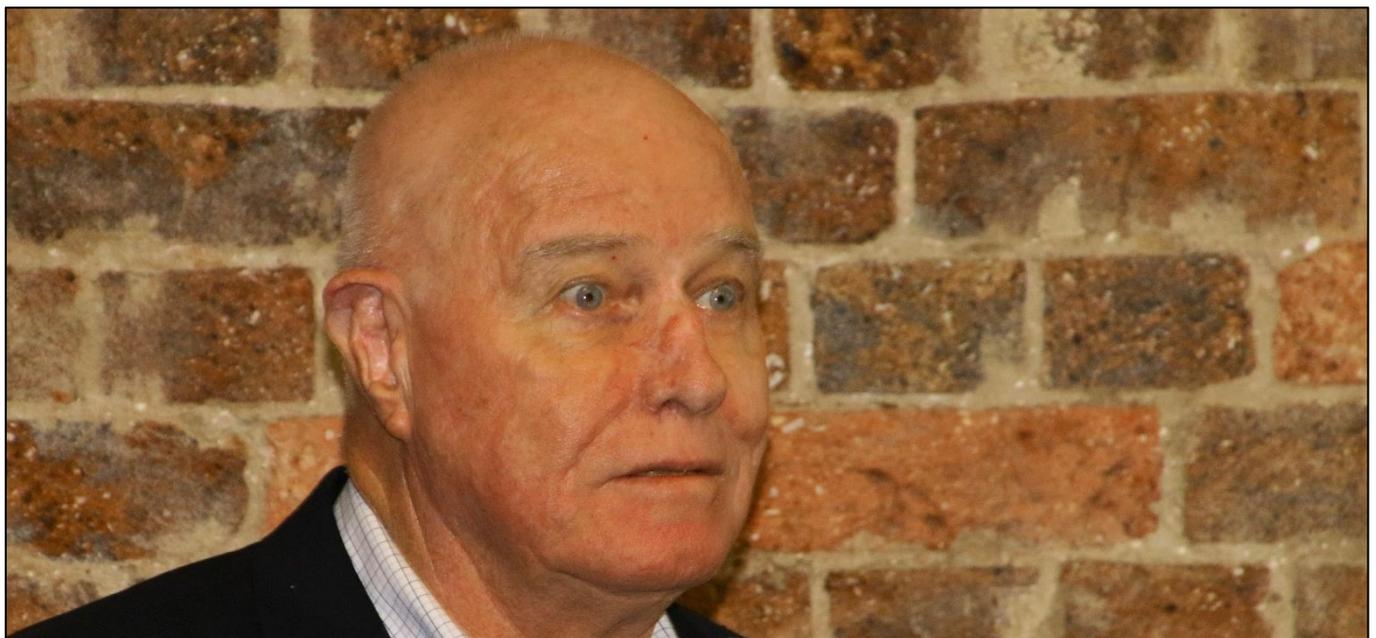
Cabbage. Sorry the password must be more than 8 characters. **Boiled cabbage** Sorry the password must contain one numerical number. **1 boiled cabbage.** Sorry the password cannot have any blank spaces. **50bloodyboiledcabbages.** Sorry the password must contain at least 1 uppercase character. **50BLOODYboiled cabbages.** Sorry the password cannot use more than one uppercase character consecutively. **50BloodyBoiledCabbagesShovedUpyourBacksidelfYouDon'tGiveMeAccessImmediately.** Sorry the password cannot contain any punctuation. **NowImGettingReallyPissedOff50BloodyBoiledCabbagesShovedUpyourBacksidelfYouDo ntGiveMeAccessImmediately.** Sorry that password is already in use.

At 3.30pm, the President, Gavin Smith, call the troops to attention, closed the bar, which definitely got their attention and declared the Annual General Meeting open.



The first item on the agenda was to declare all the committee positions vacant and to call for nominations. Gavin stepped down as President and passed the baton to Mick Lawson for him to chair the meeting and to ask for nominations for President from the floor.

Such was the degree of satisfaction in Gavin's performance in the position that only one nomination was put forward, he was elected unanimously.



Mick Lawson, for one minute there he thought he was being elected President again.



And Brian Webb thought Mick was going to nominate him



With Gavin back in control, nominations were called for the positions of Treasurer, Secretary and 3 committee positions.



With the bar closed the troops were all ears.



The troops were happy with the old committee and all were re-elected unopposed. Alyn Hawkes was re-elected Treasurer and Gayle McDermott secretary. Gavin advised the troops that Yolanda Lever was no longer able to serve on the committee and he called for nominations for 3 Committee positions.

John Isaacs, Barbara Watson and Tracey Stephens were elected to the committee. Brian Webb was asked and agreed to continue looking after and preparing the Association's Publications.

The Treasurer then read his report. He said the Association was still very liquid although funds were down a bit due to the purchase of several shirts which the committee were selling, but he said once sold the balance would be much healthier.

It was then time to draw the lucky door prize and get winners for the raffles and when all the official duties were done and dusted, it was time to open the bar again and get back into serious reunion business.

Did you know?? There is a species of antelope capable of jumping higher than the average house. This is due to its powerful hind legs and that fact that the average house cannot jump.

It was then time to take the annual group photos.

Radtechs and Telstechs.



Telsops, Commsops and Trinops



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Telegs



The Townsville mob.





The 2 sole Switchies



Chris Rogerson, Thelma Beiby.

At about half past....it was time!! The good byes were said, hands were shaken, kisses were exchanged, promises were made to do it again in 12 months time and sadly it was all over for another year.

Why does toilet paper need advertising, who is not buying it?



Allan George's Gems.

Flood water.

The recent floods in Queensland and New South Wales back in early April, as a result of Cyclone Debbie, caused both enormous damage to homes, businesses and crops and immeasurable heartache to those affected.



At its peak, the flood waters covered an area greater than Tasmania – but how is that possible??

How can so much water be suspended in the air before it is dumped as rain? No-one knows the amount of water that fell as a result of Debbie but it has to be in the gazillions of litres. An Olympic swimming pool holds about 2.5 million litres and as 1 litre of water weighs 1 kg, the water in the pool weighs 2.5m kg – or 2,500 tonnes.



Imagine a swimming pool the size of Tasmania filled with water – what would that weigh?? And all that water was suspended in the sky??? Billions and billions of tonnes of water just stuck up there – and we think we're pretty smart when we get a fully loaded Airbus A380, which weighs just 575 tonnes, into the air.

We're puny aren't we??

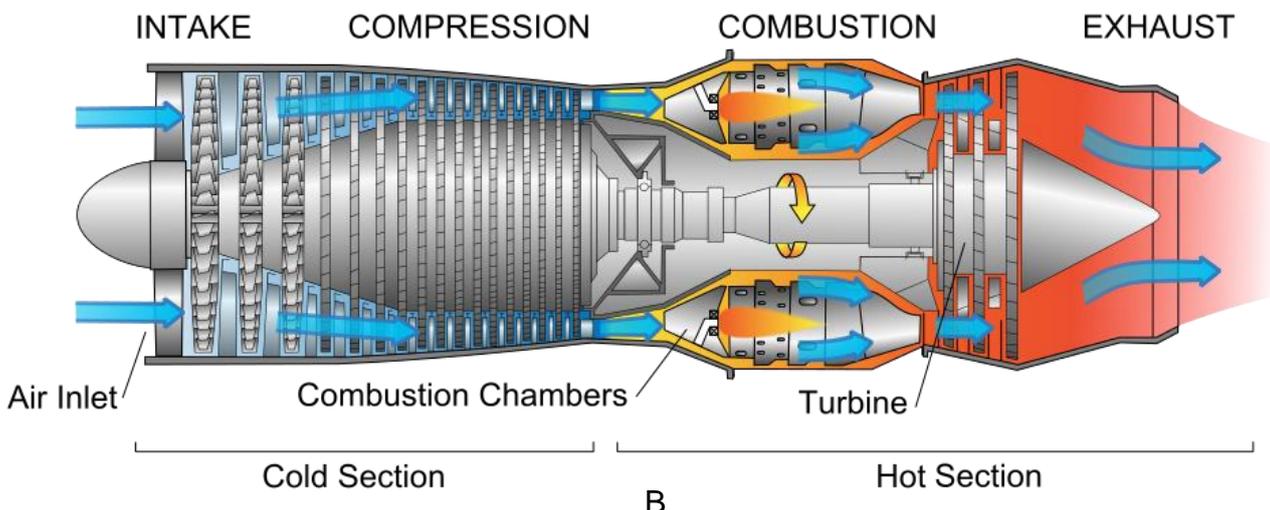
Classic underplay.

The New York Times was one of many international outlets to have covered Cyclone Debbie, the category 4 storm which buffeted north Queensland but we wonder if its tweet accompanying the story really got across the severity of what happened in Queensland that day. It read: "A cyclone in Australia halted ferry and train service and closed a local airport."

The article itself is a straight and informative take on a major event, but our eyebrows were raised at the choice of information in the accompanying tweet. Given that the up-to-275-km-per-hour winds and lashing rain threatened the safety of roughly 25,000 people in low-lying areas and caused up to \$1 billion in property damage, we're not sure the inability of local residents to catch the train for a while is really the most important detail.

How a jet engine starts.

Everyone know what a jet engine is, lots of people have a fair idea how they work, but how do you start them? They are not like a piston engine where you hit the starter, the engine is cranked, a spark is introduced into one cylinder at the top of its compression stroke, the fuel mixture explodes and away she goes. Jets are a bit different.





In general, the main challenge with starting a turbine engine is ensuring there is sufficient airflow passing through the engine before introducing fuel. If the turbine blades are not pushing enough air through the engine, introducing fuel and beginning combustion will cause the engine to overheat and will damage it. This is called a **hot start**.

So, every jet engine uses one or more of the following methods to spin the turbine to a safe speed (usually around 10% to 30% of N2 [maximum engine core RPM]) before beginning combustion:

Auxiliary power unit: This is a smaller turbine engine that generates high-pressure exhaust, and is powered from the same fuel tanks as the regular engines. Exhaust gases from the APU are used to spin the turbine blades. The APU, being smaller, is usually started with a battery. Most jet engines use this method.

Battery: Older or smaller jet engines were started directly using electrical power, either from a battery or an external power unit.

Jet fuel starter: This is also a gas-generating turbine, but unlike an APU, it does not function independently of the engines. The JFS is directly linked to the engine it is starting and can't be used for any purpose other than starting the engine.

Cross-bleed start: With this method, bleed air from an already-running engine is used to start another engine. This is a common feature on multi-engine aircraft and is a technique used to restart a failed engine.

Air start unit: The so-called "start cart" is a wheeled airport utility that can be carted over to an aircraft. It provides high pressure air to the engine to start it. This helps save the battery from wear due to repeated use. Start carts are at every major airport.



Cartridge: An explosive cartridge drives a small turbine engine which is connected by gears to the compressor shaft. Used in the Canberra.

You can see an interesting video on this [HERE](#)

Jet engine speed is normally expressed as an "N". N1 is the fan speed and is mostly related to engine thrust (since the fan produces more thrust than the core on today's big motors). The N2 is the engine core and the N2 gauge is used mainly during engine start. On initial starter engagement, the N2 starts turning first, and things like adding fuel+ignition and then later

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disengaging the starter are based on specified N2 speeds. As long as you have N1 rotation before lighting the engine off, N1 isn't all that important during the start. But once it is running, power is generally set with reference to the N1 (or fuel flow or exhaust gas temp [EGT] or engine pressure ratio [EPR]) rather than the N2.

Punishing your husband by not speaking to him is similar to killing a fish by drowning it.

Engine spirals.

Everyone has seen the spirals on the hub of a jet engine, but who knows what they are there for??



They come in several different designs and variations, they look cool on a spinning engine, but do they have a higher purpose?

The reason for painting designs on engine spinners is for the safety of ground personnel. Working near a running jet engine is extraordinarily dangerous. A Boeing 737 engine, running



at idle power, has a hazard zone of 9 feet to the front and sides of the engine. This means that, even at idle thrust, a human that walks in the hazard area runs the risk of being sucked inside and consumed by the engine. When the engine is above idle thrust, the hazard zone increases to 14 feet or more. Engines on larger jets, like the 777 have much larger hazard zones. It is absolutely critical that ground crews can identify a running engine and stay away from it.

Even though jet engines make incredibly loud, whining noises, a running engine may not be obvious to ground crews. Airport aprons often have several airplanes in close proximity with engines screaming. Ground crews wear hearing protection to suppress the deafening noise. Making matters worse, it can be hard to see that an engine is running. Just like the blades on a window fan, engine fan blades become translucent when they are spinning, especially in the dark. Aircraft engine spirals make it easy to identify a running engine. A quick glance is all it takes.



The big fan blades in the front of an engine can spin backwards in windy conditions before it is started. A few engine types require that the fan spins forwards before fuel is added to start the engine. Maintenance technicians can watch the markings during engine start to determine the direction of the large fan disk. When the fan begins to spin in the proper direction, the technician can alert the flight crew by radio/interphone so that the start can be continued. This function is becoming less important with the advent of “autostart” engines. Newer engines take care of this sort of thing by themselves.

Another Furphy.

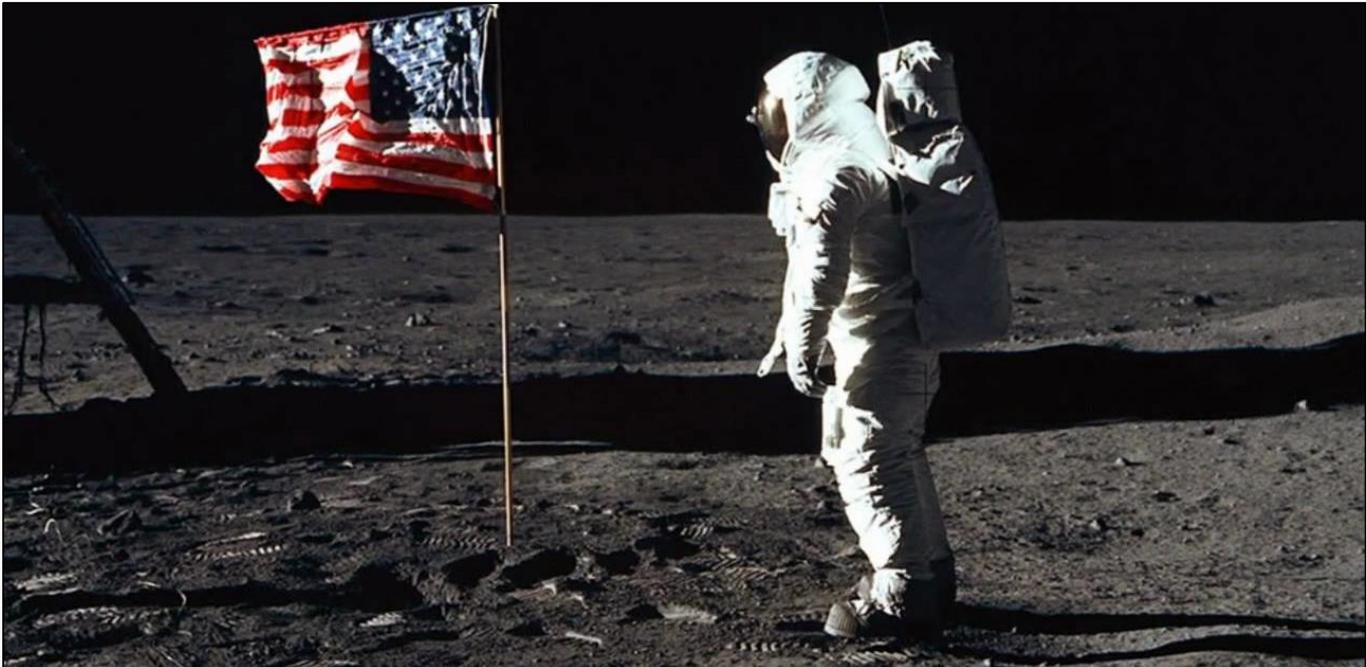
The storey goes: When Apollo Mission Astronaut Neil Armstrong first walked on the moon, he not only gave his famous “One small step for man; one giant leap for mankind” statement, but followed it by several remarks, including the usual COM traffic between him, the other astronauts, and Mission Control. Before he re-entered the lander, he made the enigmatic remark “Good luck, Mr. Gorsky.” Many people at NASA thought it was a casual remark concerning some rival Soviet Cosmonaut. However, upon checking, [they found] there was no Gorsky in either the Russian or American space programs.

Over the years, many people have questioned him as to what the “Good luck, Mr. Gorsky” statement meant. Eventually, in Tampa Bay, FL, while answering questions following a speech, a reporter brought up the 26- year-old question to Armstrong. He finally responded. It seems that Mr. Gorsky had died and so Armstrong felt he could answer the question. When he was a kid, Neil was playing baseball with his brother in the backyard. His brother hit a fly ball which



landed in front of his neighbours' bedroom window. The neighbours were Mr. and Mrs. Gorsky. As he leaned down to pick up the ball, he heard Mrs. Gorsky shouting at Mr. Gorsky, "Oral sex? Oral sex you want? You'll get oral sex when the kid next door walks on the moon!"

It's a good yarn to tell at the barby or at the bar, but it's all bunk. Sometimes the story is told with Armstrong uttering, "That's one small step for man; one giant leap for Manny Klein," with the unfortunate Mr. Klein having received the same response from his wife as Mr. Gorsky had from his.



This "legend" began circulating on the Internet in mid-1995 and was picked up by the media a few months later. The inclusion of specific details (e.g., the name of Armstrong's neighbour, the date of the press conference on which he revealed the meaning of his remark) apparently led some to believe the farcical story might have some truth to it.

At its most basic level, this tale is a humorous anecdote that plays on the stereotypical portrayal of Jewish wives as reluctant to engage in recreational (and especially oral) sex. In variant forms of this legend the last name of Neil Armstrong's neighbour is different, but the surname used is always a "Jewish-sounding" one, such as Gorsky, Seligman, Schultz, Lipinski, or Klein; the unusual word order employed by the wife in her refusal ("Oral sex you want?") is also a stereotypical speech pattern attributed to Jews. On another level, this legend can be seen as an attempt to humanize a cultural hero by associating him with a story that is both humorous and racy: Neil Armstrong, the world-famous astronaut, is made to seem like a "regular" guy.



Any doubts about the veracity of this legend are laid to rest by the NASA [transcripts](#) of the Apollo 11 mission, which record no such statement having been made by Armstrong. Armstrong himself said in late 1995 that he first heard the anecdote delivered as a joke by comedian Buddy Hackett in California.

60th High School Class Reunion

He was a widower and she a widow. They had known each other for a number of years, having been high school classmates and having attended class reunions in the past without fail. This 60th anniversary of their class, the widower and the widow made a foursome with two other singles. They had a wonderful evening, their spirits high, with the widower throwing admiring glances across the table and the widow smiling coyly back at him. Finally, during one dance, he picked up courage to ask her, "Will you marry me?"

After about 6 seconds of careful consideration, she answered, "Yes, yes I will!"

Needless to say, the evening ended on a happy note for the widower, however, the next morning he was troubled. Did she say "Yes" or did she say 'No'? He couldn't remember. Try as he would, he just could not recall. He went over-and-over the conversation of the previous evening, but his mind was blank. He remembered asking the question, but for the life of him could not recall her response. With fear and trepidation, he picked up the phone and called her. First, he explained that he couldn't remember as well as he used to. Then he reviewed the past evening. As he gained a little more courage, he then inquired of her, "When I asked if you would marry me, did you say "Yes" or did you say "No"?"

"Why, you silly man." she replied, I said Yes of course. Yes, I will! and I meant it with all my heart!"

The widower was delighted. He felt his heart skip a beat. Then she continued. "And I'm so glad you called. I couldn't remember who asked me!"

How does Big Ben keep accurate time?

When the UK Parliament commissioned this clock in 1854, they insisted it be the biggest, most powerful clock in the world. It was installed in the tower of the Palace of Westminster and started to work on the 31st May 1859. This year it is 158 years old.



Although the whole clock is popularly referred to as Big Ben, the name actually refers to the giant bell in the belfry of the clock tower. The clock is called the “Great Westminster Clock”. The designers intended the bell to be called Victoria after Queen Victoria but Londoners started calling it “Big Ben” and the name stuck. It was cast in East London on the 10th April 1858 and took two weeks to cool. It weighs 13½ tons, is 2.28 metres tall and 2.75 metres wide.

The melody that the four (nameless) quarter bells chime is called the “Westminster Chimes” and comes from an aria in Handel’s Messiah. Click [HERE](#) to hear it.

The clock is accurate to 2 seconds a week and the first chime from Big Ben marks the hour on the dot. The clock is driven by gravity, there are huge weights on long cables that attach to each train of gears, engineers wind the cables three times a week and as gravity pulls the weights down, the gears rotate. It takes an hour and a half to wind the weights back up. The speed of the gears is governed by the swinging pendulum. Engineers add or remove pennies to the pendulum to adjust the time.

Each hour hand (there are four) is 2.7 metres long and weighs 300kg, each minute hand is 4.2 metres long and weighs 100kg. At the start and finish of daylight saving, the clock is stopped at 10.00pm, maintenance is carried out and the clock restarted at 02.00am. About every 5 years, a team of window washers abseil from the belfry down to the faces of the clock and wash each face with soap and water.

Click the pic below to see an excellent video on the clock.





Chains.

Ever wondered how they make chains, it's very interesting, see [HERE](#).

A farmer stopped by the local mechanic's shop to have his truck fixed. They couldn't do it while he waited, so he said as he didn't live far away he would just walk home. On the way home, he stopped at the hardware store and bought a bucket and a gallon of paint. He then stopped by the feed store and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem - how to carry his entire purchases home.

While he was scratching his head he was approached by a little old lady who told him she was lost. She asked, 'Can you tell me how to get to 1603 Mockingbird Lane?' The farmer said, 'Well, as a matter of fact, my farm is very close to that house I would walk you there but I can't carry this lot.' The old lady suggested, 'Why don't you put the can of paint in the bucket, carry the bucket in one hand, put a chicken under each arm and carry the goose in your other hand?' 'Why thank you very much,' he said and proceeded to walk the old girl home.

On the way he says 'Let's take my short cut and go down this alley. We'll be there in no time. The little old lady looked him over cautiously then said, 'I am a lonely widow without a husband to defend me. How do I know that when we get in the alley you won't hold me up against the wall, pull up my skirt, and have your way with me? The farmer said, 'Holy smokes lady! I'm carrying a bucket, a gallon of paint, two chickens, and a goose. How in the world could I possibly hold you up against the wall and do that?'

The old lady replied, 'Set the goose down, cover him with the bucket, put the paint on top of the bucket, and I'll hold the chickens.'

Holden

Holden, formally known as PK Motors Holden, was founded in 1856 as a saddlery manufacturer in South Australia. In 1908 it moved into the automotive field, before, in 1931, becoming a subsidiary of the United States-based General Motors (GM). The company was then named General Motors-Holden's Ltd, becoming Holden Ltd in 1998, and General Motors Holden in 2005. Like Ford before it, and soon Toyota, it will cease manufacturing vehicles in Australia in 2018.

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Holden currently sells the locally produced range of Commodore vehicles, supplemented by imported GM models. Holden has offered badge engineered models in sharing arrangements with Chevrolet, Isuzu, Nissan, Opel, Suzuki, Toyota and Vauxhall Motors. In 2013 the vehicle line-up consisted of models from GM Korea, GM Thailand, GM in the US and the self-developed Commodore, Caprice, and Ute. Holden also distributed the European Opel brand in Australia in 2012 until the Opel brand's Australian demise in mid-2013.

Since 1994, all Australian-built Holden vehicles were manufactured at Elizabeth, South Australia and engines were produced at the Fishermans Bend plant in Melbourne. Historically, production or assembly plants were operated in all mainland states of Australia. General Motors New Zealand Limited operated assembly plants in New Zealand from 1926 until 1990. The consolidation of car production at Elizabeth was completed in 1988, but some assembly operations continued at Dandenong until 1994.

Although Holden's involvement in exports has fluctuated since the 1950s, the declining sales of large cars in Australia led the company to look to international markets to increase profitability.

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11 December 2013 Holden announced that it will cease vehicle and engine production by the end of 2017, however, the company will continue to have a large and ongoing presence in Australia importing and selling cars as a national sales company. Holden will retain their design centre, but with reduced staffing. Since 2010 Holden has incurred losses due to the strong Australian dollar, and government grants have been reduced.

It's a shame that Australia has lost its vehicle manufacturing ability, it all began many years ago with tonnes of promise. Click the pic below to see how Holden got started.



John Cadogan, the self proclaimed AutoExpert, has some views on why Ford, Holden and Toyota have pulled the plug on manufacturing in Australia. He could be spot on. Click the pic to see his report.





In May 2014 GM reversed their decision to abandon the Lang Lang Proving Ground and decided to keep it as part of their engineering capability in Australia.

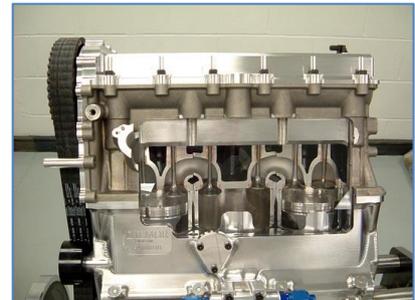
The Ilmor 5 stroke engine.

For nearly 30 years, British based Ilmor Engineering has been best known for designing, developing and manufacturing high performance race engines for Formula 1 and IndyCars.



Although racing remains the core part of their business, they are now using their racing expertise to diversify into other areas such as OEM automotive, defence, marine and energy efficient engine applications. They have a dedicated Advanced Projects group to cover this area of the business and are able to turn their hand to any customer engine project and indeed virtually any mechanical engineering application. Their expert design and development expertise allows them to quickly turn an engine concept into reality, always with outstanding results.

Recently they have been working on a revolutionary 5-stroke engine which is a petrol engine with fuel consumption and emission levels comparable to that of current diesel engines, but without the serious problem of particulate and NOx emissions that plague diesels. The engine concept, which was invented by Gerhard Schmitz, has been developed by Ilmor into a working engine using a rapid prototype cast cylinder head, a machined from solid cylinder block and separate electrically powered oil and water pumps. Two overhead camshafts operate the conventional coil spring valve-gear with the high pressure (HO) camshaft running at 0.5 x crank speed and the low pressure (LP) camshaft running at 1 x crank speed. The engine is also turbocharged to increase the engine rating.



5-stroke performance figures

- Engine capacity 700cc (turbocharged)
- Peak power 130 bhp @ 7000 rpm
- Peak torque 166 Nm @ 5000 rpm
- Fuel consumption of only 226 g/kWh

Advantages of the 5-stroke concept.



- A secondary cylinder provides an additional expansion process enabling extra work to be extracted, hence increasing thermodynamic efficiency.
- The engine runs an overall expansion ratio approaching that of a diesel engine – in the region of 14.5:1
- Minimised pumping work due to the downsizing effect from highly rated firing cylinders.
- The compression ratio can be reduced to delay knock onset without a reduction in performance.
- Because the firing cylinders can be very highly rated, the engine is relatively compact.
- The fuel consumption does not rise as rapidly with increasing Brake Mean Effective Pressure ([BMEP](#)), as retarding rejects more energy into the expansion cylinder.
- The engine uses 100% conventional technology and so requires no new manufacturing techniques.

Principle of operation

The 5-stroke concept engine utilises two fired HP cylinders operating on a conventional 4-stroke cycle which alternately exhaust into a central expansion LP cylinder), whereupon the burnt gases perform further work. The LP cylinder decouples the expansion and compression processes and enables the optimum expansion ratio to be selected independently of the compression ratio.

Running of the concept engine has produced impressive fuel consumption readings over a very wide operating range. This is because at the onset of knock a greater percentage of work can be extracted in the LP cylinder, giving a degree of self compensation.

Click [HERE](#) to see a video on the engine.

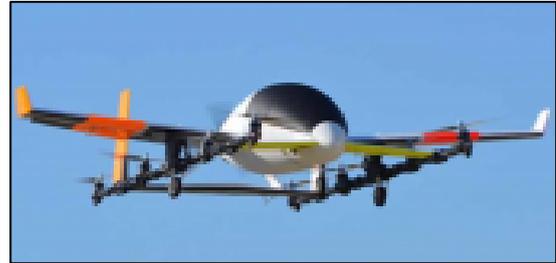
UBER air mobiles.



Uber drew lots of attention recently with their three-day [Elevate conference](#) about how to create an urban network of flying taxis by 2020, but as ambitious as their goals are, John Langford, the CEO of Aurora Flight Sciences, says they are “do-able.” The vision won’t come to pass, though, he told AVweb in an interview from the conference, unless there’s a deadline. “It’s a little bit like going to Mars — it’s certainly possible, but it’s always 20 years away,” he said. By setting a near-term challenge and helping to spur investment, Langford said the 2020 milestone can help to get a demo system up and running, and once people see how it works, they will want to travel that way.

Aurora unveiled its own electric VTOL aircraft at the show, with video of a quarter-scale vehicle that recently flew for the first time. Aurora’s concept is derived from its XV-24A X-plane

program currently underway for the U.S. Department of Defence, as well as other autonomous aircraft the company has developed over the years. It takes off vertically, powered by a series of rotors, then transitions to horizontal flight, driven by a tail-mounted propeller. Langford said the full-scale vehicle will be fully autonomous, but for initial operations it will be controlled by an on-board pilot operating a keyboard or touchscreen — there won't be any control stick or rudder pedals, he said.



You can see a concept video of the XV-24A X-plane [HERE](#).

One thing most people don't seem to mention, once all these "hover aircraft" start appearing on our streets is the down-wash problem. Imagine the dust all these aircraft will kick up. The little ones that fly around now don't generate a lot of down-wash as they only lift a small load but once they are built to lift one or more people, the down-wash generated to overcome that weight will be considerable and the dust will be so bad they'll have to fly IFR. Now that WILL be interesting!! - AG

North Korea

North Korea has been in the news recently, firing off its missiles, some worked, some didn't, but each time they let one go they get a little bit better at it. And it's worrying a lot of people.

It doesn't seem to be worrying the Russian President Vladimir Putin though, he recently warned the world against trying to "intimidate" North Korea. Putin says he's opposed to any new countries acquiring nuclear weapons, but that the world should talk to North Korea rather than threaten it. His comments come just days after North Korea successfully tested a mid-range missile that landed in the Sea of Japan just 500 kilometres off Russia. He says "We need to return to dialogue with North Korea and stop scaring it and find ways to resolve these problems peacefully."



We thought people have been trying to talk to North Korea for yonks – but are they listening?

Recently North Korea tested a Hwasong-12 missile which reached an altitude of 2,111 km and flew 787km, according to the country's state-run news agency KCNA. Analysts estimated its range as 4,500km which would put both Australia and the US territory of Guam within its reach. North Korea said the missile test was in response to the nuclear dangers and threats posed by the US and its followers.

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They say: “We will conduct ICBM (inter-continental ballistic missile) tests anytime and anywhere in accordance with the decisions made by our central leadership.” Mr Putin said he was briefed by his defence minister after North Korea’s latest missile test. “This missile launch presented no threat to us, but it of course escalates this conflict and there is nothing good about that.”

Click [HERE](#) to see a video which explains the reason North Korea is testing missiles.

A blond was in a tour of Jenolan Caves when the guide turned the lights off to show how dark it was. The blond said, “Wow – can you imagine how dark it would be in here at night!”



Velly Inteltesting – but stupid!!!!

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RAAF Butterworth.



The RAAF base in Butterworth spawned a colourful community whose influences can still be felt today.

It was Australia's biggest single engagement with Asia. At one point in the 1970s there were thousands of Australians in Penang, but few here now know why they came in the first place, and what the handful of remaining Australians from the RAAF are still doing here.



Flight line in the early 1960s at RAAF Butterworth.

There are currently around 130 Australian service personnel stationed at the Royal Malaysian Air Force (RMAF) base in Butterworth. This base was officially opened in October 1941 as a Royal (British) Air Force (RAF) base – part of a belated attempt to defend Malaya from the Japanese during World War II.

The base then played an important role during the post-war Emergency period. RAF aircraft flew the jungle fort route from Butterworth to Kroh and Grik to help quell communist insurgents,



and broadcast surrender terms to them. From the 1950s onwards, RAAF forces and forces from New Zealand became actively involved, and even as the Emergency waned, the perceived threat of a Communist resurgence elsewhere in South-East Asia prompted the British government to hand over the base at Butterworth to the RAAF on free loan in 1955.

From then onwards the work of patrolling and guarding the New Villages (designed to isolate rural residents from being influenced by the guerrillas), was largely undertaken by Australian troops. In addition, an Australian Airfield Construction Squadron was deployed that year to refurbish the facilities and prepare the base for jet operations. By May 1958 the runway, taxiways and fighter and bomber hardstands were all ready for operational use.



When the RAAF formally took control of the base at Butterworth on June 30, 1958 it became their first permanent major air base outside Australia. It also cemented a period of prosperity and vibrancy for Butterworth, as the RAAF personnel would come out to shop and spend at local businesses on their payday every fortnight. The troops affected the local community in



many social and cultural ways too: in 1958 their Theatre Club performed an Agatha Christie play; and in 1959, a wedding was reported between one of the service personnel and Penangite Miss Chong.

The RAAF “adopted” a village called Bagan Belat, a few miles from their base, and in 1959 raised funds to repair a Malay widow’s dilapidated house. At Christmas the same year, airmen distributed gifts to 173 children of fishermen in the village; the residents of the adopted village in turn invited 20 RAAF airmen and their wives to a Hari Raya tea party in 1960.



But perhaps the broadest impact came with the launching of Radio RAAF Butterworth, which went on air for the first time on July 31, 1960. “This is Radio R double A FB!” was a well-known radio jingle to Penangites growing up in the 1960s and 1970s, who would look forward especially to Saturday nights when their song dedications might be played live on air. The announcers were all amateurs – mostly family members of the Australian servicemen – and the presentation could be amateurish, but the music repertoire was always bang up to date and exposed Penangites to international music and culture.

There were in fact two Australian communities in Penang: the one in Butterworth and another on the island in Tanjung Bungah. Australian-style houses were built for families here, and the service personnel commuted to Butterworth by ferry every day. It was in Tanjung Bungah that



the first dedicated school for 600 children of RAAF personnel was opened in 1962 at Jalan Azyze at Hillside, on what had been a rubber plantation. Previously, children had been educated at leased buildings on Jalan Residensi, but with the burgeoning growth of the community, a purpose-built building had become essential.



The school was expanded several times, and in 1977 had reached a high point of 1,100 students and 50 teachers. It was unique – the only school for Australian children outside Australia, and the only international RAAF school in existence. And because RAAF personnel moved on every two to three years, the school suffered a regular 100% turnover of its student body. The school would also enter pupils into local sporting competitions, and occasionally this resulted in young Australians winning national competitions. See [HERE](#).

Also in 1962, the RAAF Club was founded at 10, Jalan Tanjong Tokong, on premises that had previously served the British army. It provided 72 rooms available for accommodation for newly arrived families awaiting housing, and recreational, sporting and general meeting facilities. It housed a health centre, staffed 24 hours a day, seven days a week; the chaplain's office; a post office; shops including a milk bar, hairdresser, barber, dressmaker, gift shop and travel agent; a pay telephone; and a library. The main auditorium was used almost daily for events such as films, conferences, dances, dinners, parties and theatre group productions. Rooms were available for hobby groups such as macramé, handicrafts, weight watchers and keep-fit



classes. Of course there were also bars, a restaurant and a wide range of facilities for sports such as badminton, tennis, basketball, boxing, volleyball, table tennis, darts and carpet bowls.



Meanwhile at the base in Butterworth, people would congregate at the swimming pool, squash courts and the golf club. Butterworth also housed the main RAAF hospital, which local residents also had access to, and which at one point was delivering as many as 150 babies per year.

Unsurprisingly, personnel who came for their two to three-year postings loved their time in Penang, and just about everyone wanted to be posted here. It was a job of course, but then when you went home at the end of the day it was like being on holiday. People didn't want to leave, and in 1965 an unusually high 805 of servicemen at the base were married, because so many had got married just so they could take their fiancées or girlfriends with them to Penang.

Their standard of living was remarkably luxurious compared to back home. As one serviceman remarked of his stay in the 1960s: "I was 25 and a Flying Officer and we were put up in the



Eastern and Oriental Hotel waiting for a married quarter, and then we were given a married quarter on the island, a huge two-storey place with about five or six bedrooms. Then of course we then went out and hired a cook and an amah.” Whether it was the exotic foreign location, the climate, the people, the different cultures or the shared sense of experience, everyone posted in Penang went home with great memories.



In the 1960s the Butterworth base provided aircraft and maintenance personnel in support of deployments in Thailand, along with medical and transport support facilities during the Vietnam War. The RAAF No. 2 Squadron, based at Butterworth since 1958, joined the other Australian forces on active duty in Vietnam from 1967. But the base became especially crucial between 1963 and 1966 for both defensive and offensive operations during the Indonesia-Malaysia Confrontation that stemmed from Indonesia’s opposition to the creation of Malaysia.

After the end of the Confrontation, the British government announced plans for the withdrawal of its forces from the east of Suez. In line with an earlier Anglo-Malayan agreement, ownership of the Butterworth base was transferred to the Malaysian government in 1970, but the RAAF was immediately given joint control over the base as part of the Five Power Defence Arrangements (FPDA), in which Britain, Australia, New Zealand, Singapore and Malaysia



agreed that in the event of any form of external armed attack or threat against Malaysia or Singapore they would consult each other about the response.



In 1971 the Headquarters of the Integrated Air Defence System (IADS) was formed at Butterworth with Australia providing its Commander. IADS assumed operational responsibility for the air defence of Malaysia and Singapore. It was intended to be a transitional arrangement, but was re-designated in 2001 as Headquarters Integrated "Area" Defence System. It now has personnel from all three branches of the armed services, and still co-ordinates the annual five-power naval and air exercises. The FPDA is the longest standing multilateral security arrangement in South-East Asia today.

The base reached its peak strength during the late 1970s, with 1,200 personnel, 3,500 dependents and 1,000 Malay, Indian and Chinese employees, but the Australian contingent was reduced considerably after June 30, 1988, when the airfield was handed over to the RMAF and renamed RMAF Station Butterworth. The school was closed, with remaining pupils sent to Uplands and St Christopher's international schools, and the buildings at Hillside became the RMAF training facility and administration centre. The RAAF Club was also closed, and a new, much smaller RAAF Centre was established to cater for the reduced number of families. The



former RAAF Club building was knocked down and today's Precinct 10 shopping mall was built in its place.

With the number of Australians at a fraction of its previous level, there are few signs that Penang once welcomed those thousands of RAAF airmen and their families, with the exception of one of their favourite old haunts, the Hong Kong Bar on Lebuah Chulia. This bar proudly exhibits its past, with framed pictures of RAAF personnel and their families and other RAAF plaques and mementos on the walls.



The RAAF Office of Air Force History has produced an interesting short story on “Air Base Butterworth” – you can read it [HERE](#).

“Do not touch” must be one of the scariest things to read in Braille.



Mary Ellis – a wonder-woman.



Mary Ellis, (right) a 100-year-old woman who flew spitfires during the Second World War recently celebrated her centenary by getting behind the controls again

Tearing through the skies above the South Coast, two Spitfires evoke powerful memories of Britain's wartime resilience. But this stirring image holds a further poignancy – for in the cockpit of the lead aircraft sits Mary Ellis, celebrating her 100th birthday by recreating her time as one of the 'Ata-girls', the select gang of female pilots who flew Britain's fighters during the war. And over her shoulder is one of the actual Spitfires she flew during her 1,000 flights as a First Officer with the Air Transport Auxiliary.

Mary was handed the controls of the twin-seater as it swooped over West Sussex. After about 15 minutes, she turned for home and told her co-pilot Matt Jones: 'Goodwood on the nose, you have control...'. Then she settled back to enjoy the ride back to base.

Earlier, Mary watched in delight as Spitfire MV154 took its place beside her in an extraordinary airborne tribute. It was a plane she had delivered to RAF Brize Norton from Southampton on September 15, 1944 and it hides a sentimental secret. For at the end of the 25-minute wartime flight, she signed the cockpit, scrawling her maiden name Wilkins and the initials ATA.





Mary Ellis (circled)

She hoped her tag might be spotted by a handsome pilot and lead to a wartime romance, although the impulsive act, a career one-off, didn't bag her a boyfriend. Mary, originally from Oxfordshire, had her first flying lesson in 1938, and flew for pleasure until 1941 when she heard a BBC radio appeal for women pilots to join the auxiliary service and so release male pilots for combat duty.

Speaking at a surprise birthday party on Thursday, Mary said: 'The war was a challenge and one had to do something about it. I went on and on until I flew everything. I loved the Spitfire, it's my favourite aircraft, it's everyone's favourite, it's the symbol of freedom.'

For four years she ferried warplanes from factories to frontline squadrons. The 166 women of the ATA – about one in eight of the total – have been dubbed 'The Female Few', echoing Winston Churchill's description of the RAF airmen who fought in the Battle of Britain.



© Andy Annable/Boulton Flight Academy

Mary looked back over her left shoulder and glanced at the aircraft she once flew



Mary was usually found at the joystick of a Spitfire or a Hurricane but ultimately flew more than 50 types of aircraft, logging 1,100 hours of flight, much to the astonishment of some colleagues. As she sat on the airfield ready to deliver her first Spitfire, the mechanic standing on the wing asked how many of them she'd flown. When she said it was her first, he was so startled he fell right off. The largest aircraft she flew solo was the Wellington bomber. After landing at an East Anglian airfield, Mary was greeted by the ground crew who asked where the pilot was. 'I'm the pilot,' she said. They insisted on searching the aircraft before they believed her.

It was dangerous work. Mary was sometimes ordered to move combat-damaged planes that were not officially fit to fly, but had to be taken for repairs. She crash-landed twice and was shot at once.



Mary Ellis toasted a glass of champagne with co-pilot Matt Jones, managing director of Boulton Flight Academy.

Fourteen of her fellow ATA female flyers lost their lives, including aviation pioneer Amy Johnson. Mary – who to this day needs no spectacles, nor a walking stick – was one of the last six women serving in the ATA when it disbanded after the war. She remained a private pilot and then became managing director of Sandown Airport on the Isle of Wight. She married Don

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Ellis, a fellow pilot, in 1961, but was widowed in 2009. Matt Jones, who flies Spitfires for Goodwood-based Boulton Flight Academy, reunited Mary with MV154 after first meeting her in 2015. He conspired with the plane's current owner, pilot Maxi Gainza, to bring it to the UK from its base in Bremgarten, Germany.

He said: 'I gave Mary control of our Spitfire. I wasn't sure where we were but Mary was very clear. She pointed us towards Thorney Island, up through the Witterings, flew on to Selsey Bill and then Bognor Regis, never losing a foot of altitude.

'She showed me precisely how she was able to deliver all those aircraft with just a map, a compass and a stopwatch. I was utterly humbled by a superior aviator who also happens to be 60 years my senior!'

My wife just opened my car door for me,
Would have been a nice gesture had we not been going 70 mph.



Health and Life Style.

Does alcohol and tobacco use increase the risk of diabetes?

Yes, alcohol and tobacco use increases the risk of type 2 diabetes.

Alcohol

Although studies show that drinking moderate amounts of alcohol may actually lower the risk of diabetes, the opposite is true for people who drink greater amounts of alcohol. Moderate alcohol use is one drink a day for women of all ages and men older than age 65, and up to two drinks a day for men age 65 and younger.

Too much alcohol can cause chronic inflammation of the pancreas (pancreatitis), which can impair its ability to secrete insulin and ultimately lead to diabetes.

Tobacco

Tobacco use can increase blood sugar levels and lead to insulin resistance. The more you smoke, the greater your risk of diabetes. Heavy smokers — those who smoke more than 20 cigarettes a day — almost double their risk of developing diabetes, when compared with non-smokers.

Do aromatherapy weight-loss products work?

These scent-based weight-loss products deliver aromas that are supposed to reduce your appetite.



One of the early scent-based products, the powdered food additive Sensa, was withdrawn from the market after the US Federal Trade Commission found that the product made false claims of effectiveness.



A study by Alan Hirsch, M.D., who developed Sensa, is often cited as proof that aromatherapy aids weight loss. That study showed that volunteers who used an aroma inhaler lost an average of 2 percent of their body weight over six months. However, because the study lasted only six months, it didn't look at whether participants were able to maintain their weight loss over time.



A few studies on the effects of odours on appetite have found that smelling sweet food odours, such as vanilla, banana and chocolate, tend to increase appetite, while neutral or non-food odours tend to decrease it.

So, can scent-based weight-loss products lead to significant, sustainable weight loss? The jury is still out. Even some of the makers of these weight-loss products acknowledge that losing weight comes down to diet and exercise.

It makes more sense, then, to skip the scents and focus on what's proven to work — reducing the calories you eat and increasing the calories you burn through exercise.

Calories: Tiny creatures that live in your closet and sew your clothes a little bit tighter every night.

Stress symptoms: Effects on your body and behaviour.

Stress symptoms may be affecting your health, even though you might not realize it. You may think illness is to blame for that nagging headache, your frequent insomnia or your decreased productivity at work. But stress may actually be the culprit.

Common effects of stress.

Indeed, stress symptoms can affect your body, your thoughts and feelings, and your behaviour. Being able to recognize common stress symptoms can give you a jump on managing them. Stress that's left unchecked can contribute to many health problems, such as high blood pressure, heart disease, obesity and diabetes.

Common effects of stress on your body.

- Headache
- Muscle tension or pain



- Chest pain
- Fatigue
- Change in sex drive
- Stomach upset
- Sleep problems
- Common effects of stress on your mood
- Anxiety
- Restlessness
- Lack of motivation or focus
- Feeling overwhelmed
- Irritability or anger
- Sadness or depression

Common effects of stress on your behaviour.

- Overeating or undereating
- Angry outbursts
- Drug or alcohol abuse
- Tobacco use
- Social withdrawal
- Exercising less often

Act to manage stress.

If you have stress symptoms, taking steps to manage your stress can have numerous health benefits. Explore stress management strategies, such as:



- Regular physical activity
- Relaxation techniques, such as deep breathing, meditation, yoga, tai chi or getting a massage
- Keeping a sense of humour
- Socializing with family and friends
- Setting aside time for hobbies, such as reading a book or listening to music
- Aim to find active ways to manage your stress. Inactive ways you may use to manage stress — such as watching television, surfing the Internet or playing video games — may seem relaxing, but they may increase your stress over the long term.
- And be sure to get plenty of sleep and eat a healthy, balanced diet. Avoid tobacco use, excess caffeine and alcohol intake, and the use of illicit substances.

When to seek help.

If you're not sure if stress is the cause or if you've taken steps to control your stress but your symptoms continue, see your doctor. Your doctor may want to check for other potential causes. Or, consider seeing a professional counsellor or therapist, who can help you identify sources of your stress and learn new coping tools.

Also, if you have chest pain, especially if it occurs during physical activity or is accompanied by shortness of breath, sweating, dizziness, nausea, or pain radiating into your shoulder and arm, get emergency help immediately. These may be warning signs of a heart attack and not simply stress symptoms.

Heart Disease Risk Calculator

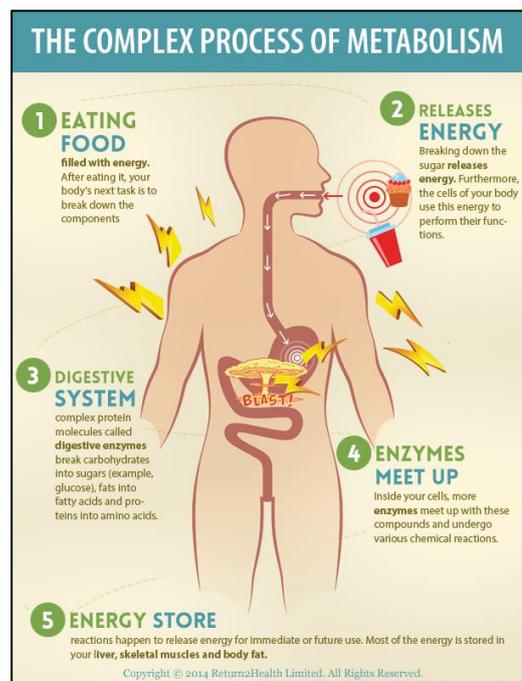
The Mayo Clinic has developed a calculator to work out your risk of developing a heart disease. You can find it [HERE](#).

Why does it take six weeks to lose 3 kgs but only one day to gain it all back.

Metabolism and weight loss: How you burn calories

You've probably heard people blame their weight on a slow metabolism, but what does that mean? Is metabolism really the culprit? And if so, is it possible to rev up your metabolism to burn more calories?

It's true that metabolism is linked to weight. But contrary to common belief, a slow metabolism is rarely the cause of excess weight gain. Although your metabolism influences your body's basic energy needs, it's your food and beverage intake and your physical activity that ultimately determine how much you weigh.





Metabolism: Converting food into energy.

Metabolism is the process by which your body converts what you eat and drink into energy. During this complex biochemical process, calories in food and beverages are combined with oxygen to release the energy your body needs to function. Even when you're at rest, your body needs energy for all its "hidden" functions, such as breathing, circulating blood, adjusting hormone levels, and growing and repairing cells.

The number of calories your body uses to carry out these basic functions is known as your basal metabolic rate — what you might call metabolism. Several factors determine your individual basal metabolic rate, including:

- Your body size and composition. The bodies of people who are larger or have more muscle burn more calories, even at rest.
- Your sex. Men usually have less body fat and more muscle than do women of the same age and weight, burning more calories.
- Your age. As you get older, the amount of muscle tends to decrease and fat accounts for more of your weight, slowing down calorie burning.

Energy needs for your body's basic functions stay fairly consistent and aren't easily changed. Your basal metabolic rate accounts for about 70 percent of the calories you burn every day. In addition to your basal metabolic rate, two other factors determine how many calories your body burns each day:

- Food processing (thermogenesis). Digesting, absorbing, transporting and storing the food you consume also takes calories. This accounts for 100 to 800 of the calories used each day. For the most part, your body's energy requirement to process food stays relatively steady and isn't easily changed.
- Physical activity. Physical activity and exercise — such as playing tennis, walking to the store, chasing after the dog and any other movement — account for the rest of the calories your body burns up each day. Physical activity is by far the most variable of the factors that determine how many calories you burn each day.

Metabolism and weight.

It may be tempting to blame your metabolism for weight gain, but because metabolism is a natural process, your body has many mechanisms that regulate it to meet your individual needs. Only in rare cases do you get excessive weight gain from a medical problem that slows metabolism, such as Cushing's syndrome or having an underactive thyroid gland (hypothyroidism).

Unfortunately, weight gain is complicated. It is likely a combination of genetic makeup, hormonal controls, diet composition, and the impact of environment on your lifestyle, including



sleep, physical activity and stress. All of these factors result in an imbalance in the energy equation. You gain weight when you eat more calories than you burn — or burn fewer calories than you eat.

While it is true that some people seem to be able to lose weight more quickly and more easily than others, everyone will lose weight when they burn up more calories than they eat. Therefore, to lose weight, you need to create an energy deficit by eating fewer calories or increasing the number of calories you burn through physical activity or both.

A closer look at physical activity and metabolism

While you don't have much control over the speed of your basal metabolism, you can control how many calories you burn through your level of physical activity. The more active you are, the more calories you burn. In fact, some people who are said to have a fast metabolism are probably just more active — and maybe more fidgety — than are others.

You can burn more calories with:

Regular aerobic exercise. Aerobic exercise is the most efficient way to burn calories and includes activities such as walking, bicycling and swimming. As a general goal, include at least 30 minutes of physical activity in your daily routine. If you want to lose weight or meet specific fitness goals, you may need to increase the time you spend on physical activity even more. If you can't set aside time for a longer workout, try 10-minute chunks of activity throughout the day. Remember, the more active you are, the greater the benefits.

Strength training. Strength training exercises, such as weightlifting, are important because they help counteract muscle loss associated with aging. And since muscle tissue burns more calories than fat tissue does, muscle mass is a key factor in weight loss.

Lifestyle activities. Any extra movement helps burn calories. Look for ways to walk and move around a few minutes more each day than the day before. Taking the stairs more often and parking farther away at the store are simple ways to burn more calories. Even activities such as gardening, washing your car and housework burn calories and contribute to weight loss.

No magic bullet. Don't look to dietary supplements for help in burning calories or weight loss. Products that claim to speed up your metabolism are often more hype than help, and some may cause undesirable or even dangerous side effects. Dietary supplement manufacturers aren't required by the US Food and





Drug Administration to prove that their products are safe or effective, so view these products with caution and scepticism, and always let your doctors know about any supplements you take.

There's no easy way to lose weight. The foundation for weight loss continues to be based on physical activity and diet. Take in fewer calories than you burn, and you lose weight.

Our knowledge is increasing about all of the mechanisms that impact appetite, food selection, and how your body processes and burns food. Your health care provider can help you explore interventions that can help you lose weight.

The healthiest part of a donut is the hole.
Unfortunately, you have to eat through the rest of the donut to get there!.

The Atkins Diet: Is it any good?

The Atkins Diet is a popular low-carbohydrate eating plan created in 1972 by cardiologist Robert C. Atkins. The Atkins Diet restricts carbs (carbohydrates) while emphasizing protein and fats.

The Atkins Diet has several phases for weight loss and maintenance, starting out with a very low carbohydrate eating plan. The Atkins Diet, formally called the Atkins Nutritional Approach, has been detailed in many books and is credited with launching the low-carb diet trend.

Purpose.

The purpose of the Atkins Diet is to change your eating habits to help you lose weight and keep it off. The Atkins Diet also says it's a healthy lifelong approach to eating, whether you want to lose weight, boost your energy or help improve certain health problems, such as high blood pressure or metabolic syndrome.

You might choose to follow the Atkins Diet because you:





- Enjoy the types and amounts of food featured in the diet,
- Want a diet that restricts certain carbs to help you lose weight,
- Want to change your overall eating habits,
- Have medical concerns you think the diet can help improve,
- Like the related Atkins Diet products, such as cookbooks, shakes and bars.

Check with your doctor or health care provider before starting any weight-loss diet, especially if you have any health conditions, such as diabetes or kidney disease.

Diet details.

The main dietary focus of the Atkins Diet is eating the right balance of carbohydrates, protein and fats for optimal weight loss and health. According to the Atkins Diet, obesity and related health problems, such as type 2 diabetes and heart disease, are the fault of the typical low-fat, high-carbohydrate American diet. The Atkins Diet says that you don't need to avoid fatty cuts of meat or trim off excess fat. Rather, controlling carbs is what's important.

The Atkins Diet holds that eating too many carbohydrates, especially sugar, white flour and other refined carbs, leads to blood sugar imbalances, weight gain and cardiovascular problems. To that end, the Atkins Diet restricts carbohydrates and encourages eating more protein and fat. However, the Atkins Diet says it is not a high-protein diet.

Like many diet plans, the Atkins Diet continues to evolve. It now encourages eating more high-fibre vegetables, accommodates vegetarian and vegan needs, and addresses health problems that may arise when initially starting a low-carb diet.

Carbohydrates.

The Atkins Diet doesn't require calorie counting or portion control. It does require you to track your carbs, though. It uses a system called net carbs, which is the total carbohydrate content of an item minus its fibre content. For example, a half-cup of raw broccoli has 2.3 grams of total carbs and 1.3 grams of fibre, putting its net carb value at 1 gram.



The Atkins Diet says its approach to carbs will burn off your body's fat stores, regulate your blood sugar and help you achieve optimal health, while not leaving you feeling hungry or deprived. Once you're at your goal weight, the Atkins Diet also says it will help you identify your personal carbohydrate tolerance, the number of grams of net carbs you can eat each day without gaining or losing weight.



Exercise.

Although the Atkins Diet originally said that exercise wasn't vital for weight loss, it now acknowledges that exercise is important to weight loss and maintenance, as well as for achieving other health benefits.

Phases of the Atkins Diet.

The Atkins Diet has four phases. Depending on your weight-loss goals, you can start at any of the first three phases.

Phase 1: Induction. In this strict phase, you cut out almost all carbohydrates from your diet, eating just 20 grams of net carbs a day, mainly from vegetables. Instead of getting 45 to 65 percent of your daily calories from carbohydrates, as recommended by most nutrition guidelines, you get only about 10 percent. "Foundation" vegetables, such as asparagus, broccoli, celery, cucumber, green beans and peppers, should account for 12-15 grams of your daily net carbs. You should eat protein, such as fish and shellfish, poultry, meat, eggs and cheese, at every meal. You don't need to restrict oils and fats, but you can't have most fruits, sugary baked goods, breads, pastas, grains, nuts or alcohol. You should drink eight glasses of water a day. You stay in this phase for at least two weeks, depending on your weight loss.

Phase 2: Balancing. In this phase, you continue to eat a minimum of 12-15 grams of net carbs as foundation vegetables. You also continue to avoid foods with added sugar. You can slowly add back in some nutrient-rich carbs, such as more vegetables and berries, nuts and seeds, as you continue to lose weight. You stay in this phase until you're about 4.5 kilograms from your goal weight.

Phase 3: Pre-maintenance. In this phase, you continue to gradually increase the range of foods you can eat, including fruits, starchy vegetables and whole grains. You can add about 10 grams of carbs to your diet each week, but you must cut back if your weight loss stops. You stay in this phase until you reach your weight goal.

Phase 4: Lifetime maintenance. You move into this phase when you reach your goal weight, and then you continue this way of eating for life.

A typical day's menu on the Atkins Diet.

Here's a look at what you might eat during a typical day on phase 1 of the Atkins Diet:

Breakfast. Scrambled eggs with sautéed onions and cheddar cheese. Acceptable beverages include coffee, tea, water, diet soda and herbal tea.

Lunch. Chef salad with chicken, bacon and avocado dressing, along with an allowable beverage.



Dinner. Baked salmon steak, asparagus, and arugula salad with cherry tomatoes and cucumbers, along with an allowable beverage.

Snacks. You typically can have two snacks a day. Snacks may include an Atkins Diet product, such as a chocolate shake or granola bar, or a simple snack such as celery and cheddar cheese.

Results:

Weight loss: The Atkins Diet says that you can lose 7 kilograms in the first two weeks of phase 1, but it also acknowledges that those aren't typical results. The Atkins Diet also acknowledges that you may initially lose water weight. It says that you'll continue to lose weight in phases 2 and 3 as long as you don't eat more carbs than your body can tolerate.

Most people can lose weight on almost any diet plan that restricts calories — at least in the short term. Over the long term, though, studies show that low-carb diets like Atkins are no more effective for weight loss than are standard weight-loss diets and that most people regain the weight they lost regardless of diet plan. However, studies have shown that people who continued to follow diet plans, such as Atkins, for two years did lose an average of nearly 4 kilograms overall. Some studies suggest that it's not cutting carbs that leads to weight loss with Atkins, instead, you may shed pounds because your food choices are limited, and you eat less since the extra protein and fat keep you feeling full longer.

Health benefits. The Atkins Diet says that its eating plan can prevent or improve serious health conditions, such as metabolic syndrome, diabetes, high blood pressure and cardiovascular disease. In fact, almost any diet that helps you shed excess weight can reduce or even reverse risks factors for cardiovascular disease and diabetes. And most weight-loss diets, not just low-carb diets, may improve blood cholesterol or blood sugar levels, at least temporarily. One study showed that people who followed Atkins had improved triglycerides, suggesting better heart health, but there have been no major studies to show whether such benefits hold up for the long term or increase how long you live.



Some health experts believe that eating a large amount of fat and protein from animal sources, as allowed on the Atkins Diet, can increase your risk of heart disease or some cancers, however, it's not known what risks, if any, the Atkins Diet may pose over the long term because most of the studies about it have lasted for two years or less.

Risks. The Atkins Diet acknowledges that drastically cutting carbs in the early phase of the program can result in some side effects, including:

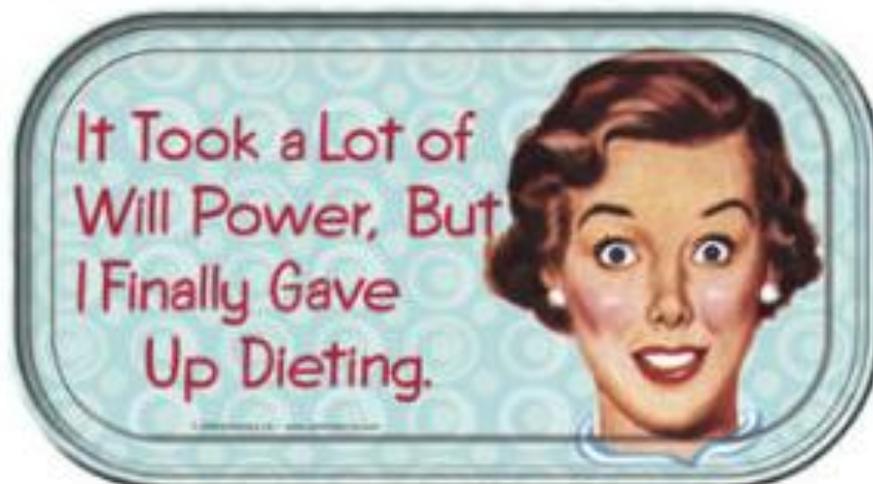


- Headache
- Dizziness
- Weakness
- Fatigue
- Constipation

In addition, some very low carb diets restrict carbohydrates so much that they result in nutritional deficiencies or insufficient fibre, which can cause such health problems as constipation, diarrhea and nausea though eating carbs that are high fibre, whole grain and nutrient dense can improve the health profile of programs like the Atkins Diet. In addition, the Atkins Diet has changed over time to help prevent health problems, and it now recommends taking a small amount of extra salt, along with vitamins or supplements.

It's also possible that restricting carbohydrates to less than 20 grams a day, the level recommended for phase 1 of the diet, can result in ketosis. Ketosis occurs when you don't have enough sugar (glucose) for energy, so your body breaks down stored fat, causing ketones to build up in your body. Side effects from ketosis can include nausea, headache, mental fatigue and bad breath.

In addition, the Atkins Diet isn't appropriate for everyone. For example, the Atkins Diet recommends that you consult your doctor before starting the diet if you take diuretics, insulin or oral diabetes medications. In addition, people with severe kidney disease should not follow the diet, and the weight-loss phases of the diet aren't suitable for women who are pregnant or breast-feeding.





Strength training: Get stronger, leaner, healthier.

Strength training is an important part of an overall fitness program. Here's what strength training can do for you — and how to get started.

Want to reduce body fat, increase lean muscle mass and burn calories more efficiently? Strength training to the rescue! Strength training is a key component of overall health and fitness for everyone.

Use it or lose it.

Lean muscle mass naturally diminishes with age. You'll increase the percentage of fat in your body if you don't do anything to replace the lean muscle you lose over time. Strength training can help you preserve and enhance your muscle mass at any age.

Strength training may also help you:

- **Develop strong bones.** By stressing your bones, strength training can increase bone density and reduce the risk of osteoporosis.
- **Manage your weight.** Strength training can help you manage or lose weight, and it can increase your metabolism to help you burn more calories.
- **Enhance your quality of life.** Strength training may enhance your quality of life and improve your ability to do everyday activities. Building muscle also can contribute to better balance and may reduce your risk of falls. This can help you maintain independence as you age.
- **Manage chronic conditions.** Strength training can reduce the signs and symptoms of many chronic conditions, such as arthritis, back pain, obesity, heart disease, depression and diabetes.
- **Sharpen your thinking skills.** Some research suggests that regular strength training and aerobic exercise may help improve thinking and learning skills for older adults.

Consider the options.

Strength training can be done at home or in the gym. Common choices include:

- **Body weight.** You can do many exercises with little or no equipment. Try pushups, pullups, abdominal crunches and leg squats.
- **Resistance tubing.** Resistance tubing is inexpensive, lightweight tubing that provides resistance when stretched. You can choose from many types of resistance tubes in nearly any sporting goods store.
- **Free weights.** Barbells and dumbbells are classic strength training tools.



- **Weight machines.** Most fitness centres offer various resistance machines. You can also invest in weight machines for use at home.

If you have a chronic condition, or if you're older than age 40 and you haven't been active recently, check with your doctor before beginning a strength training or aerobic fitness program. Before beginning strength training, consider warming up with brisk walking or another aerobic activity for five or 10 minutes. Cold muscles are more prone to injury than are warm muscles.

Choose a weight or resistance level heavy enough to tire your muscles after about 12 to 15 repetitions. When you can easily do more repetitions of a certain exercise, gradually increase the weight or resistance.

Research shows that a single set of 12 repetitions with the proper weight can build muscle efficiently in most people and can be as effective as three sets of the same exercise.

To give your muscles time to recover, rest one full day between exercising each specific muscle group.

Also, be careful to listen to your body. If a strength training exercise causes pain, stop the exercise. Consider trying a lower weight or trying it again in a few days. It's important to use proper technique in strength training to avoid injuries. If you're new to weight training, work with a trainer or other fitness specialist to learn correct form and technique.

When to expect results.

You don't need to spend hours a day lifting weights to benefit from strength training. You can see significant improvement in your strength with just two or three 20 or 30 minute weight training sessions a week. The US Department of Health and Human Services recommends incorporating strength training exercises of all the major muscle groups into a fitness routine at least two times a week.

As you incorporate strength training exercises into your fitness routine, you may notice improvement in your strength over time. As your muscle mass increases, you'll likely be able to lift weight more easily and for longer periods of time. If you keep it up, you can continue to increase your strength, even if you're not in shape when you begin.

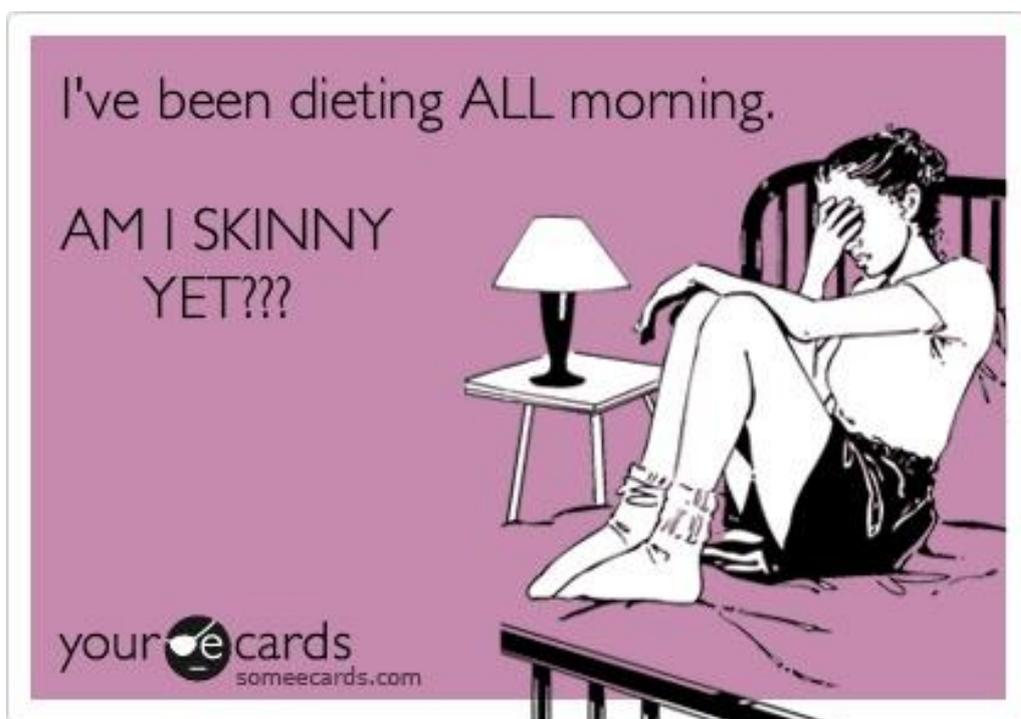
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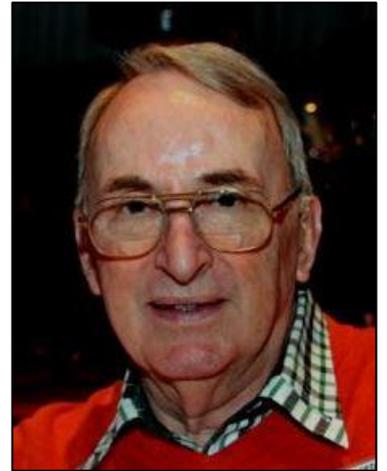
Pedro's Patter.

Crash at Ba To

Late August 1966

'The Danang Wallaby has pranged!'

It was late on a Tuesday when we heard about it. The news sent shock waves around the squadron, jolting me out of late afternoon lethargy after an uninspiring day down the Delta. Operating as we did into substandard strips in marginally secure areas in bad weather, disaster was closer than most of us would admit. One gradually acquired a facade of nonchalance, which finally became almost a state of mind. An event such as this brought the reality of our situation abruptly into focus, along with unwelcome sensations of vulnerability. When pilots regularly operate near their own and their aircraft's limits, it is only a matter of time before an accident occurs.



Ba To from the Air

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The crash site was Ba To, an isolated government outpost in a strip of coastal jungle south of Danang. Bar conversations, usually of a less serious nature, were interlaced with speculation, particularly from those who had seen the camp, which was near a hotbed of VC activity. We all wanted more details about how aircraft and crew came to grief so we could avoid getting into a similar situation ourselves.

The squadron hierarchy were in a huddle getting details of the prang and organising a recovery operation. Later that evening, the CO finally appeared to tell us that the crew was alive and well, but the aircraft was too damaged to fly out. His main worry was keeping it intact until a repair team could be sent in to patch it up enough to ferry out. If VC mortars hidden in the surrounding jungle found it first, there would be nothing left to repair.

Early next day, John Harris and the CO headed north to pick up the stranded crew and drop in a maintenance team under the command of Wally Solomons, our engineering officer. Unfortunately, they were unable to land as the crashed aircraft was blocking the strip, and they had to continue to Quang Ngai. When he and his team finally arrived in a US Army chopper, Wally assessed that the damaged aircraft could be repaired and flown out, even though the job would have to be done under a scorching tropical sun in the dirt parking ramp beside the strip using little else but muscle power.

The following Monday another Wallaby, crewed by John Harris and myself, again with Bugs Rose and Blue Campbell, departed for Danang to take over the detachment prematurely terminated by the prang. We set off unsure of the duration of this detachment since the pressure put on the flying program by the loss of the crashed aircraft could well require us to be recalled for more important tasks.





Danang is the second largest city in South Vietnam, and the major port for the northern provinces. It was also home to the largest fighter and bomber base outside Saigon, from which were mounted round-the-clock strikes against targets not only in South Vietnam, but north of the Demilitarized Zone (DMZ) too.

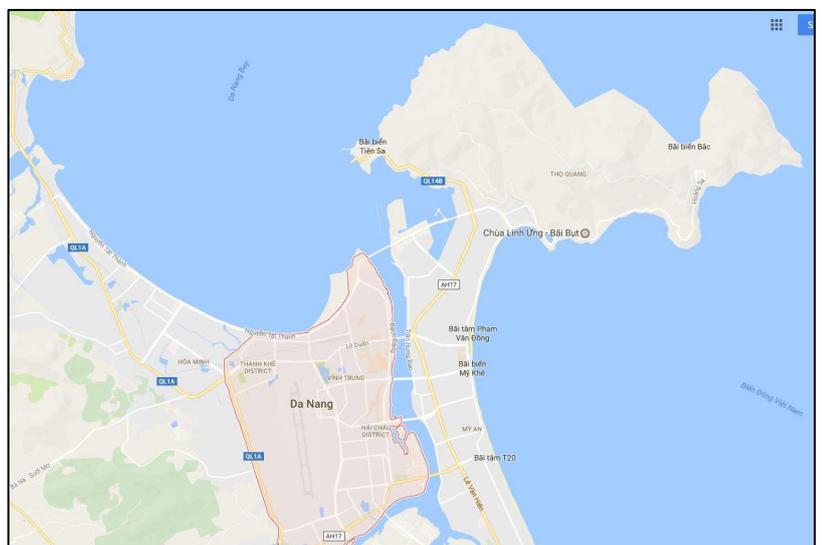
The DMZ was an area five kilometres (2.7 nautical miles) either side of the Ben Hai river, which divided Vietnam into North and South under the 1954 Geneva Agreement. Because of Danang's strategic importance and position close to the DMZ, it was regularly threatened with attack by subversion and sabotage, or more directly with mortar and rockets. At this time, it was well protected by a US Marine Division, and crack units of the Army of the Republic of Vietnam (ARVN).

On this detachment, as at Nha Trang, we would be flying Special Forces resupply missions, but this time in the I Corps Military Region for which Danang was the major supply centre. I was glad to be getting away from Vung Tau again. August was almost over, and I was well and truly used to the local mail run missions. Flying out of Vung Tau seemed dull and pedestrian after the Nha Trang detachment, and included extras such as morning briefing with No 9 Squadron. Prior to commencing operations in support of the Task Force, our pre-flight activities were concentrated on the mission at hand. These days we got body count, along with weather and artillery.

The 9 Sqn choppers were currently operating at full blast in support of the Task Force, which was consolidating its position after the successful battle of Long Tan. The briefing officer gave his body count numbers triumphantly, like an accountant reviewing an audit. I found it difficult to share his enthusiasm, or to believe all his figures. American body count figures released to the media were even more amazing. At the rate the allies were supposed to be wiping the VC out, the war would be over in no time.

Danang is 400 miles from Vung Tau, some three hours flying time in a Caribou. It is located on a widened section of the coastal plain, surrounded by marshy flats and meandering streams.

The Wallaby looked out of place among scores of F-4s, F-105s, B-57s, F-102s and other 'hot ships' as we taxied in off the 10,000-foot concrete runway. We parked dwarf-like, beside a giant USAF C-133 Cargomaster from the States. The Transport Movement Control (TMC)





crew was full of commiseration about the pranged Wallaby, and anxious about the effect its loss might have on future detachments. Our squadron provided the only Caribou regularly at its disposal, and many strips in the I Corps area were unsuitable for larger aircraft. TMC planned to send us shuttling down the coast for the rest of the day to Tien Phuoc, a newly established camp. The advisers there were living in tents, and anxious to start work on more permanent accommodation with the building materials we were tasked to fly in to them.

John and I soon discovered that the Danang TMC crew was not as professional or reliable as were their colleagues at Nha Trang. Taxiing out with our first load, I noticed that the Wallaby's nose wheel steering seemed very heavy, making the aircraft hard to turn. Our load was a stack of galvanised roofing iron. I called up Bugs Rose on the intercom. 'Bugs, the aircraft feels really strange, very heavy on the steering. Are you sure we got the right load?' Bugs counted the sheets. 'TMC's given us a double load', he said. We were grossly overweight. We might have got off the ground but an engine failure after take-off would have put us straight into the rice paddies at the end of the runway. We turned back to rectify the mistake.



Tien Phuoc Strip



Tien Phuoc is in an extremely narrow valley in a clearing hacked out of virgin jungle. Earlier in the morning, it had been blanketed with fog. When we arrived, the fog had lifted to become a thin, low layer of broken cloud. Although we could see the camp from directly overhead, there was too much low cloud to make a normal circuit and landing and not enough room to manoeuvre in the narrow valley to get under the cloud near the camp. Yet when we descended under the cloud layer where it stopped five to ten miles down the valley, we lost our bearings among featureless jungle. John hit upon a smart idea. At his suggestion, we flew over the camp and away down the valley on a timed run. At the edge of the cloud, we turned onto a reciprocal heading and commenced timing. Bucketing along between the treetops and the base of the cloud with nothing visible ahead but more jungle, I wondered whether this unconventional procedure was really such a good idea. But all of a sudden, the camp in its clearing appeared, and after a quick bit of manoeuvring we were on the ground.



Tien Phuoc Special Forces Camp

As far as the Special Forces team was concerned, our load of galvanised iron might have been gold bullion. They showered praise on us, and were even more exuberant when told that we would be back with cement, wire netting and sandbags. We were glad we had made the effort to get in, even though our unorthodox method would not have fitted the rigid operational environment back home.

After a busy day, which ended when darkness finally overtook us, we discovered one frustration of the Danang detachment. In contrast to the familiarity and semi-permanence of our detachment at Nha Trang with its unofficial vehicle and permanent allocation of quarters, here we had to rely on USAF transport, and fossick around at the end of the day looking for bedding and a place to put it. Not belonging to a regular unit here no one seemed to know what to do with us, or to want to make a decision about where to put us, even though we had put in a full



day's flying for them. In desperation, we eventually dumped our gear on two unoccupied beds and hoped it would still be there each day when we returned from flying.

In the USAF Officers' Club the pilots were initially friendly and interested, but soon lapsed into the universal fighter pilot game of manual aerobatics. This game, which can be played by any number, consists of waving the hands around in an unusual manner while describing some aerial manoeuvre, such as a dive-bombing attack. Finding ourselves odd men out and somewhat sickened by a sadistic turn the conversation was taking, we soon left them and retired to a quiet corner with our beers and barbecued steaks. The beefsteaks here were regularly flown in fresh from the States, making these pilots the best fed in the country. They were the size of a small roast of beef at home. I felt a twinge of jealousy when I thought of the frozen ham steaks and lima beans at Vung Tau, but had to admit that pilots on night bombing sorties over North Vietnam probably deserved a bit extra.

After our five-star meals and a few drinks we retraced our steps to find our beds, with our personal gear still intact. A fitful night followed, broken by the irregular roar of jet afterburners as aircraft took off on night or early morning strikes. In the morning, after the usual breakfast of fried ham and eggs with maple syrup, we set off on the first of the next day's missions, a run to Ba To, scene of the Wallaby prang. We now knew that the cause of the accident was officially that scourge of flight crew everywhere—pilot error. In other words, an error of judgment. I was interested to see what sort of strip had put this blemish on the reputation of one of the squadron's more experienced pilots.

Ba To lies ten miles inland in a thin wedge of jungle sandwiched between rising terrain and the coast. The dirt runway is 1400 feet from end to end with, as the Aerodrome Directory warned, a 'fifty foot drop-off both ends'. The drop-offs were not inclines, but sheer cliffs, making a guaranteed touchdown after the threshold much more important than other strips with tapered overruns. Our unfortunate colleague had aimed a little too close to the approach end. The Wallaby's port undercarriage leg had clipped the edge of the drop-off, and collapsed, allowing the aircraft to come down onto the left propeller and wing as it slewed round to an untidy halt.

As he set up the approach, I am sure John was thinking, as I was, that it could have happened to any one of us. We climbed out of our aircraft and walked over to talk to Wally Solomons and his team. Wally, indistinguishable from his men in boots, shorts and 'Hat, Floppy, Ridiculous', sunburnt and sweating after toiling in the open, brought us up to date on the repair operation.

The aircraft had pranged a week ago. Wally had been one of the first on the scene. The repair job he faced must have been rather daunting, even to an engineer of his experience. The unhappy Wallaby had come to rest in a muddy depression across the gateway to the Special Forces camp, perilously close to a line of defensive Claymore mines protecting the camp's entrance. In a strange twist of fate the port wing was resting on an old Caribou propeller and reduction gearing, debris from a previous accident. The port undercarriage was folded forward, as if in a semi-retracted position. Both nose gear tyres were flat and torn by the barbed wire



entanglement in which they had come to rest. The starboard undercarriage was almost undamaged, but the wing had obviously whipped viciously on impact, as the control surfaces were broken and hanging, torn and buckled, from their attachment points. The port propeller was buckled due to ground contact, and the engine was cracked completely around the rear end of the reduction gear case. The port flaps, wing and rear of the engine nacelle were bent, buckled and torn by contact with the ground, the collapsed undercarriage and the old Caribou propeller. The radio antennae under the rear end of the fuselage had been torn off as the aircraft skidded over metal stakes and barbed wire.



Crash repairs at Ba To

A replacement wing, engine, propeller and undercarriage assembly would be required. These items, and all the men and equipment required for the repair operation, would have to be flown in to Ba To, and before this could happen, the wreck had to be moved clear of the strip. Wally



arranged another helicopter mission that afternoon to bring in five of his airmen, a nose wheel jack and other tools. After jacking up the nose, they cut lengths of timber 'borrowed' from the Special Forces camp and used it to shore up the nose wheel assembly. Then they used the jack on the port wing, raising it until they reached the extension limit of the jack, supporting the wing with a pad of sandbags from the camp bunkers while they relocated the jack on a platform of timber so that the wing could be raised higher. When they had enough clearance, they cut more timber to make temporary braces for the damaged undercarriage.

By late afternoon, they were ready to drag the Wallaby back into the parking ramp using the only available vehicle, a two-and-a-half tonne truck with no brakes, and all available manpower. By evening, they were ready to listen to a briefing on bunker drill from the camp commander before settling down to an uneasy night on the edge of an unfriendly jungle. Early Thursday morning, Wally began a more detailed inspection. He decided to repair the aircraft sufficiently so that it could be flown back to Vung Tau with the gear down.

With the strip now open, arrangements were made to bring in by Wallaby more tools and spares, including main gear jacks, an engine and propeller. The largest item of equipment, a wing taken from the wreck of a US Army Caribou at Vung Tau, would have to be brought in by Chinook helicopter. Thursday and Friday were spent stripping damaged components from the aircraft, such as flaps and the left-hand propeller, and preparing the engine for removal. After lunch Friday, John Harris and the CO had duly arrived with replacement flaps and undercarriage components, and the much-needed main undercarriage jacks. Then commenced the tedious business of raising the aircraft even higher on 44-gallon drums and sandbags, so that the jacks could be put in position.



By mid-afternoon, the aircraft was securely jacked and tied down, and another Wallaby arrived with a propeller and engine. By nightfall, the port undercarriage had been replaced and chained in the down position. On Saturday, the port engine was changed, and the wing prepared for removal first thing next morning. The replacement wing arrived by Chinook at 1400 hours on Sunday. All available manpower, including some curious Vietnamese civilians who, in Wally's words, 'happened to be in the wrong place at the wrong time', was used to lift the wing into position, again using 44-gallon drums topped with sandbags. The old wing was now removed.

On Monday, the new wing was lifted into place using a set of hydraulic steps borrowed from Qui Nhon, not without incident since the steps failed halfway, lowering the wing back to the ground. However, after repairs to the steps had been made, the wing was raised again and bolted in place. What we now saw was the almost completed aircraft, awaiting only transfer of control cables and fuel tanks from the damaged wing, and installation of flaps and ailerons,



before it could be flown out. Wally's main worry so far had not been the repair work, but the possibility of mortar attack from the surrounding jungle. He was sure the jungle grapevine would have alerted the VC to the repair activities going on. As it was someone had set off a Claymore mine on the camp perimeter on the Thursday night, while on Monday night mortars and flares were fired to counter VC penetration of an outer bunker. We knew Wally and his team would be glad to see the last of Ba To.

When we returned on Wednesday, repairs had been completed without interference from the VC, and the patched up aircraft was ready to be flown out. The CO and Blue had arrived and were preparing for departure. The recovery of the badly damaged Wallaby had taken just over a week. By the time we had unloaded our aircraft, they were safely airborne and heading for home. I must say, I felt proud to belong to an outfit that could go to such lengths to keep its aircraft flying.

Twenty miles north of Ba To, and crowded by surrounding mountains, a river and the coast, was a picture postcard town called Tra Bong. This sleepy-looking settlement nestled at the foot of jungle-covered hills, which completely cut it off from the interior. Many of the buildings were whitewashed stone with terracotta roofs ravaged by weather and time. The grandest of them all was the Catholic Church, with its belltower and a statue in front, looking down protectively from its prominent position above the town. The poorest were thatched-roofed huts owned by peasant farmers.



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In the background trickled a waterfall, a silvery twinkle against the green mystery of the jungle. The whole scene looked more Mediterranean than Vietnamese. The airstrip had a road running parallel to it, made of the same laterite (crushed gravel) material. Tra Bong airfield was located on the only flat area around, among rice paddies near the river. The paddies at this time of year were an unbelievable green, with a telltale sparkle of water shimmering through the carpet of young rice shoots.



A painted stone arch and brush fence separated the village from the strip. The arch proudly bore the words 'Tra Bong, Cong Hua Viet Nam' (Tra Bong, Republic of Vietnam) emblazoned across it. Tra Bong was a typical Type 1 Caribou airfield. The strip was only 1000 feet long, just

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about the minimum for a Caribou. It was also narrow, and had no parking ramp. After landing, John stopped the aircraft on the runway, and in front of the arch, for unloading. Dozens of laughing kids appeared, shouting the now familiar 'Hi, Uc Dai Loi'. We fossicked around and found some sweets for them. The kids here were like kids anywhere, inquisitive, noisy and likeable. I wondered how they would grow up in this backward, isolated outpost, which was as far from Saigon as it was from Hanoi.

The villagers, though lowlanders not Montagnards, were very unsophisticated and unused to aircraft. The unloading team, jabbering, gesticulating and giggling like the many onlookers, stumbled about ineffectually. A heavy pallet dropped to the ground with a crash. A bag of rice was torn open spilling all over the aircraft floor. Finally, in their own bumbling way and, miraculously, without injury, these earnest but clumsy rural villagers removed all our cargo, and even swept up and put aside the spilled rice, enabling us to get back to business again. Tra Bong also had an Australian connection. A team of Australian Army advisers, consisting of a captain and seven warrant officers, had been sent here in August 1965 to help the ARVN gain a foothold in the adjacent valley to counter a known VC regimental headquarters in the mountains to the west. An Army warrant officer met and chatted with us during our short time on the ground.



We spent Thursday and Friday shuttling to Ba To and Tra Bong again, and to An Hoa and Quang Ngai, both United States Marine Corps (USMC) bases. Arriving at Quang Ngai in the middle of the day, we found the temperature and humidity almost unbearable. I had started the day feeling rather seedy, and almost passed out during unloading, even though I sat in the shade under the aircraft wing. Although we usually had a scratch lunch on the run, on this occasion I readily accepted the unloading team's offer of lunch at the Marines' Club. It was a half-hour drive from the airfield to the Marine base, located on a hill overlooking the town. Our driver was a black staff sergeant. I had already met many black Americans in day-to-day operations, which was not surprising since I had been told that 20 per cent of personnel in the US armed forces were blacks, as against 10 per cent in the overall population of the USA. It was more like 30 per cent serving in Vietnam.

The sergeant spoke of the Marine Corps as one would of a benevolent relative. It had given him an education, he said, looked after him well and provided for his family. As this was his second tour, he had obviously repaid his benefactor handsomely. He made no mention of racial prejudice, which was quite obvious in a few isolated camps where, significantly, there were no blacks. In those camps we had noticed racial prejudice of a particularly nasty kind. I recall one conversation which began by congratulating us on our 'nigger policy', particularly the 'Tasmanian episode'. This seemed to be the only bit of Australian history known to some



Americans. I know Australia is not completely free of racism, but I believe most of us are willing to give everyone a fair go, regardless of race.

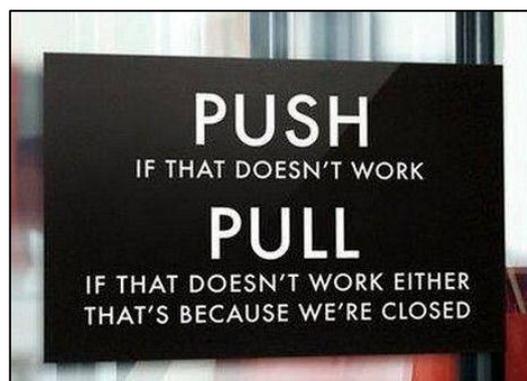
Quang Ngai had a down at heel appearance, perhaps because of its location in the foothills where civilisation seemed to have scarcely encroached, or perhaps because of its large refugee population. Even though it was a large town, many of the very small houses had straw mat roofs and mud walls, like the peasant's houses in the Delta. Small children played naked in the dust. Outside one house a young girl in the universal black pants and white top pumped up her bicycle tyres. An old lady staggered down the road, her back bent with twin coolie loads of vegetables for the market, taking mincing steps to ease the strain.

On the bridge, a young boy urinated in a carefree manner into the river. On the hill was a half-finished church, scaffolding still in place, begun during Diem's rule but never completed. Our driver told us that the shell accommodated a hundred refugee families. I cannot remember much about the Marines' Club except that the people we met were friendly and courteous, and the meal was better than our usual fare.

On Saturday afternoon, it was time to head for home base again. It had been an interesting detachment, but the efficiency of cargo handling in Danang did not match Nha Trang. Our relations with our American allies had been cordial, but it was hard not to be irritated by the impression they gave that whatever they did for us came under some kind of aid plan when, in fact, we were paying our way under contractual arrangements—the 'country cousin' syndrome.

Our passengers for the return flight were a young Vietnamese lieutenant and his three sons. I tried talking to him in French, but he did not seem to understand. Perhaps my schoolboy French was a bit rusty. It was rather frustrating knowing no Vietnamese. This pointed up the irony of our situation here. The Americans and their allies were in the country in such numbers that the Vietnamese must have felt like foreigners in their own land. Their thoughts and feelings were lost in the language barrier, our only communication with them being the one-way gobbledegook we spoke to our employees, shopkeepers and bargirls

Sign on a shop door.





The Canberra.

In September 1960, three Canberras departed Amberley and flew to Nigeria for Independence Day celebrations. Nigeria gained its independence from Britain on the 1st October 1960 but remained a Commonwealth Realm with the UK Monarch as its titular head of state. In hindsight, it was the worst thing they could have done, the country suffered a series of military coups with huge loss of life.

In 1960, the aircraft flew via the USA, Bermuda, Azores and Malta to Nigeria. They returned to Australia via Entebbe, Aden, Gan (Maldiv Islands), Cocos Islands and Perth. Communications and weather were the biggest problems faced throughout flight.

The Australian War Memorial have put together a video of the Canberras leaving Amberley, you can see it [HERE](#).

A wealthy Arab Sheik was admitted to hospital for heart surgery, but prior to the surgery, the doctors needed to store his type of blood in case the need arose. As the gentleman had a rare type of blood, it couldn't be found locally, so, the call went out. Finally a Scotsman was located who had a similar blood type. The Scot willingly donated his blood for the Arab. After the surgery, the Arab sent the Scotsman in appreciation for giving his blood, a new BMW, 5 carats of diamonds, and \$50,000 US dollars. A couple of days later, once again, the Arab had to go through a corrective surgery. The hospital telephoned the Scotsman who was more than happy to donate more of his blood again. After the second surgery, the Arab sent the Scotsman a thank-you card and a box of Black Magic Chocolates. The Scotsman was shocked that the Arab did not reciprocate his kind gesture as he had before. He phoned the Arab and asked him: "I thought you would be generous again, that you would give me another BMW, diamonds and money ... but you only gave me a thank-you card and a box of chocolates."

To this the Arab replied: "Aye laddie, but I have Scottish blood in ma veins now".

How did the Cessna 337's (O-2's) get to Viet Nam.

It's 1967 or maybe early 1968, and the Air Force has bought a bunch of Cessna Super Skymasters (push pulls) and called them O-2s. The Cessna factory at Wichita, Kansas is pumping them out at a pretty good clip and the USAF's problem is to figure out how to get them to Vietnam where they are needed.



The choices were:

1. Fly them to the West coast and turn them over to the Army for transport by cargo ship.
2. Take the wings off them and stuff them three at a time into the belly of C-124s and transport them over.
3. Fly them over under their own power with no C-124 attached.

Question: Which method was used?



Right! Every single one of those aircraft hand-flown across the Big Pond to Vietnam. That sounds like it might have been a Mickey Mouse operation. But, it wasn't that good. Air Force Systems Command (AFSC) was running that show and their knowledge stopped somewhat short of knowing anything about ferrying airplanes. The Air Force had a perfectly good organization called the 44th Aircraft Delivery Group which operated world-wide and managed the ferrying of all aircraft; except the O-2s. AFSC contracted with some outfit in San Francisco to deliver the planes to Saigon.

The contractor hired a bunch of civilian pilots who couldn't find honest work elsewhere. Since the O-2s were technically a "public" aircraft (as opposed to civil or military aircraft) no pilot's license was necessary to fly one and it's not sure that all of the pilots had licenses. Some of them were pretty good, but the rest of them were the most god-awful collection of unqualified scruffy-looking alcoholics you ever saw. The dregs of the flying profession. The deal worked like this.



The pilots were given a plane ticket to Wichita, where they got a quickie checkout in the O-2 if they needed one. Then they launched in bunches of four and headed for Hamilton AFB on the west coast of California. Enroute, they were instructed to carefully monitor and record their oil consumption, which, of course, they did not do. That type of pilot does not monitor and record oil consumption.

At Hamilton, the Air Force removed all the seats except the left front one. The seats were shipped to Vietnam by air, which is what should have happened to the rest of the plane, too. Extra fuel tanks were installed in the vacant floor space followed by the pilot himself. He had to crawl over the co-pilot tank to get to the left seat. Next, they installed an oil tank on top of the co-pilot tank followed by a small emergency HF radio on top of that.

Now, the pilot was truly locked in. To get out, he could either wait for someone to remove the radio and oil tank or crawl out the emergency escape window on the left side. Take-off must have been something to watch. With all that fuel, the planes were way over max gross weight. They had no single engine capability at all for about the first five hours of flight. If either engine hiccuped, the pilot went swimming.

The route was Hawaii (Hickam), Midway, Wake Island, Guam (Anderson), Philippines (Clark) and Saigon (Tan Son Nhut.) The Hamilton-Hickam leg was by far the longest; nominally about thirteen hours.



The O-2s were carrying fuel for about fourteen and a half hours of flight.

Navigation was strictly dead reckoning. The pilots took up a heading based on wind calculations and flew out their ETA hoping to be lost within range of a Hawaiian radio station. They had no long-range navigation equipment. The fuel tanks were disposable and were dropped off as they were no longer needed. The fuel pumps were not disposable and the pilots were instructed to bring them back along with their dirty underwear and the HF radio.

The trip was supposed to take about a week and each pilot carried an airline ticket from Saigon to Wichita to go back and pick up another plane. For this, the pilots were paid \$800 per trip with the flight leader getting \$1,000. They planned on averaging three trips a month and getting rich doing it.

The trouble started with the very first flight and began with the extra oil tank. The reason for determining oil consumption on the Wichita-Hamilton leg was to know how much oil to add during the really long legs. There were no oil quantity gauges. Shortly after take-off from Hamilton, boredom set in and the pilots would give the oil tank wobble pump a jab or two and squirt some more oil into the engines. The O-2 didn't need that much oil. All this did was over-service the engines which resulted in fluctuating oil pressure. The pilots didn't like that at all, so

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they added more oil which led to more pressure fluctuation. Meanwhile, they were totally lost and not getting much closer to Hawaii .

Time for the old MAYDAY call on the HF radio. When that call came in, the Coast Guard in Hawaii was running a very interesting seminar on sea rescue in downtown Honolulu. The Coast Guard shut down the seminar and launched their C-130 and a pair of cutters to find the O-2s; which they did.

They herded them to the nearest runway which happened to be the Marine Corps Air Station at Kanehoe on the Northeast side of Oahu.

On inspection, it was found they were all soaked with oil overflowing from both engines and they didn't have ten gallons of gas among them. One had flamed out taxiing in from landing. They had been airborne for 14 hours and 45 minutes. The Coast Guard was really pissed when they learned the full story and was making noises about sending someone a bill for the rescue effort. That silliness continued for three or four weeks with every single flight of O-2s getting into some sort of trouble.



At Hickam, the O-2 pilots were fairly easy to find. Most of the time they were draped over the bar at the O-Club; a situation which was attracting the attention of the Officers Wives Club; always a dangerous thing to do. When PACAF Headquarters was told what was going on, they were absolutely appalled. Civilian misfits ferrying Air Force airplanes across the Pacific to a combat zone? No way! They began firing off messages to get this idiocy stopped.

AFSC couldn't understand what the problem was and probably still doesn't. Hamilton AFB was taking a lot of heat for participating and allowing them to launch at all.

AFSC finally backed down and agreed to let the 44th Aircraft Delivery Group run the operation. The 44th wasn't too happy about that because the civilian pilots didn't seem to take instructions very well. Nevertheless, that brought some organization to the festivities which included things like mission planning, briefings, weather analysis, flight following and escort. The O-2s weren't allowed to fly unless accompanied by a C-47 or C-7 Caribou who could fly at their speed and handle the navigation. That wasn't much of a problem as there were two or three of those planes being ferried each week to Vietnam.

That procedure eliminated most problems and things settled down to a routine. The delivery rate to Vietnam was slowed somewhat, but I think more total planes actually got there because of it. During the entire process, only two planes were lost. One ditched due to engine failure on the Wake-Guam leg. The pilot managed to get out of the plane and bobbed around in his life

jacket until picked up by a Japanese cargo ship. The other crashed in the Philippines killing the pilot.

There was, of course, the occasional problem at Hickam. One pilot landed nose gear first and managed to snap the gear off completely and ding the front propeller. On investigation, the pilot gave up a load of bullshit while giving forth a strong whiff of gin. The plane (he claimed) was nose heavy on landing and the elevator trim was inoperative. He couldn't get the nose up. Furthermore, his transmitter was out and he couldn't tell anyone about his problems. The plane was checked and it was found that the elevator was trimmed full nose down, but the trim switch and trim tab worked just fine. Just to the left of the trim switch, it was noticed that the microphone toggle switch was actually bent backwards. After several hours of martinis, the pilot was trying to trim using the mic switch. He trimmed the plane full nose down while trying to talk to the control tower on the trim switch. Case closed.

None of these accidents consumed any time. The investigators had learned another quirk in the AFSC way of doing business. Appearances aside, the aircraft were not Air Force aircraft and wouldn't be until they arrived in Saigon and were formally delivered and accepted. Since they weren't, technically, Air Force aircraft; they couldn't have an Air Force accident. The planes weren't registered as civil aircraft, so they couldn't have a civil accident either. They were in regulatory limbo and any accidents were non-events. Nobody cared. That suited everyone just fine, they had other things to do, and they couldn't see how an investigation of stupidity would contribute anything to the Air Force's safety program.

Incidentally, how do you suppose they got the O-2s out of Vietnam and back to the United States? They took the wings off, stuffed them three at a time into the belly of C-124s and flew them back. AFSC was not involved which tended to improve almost any operation.

Sign on an electrical switchboard.





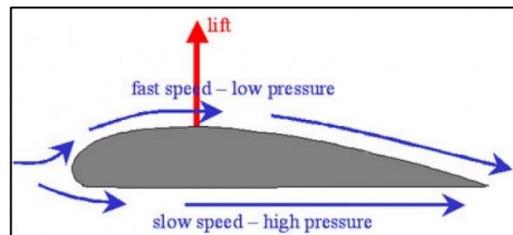
The Telegraph

Cambridge scientist debunks flying myth.

Scientists have debunked one of the most commonly held myths in science - why aircraft fly.

Aeroplanes can fly because their wings cause the air pressure underneath the wing to be greater than that above, lifting them into the air. But engineers have for years been frustrated by a theory which wrongly explains what causes the change in pressure to occur. The myth is commonly found in school textbooks and aeroplane flight manuals, and is so widely believed that even Einstein was rumoured to subscribe to it. Now a Cambridge scientist has become so fed up with the bogus explanation that he has created a minute-long video to lay it to rest once and for all.

The video, published on YouTube by Prof Holger Babinsky of the university's engineering department, seeks to explain in simple terms why the myth goes against the laws of physics. According to conventional wisdom the pressure change happens because the air on the curved upper surface of the wing has further to travel than that below the flat underneath surface, meaning it must travel faster to arrive at the other side of the wing at the same time.



In fact, the real explanation is nothing to do with the distance the air has to travel. The curvature of the wing causes the change in air pressure because it pulls some of the air upwards, which reduces pressure, and forces the rest beneath it, creating higher pressure.

A law known as the [Bernoulli equation](#) means that when pressure is lower, air moves faster, so the air stream above the wing does move more quickly than the one below, but this is not what causes the difference in pressure.

Prof Babinsky proved his theory by filming smoke passing across a wing.

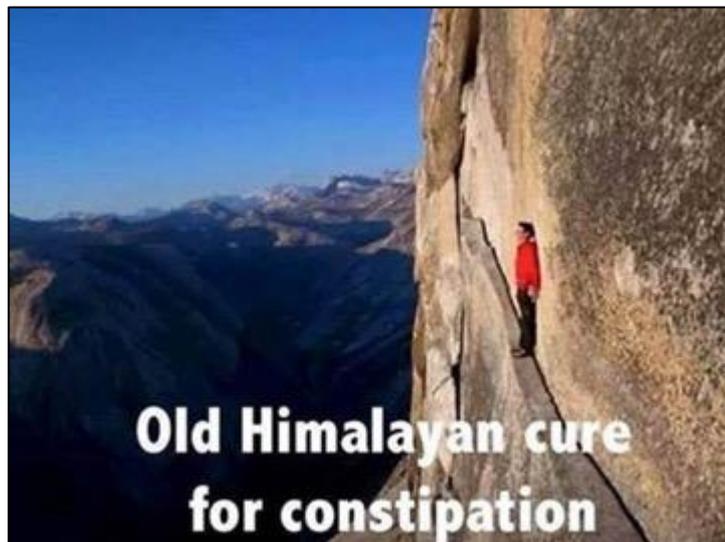
If traditional wisdom had been correct the smoke above and below the wing should have reached the trailing edge at the same time. The video demonstrates that the explanation is fundamentally flawed because the plume above the wing reached the edge much sooner than the plume below.

If the distance the air had to travel was causing the pressure to change, then a boat's sail, where the air travels the same distance on the inside and outside of the curve, would not work, Prof Babinsky said. He added: "I don't know when the explanation first surfaced but it's been around for decades. You find it taught in textbooks, explained on television and even described in aircraft manuals for pilots.

"There is no law in physics which states when streams of particles start at the leading edge of the wing they should reach the tailing edge at the same time.

"I've even heard a story that Einstein drew a design for an aircraft wing with a long, squiggly line on top of an aerofoil to make the distance for the air to travel greater, but this would not work."

Click [HERE](#) to see the video.



Where Eagles Dare:

The French military are using winged warriors to hunt down rogue drones. Following incidents of drones flying over the presidential palace and restricted military sites, along with the deadly 2015 Paris terror attacks, the French Air Force has trained four golden eagles to intercept and destroy the rogue aircraft.

Aptly named d'Artagnan, Athos, Porthos and Aramis, an homage to Alexandre Dumas' "The Three Musketeers," the four birds of prey have been honing their attack skills at the Mont-de-Marsan in southwestern France since mid-2016.



A golden eagle grabs a flying drone during a military training exercise at Mont-de-Marsan French Air Force Base, Southwestern France

A drone means food for these birds, now they automatically go after them. The use of hunting birds, normally falcons and northern goshawks, by militaries around the globe is common practice in the fight to scare other critters away from runways and so cut the risk of accidents during takeoff or landing. But it wasn't until 2015 when the Dutch started using bald eagles to intercept drones that other militaries started to see the benefit of these winged warriors.

The French bred the four golden eagles – three males and one female -- using artificial insemination since eagles are a protected species and harvesting wild eggs is strictly forbidden. They chose the golden eagle because of the birds hooked beak and sharp eyesight. Also weighing in around 5 kg, the birds are in a similar weight class as the drones they're sent to destroy and clocking in at a top air speed of 50 miles per hour, with the capability of spotting its target from over a mile away, the eagles are deft hunters.

To protect the eagles from drone blades and any explosive device that might be attached to them, the French military designed mittens of leather and Kevlar, an anti-blast material, to protect the bird's talons.

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The birds are first taught to attack in a straight line before graduating to diving from heights. Soon they'll be patrolling the skies over the Pyrenees Mountains in southern France and could possibly be deployed at airports and special events, such as political summits and soccer tournaments.

While an initial progress report on the eagles' capabilities is due soon, French officials say that the results are promising and the French air force already expects four more eagles to join the fleet at Mont-de-Marsan by the summer.





ANZAC Day 2017. Brisbane.

ANZAC Day, 25th April, is arguably Australia's most important national day. It marks the anniversary of the first major military action fought by Australian and New Zealand forces during the First World War.



On the 10th January, 1916, at a mass meeting of people of Brisbane, held in the Old Museum building at Bowen Hills and which included the Governor, the Premier and other government, civic and military leaders, a resolution was carried to establish the ANZAC Day Commemoration Committee. This Committee was formed as a citizen's committee and was appointed to make arrangements for, and carry out, the celebration of ANZAC Day as a gift of the people to commemorate the fallen, remember the wounded and recognise the courage of Australia's servicemen.

ANZAC Day has been continuously commemorated since 1916. The Brisbane ANZAC Day Parade, together with dawn vigils, memorial services and veteran's reunions have been a feature of the commemoration of ANZAC Day by the Citizens of Brisbane since its earliest days.

The Brisbane ANZAC Day Parade has always been run by the Citizens of Brisbane. The ANZAC Day Combined Parade Committee has proudly provided the planning and coordination role, with support from the ANZAC Day Commemoration Committee and the Returned and Services League of Australia (or its predecessors). The South Eastern District of the RSL has provided the Secretariat for the ADCPC continuously since 1928.

While the Brisbane ANZAC Day Parade was initially a commemoration of the sacrifice of WWI veterans and then WWII veterans, in keeping with the changing focus of ANZAC Day nationally, it is today a commemoration of the sacrifices of those who have 'defended' our Australian way of life in all conflicts and military commitments by Australian Forces since WWI. The Brisbane ANZAC Day Parade remains a significant commemorative event on one of Australia's most important national days. It complements the Dawn and Memorial Services, as well as regional parades.

It has been 101 years since the very first march was held in the city and this year's parade began at 10:00am from the corner of Adelaide and George streets in the CBD and took approximately two-and-a-half hours to clear George Street.

The city's main dawn service took place at the Shrine of Remembrance in ANZAC Square on Adelaide Street, beginning at 4:28am.



The Dawn Service.

The ANZAC Day Dawn Service has become an integral part of commemorations on the 25th April, however, credit for its origin is divided between the Reverend Arthur Ernest White of Albany, WA and Captain George Harrington of Toowoomba, Queensland.



Dawn Service held at the Cenotaph, Brisbane.

ABC Pic.

Reverend White was a padre of the earliest ANZACs to leave Australia with the First AIF in November 1914. The convoy assembled at Albany's King George Sound in WA and at 4 am on the morning of their departure, he conducted a service for all men. After the war, White gathered some 20 men at dawn on the 25th April 1923 on Mt Clarence overlooking King George Sound and silently watched a wreath floating out to sea. He then quietly recited the words 'As the sun rises and goeth down we will remember them'. All were deeply moved and the news of the ceremony soon spread. White is quoted as saying that 'Albany was the last sight of land these ANZAC troops saw after leaving Australian shores and some of them never returned. We should hold a service (here) at the first light of dawn each ANZAC Day to commemorate them.'



At 4 am on ANZAC morning 1919 in Toowoomba, Captain Harrington and a group of friends visited all known graves and memorials of men killed in action in World War 1 and placed flowers (not poppies) on the headstones. Afterwards they toasted their mates with a rum. In 1920 and 1921 these men followed a similar pattern but adjourned to Picnic Point at the top of the range and toasted their mates until the first rays of dawn appeared. A bugler sounded the 'Last Post' and 'Reveille'.

There is no standard format for the Dawn Service, but Brisbane's traditional service (since 1931) is: assembly, bugle calls 'Long G' followed by 'Last Post' at exactly 4.28 am (the time of the original ANZAC landing), followed by two minutes' reverent silence, a hymn, a short address, placing of floral tributes, a second hymn, bugle call 'Reveille' and the singing of 'God Save the Queen' (see the program [HERE](#)).



After the Dawn Service, the City got ready for the March. The aim of the ANZAC Day March is to give the general public an opportunity to honour those who served in the defence of Australia or its interests, especially remembering those who paid the supreme sacrifice or otherwise suffered as a result of their service. The March is not a parade and no vehicle, animal, weaponry, memorabilia (including historic uniforms), or photographs may be included without the prior written permission of the March Committee.



Sadly, due to the unsafe state of the world at the present time, authorities were forced to implement security procedures to stop religious nutters from crashing vehicles into the crowds. Cement bollards and substantial military vehicles were strategically and indiscreetly placed around the route of the March. Police were also out in force and thankfully the whole event concluded without incident.

The threat of disorder did not stop the populous of Brisbane though, once again they turned out in their thousands, some arrived early with camping chairs and blankets, while others rushed to get a good vantage point before the 10am start. There were young people, families, the elderly, most wore poppies or badges and waved Australian flags as a mark of respect for those who have served.



Marching through this throng of wonderful appreciative people is a thoroughly moving experience.

Thank you to all who turned out.

The March itself started at 10.00am and those marching began to congregate in their respective form-up positions from about 9.30am. People grouped around their respective banners and friendships were once again rekindled, a lot of those participating had not seen or spoken with each other since the March last year, but in typical Service tradition, a gap of 12 months means nothing, Service friendships last a lifetime and conversations seamlessly carried on from where they were left 12 month previously.



These lovely ladies, who served proudly as WRAAFs, sadly did not get the full recognition they deserve. The WRAAF was formed in 1951 and was eventually disbanded when the ladies were incorporated into the RAAF in 1977. During that time these ladies, who were paid less than their male counterparts, even though in most cases they did the same job and in some instances better than their male equivalents, contributed greatly to the operations of the RAAF. They were employed in the medical and dental fields and as clerks, drivers, communicators, educators, tailors, cooks, stewards and in police work and they had to endure many restrictions placed upon them that their male counterparts did not.

They had to endure compulsory “bed checks” at night and were confined to the base on Monday nights – restrictions the men just would not have accepted. It wasn’t until 1967 that the WRAAF were considered for overseas service, they were not allowed to remain in the Service when married until 1969 and finally in 1972 they were granted equal pay with the men. But they did their job, they did it well and they loved it.



The RAAF would not and could not have operated without them and it is great to see so many of them getting together on ANZAC Day to reminisce of their time and to proudly march under their banner.

Today, as in the Army and Navy, the RAAF ladies work, socialise and live side by side with the men, there is no distinction now, men and women are treated equally, promotion and access to all musterings is open to both sexes on a merit basis.

It took a while!!

The following were seen in the form-up area.



Brian Duddington, Bill De Boer.

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Ian Pilbeam and Gordon "Pud" Passmore.

Ian started life as a Radtech but these days he's the Director of Rotary Wing Maintenance at Airbus Pacific at Brisbane Airport.

Arguing with a women is like reading a Software Licence Agreement.
In the end, you ignore everything and just click "I agree".



The 17 Construction Squadron is an Australian Army unit consisting of personnel drawn mainly from the Royal Australian Engineers. Originally formed in 1949, the squadron is currently part of the 6th Engineer Support Regiment and is based at Holsworthy Barracks in Sydney. Personnel from the Squadron were deployed on operations during the Vietnam War and the ongoing War in Afghanistan; they have also participated in peacekeeping operations in Namibia and East Timor.

The most significant part of Squadron history was its involvement in the Vietnam War. It was in South Vietnam from 1966 to 1971 and was involved in a wide variety of engineering tasks. The first to deploy was 8 Troop, which was initially based around Vung Tau, although they were later deployed to the 1st Australian Task Force base at Nui Dat in August 1966. At Nui Dat, elements of the Squadron took part in the defence of the base during an attack the day before the Battle of Long Tan; amidst heavy indirect fire, three members of the Squadron were wounded. 10 Troop relieved 8 Troop at Nui Dat in October, and in February 1967 the Squadron's third troop, 9 Troop, was deployed to Vietnam.

Early tasks undertaken by the Squadron included clearing operations in support of the 5th Battalion, Royal Australian Regiment during Operation Leeton, and sustainment operations. The construction of helipads and land marking operations were common tasks carried out by Plant Troop. In 1967, they completed a 300,000 gallon dam. This provided the Australian



contingent with an alternate water supply and in 1968, at Nui Dat, they set up a large quarrying operation.

Land clearing operations had been undertaken by 1st Field Squadron since the occupation of Nui Dat to improve base defences and observation. Later they were extended for tactical purposes to open up key routes within Phuoc Tuy by removing vegetation to deny cover and concealment to the Viet Cong and also provided arable land for villagers as part of the Pacification program. In March 1968, a dedicated Land Clearing Team was formed by 17th Construction Squadron elements at Nui Dat to supplement existing arrangements. One particular operation, codenamed "Cooktown Orchid" conducted in April 1968, saw a large element of Plant Troop deploy, under infantry and armoured protection, to clear undergrowth and trees in the foothills of the Long Hai mountains.

Land clearance operations proved quite dangerous for the plant operators who were exposed to land mines and booby traps, as well as to attack by small arms and other direct fire weapons. During one operation a D8 bulldozer was destroyed and a sapper injured.



In 1969 the Squadron continued with land clearing tasks within the 1 ATF area of operations. During the operation, numerous bunker systems were uncovered and the D8 dozers detonated many mines. In August 1969, 9 Troop assisted in replacing a sabotaged bridge with a 206-foot (63m) floating pontoon bridge. The Viet Cong had blown the bridge on National Route 51, 40

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miles (64km) south-east of Saigon. The troop, working with the US Engineers, took only 13 hours to re-open the road.

At the height of its involvement in Vietnam, the Squadron consisted of 12 officers and 334 other ranks.



Jim Hall, the President of the 3 Sqn Association,
John "Sambo" Sambrooks (Secretary/Treasurer of RTFV-35Sqn Association).



Kim Jameson, Dave Pettigrew, Sara Jameson.

A proud Dave Pettigrew, with daughter Kim and grand-daughter Sara at the form-up, about to march off with RTFV-35Sqn. Dave served with 10SU then 35 Sqn in Vung Tau from 23Jan67 to 23Jan68.

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Mick Quinn, Wayne Pollock, Tim Heyman, Dan Pollock, Peter "Handsome" Ray.



Narelle Grigoriou, Shan-Belinda Strugnell.



These two lovely ladies were there in support of their well known dads. Narelle's father was the late, and well liked, Nev Smallwood (see [HERE](#)). Nev was a Framie. As a Sergeant, he was one of the first into Vietnam with RTFV - 35Sqn (10Nov65 until 18Jul66), then on return to Oz he was posted to 38 Sqn at Richmond where he was one of the chiefs in the tarmac office. Nev was a great bloke and took rookies like me, who had never spent any time on a tarmac, under his wing and showed us the correct and safe way to handle aircraft.

Shan-Belinda's dad is Ted Strugnell. Ted was a clock winder and went from 38 Sqn to 35 Sqn in Vietnam on the 18 March 1971 and stayed until the end when the Sqn returned to Australia on the 05 Feb 1972. Who would have thought he would have had such a beautiful daughter!!



Ted Strugnell, John Donohue, Wally Jolley.

Finally, after the Navy and the Army bods had set off, it was time for the RAAF.

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RTFV – 35 Sqn, amazingly nearly all in step, are led by Wng Cdr (Ret) John Griffiths.



And while most of us had to step out the 40 or so miles of the course, some took advantage of the RSL's good nature and hopped aboard one of the vintage vehicles. Tom Mills (front seat), a Framie with 35 Sqn from Nov 1970 to Nov 1971 was not up to the March, so he took the Landy and was looked after by Greg Benneworth and his two very excited little ones.

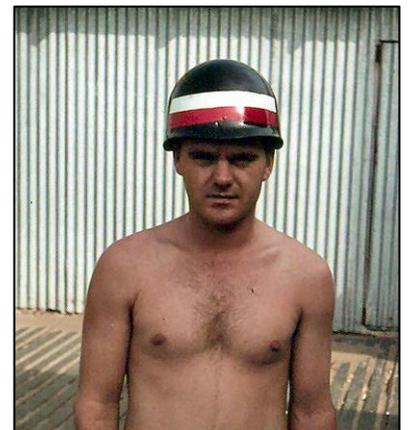
Click [HERE](#) to see part of the march as televised by the ABC.

After the March, 3 Sqn, 9Sqn and RTFV-35Sqn people and their friends headed for the Jade Buddha, the best restaurant/bar in Brisbane, for a “catch-up with your mates” drink or two and weren’t they in for a surprise.



Some weeks prior to ANZAC Day, John Sambrooks (Sambo) had sought out the Queensland Chapter of the Vietnamese Community, with the intention of asking if one of their lovely young ladies could come along to the “After March Do” and sing the old favourite “Uc-da-loi Cheap Charlie” song, which is sung to the tune of “Nick Nack Paddy-wack”. This song became famous among Australians in South Vietnam during the Vietnam War (see the words [HERE](#)).

Sambo arranged a meeting with Thai Dang and Diamond Bich-Ngoc Tran at the Jade Buddha (see [HERE](#)) where Thai and Diamond were enthusiastic about the request and suggested quite a bit more could be done. They suggested he leave it to them and they would get back with a proposal. Some days later, and after a meeting of the Vietnamese Community, another meeting was organised with Thai and Diamond where they outlined their offer to provide entertainment on the day along with providing a very generous and substantial sum across the bar. Sambo graciously received this wonderful offer and everything was set in motion.



So – all those who enjoyed the day at the Jade Buddha, after the March, have this bloke to thank.

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And what do they say, *“behind every bloke etc etc”*, in this case, in the background, but who does a pile of work for the RTFV-35Sqn Association, is Sambo’s lovely minder, Andrea Butler, thanks to both of them for a wonderful day.



Andrea Butler – the gate keeper for the afternoon.



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Hung Nguyen with a few of the lovely young Vietnamese ladies, Suong Vu, Thanh Pham, Suong Vu, Van Pham and Cuong Trong Bui, the Vietnamese Community's President. These lovely ladies really brightened up the day.

As everyone entered the Jade Buddha, the delightful girls presented each with a colourful Lei.



"Sambo" having a Lei draped around his neck by Van Pham.

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I only do what the voices in my wife's head tell her to tell me to do.



Van Pham drapes a welcoming Lei around John Donohue's neck with Shan-Belinda and Ted Strugnell next in line.



Chuck Connors, who thought he'd died and gone to heaven, is welcomed by Van Pham.

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Van Pham, Phil Hogan, the owner of the Jade Buddha and Anh Ha.

Some of the people who thoroughly enjoyed the afternoon.



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Ben Nielsen, Col Densley.



Bill De Boer, Terry Manning.



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Brenda Vogelzang, Lois Jamieson. Brenda was our lovely Page 3 girl last issue, See [HERE](#).



Chris Bramwell, Steve Field, Dave Field, Jeff Faux.



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Fay Connors, Tania Daly.



Gloria Swales, Lee McKay.



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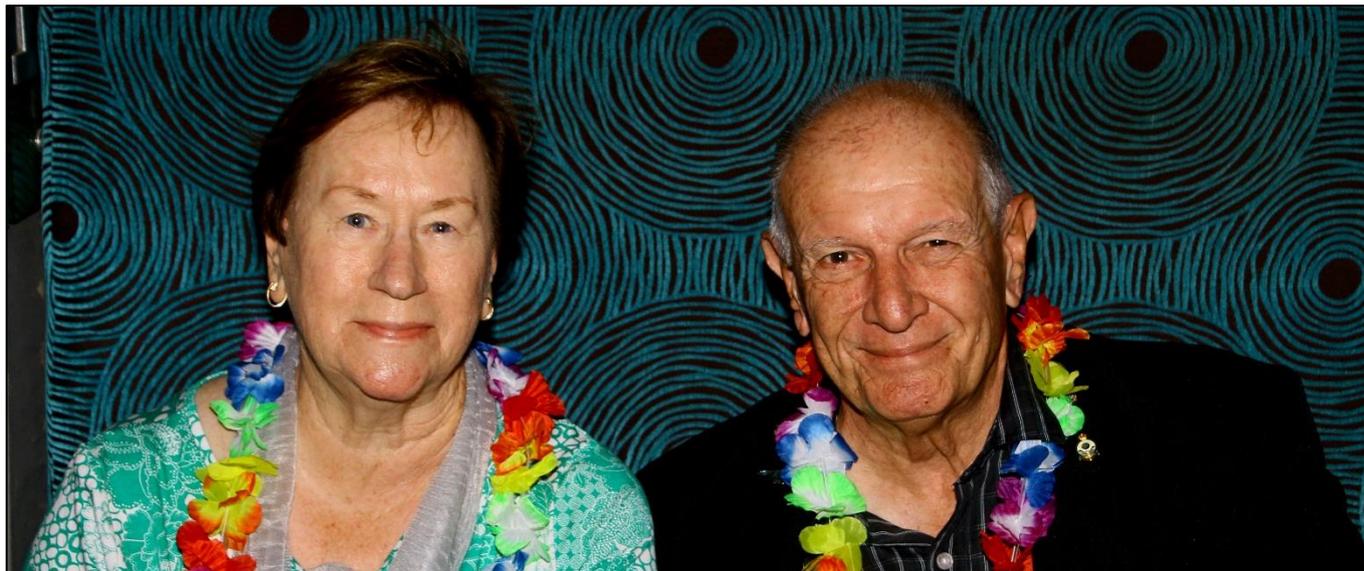
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Ian Pilbeam, "Sambo", John McDougall.



Jean and "Pedro" Newnham.



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Jenny, Nick and Elana Quinn.



Jim Hall, Keith Beardsmore, "Blue" Farrell.
"Blue" is the incoming Secretary of the 3 Squadron Association.

Ladies, if a man says he will fix it, he will.
There is no need to remind him every 6 months about it.

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John Cridland, Peter Levick.



Lorae Gleeson, Sandra Sanderson, Deb Single.

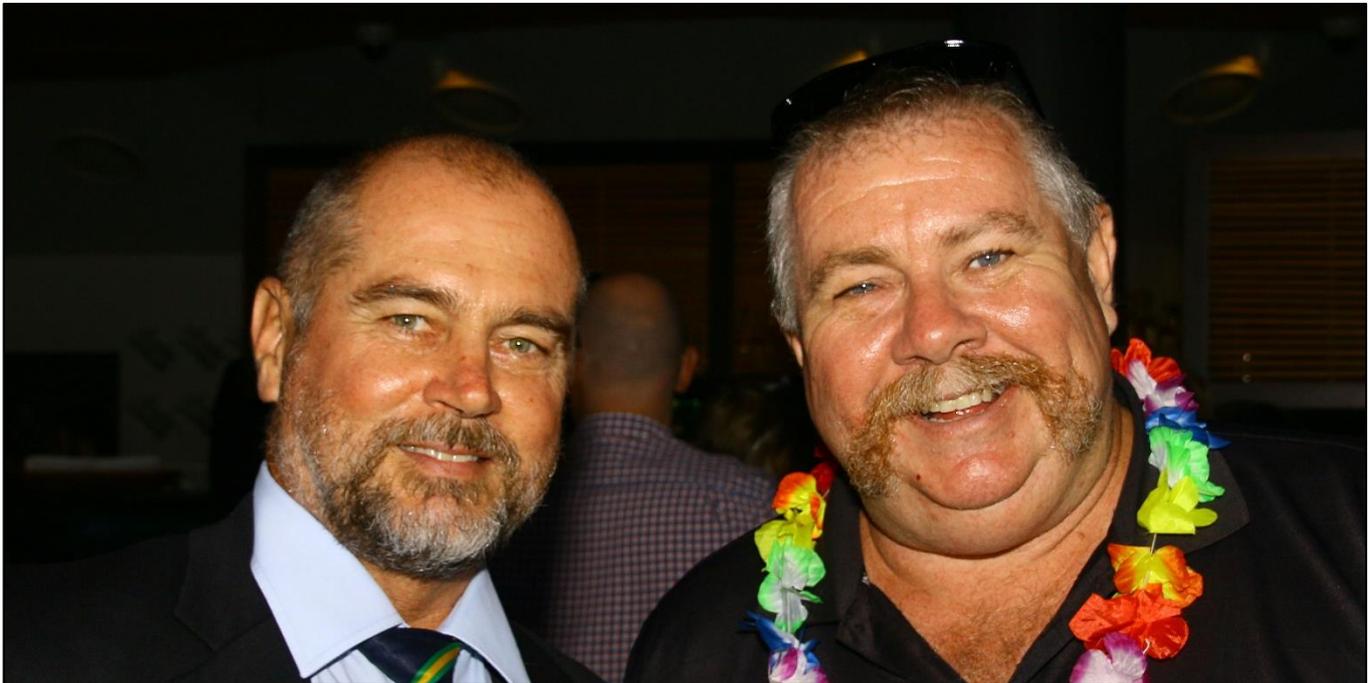
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Rod Single, Marty Sanderson.



Lyn and Mike Rogers

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Andrea Butler, Sue Timmer. (The Workers).



Lorea and Peter Gleeson.



Last year, the Vietnam Squadrons, along with 3 Sqn, held their function in the upstairs section of the Jade Buddha, but Sambo, being an old bloke, thought it would be better and easier on old legs if the Squadrons could use the downstairs section which would make it earlier for he and others like him to enter without having to access the stairs. Prior to this year, the Vendetta Veterans' Association had the use of the downstairs section, but as their numbers were dwindling, Sambo made an approach to Bill Krause, who is that association's President to see if it could be possible to share the lower section. This was readily agreed to.



Bill Krause, President of the Vendetta Veterans Association. Looking on, John McDougall, President of the RTFV-35Sqn Assoc, Ted Strugnell, Cuong Trong Bui, President of the Vietnamese Community (Qld), John "Sambo" Sambrooks, Secretary/Treasurer RTFV-35Sqn Association.

The Vendetta Veterans' Association was formed post World War II by war veterans who served in any Australian warship or establishment bearing the name "HMAS VENDETTA". In 1995, the Association extended its membership to include any ex-service personnel who had served in any Australian warship or establishment bearing the name "HMAS VENDETTA". There were two ships to serve in the Royal Australian Navy named HMAS VENDETTA, the first was HMS Vendetta (1917-33) then HMAS Vendetta (1933-45), a "V" Class destroyer and part of the [Scrap Iron Flotilla](#). The second (right) was an Australian built Daring Class destroyer, HMAS Vendetta (1958-79).





It was then time for Cuong Trong Bui to address those present.



Cuong Trong Bui, OAM, President of the Vietnamese Community in Australia, Qld Chapter.

Cuong made a point of thanking members of the Australian Army, Navy and Air Force for their efforts in helping the peaceful Vietnamese people try and defeat the Communist north from taking over their beautiful country. He said the Vietnamese Community were very appreciative of their efforts and he hoped that by joining with those present on this day he could show his Association's gratitude for their sacrifice and he hoped to make it a regular event.

Sambo, on behalf of the Vietnam Squadrons, assured Cuong that he and his community would be most welcome next year as their presence made the day a very memorable experience.

Someday us old folks will use cursive writing as a secret code.

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John McDougall, Cuong Trong Bui, John Sambrooks.

Some days I amaze myself.
Other days I put my keys in the fridge.



With the formalities out of the way, it was time to party.



Diamond on the drums, Thai on the keyboard with Tom on Guitar provided the music for the afternoon.

Thai was born and raised in Ba-Ria, aka Phuoc-Tuy where all Australian Armed Forces were stationed and fought the Communists during the war. He escaped from Vietnam by boat in July 1978 and spent 7 months in an Indonesia refugee camp before arrived to Minnesota, USA in Feb 1979. He graduated from the University of Minnesota with a BS degree in Mechanical Engineering. His first major job as a design engineer was with PPG Industries (paint, and glass, and chemicals) and from 2000 until now, has worked with Oldcastle Precast, as a senior design engineer.

Oldcastle Precast, a 60,000 plus employee organization in US, named him Outstanding Community Ambassador in 2012 which was his highest accomplishment as a private American citizen.

He has earned more than 20 USA/world-wide patents and have mentored 16 young engineers.

Diamond was born and raised in Saigon. Her father was a high-ranked official in the Internal Affairs Department (Republic of South Vietnam). She escaped from Vietnam by boat in Oct

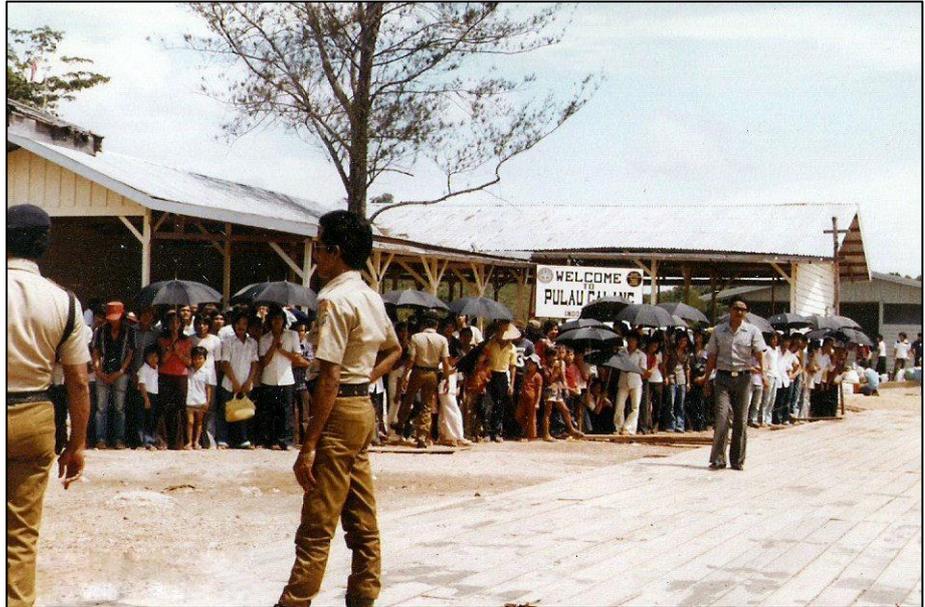




1981 and got to the Pulau Bidong, Malaysia refugee camp (below) and from there came to Melbourne on the 2nd Dec, 1981.

After 10 years living and working in Melbourne as a social worker she left and came to California in 1991 where she had several jobs with radio, TV, and finally with a law firm as an Administration Assistance. She had her own TV show at one time.

Both Thai and Diamond formed the Volunteer Country Feet Band in 2000, with the purpose of providing free entertainment for nursing homes and senior centres in Orange County in the US and in 2006 they started hosting Vietnam Veterans appreciation annual parties. Each year they would treat around 300 veterans and their spouses to a nice dinner along with entertainment and gifts, meeting all costs from their own resources. The venue could be a local restaurant, American Legion Hall, or a community hall.



After many years of working and volunteering in the US, they decided to move to Queensland and settled on the Gold Coast where they found the Coast's more casual environment a perfect place to enjoy a relaxed life style

They have always wanted to do something to honour and thank the Australian military people who fought for them in Vietnam. Thai was a high-school kid when he learned his first English song from the Australian Major who volunteered teaching English. He also witnessed many infrastructure improvements that Australian Armed Forces had done for his hometown.

Thai is still working for Oldcastle on a part-time basis while Diamond will continue her writing and along with Thai perform needy services for the community, especially in the entertainment field.

See [HERE](#).

See [HERE](#).

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The band played virtually non-stop all afternoon which was a good excuse for Wally Jolley and Elizabeth Goopy, who was with the Vendetta Vets Association, to get up and dance – and get up and dance they did.



Click [HERE](#) to see them in action.



Rod Nedwich, Roger Clarkson, Tom Perkins.

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Part of the crowd.



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Geoff "Guppy" Rich, who was a Caribou driver with 35 Sqn from Jan 1970 to Jan 1971, gets re-acquainted with "Bou".



Noreen Wilcox, Emma and Ben Reardon.

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After her energetic hour or so on the dance floor, Elizabeth Goopy was helped back to her seat by the very considerate and gentlemanly Chuck Connors, traits he of course picked up at Pt Cook all those years ago.

Maybe if we tell people the brain is an App,
they'll start using it!

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Then it was time for the main event – the song we'd all waited for.



With the band belting out the tune of “Nick Nack Paddy-whack, give a dog a bone” the delightful Thanh Pham took centre stage and gave us a wonder version of “Uc-da-loi Cheap Charlie,” in fact it was so good she was forced into an encore.



She even produced the “Baby-san” that “Charlie” had left her with.

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Luckily, Lien, the Mamma-san, was on hand to comfort the devastated Thanh Pham and together they went looking for that rotten Charlie who had bolted.



And found him they did, that dastardly rascal was presented with his off-spring - and Mamma-San was pleased.

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But, being the rascal that he was, “Charlie” very quickly flicked his charge to poor old Liz – who got the shock of her life.

Click [HERE](#) to see the video.

Then click [HERE](#) to the encore.

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While all this was going on, Jade Buddha staff, like the delightful Brijana Edmonds above, handed out a selection of wonderful food. The Jade Buddha excelled itself, the food, the service, the staff, the decor were all wonderful – as big Arnie would say, “We’ll be back!!”.

The generation of today are so allergic to everything,
future wars will be fought by throwing bags of peanuts and cat hair at each other.

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John McDougall, Dianne Pickering.



Robyn Pedrina, Bob Williams, Maurie Lewis, John Griffiths, Jeff Pedrina.

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Rob Farroway, Brin Burton.



Patricia and Bruce Johnson.

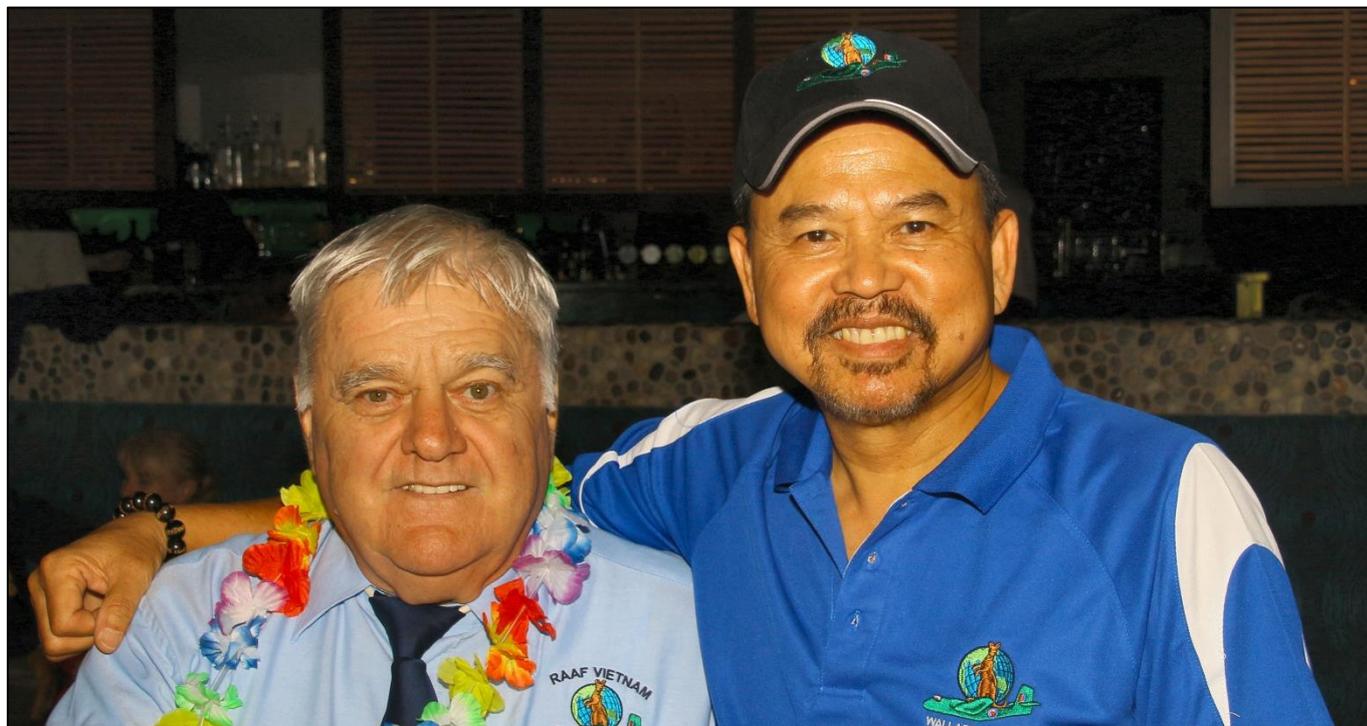
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Sambo and Thai – who had taken a breather from the key-board.



Sambo, John McDougall, Linda and Adrian Woods.

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Elizabeth Goopy. This girl really knows how to party – she is a delight to know, she has to come again next year!!



Andrea Butler, Sambo, Sue Trimmer.

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Frank Robinson, Chuck Connors, Fred Storey, Geoff Rich, Bill De Boer (in front).



Ted Strugnell, Geoff Hall, John Donohue, Trevor Hill.

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Wally Jolley, John Donohue.



Paul Smith



Ted Strugnell



Ross and Noreen Wilcox.

There are more aeroplanes in the ocean than submarines in the sky!!

What a great day it was, thanks to the Vietnamese Community for giving up their time and providing the fun and enjoyment, it was appreciated by all. If you didn't have a great day, you weren't there!!

Sambo says we'll do it all again next year.



Fraudulent wearing of medals.

While most people only wear the medals to which they are entitled, sadly there are some people who wear medals they have not earned.

Section 80B(1),(4) of the Defence Act 1903 makes it an offence for a person to wear a service decoration that they are not entitled to wear, or to falsely represent themselves as a person on whom a service decoration was conferred. The Australian Federal Police (AFP) has primary responsibility for conducting investigations into alleged Commonwealth offences, while the Commonwealth Director of Public Prosecutions (CDPP) has responsibility for prosecuting such offences.

The Wearing of Medals and Decorations.

War medals may only be worn on the left breast by the persons upon whom they were conferred. The honour afforded remains with the individual and does not pass to a widow, parent, son or relative when the recipient is dead. Similarly, the same rules apply in cases where a posthumous award is made.

The policy as it stands is that on the death of a recipient, technically, any honours and awards revert to the commonwealth in the first instance. The reality of course is that family members have an ambient claim and the commonwealth would not seek to intervene in medals being passed on directly within the family.



Family members may wear their forebears' medals on the right breast which indicates that they are not their own. There is no limitation or formal policy on what occasions they should be worn. In essence, the wearing of forebear's medals on the right breast is a convention passed down over the years that is largely dictated by the occasion and (ideally) a measure of decorum fitting the event. They should not be worn lightly or where it would be inappropriate to do so.

For uniformed personnel, on ANZAC and Remembrance days only, modification of normal service dress code is allowed whereby they wear their own medals on the left breast accompanied (if they wish) by their ancestors' on the right.

War Medals (with certain exceptions) are worn on the left breast of the coat, or in a corresponding place on the dress, as the case may be. They will be worn in a horizontal line,



suspended from a single bar, of which no part is to be seen, or stitched to the garment. When worn on the coat, the coat should be buttoned up.

The length of the drop between the top of the ribbon and the bottom of each medal should measure 9.5cm for full size medals and 5cm for miniatures. War medals are worn to show the Sovereign's head.

War medals (or Campaign medals) are worn in the order of the dates of Campaigns for which they have been conferred, the first obtained being farthest from the left shoulder.

The Australia & New Zealand Military Imposters website.

The Australia & New Zealand Military Imposters group (ANZMI) was formed in 1995 to combat, and bring to justice the burgeoning number of people claiming false military histories.

ANZMI consists of ex-military personnel from both Australia and New Zealand, who are dedicated to detecting, exposing and bringing to justice those stealing the honour of genuine veterans and ex servicemen and women. They do this work voluntarily, without fear or favour. They are beholden to no ex service organization or organization of any kind. Veterans, ex Service persons and the general public provide information to them about those they suspect of being offenders.

Due to the nature of their duties, their work is entirely covert. They can be reached through their contact page, where an email address is available. Hundreds of offenders have been exposed on this web site and in the media as a result of information received and the subsequent successful investigations.

ANZMI will continue to operate until the last liar, cheat, fraud and wannabe is weeded out from the Australian and New Zealand ex Service Community.

You can see their web site [HERE](#).

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East Timor-September 1975 Hijack of Caribou A4-140

Article by Sqn Ldr. (Ret'd.) Gordon Browne A.M, (Right)
and Cpl Bill Crouch.



Introduction.

With the expiration of the Australian Government restrictions on the release of detailed information related to the hijack of Caribou A4-140 that occurred in East Timor in September 1975, I was asked to write an article on the topic.

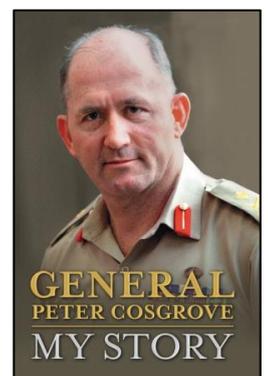
I had to cast my mind back some 40 years to that week when we made a small contribution to RAAF history. I have relied on our personal recollections and referred to flight logbook entries, NT News and RAAF News newspaper clippings published after the event.

I was unable to contact the other crew members (no address could be found for Kim French and Bill Crouch sadly passed away on 15 Feb 2012). Bill however had left some notes which I was able to use to add to the article and verify my memory of the events.

I have recently reviewed several excellent books (Ref A thru C) to try and gain further insight into the history and political situation in the small Portuguese colony of East Timor. In these references the short period of intense fighting between Fret ilin and UDT forces is only mentioned in passing with most information relating to the Indonesian occupation after December 1975.

My article is limited in scope in an attempt to describe the situation and events that the crew of A4-140 encountered. It does not attempt to discuss the geo-political situation that evolved after March 1975 with Australian secret discussions with Indonesia. Indonesian had expressed a deep concern that the Fretilin were communists and this factor possibly lead to the Australian Government's indecision regarding the proposed future path of East Timor following the handover by the Portuguese for either incorporation into Indonesia or independence. More information regards this can be found in Ref D, Chapter 6-Australian Policy: Indonesia's Incorporation of East Timor. My article also does not venture into the situation that resulted in the ongoing occupation of East Timor by Indonesia that started in on October 1975 that continued for the next 27 years until the independence of East Timor (now known as Timor Leste) on 20 May 2002.

As a link to relevant and current East Timor, I have included in Annex A several paragraphs on the UN involvement in East Timor (Ref E) and the





establishment of the UN Peacekeeping force in September 1999 under the leadership of Australian Army General Cosgrove that include involvement of both Australian Army and Air Force personnel and both strategic and tactical transport aircraft.

Geography.

East Timor is located on the eastern portion of the island of Timor with West Timor under the control of Indonesia. The island is crocodile shaped, orientated ENE-WSW and located some 700 km (390 nm) north west of Darwin. It has a heavily forested central mountain spine with savannah grassland and low trees nearer the coast. The hills run to the coast on the northern coast and the coastal road hugging the coast was the only major access east from Dili to Baucau.



Modern History.

The Indonesian island making up the present Indonesian Archipelago were colonised by the Europeans in the 16th and 17th century as part of the imperialist and missionary quest and importantly to procure the valuable spice trade that had started in Europe. Timor and the neighbouring islands was the scene of European rivalries between the Portuguese, Dutch, English and Spanish with each fighting to gain dominance.

By 1700, the Dutch had succeeded in driving its rivals out of the islands on the eastern end of the archipelago with the exception of the Portuguese who retained the island of Timor. In 1769, the Dutch retained Kupang as its regional capital in West Timor and forced the Portuguese to move further east to Dili, which then became the Portuguese capital for East Timor.



Chronology of Recent History.

A brief summary of the sequence of events presented in this paragraph (see Ref A) is provided to allow the reader to understand the situation and the various groups involved in the lead-up to the hijack situation.

- 1913 Portugal and the Netherlands agreed on the division of the island of Timor with Kupang in the west under Dutch control and Dili in the east under Portuguese control.
- 1945 Indonesia declared independence from the Dutch and so Kupang in West Timor was now under Indonesian control.
- 1974 The new Portuguese government in Lisbon declared self-determination of its colonies. The political parties of Timorese Democratic Union (UDT), Association of Timorese Social Democrats (ASDT, known as Fretilin) and Timorese Popular Democratic association (APODETI) formed within East Timor to represent the various views of the population.



Political Factions in East Timor.

UDT was more representative of property and plantation owners and middle class interests that wanted independence but with a continuing close relationship with Portugal. Fretilin on the other hand was a broad based nationalist front that wanted independence and full autonomy. The APODETI wanted integration into Indonesia and was supported by Indonesian leaders but had minimal following in the East Timorese population.

Events leading up to Indonesian Occupation in Dec 1975.

The significant events (see Ref A) that led up to the invasion of East Timor by Indonesia on 7th December 1975 are summarised below:

- June 1974 Indonesia assures its supports for Timorese independence.
- Sept 1974 Australian PM (Gough Whitlam) secretly meets with President Suharto, giving conditional support for the integration of East Timor into Indonesia.
- Jan 1975 UDT and Fretilin form a coalition.
- May 1975 UDT unexpectedly breaks its coalition with Fretilin.



- Aug 1975 Under pressure from Jakarta UDT launches a coup in Dili. The Portuguese governor and a small contingency of Portuguese troops move to the nearby Atauro Island (18 nm north of Dili).
- Sept 1975 Fretilin, with the support of East Timorese members of the Portuguese army resist the coup and after three weeks of civil conflict, and some 1500 deaths, gain control of the territory. Fretilin respects Portuguese authority and wants negotiations to continue under the UN where it was listed as a non-self-governing territory.
- Oct 1975 Indonesian troops dressed as UDT begins to move land forces into East Timor from the west. Five newsmen (Australian, New Zealand and British) are [killed by Indonesian troops in Balibo](#).



- Nov 1975 In the presence of UDT and APODETI leaders, the Indonesian Foreign Minister signs a Declaration integrating East Timor into Indonesia.
- Dec 1975 Indonesia invades East Timor with land, sea and airborne forces. UN Security Council calls for Indonesia to immediately withdraw its forces from East Timor.

The next 27 years sees UN involvement in East Timor, its violent occupation and atrocities committed by Indonesian forces, the East Timor representatives; notably Hosa Ramos–Horta; seeking world-wide and UN support for the independence of East Timor. The independence which the East Timorese so desired was finally granted on 20 May 2002.

Operational Events Surrounding the 1975 Hijack

The following section is a chronology of the operational events; together with relevant comments; as experienced by the crew involved in the hijacking of A4-140 on 4 September 1975.

Setting the Scene

Routine intelligence briefing had been conducted at 38 Sqn crew room each week to bring crews up to date on the political and military situation in our geographic area that could affect our operations in Indonesia, West Irian, the Pacific Islands and general surrounding areas.

(Authors Comment - Reading of Reference D indicates there was considerable Australian government interaction with Jakarta that was not widely known to the general public that tends to go some way to explaining the Australian Government's reluctance in providing authorisation for an evacuation on 4 September that subsequently resulted in the hijack.)

Timor's geography and political situation involving the Portuguese and East Timorese had been included in the general briefing, however I don't recall either the potential military situation unfolding being mentioned (as a crew we were not fully prepared for the events of the next two weeks), nor the humanitarian and evacuation tasking being carried out by C130 and C-47 operations staging from Darwin between August 19th and September 3rd as described in NT and RAAF News newspaper articles. The NT News carried an extensive story of the hijack on September 5th but there were some inaccuracies in the details. Very little more about this event has been published; including in the Reference documents.

Primary Assets/People.

Unit	No 38 Squadron, RAAF Base Richmond, NSW
Aircraft	Caribou A4-140
Crew	Pilot - Flying Officer Kierman (Kim) French Pilot - Pilot Officer Gordon Browne Load Master - Corporal Bill Crouch
Officials	Passengers we transported on several sorties that played a part included:



- Sqn Ldr Stan Harding (Darwin Base Intelligence Officer) who accompanied us on the 30 August and 1-2 Sept sorties.
- Mr Andre Pasquier – SE Asia representative to International Red Cross
- Dr Morris Willis – Medical Advisor to Mr Pasquier
- Mr Michael Darby – Australian Society for Intercountry Aid-Timor
- Dr John Whitehall - Australian Society for Intercountry Aid-Timor.

Chronology of Operational Events.

28 August 1975. As the task was unscheduled, the flight crew were quickly drawn from those not already assigned flying tasks and who could be ready for a swift



departure from RAAF Richmond. We were to conduct an undisclosed operation with the Red Cross out of Darwin with tasking to be briefed on our arrival. We were told not to tell our families of the task or to disclose the location of our operation.

After preparation and flight planning etc we departed Richmond around midday on a 4:20 hr flight to Charleville, western Queensland where we stayed overnight.

29 August 1975. We departed Charleville early for Darwin with a refuel stop in Mt Isa. At the mind-blowing cruise airspeed of 145 KTAS it took 9:20 hrs and we arrived into Darwin in the late afternoon.

We checked into our accommodation and were then briefed on our impending task by the Base Intelligence Officer, Sqn Ldr Harding. The operational elements had been classified with no press to be involved and details were not to be disclosed outside of those with a need to know. We were to fly under the flag of the International Red Cross; the body designated to co-ordinate the transiting of governing responsibility from Portugal to the peoples of East Timor; the United Nations was not involved at this stage. To maintain neutrality while flying under the Red Cross flag the crew were to be unarmed.

Our task was to carry communications equipment, Red Cross medical supplies, Portuguese government personnel, representatives of UDT and Fretilin and Red Cross negotiators from Darwin and Dili to Atauro Island where the Timorese Portuguese governor would be co-ordinating the negotiations for the transit of East Timor to independence. We were also told to provide surveillance reports back to Darwin of the situation especially on the road between Dili and Baucau.



After completing the briefing we made initial planning arrangements and during dinner we were approached by an NCO who had been directed to modify the paint scheme for the aircraft. The green monotone paint of the hull would be retained but the RAAF roundels were to be replaced with a Red Cross symbol. He asked how we wanted the symbol aligned and even though we thought this an odd request we said as would be as normally orientated, ie vertical axis.

30 August 1975. Next morning we prepared the flight plan, meet with Sqn Ldr Harding and then proceeded to the aircraft. We took on a full fuel load (4800 lbs) to ensure we had return fuel because the availability of suitable stocks of 100/130 Avgas fuel in Dili or Baucau could not be confirmed. We also

collected rations for the day and as a contingency included additional tinned/package supplies in case we couldn't return to Darwin that evening.

Weather wise we were fortunate as the wet season was a couple of months away and consequently the weather for the trip was planned to be fine with light winds, the standard dry season smoke haze generated by farmers burning the savannah grassland.



Caribou A4-140 on the tarmac at Dili airfield.

The task for the first day of Red Cross support operations was a return flight Darwin-Dili-Atauro-Darwin with a planned total flight time of 6:00 hours. The aim was to carry equipment, Red Cross supplies and official passengers to Atauro where a Portuguese manned camp had been established in a coconut plantation of the SE coast of the island. The camp



was guarded by the Portuguese Army contingent assigned to the Regional Governor.

It came as a surprise when we arrived at the aircraft for our departure from Darwin to find the Red Cross was aligned with the sloping empennage structural frames and represented more of a multiplication symbol instead of the normal upright cross - what could we say!

We departed for our initial destination Dili, 390 nm NW of Darwin and this would take about 2:45 flight time. Due to the uncertainty in Timor we maintained hourly scheduled contact with the RAAF using the discrete HF network.



The Dili airfield had an air traffic control tower and terminal facilities. The runway was orientated parallel and slightly inland of the coast and consisted of a hard crushed coral surface. What we did not know at that time was that there had been a mini war going on and the town and airfield were under the control of Fretilin troops. Judging by the range of uniforms, the troops appeared to be a mix of regular troops and militia; they were all armed to the teeth and looked very mean. The air traffic personnel were nowhere to be seen and the tower, passenger terminal facilities and nearby government building around the airport showed signs of significant small



arms damage and ransacking. Several of our passengers stayed in Dili while we took on others in preparation for the next sector.

The next stage of the flight was from Dili to Atauro Island where the negotiations between the warring parties and the Portuguese were to take place. Atauro was about 18 nm north-east and 8 min flight time and fortunately fighting had not reached this part of the island. The strip was on the SE side of the island and consisted of crushed coral or limestone close to the shore and inside the edge of a coconut plantation.



The airfield we had decided to use as an alternate for flight operations in the Timor area was Baucau, a long concrete runway with modern facilities and a control tower. It was located under the control of the UDT faction, 52 nm east of Dili and several miles inland on the northern coast. At that time the skirmishes between the Fretilin and UDT fighters was occurring in the hills behind Dili and to the west of Baucau.

Although we had been apprehensive as to what we would encounter, the day was uneventful and we arrived back in Darwin; minus the majority of the passengers; at last light having completed 6.0 hours of flying.

31 August 1975. My logbook has not entries for the day so I can only presume we had been placed on Standby in Darwin while the negotiations took place in Atauro Island.

01 Sept 1975. Our task was now to provide passenger and operational support to the Red Cross by flying personnel between Darwin and Dili.

At Dili the Fretilin troops were again very much on edge; consequently we stayed close to the aircraft while our passengers went into the hospital. After unloading medical supplies and the Red Cross team had returned from an inspection of the town and hospital, we departed for Darwin and flew a total of 5.5 hours for the day.

02 Sept 1975. As with the previous day, our task continued to be the provision of passenger and operational support to the Red Cross by flying personnel and medical supplies between Darwin, Dili and Baucau and providing surveillance reports back to Darwin. There were reports that the progress of the transition negotiations was not proceeding well and the Fretilin were



steadily advancing both east along the coastal road and the west towards the West Timor border.

The sector from Darwin to Dili was uneventful but in Dili there was a heightened level of tension. The next leg was Dili to Baucau and it was our first chance to land at Baucau airfield. With its' long concrete runway and tower (relatively new tower construction but without major communications or lighting installed or ATC personnel on site) we were impressed with the facilities when comparing to the rather dilapidated buildings at the Dili airport. The airfield approach from the coast presented a clear flight path however the range of hills to the south with Mt Macebien in the distance indicated rising ground that had to be considered when taking off towards the south.



Baucau Airfield, East Timor

On arrival we were surprised to get a landing clearance from the tower by a person with an Australian accent. After landing we were met by the person in the tower and it turned out he was a Timorese UDT soldier who had previously been a military policeman and had trained in Sydney. He subsequently became our unofficial translator and contact in Baucau. The Red Cross passengers departed for an inspection of the town and its facilities and meetings with other Red Cross personnel stationed in the town. A small section of UDT soldiers were at the airfield under the command of the policeman. Although very nervous, they were friendly and we were able to have a limited conversation with them while we waited for our passengers to return.

We found the policeman to be level headed and relatively in control considering the situation with reports of the Fretilin forces rapid advance



from the west along the coastal road from the Dili. He expressed concern with the potential destruction of the town, small hospital and convent/orphanage and reports of possible Fretilin atrocities that had been committed in other towns between Dili and Baucau.

After the Red Cross team returned we were told our task now included evacuating Catholic Nuns and children from the orphanage and some women. We had to leave two nuns behind who were visiting outlying villages at the time of the evacuation. We departed for Darwin with 30 refugees and with a heightened sense of the military situation that was unfolding. On arrival we had flown 6.8 hours and a debriefing was completed covering the days' events and possible implications for the ongoing flying.



03 Sept 1975.

The crew were placed on Standby in Darwin and the aircraft had some routine maintenance carried out on it while the negotiations continued in Atauro Island to try and obtain a truce from the fighting so that the transition could occur without further military confrontation.

04 Sept 1975.

We continued the task with the providing passenger and operational support to the Red Cross by flying personnel and medical supplies between Darwin, Dili and Baucau but were instructed by the OC Darwin Base to only evacuate the two Nuns and any remaining Red Cross personnel. There was an increased apprehension as to what we could expect as no new intelligence information had been released by Canberra for us to assess what the latest situation was in Timor or the progress of the negotiations.

The weather was still fine and the flight sectors between Darwin, Dili to Baucau were uneventful. On arrival in Baucau the situation was very tense and unexpected. As we shutdown we saw an array of weapons lying in a neat row on the apron and both an Australian and a White Surrender flag flying from atop the control tower. In addition to the section of UDT militia, there was a group of civilians; including women and children; clustered around several trucks at the base of the tower. We reported the situation via RAAF HF and requested that we be monitored for a scheduled "ops-normal" call no later than 30 minutes time while we assessed the situation.



Corporal Bill Crouch with some of the UDT weapons surrendered at Baucau Airfield.

To add to the tension, the UDT policeman told us that the Fretilin forces were reported to be only 5 miles west of the airfield. When we enquired what had occurred to lead up to the imminent surrender we were told that a possible surrender arrangement had been negotiations between Mr Michael Darby (Australian Society for Intercountry Aid-Timor), the UDT leaders in Baucau and the Fretilin leaders. It had reported that it had been agreed that if the UDT surrendered their weapons then the Fretilin would respect the surrender and the local population would be safe.

(Author Comment - This surrender arrangement and the major players could not be verified.)

We decided to enter the ATC tower with the policeman to get a better view of the surrounding area (which in retrospect probably wasn't a wise decision because could have made us targets for any sniper). Entering the tower we found the stair well leading up to the observation area packed with boxes of explosives. We immediately decided on the safer course of action was to stay on the ground close to the aircraft. The policeman

approached us and requested we seek urgent approval to fly out women and children further east so that at least they were safe from the imminent battle.

(Author Comment – probably to a landing area at Fuloro, a town about 30 nm east of Baucau)

The policeman suggested that further evacuation flights would be needed to evacuate the other civilian especially the children and women remaining in the orphanage.

I think it would have been about 4 PM and following this evacuation request we reported the situation to Darwin on the RAAF HF network. We were told our request for further direction was being forwarded to Canberra and we were to standby for a response but it could take some time. Without any external electrical power source and with the high power draw by the HF; we decided that we should conserve our battery and call back after an agreed time to ensure we could get an engine started.



After a period of time (I reckon it was about 30-40 minutes) we established HF contact with the RAAF and were told that there had been difficulty in finding the military or government persons who could make the decision and at that time we did not have authorisation to evacuate the civilians and were to only do as instructed and evacuate the Nuns and Red Cross personnel.

Reluctantly we went to the policeman to advise him that the Canberra authorisation for additional evacuation had not been provided. On telling his soldiers this response, soldiers in the ranks panicked and one soldier with his family in the crowd walked over to the row of weapons on the ground, retrieved a pistol and grenade, pointing it at us and demanded we load the aircraft with the women, children and other civilians and take them to Darwin.

(Author Comment - talk about an adrenalin rush.)



The situation was now obviously very unstable and with minimal safe options to defuse it, we decided that the safest course of action was doing as he requested.

We had the Nuns and Red Cross people get on board the aircraft and then with the policeman and Bill directing we loaded the women and children and then various males; (some with briefcases firmly in hand) to fill all the seats and aisle of the cabin. With Bill's war experience in Vietnam he was very calm and said to the policeman that we would evacuate the people providing no guns or other weapons (including the grenade) were brought on-board. This was agreed and various small handguns were thrown onto the tarmac as the men boarded.

About an hour passed as we loaded the aircraft to capacity and the soldier was calmed down, consequently we missed a scheduled RAAF ops-normal call (this caused a high degree of anxiety back in Darwin). The total number of evacuees was 42 (19 males, 13 women and 10 children), two nuns and two official and the three crew we had a total of 49 persons on board. We had all the cabin seat belt positions loaded with an adult and then loaded the children in a position on the seat between each adult to be restrained by the adults; not a desirable arrangement but better than a cargo strap that couldn't be unlatched in the event of an emergency. The remaining adults were seated on the floor in the aisle.

The Timorese people were only slight in stature but the aircraft weight was estimated to be in the order of 32,000 lbs meaning we were about 3,500 lbs above maximum weight for both the takeoff and landing.

Knowing climb performance would be non-existent if we had an engine failure after takeoff in the hot conditions and heavy weight, the wind was blowing from the south and we had to take off towards the rising ground. Luckily the runway was smooth and long and we were airborne with plenty of distance remaining.

The climb was very slow and we finally established a cruise at about 5000 feet altitude and settled down in a Long Range cruise for the 350 nm trip back to Darwin. Speed wasn't essential because with the long heavy climb and an estimated flight time of 2.7 hours to Darwin we estimated we should arrive in Darwin with only about 600 lbs (1 hour) remaining in the tanks.

During the climb we contacted RAAF HF. With a certain degree of irony when considering the frustration and continuing delays we had in getting approval for an evacuation, we had the satisfaction in advising "the



evacuation situation in Baucau has been resolved because we have been hijacked at gunpoint". We then proceeded to provided our operational situation, arrival time, passenger numbers and condition, etc and requested that we be meet on arrival (guess that was a given).

It was very hot (no cold air conditioning in the Caribou) and with the cabin packed with people, the internal air temperature was stifling. Bill distributed the water and food from the contingency rations we had carried. Water was rationed and the children given first priority. Overall, the passengers were now subdued and presented no problems as they knew they were going to Darwin and were safe from the Fretilin. As for us, the adrenalin rush took a while to subside.

It was dark when we finally arrived overhead Darwin with one hour of fuel remaining we requested landing approval but were told to remain in the circuit to allow the local and federal police and government officials from various agencies to complete the arrival arrangements. We stayed in the circuit and annoyed the patrons at the local drive-in theatre as we flew downwind over them on each of 3-4 circuits. We asked Tower each time when we could land as we were getting low on fuel. The soldier now became agitated again so Bill gave him a cigarette and he seemed to calm down a bit.

Finally when the low level fuel warning light illuminated at 400 lbs, the crew's unanimous decision was that we would land regardless and advise ATC we had low fuel warning and would be landing. This of course was approved and we were told to land and roll through to the remote Bomb Replenishment Area (BRA) on the eastern end of the runway. The BRA was lit up with flood lights, police and buses to transport the refugees. With the cabin full of people we stayed in the cockpit while Bill co-ordinated with the police to have all the refugees unloaded. They were subsequently unloaded from the aircraft tail ramp and put onto buses; we didn't see them again.



As for the crew, we took A4-140 back to our normal park spot on the RAAF tarmac, shutdown, secured the aircraft for the night, avoided the press and



were greeted by the OC Base Darwin with a carton of beer that was well appreciated – what a day.

5-7 Sept 1975. There was no flying for the next couple of days as we were being debriefed and interviewed by legal people in order to determine the legal situation regarding the unauthorised takeover of the aircraft and crew by an armed person and whether it constituted a hijack. This was to determine what charges were to be laid against the soldier who had initiated the hijack and who; together with the policeman; had been on board for the flight.

8-9 Sept 1975. We heard nothing more of the legal situation or the refugees and news of the event was blacked out for several days with all requests for news information having to be sent to Canberra. We did however get permission to call home to let our families know that we were OK. We returned to providing operational support to the Red Cross and flew trips to Dili and Atauro. The situation in Timor had deteriorated and the hope of truce was diminishing with the UDT forces being swiftly overrun by Fretilin.

10-11 Sept 1975. Following our week of “excitement and drama” we were replaced by a new crew flying A4-199. The replacement aircrafts’ distinctive white paint scheme and Red Cross markings were presented in the newspapers as the aircraft providing Red Cross support. The crew, or A4-140 and its green paint scheme with off-set red cross, were never officially photographed nor was there any further news presented apart from a small twenty word post in the next “RAAF News”.



The crew of A4-140 returned to Richmond via Alice Springs and Dubbo.

Post Script. We heard that both the UDT policeman and the soldier who had carried out the hijack had been cleared of hijack charges because no weapons had been on the aircraft when it was airborne. The policeman in the control tower who had been our unofficial contact in Baucau had subsequently chartered a civil light twin and returned to Baucau only to be killed several weeks later in the east of the country.

(Author Comment - An unverified report we heard later said that the Fretilin forces had attacked Baucau and major



atrocities had been inflicted on the town and orphanage. Reading of the reference documents indicates that this may not have been the Fretilin but possibly involved the Indonesian forces that invaded from West Timor in October 1975.)

The details of the actual hijack was never released to the public but sadly, research (Ref A and B) seems to indicate that the government had ceased evacuation processing and it was never intended that we would assist in further evacuation of the refugees from Baucau.

Of passing interest, A4-199 had a white paint scheme because it had returned to Australia in July 1975 following a 6 month rotation in Kashmir providing support for the UN Peacekeeping operating on the demilitarised zone between Pakistan and India. This conflict is still unresolved today.

Annex A- UN Involvement in East Timor.

UN Participation (UNAMET-INTERFET)

The following review was summarised from Ref E.

The involvement of the UN started in 1960 when the United Nations General Assembly placed East Timor on the international agenda. It added the territory to the international list of Non-Self-Governing Territories. At that time, East Timor was administered by Portugal. Fourteen years later, in 1974, Portugal sought to establish a provisional government and a popular assembly that would determine the status of East Timor.

Civil war broke out in 1975 between those who favoured independence (Fretilin) and those who advocated integration with Indonesia (UDT). Unable to control the situation, Portugal withdrew initially to Atauro Island. Indonesia intervened militarily and integrated East Timor as its 27th province in 1976. The United Nations never recognized this integration, and both the Security Council and the General Assembly called for Indonesia's withdrawal.

Beginning in 1982, at the request of the General Assembly, successive Secretaries-General held regular talks with Indonesia and Portugal aimed at resolving the status of the territory. In June 1998, Indonesia proposed a limited autonomy for East Timor within Indonesia. In light of this proposal, the talks made rapid progress and resulted in a set of agreements between Indonesia and Portugal, signed in New York on 5 May 1999. The two Governments entrusted the Secretary-General with organizing and conducting a "popular consultation" in order to



ascertain whether the East Timorese people accepted or rejected a special autonomy for East Timor within the unitary Republic of Indonesia.



To carry out the consultation, the Security Council authorized the establishment of the United Nations Mission in East Timor (UNAMET) on 11 June 1999. The 5 May agreements stipulated that, after the vote, UNAMET would oversee a transition period pending implementation of the decision of the East Timorese people. On 30 August 1999, some 98 per cent of registered East Timorese voters went to the polls deciding by a margin of 21.5 per cent to 78.5 per cent to reject the proposed autonomy and begin a process of transition towards independence.

Following the announcement of the result, pro-integration militias, at times with the support of elements of the Indonesian security forces, launched a campaign of violence, looting and arson throughout the entire territory. The Secretary-General and the Security Council undertook strenuous diplomatic efforts to halt the violence, pressing Indonesia to meet its responsibility to maintain security and order in the territory. On 12 September 1999, the Government of Indonesia agreed to accept the offer of assistance from the international community. The Security Council then authorized the multinational force (INTERFET) under a unified command structure headed by a Member State (Australia) to restore peace and security in East Timor, to protect and support UNAMET in carrying out its tasks and, within force capabilities, to facilitate humanitarian assistance operations.

Following the outbreak of violence, the Indonesian Armed Forces and police began a drawdown from the territory, eventually leaving completely. Indonesian administrative officials also left. On 28 September, Indonesia and Portugal, at a meeting with the United Nations, reiterated their agreement for the transfer of authority in East Timor to the United Nations. They also agreed that ad hoc measures were required to fill the gap created by the early departure of the Indonesian civil authorities.



UNTAET and Transition to Independence.

On 19 October 1999, the Indonesian People's Consultative Assembly formally recognized the result of the consultation. Shortly thereafter, on 25 October, the United Nations Security Council established the United Nations Transitional Administration in East Timor (UNTAET) as an integrated, multi-dimensional peacekeeping operation fully responsible for the administration of East Timor during its transition to independence. UNTAET was tasked to provide security and maintain law and order throughout the territory of East Timor; to establish an effective administration; to assist in the development of civil and social services; to ensure the coordination and delivery of humanitarian assistance, rehabilitation of humanitarian assistance, rehabilitation and development assistance; to support capacity-building for self-government; and to assist in the establishment of conditions for sustainable development.

In February 2000, marking the complete deployment of UNTAET, command of military operations was transferred from INTERFET to the United Nations Peacekeeping Force. UNTAET also began a process of reorganizing itself to resemble more closely the future government of East Timor and to increase the direct participation of the East Timorese. On 30 August 2001, two years after the Popular Consultation, more than 91 per cent of East Timor's eligible voters went to the polls again; this time to elect an 88-member Constituent Assembly tasked with writing and adopting a new Constitution and establishing the framework for future elections and a transition to full independence. Shortly thereafter, 24 members of the new all-East Timorese Council of Ministers of the Second Transitional Government were sworn into office. The new Council replaced the Transitional Cabinet created in 2000. The Constituent Assembly and a new East Timorese Government were to govern East Timor during the remaining transitional period before its independence as a democratic and sovereign State. East Timor's Constituent Assembly signed into force the Territory's first Constitution on 22 March 2002 and following presidential elections on 14 April, Mr. Xanana Gusmão was appointed president-elect of East Timor. With both these preconditions for a hand-over of power met the Constituent Assembly was to transform itself into the country's parliament on 20 May 2002.

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Caboolture Air Show 22 – 23 Apr 2017.

Over the weekend 22-23 April, “The Australian Vintage Aviation Society” (TAVAS), which is based at the Caboolture Airport, held their second annual airshow. The airport at Caboolture is an easy 30 minute drive north of Brisbane and is adjacent to the Bruce Highway. It is held by lease from the Queensland Government by the Caboolture Aero Club. The Moreton Bay Regional Council acts as custodian of the land on behalf of the Queensland Government and since its inception, the Caboolture Aero Club has operated the site. The current lease arrangement for the airfield land is due to expire in 2034. Since 1990, the Brisbane Valley Gliding Club also began operating from the airfield, changing its name to the Caboolture Gliding Club in May 1991 and then establishing its main base at Caboolture.



As well as the Gliding Club, several other flying clubs also are based at the airfield, including Caboolture Microlights, Airwork Helicopters, Aero Dynamic Flight Academy and Caboolture Recreational Aviation.

In addition to general aviation, recreational and flight training operators, the airport is a popular facility for the servicing and restoration of vintage aircraft. A number of organisations operate from Caboolture, including the Beaufort Restoration Group, TAVAS and Complete Aircraft Care. The airfield is also home to the Caboolture Warplane and Heritage Museum which included in their display is a collection of warbird and other vintage aircraft in flying condition. Currently, the collection includes a P-51D Mustang, a North American Aviation T-6 Texan (SNJ) and Winjeel as well as a French built World War I Nieuport 17 fighter. It also displays aviation memorabilia and aircraft engines.

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The airfield has two grass runways, both of which operate with a [displaced threshold](#) to allow landing aircraft to sufficiently clear the Bruce Highway and local roads. The primary strip is 12/30 which has an available landing distance of 1,210m (3,970ft). A short sealed 250 metre area exists on the threshold of runway 12. A secondary strip aligned 06/24 has an available landing length of 821m (2,694ft). Use of runway 24 is generally discouraged due to the proximity of Caboolture Hospital on runway heading. Aircraft refuelling is available.

Caboolture is a non-controlled airfield, pilots are required to self co-ordinate aircraft movements using a Common Traffic Advisory Frequency (CTAF). The nearest radio navigation aid for aircraft is the Brisbane VOR/DME installation which is 18.9 nautical miles (35.0km) to the south.

While the airport charges no landing fees for visiting aircraft, a number of hazards exist which make Caboolture challenging for pilots who are unfamiliar with the facilities. Significant bird and wildlife hazards exist on the runways, due in part to the airfield not being fenced and in close proximity to a landfill site. During periods of heavy rain, the unsealed taxiways are prone to becoming waterlogged with the possibility of aircraft becoming bogged.



Last year (2016) TAVAS held its inaugural airshow at the Caboolture Airport and following the success of that event, it was decided to make it an annual event. This year, gates opened at 9.00am on Saturday and unfortunately due to the heavy rain early in the morning, the numbers were down early in the day but as the weather improved the numbers began to swell.

The two large aircraft on display were a Caribou (A4-228) and a Douglas Dakota C-47A-30-DK, both of which are being restored. The Caribou will remain a static display but it is intended to return the C-47 to an airworthy condition, in full service configuration, as a flying memorial to the service of those who flew in WW11 in the type.

The C-47 is a militarised version of the DC-3, the differences include being fitted with a cargo door, hoist attachment, strengthened floor, as well as a shortened tail cone for glider-towing shackles. It also has an astrodome in the cabin roof. Most C-47's have had a very fascinating



career, this particular aircraft was manufactured by the Douglas Aircraft Corporation and construction was completed at the Oklahoma City plant in 1943. It carried the tail number 43-48234 in USAAF service and was assigned to the Pacific theatre of operations during the war with U. S. Transport Command. The RAF began calling this aircraft a "Dakota" as most of them were produced in that American State. The Americans never called theirs a Dakota.

The aircraft is known to have served with the 5th Air Force in Australia and the Pacific including time in Papua New Guinea (PNG) and the Philippines. It also served in Korea and the Pacific, post war and was eventually disposed of in 1947 when it was sold to the Australian Government and moved from Manila to Australia becoming VH-DMV, and registered to the Department of Civil Aviation. Due to a registration policy change, VH-DMV was re-registered as VH-CAO on the 9th February, 1951. During service with the Commonwealth the aircraft was operated and serviced for D.C.A. by Trans Australia Airlines until March 10, 1962.

On the 10th March, 1962, VH-CAO was sold to Brain & Brown Air Freighters and re-registered as VH-BAB. Work was then done to convert the aircraft to freighter configuration and it then operated as such until it was cancelled from the register in 1972 and overhauled.

In February 1975 it returned to the Australian civil register as VH-BAB and in November 1976 it was sold to Air Express Holdings and flew until withdrawn in 1979 when it was sold to the Chewing Gum Field Aircraft Museum, in Tallebudgera, Queensland. When that museum closed it went to Drage's Air World at Wangaratta, Victoria, and when the latter folded it was sold at auction and moved to Mareeba, QLD.



On 17 December 2014 VH-BAB arrived at Caboolture by road from Mareeba to begin its restoration to airworthy condition. The aircraft is now owned by Pacific Dakota Restorations and once airworthy, will be flown around the country as a flying memorial to those who fought in WW2 and will be used extensively for education work, inspiring people to believe in their dreams and allow people to get close to a piece of history.

Pacific Dakota Restorations would welcome anyone who is able to assist with any information on this fantastic aircraft. If you know anything, please contact us at Warbirds Online. It is vital that any and all historic information and photographs on Douglas Dakota C-47A-30-DK are gathered now before it is lost.

Following are some current pics of the aircraft at Caboolture. You can click most of them to obtain the HD copy.

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The other large aircraft on display was the Caribou, A4-228.



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This particular aircraft arrived at 38Sqn at Richmond in June 1965. It was sent to Det A in Moresby in 1973 and took part in trials to ascertain the absolute maximum single engine ceiling performance before returning to Richmond. In 1993 it collided with a tree while practicing a STOL at Noosa, damaging its left wing. It was repaired and continued on strength with 38Sqn until 2009 when it was moth-balled and stored at the Oakey Army Base, just out of Toowoomba.

In 2015 it was sold by tender to the Australian Aviation Heritage Centre when it was dismantled by a bunch of eager volunteers, loaded onto 3 large trucks and transported to Caboolture, where it was put back together again.



We spotted Frank Robinson having a nostalgic look over the old girl. Frank flew Caribous with 38 Sqn at Richmond then again in Vietnam with 35 Sqn from May 1970 to June 1971.





Other aircraft on display, both static and flying were:

[1909 Demoiselle.](#)



[1909 Johnson Monoplane.](#)



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Those two aircraft were lined up in front of the hangars along with the following aircraft that saw service during WW1, Fokker E.III Eindecker, Sopwith Triplane, Nieuport 17, SE5a, Fokker Dr.I Triplane, Bristol F2b Fighter, Fokker DVII and a Fokker D.VIII. All these aircraft were 'fenced' off and could only be observed from a distance, it was pretty obvious why.



Out on the grass, just off one of the taxiways, but also fenced off, were the following:

Hawker Demon, C-140, C-195, 1928-designed Pietenpol Aircamper, Mig 17 jet fighter (static), DH Devon, DH Tiger Moth, Auster, Yak 52, T-34 Mentor, T-28 Trojan and a DHC-1 Chipmunk, most of which are airworthy and fly.



The airport is also home to the Warplane and Flight Heritage Museum



which is housed in one of the hangars



The Museum is Queensland's only flying Museum and focuses on WWII aircraft. Its aircraft have been restored to flying condition and not only perform regularly in air shows and aviation events around the country, but can also be booked for a joy-flight.

The flying warbirds consist of:

P51D Mustang	VH-MFT
CAC Wirraway	VH-MFW
SNJ-4	VH-NAG
CAC Winjeel	VH-SOB
Cessna Bird Dog	TBA

Apart from the operational aircraft, the museum has an extensive range of displays and exhibits depicting much of Australia's flight heritage. These include a large range of aircraft engines of various kinds, considerable wartime memorabilia, displays depicting famous aviation accidents and tragedies such as the Stinson rescue and the Lincoln crash at Mt. Superbus.



Like a lot of museums around the country, the Caboolture Warplane Museum is staffed and run by volunteer enthusiasts.

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Iroquois A2-484 was delivered to the RAAF in 1970 and served in Egypt from 1976 to 1979 as part of the UN Emergency force II. In 1990 it, along with all Iroquois aircraft, was transferred to the Army and was in service with 171 Sqn.

In 2007 it was mothballed and eventually handed over to the Museum in August 2014.





F-111C (A8-135) was delivered to the RAAF in 1973 and was on strength with 1 Sqn at Amberley. It was retired in 2010 and Christmas tree'd in 2011 with its wings, engines and nosewheel doors fitted to A8-130. The crew module was removed and the rest of the aircraft was buried at Swanbank near Ipswich in Nov 2011. In May 2013, the crew module was delivered, on loan, to the Museum.

A8-130, with the bits from A8-135, was given to the Pacific Aviation Museum in Hawaii, also in 2013.



The V-12, 27 litre, Rolls Royce Merlin engine was first run in 1933. The first aircraft to use the engine was the Fairy Battle, then the Hawker Hurricane and then the Supermarine Spitfire, for which it is most closely associated. It also powered the Avro Lancaster. Production of the engine ceased in 1950 after which 160,000 had been built.

The American Packard company built a version in the US and this engine powered the P-51 Mustang. Packard built 55,000 of these engines.

This pic's for you Don!!

I can't believe I forgot to go the gym today.
That's 7 years in a row now!



Admission prices for the museum are:

Adult	\$10.00
Child (5-14 years)	\$5.00
Seniors	\$7.00
Family pass (2 adults, 3 children)	\$30.00

You can see a channel 7 video on the Museum [HERE](#) and there's another video [HERE](#).



The Australian Air Force Cadets' 212 Sqn had a display at the airfield. Apart from providing the mandatory sausage sizzle with cold soft drinks, they had a vast display of promotional material which they gave away to those interested in the Cadet scheme.

If you've got a son or daughter, or even a grand-son or grand-daughter, who might be interested in joining the Air Force Cadets – you can get information on the service here www.aafc.com.au

The RAAF at Amberley also had a stand and was busily selling all sorts of memorabilia, games and put together models.



If you were a bit hungry or thirsty, TAVAS made sure there was plenty of food and drink on sale, guaranteed to satisfy all tastes.



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The Navy popped in late in the morning, in one of their Seahawk anti-sub helicopters, but unfortunately, they parked it way out in the middle of the airfield where no-one could get up close and personnel and have a look over it.



And – with all those people and all that food and drink, no problems – TAVAS thought of everything..





And for those who wanted a break from looking at aircraft, there were some wonderful old classic cars on display.

1968 Cadillac De Ville Convertible.



1974 Leyland P 76.



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THE AUSTRALIAN VINTAGE AVIATION SOCIETY

If you live close to Caboolture, and a lot of people do these days, and you would like to know more about TAVAS or perhaps join them and help restore some of their wonderful old aircraft, visit their web site [HERE](#)

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John Laming.

Aircraft and other stuff

With the elephant ears on top.

“You’re going to Williamtown to fly fighters,” said my instructor, waving posting authority PZ 440 at me. “Be there on the 1st February, best of luck and don’t kill yourself.” I am sure he thought I was better suited for Dakotas but was kind enough to keep that to himself. At the RAAF Advanced Flight Training School, Point Cook, Victoria it was now early December 1952 and the graduation parade for [No. 8 Pilots Course](#) was the next day.

A few weeks later, hoisting the heavy blue kit bag over my shoulder I stepped off the bus at the guard gate at RAAF Base Williamtown. The heady aroma of kerosene fumes pervaded the air as two Vampires bustled along a nearby taxiway. Of course I had seen photographs of jet aircraft but these could never capture the thrill of actually seeing one in the flesh, so to speak. The howling shriek of their turbines was intoxicating and I now knew how the children of Hamelin must have felt as they followed the Pied Piper merrily leading them away from their homes forever. Pilots' paradise was right here and I was getting paid for it!



The Orderly Sergeant showed me to my quarters, his only expression a disapproving glance at my carefully crumpled service cap (spring backing removed by judicious use of a razor) the top



button of my battle jacket casually undone fighter pilot style and of course newly sown wings on my chest. He had seen it all before. Modern generation schoolboys affect a similar casual approach; sauntering in public with shirt tails flapping outside their trousers.

As I upended the kit bag contents on to my bed, the sound of Rolls Royce Merlins filled the air and I raced outside in time to see a formation of four Mustangs peeling off at 200 ft into buzz and break landings. We had practiced these landings at Point Cook when flying Wirraways but on Mustangs they looked real cool (as my daughter would say).

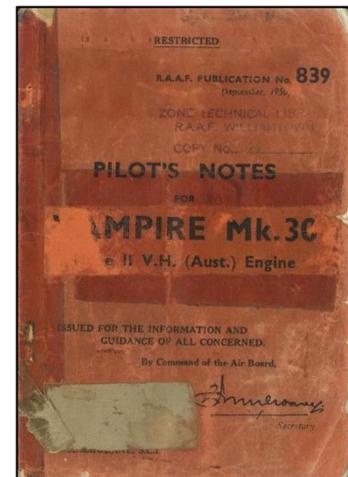
Although I flew these Mustangs over the next few weeks, the lead up training to graduation as a fighter pilot was on the single seat Vampire, the subject of this story. In between lectures on tactics, reading reports on escape and evasion, rifle drill and Orderly Sergeant duties and daily flying schedules there was precious little time before first solo to read RAAF Publication No. 839 Pilot's Notes (PN) for Vampire Mk.30. Apart from Mustangs the only aircraft I had flown were Tiger Moths and Wirraways. There was no engineering course and except from one schematic diagram of the fuel system the only other pictures in the PN were of the cockpit. Page 29 of PN Vampire certainly had my undivided attention when I read:

43. Diving and High Speed Flying.

Individual aircraft are known to have different compressibility characteristics...warning of the approach of compressibility may be given by one or a combination of the following characteristics...a progressive backward movement of the control column for a constant angle of dive...sharp snatching of either wing from about 0.76 Mach onwards...as the limiting speed is approached, a progressive nose down change of trim may occur and heavy stick elevator forces are required to prevent the dive becoming steeper...below 10,000 ft at M0.76 stick forces may fluctuate and there is strong longitudinal buffeting accompanied by nose down change of trim which may be pronounced....the aircraft may break away in a series of sudden pitching oscillations in either upward or downward direction.

Below 20,000 ft at the high IAS range, limiting Mach number is determined by a different vice, namely a severe nose down trim change which builds up very rapidly above Mach 0.75 at 15,000ft.

A few months earlier I had ticked the box marked Fighters in response to posting preference after graduation as a pilot. In hindsight it may have been wiser to opt for transports or bombers if I had seen the following report on diving trials on the Vampire Mk 30. These trials took place after several fatal accidents involving the Australian built Vampires during operational training. The test pilot, Group Captain Brian "Black Jack" Walker, described the vagaries of the Rolls Royce Nene powered Vampire. His comments are edited for space and clarity:





"It is worth considering the difference between the English Vampire with its single-sided impeller and the Australian one with its double-sided impeller. The designers of the Australian had decided that as well as the considerable intakes on each side of the fuselage which fed the engine with air, it would need some auxiliary intakes on the top of the fuselage behind the canopy to feed the backside of the impeller with the extra air needed. They called them Elephant's Ears. In 1951, two Vampires engaged in fighter tactics went into the ground in an almost vertical dive. Apparently they never looked like recovering. A few months later a third Vampire crashed during a similar manoeuvre. None were fitted with ejection seats.

So De Havilland, to whom the matter had referred, told me. "You, Mr Test Pilot., had better take the next Vampire up and see what happened to those aeroplanes." Well do I remember that flight. I took it up to well over 40,000 ft and put it into a very steep dive, as steep as I dared, with not too much power because if anything was going to happen I wanted it to happen fairly quickly. I soon found out. Once the aeroplane went over Mach 0.8, the nose got heavier and heavier and the aeroplane kept on endeavouring to go past the vertical and the controls were largely ineffective. I closed the throttle and extended the dive brakes immediately and this was around 27,000 ft. The aeroplane obviously had to be got out of a very sticky situation. I was even thinking of throwing the undercarriage out, which would have probably destroyed the fairings, but – anything to slow it up.



Vampire Mk 30 with elephant ears on top of the engine.

Fortunately, as I descended to 20,000 ft I could feel the controls slowly becoming more effective and I was able to lift the nose up from almost vertical to an attitude where the Mach number was slowly decaying and recovery was becoming possible. We eventually came out of that dive at about 13,000 ft. As the characteristics were so different to the English Vampire at high Mach numbers, it seemed to me it must have something to do with those wretched Elephant's ears on the upper surface of the fuselage.



The design team did a quick switch around and took the auxiliary intakes from off the top of the fuselage and placed them on the bottom of the fuselage. This time I started well over 40,000 ft and put into a 70 degree dive. I was ready for it this time. Imagine my relief when, instead of ducking it's nose down, once I reached Mach 0.80 the nose began to rise. This was 1951 and Mach 0.84 was high. We had much to learn but that solved that problem with the Vampire and thereafter they all had their auxiliary intakes underneath the cowl, in spite of the fact that on a grass aerodrome the intakes could suck in tufts and dust."

Nevertheless, after the Mustang course I was allotted for my first flight – A79-915, a single-seat Vampire with elephant ear intakes on top of its fuselage - not underneath. Modified Vampires, Mk 31's with ejection seats, had not yet arrived in squadron service. While stories of the Vampire tuck-under phenomenon caused a few raised eyebrows, these concerns were brushed aside in the excitement of one's first flight in a solo Vampire – the dual version having not yet arrived at the OTU. In any case, having safely got away with flying the Mustang the thought of first solo in a Vampire did not faze me.



Our base being near the sea, it was with more than passing interest I read in the Emergencies section of the Pilot's Notes that: "Where possible, the aircraft should be abandoned by parachute rather than ditched since experience indicates that, in any but the calmest sea, the ditching qualities will be very poor." A charming thought, for sure...

If ditching was not good for the pilot's health, abandoning the aircraft by parachute had its own hazards. Remember there was no ejection seat. Read on:

"Reduce speed to minimum at which the aircraft can comfortably rolled on its back. Jettison the canopy. Trim as nose heavy as possible while still being able to maintain control by over-riding the trim with the control column. Disconnect radio lead and oxygen. Roll the aircraft on its back. Release safety harness at same time allowing the aircraft to go forward. The resultant bunt should throw the pilot clear of the tail-plane. Pilots are advised that where possible a forced landing should be chosen in preference to abandonment by parachute."

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With full internal fuel tanks, the safe endurance for general flying, including aerobatics, was only 45 minutes, reminding me of the story of a United States Air Force pilot who flew the Boeing B52 Superfortress. Used to flying ten hour sorties, he was offered a trip in a Vampire during a stop-over in England. On hearing the safe endurance of the aircraft was just under an hour, he was none too happy, remarking that he was in a Mayday situation even before engine start!

Despite the negatives, it was nice to know the following minimum speeds in IAS were recommended for aerobatics.

Roll	260 knots
Loop	380 knots
Half roll off the top of a loop	400 knots.
Climbing roll	400 knots.
Maximum speed	455 knots.



Deliberate spinning of the Vampire was prohibited; the good news being if an inadvertent spin was encountered, standard recovery action was effective. Because some engines were not fitted with a strengthened turbine disc hub-shaft, prolonged spinning could lead to subsequent



failure of the shaft and subsequent engine failure. That left the pilot with Clayton's Choice of ditching, parachuting, or forced landing.

One natty point remained. The Emergencies section of the PN advised the pilot that:

"Should fire become apparent in the engine nacelle the high pressure fuel cock lever should be at once set to Fuel Off, the throttle should be closed fully and speed should be reduced as far as practicable by opening the dive brakes and pulling up the nose of the aircraft before the extinguisher is operated."

A fire in the engine would cause a red light to come on in the cockpit. For some reason the aircraft designer decided that once actuated, the fire warning light should stay on, whether the fire was out or not. It was Catch 22 for the pilot. If fire is evident he must bale out quickly with all the implied risks. If the fire goes out, he was still in trouble because the engine has stopped leaving him to again toss a coin whether to bale out, ditch, or belly land. It remained for the pilot to conduct a hasty turn and look behind for a smoke trail. Of course, Sod's Law ensures the aircraft is in IMC when a fire warning occurs. The pilot stop-cocks the engine, pulls up to slow up, hits the engine fire extinguisher button and soon after whips into a no engine steep turn to look for a smoke trail. Meanwhile the artificial horizon topples in the steep turn and the pilot is left to recover on limited panel. Now that is earning your pay.

For my first trip an instructor leaned over the cockpit and talked me through the starting procedure. The control column spade grip had a veritable forest of switches including the brakes lever, gun firing push-button, cine camera control and bomb and rocket projectile release controls. The VHF radio transmit button was in the throttle. Looking at each switch I was fleetingly reminded of a story about a senior RAAF officer who had recently flown for the first time a modified Mk 31 Vampire. This aircraft had transposed VHF radio and rocket firing switches - the reverse of the Mk 30 with which he was more familiar. The VHF transmit switch was now on the control column while the rocket firing switch was in the throttle. After arming the rockets he pressed the radio transmitter button to announce his arrival over the bombing range. To his astonishment one of his rockets fired off. With commendable alacrity the Group Captain called range control warning of a rogue rocket firing. A second missile ignited and launched from its rail. Stunned, the pilot tried to again warn range control, firing off a third missile before twigging that the position of the Vampire's radio and rocket switches must have been reversed.



Once the engine of my aircraft was idling the instructor left me to it. From now on I was on my own. With other Vampires starting at the same time, the air was thick with fumes of burnt kerosene. I followed a Mustang taxiing to the same runway, the pilot weaving the nose from side to side to ensure the way was clear. Taxiing the Vampire was relatively easy with gentle



use of pneumatic brakes to initiate turns, remembering to apply rudder in the direction of the turn before squeezing the brake lever. The lack of nose wheel steering invariably meant Vampires taxiing were characterised by nodding nose wheel struts as pilots tried to find the happy medium of brake and rudder. Each squeeze of the brake lever bled air pressure from an accumulator topped up to 450 PSI before engine start and when taxiing long distances it was important to keep a close eye on brake pressures.

The RAAF Central Flying School (CFS) based at East Sale in Victoria, was responsible for Service flight standards.



CFS taught a standard pre-take off drill, modified where necessary for different types of aircraft. It was a familiar mantra starting with harness, hatches, hydraulics, trims set for take off, flaps set, fuel checked and so on. Specific checks for the Vampire included checking the dive brake lever was selected to off and canopy seal switch on. Being my first trip in a tricycle undercarriage aircraft I marvelled at the unrestricted vision from the cockpit, especially when compared to the blind spot caused by the long nose of the Mustang.

Once cleared for take off, the throttle is slowly advanced to the stop, giving 12,300 rpm. The aircraft is very low to the ground and high power on the brakes causes the hot gases from the jet pipe to melt the tarmac. For this reason it is preferable to conduct a rolling start for take off. The acceleration was sensational and except for a muffled whine from the turbine there was



almost no sound in the cockpit. Used to the shattering noise of a Rolls Royce Merlin at 3000rpm and the high cockpit position of the Mustang, it was almost unnerving to watch in silence as the runway becomes a blur of speed just inches below the cockpit. It reminded me of a bob sleigh driver skimming at high speed down a slope. Initial dabs of rudder and a quick squeeze of the brake lever kept the Vampire straight until the twin rudders became effective around 60 knots.

Page 30 of RAAF Vampire PN explains the take off technique, thus:

“Keep straight initially with gentle use of brakes, then as speed is gained, by use of rudders. Ease the nose wheel off the ground at about 70-75 knots, taking care not to get the nose wheel too high or the tail may touch the ground. The aircraft, which does not un-stick cleanly, should be flown off at about 105 knots. When comfortably airborne brake the wheels and retract the undercarriage. When drop tanks are carried it is essential to raise the undercarriage before 125 knots is attained; otherwise the wheels may not lock up. Do not start climbing until a speed of approximately 115-125 knots is reached and endeavour to reach the recommended climb speed as soon as possible.”

Many years later I flew the Boeing 737; its published take off procedure being quite different to the Vampire. This included no lifting of the nose wheel until a specified speed for rotation about the main wheels was reached. This speed varied with flap setting and weight and guaranteed a safe lift off. The Vampire does not lift off cleanly, having to be coaxed rather than be lifted off. Lacking experience in those days, I accepted advice from experienced Vampire pilots that 75 knots was nose wheel lift off and the aircraft flown off the ground around 105 knots. Even so, I was never entirely comfortable with that technique.

While the view over the nose was good the absence of external cues on which to judge nose attitude (body angle is now the term) made it easy to misjudge the optimum attitude. When the time had come to lift the nose wheel during the take off run there was no reliable method of judging just how high the nose wheel was off the ground or indeed if it was still on the ground. I found the aircraft would break ground at somewhere between 100-110 knots although I think I felt the aircraft into the air rather than concentrate on the airspeed indicator. Lift off was a distinctly uncomfortable - rather like being in a no-man's land of semi-airborne but not safely. Other British designed types using the early nose wheel lift off technique included the Comet airliner and Canberra bomber.

There is little doubt in my mind now that the real danger was the inadvertent high angle of attack if the nose wheel was lifted too high. With induced drag increasing as the aircraft accelerates there comes a time where the aircraft may not reach un-stick speed by the end of the runway. Two Comet accidents attributed to pilot error may have been caused by over-rotation early in the take off run. In one case there was evidence of the tail dragging along the runway. Both aircraft failed to reach lift off speed. The short nose of the Comet and the Vampire made it difficult, especially at night, for the pilot to judge the optimum nose attitude when lifting

the nose wheel. This was later illustrated during the investigation by New Zealand air safety authorities into the crash of a civilian owned Vampire F9. There was evidence the pilot lifted the nose too high during the take off run causing the aircraft to stop accelerating. He abandoned the take off too late to stop the aircraft from over-running the strip.

Knuckling my forehead in order to recall more details of that first Vampire trip, I came across [this report](#) from the Flight Safety Foundation on the first Comet airliner accident as it relates to the lifting of the nose wheel during the early part of the take off run:



The Comet aircraft, named "Empress of Hawaii" and on a delivery flight to Canadian Pacific, did not become airborne on takeoff and crashed into the dry bed of a river. CF-CUN was the first passenger jetliner involved in a fatal accident.

PROBABLE CAUSE: "The accident was caused by the fact that the nose of the aircraft was lifted too high during the takeoff run, resulting in a partially stalled condition and excessive drag. This did not permit normal acceleration and prevented the aircraft from becoming airborne within the prescribed distance. The pilot appears to have realised that the nose was excessively high and took corrective action, but this was done too late to prevent the aircraft striking an obstruction immediately beyond the perimeter fence before it became airborne.

CONTRIBUTORY CAUSE: The pilot, who had only limited experience in the Comet aircraft, elected to takeoff at night at the maximum permissible takeoff for the prevailing conditions. The circumstances required strict adherence to the prescribed takeoff technique, which was not complied with."

In his fine book "Handling the Big Jets" test pilot D.B. Davies, wrote of a Comet accident:

"The very first type of flying accident specifically related to civil jet transport aircraft was the take-off accident in which, due to an error in rotation, the aeroplane failed to leave the ground in the distance available. The reason for this is now well understood and almost ancient history, and a lot of work has been done, and requirements written, to guard against it in the future. But



the basic danger still exists, though in a slightly less critical fashion, and the importance of a correct rotation technique cannot be overrated.”

The early jet transport had a rather symmetrical wing section designed primarily for good high speed qualities. This section was a critical producer of lift...because the rather sharp nose profile caused the wing to stall at an incidence which could be reached on the ground if the aeroplane were rotated to too high an angle. This critical incidence occurred before tail grounding limited the maximum achievable incidence.



De Havilland Comet.

Note short nose making judgement of attitude difficult due to lack of visual cues.

Those pilots having the good fortune to fly the War-Bird version of the Vampire, single seat or dual, would perhaps be wise to study the advice offered by D.B. Davies especially as the original Pilots Notes for the Vampire advocate the early lifting of the nose wheel on take off.

Despite advancing years I have no difficulty in remembering one spectacular incident that occurred during the fighter course. From the control tower I watched a squadron of Vampires take off in pairs' formation. As the last aircraft in the formation became airborne the pilot encountered jet wash from the others ahead. Undercarriage still retracting, his Vampire hit the runway, skidding sideways in a huge pall of dirt and dust. I saw a brief flash of red from the area of the cockpit as the aircraft finally fish-tailed to a halt on the grass verge.

Initially I thought the Vampire was on fire but later realised the red flash was nothing more than the pilot's fluorescent survival scarf streaming behind as he jumped from the cockpit to safer pastures. With the engine still operating at high power because of damage to the fuel shut-off system, the pilot could do nothing except watch from afar as fire crews squirted water into the air intakes to flame out the engine. This accident convinced me of the folly of allowing the aircraft to unstick when it was ready instead of first reaching a safe rotation speed.



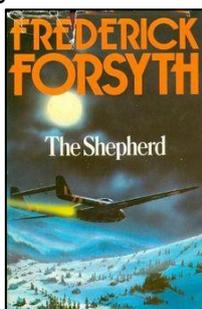
Now back to the story of my trip where I managed to get airborne safely. After the undercarriage lever was selected up, and the red lights were out, I held the aircraft down low, accelerating to the recommended climb speed. Now this was fun and the thrill of a lifetime to flash over roads and people at 200 feet in level flight accelerating just like the book said to 290 knots. A bird strike in the cockpit at that speed would have been fatal especially as sea gulls abounded near the coast. But at the tender age of twenty-one, 260 hours in my logbook and a bulletproof windscreen, I was immortal. In any case I had no idea in those days that the force of the impact with a bird was equal to half of the mass of the bird multiplied by the square of the true air speed of the aircraft. I bet none of the squadron pilots and fighter combat instructors knew that, too. Google had not been invented then...

It was almost with regret I reached 290 knots where my low flying was converted into a climb. And what a rate of climb it was. The IVSI needle was hard against the 6000ft stop on the instrument face and the Vampire was rocketing up. No wonder the initial rate of climb was so high, however. With lack of nose attitude reference that was obvious in the Mustang, I had pulled the nose too high after reaching 290 knots and lost 50 knots in the zoom. Soon the rate of climb fell off to 2000 fpm and I was forced to again fly level to accelerate back to 290 knots. Precision flying it was not.

I don't recall the specifics of the pre-flight briefing for the first flight in a Vampire except it was normal practice to conduct a few steep turns, some aerobatics, maybe a clean and dirty stall and of course keep a close eye on the extent of the training area and the cloud base. With other aircraft in the same area one had to keep one's eyes skinned, particularly as we were encouraged to "bounce" any fighter seen in the area and of course get bounced in return. Lazy barrel rolls were a dream in the Vampire and at 350 knots entry speed, a roll of the top of a loop covered thousands of feet vertically. A normal loop I approached with caution; remembering one fatal accident where the unfortunate pilot found himself in compressibility when he was too slow to close the throttle and extend the dive brakes in the dive recovery.



The early single seat Vampires had no radio aids to navigation; the pilot relying on a single VHF set (the 1936) for homing to the aerodrome and instrument let down. If the VHF went on the blink you were in trouble. We were briefed to then fly a triangular pattern



and hopefully ATC would see this on radar and be alerted to your problem. Time permitting, an aircraft would be scrambled to find you if you were above cloud and then lead you down while you kept close formation. Those who have read "The Shepherd" by Frederick Forsyth will recall the story of a Vampire pilot, having lost all communication while flying over the North Sea, is found by a ghostly Mosquito. Using hand signals the Mosquito pilot had the Vampire pilot take up close formation and eventually led him down through thick fog to land safely on an old wartime runway. During the landing roll the Vampire engine flamed out due to lack of fuel. That story is one of my favourites.



Thus on my fighter course we requested a “QGH” let down, followed, if the weather was really bad, by a GCA to 200 ft. QGH was Q code for “I wish to land.” (You can see the full Q codes [HERE](#)) ATC would pick up your radio transmissions on his VHF Direction Finder (VHF/DF). GCA meant Ground Controlled Approach. The pilot would home overhead the aerodrome at 15-20,000 ft using headings given by ATC. Descending at 4-6000 ft per minute the aircraft would be turned inbound after a specific time interval or altitude, meanwhile slowing to final approach speed. ATC would instruct the pilot to change to GCA radio frequency from where another operator talked the pilot to touch-down. It was quite reassuring to break out of cloud at 200 ft and a few seconds later hear the GCA controller saying in a calm voice “over the runway, touch down, touch down NOW.”

Fortunately the weather was fine for my first solo and mindful of the high fuel consumption and limited endurance I made sure I was back in the circuit before 45 minutes was up. During pre-flight briefing we had been told to ensure the Nene engine was spooled up once full flap was selected. My approach was dreadful - far too long and skimming the trees. Crossing the fence at 115 knots (much too fast) the aircraft seemed to float for ages before touching down. I used the full length of the runway to stop, following the technique described in the Pilot's Notes:

“Make a normal tricycle landing holding the nose wheel off the ground as long as possible to shorten the landing run. Do not apply the brakes until the nose wheel has settled firmly on the ground, and then apply them gently and progressively in short applications.”

Again, one had to be careful not to scrape the tail on the first part of the landing roll because it was all too easy to hold full back stick to give barn door drag effect at the high angle of incidence. In modern airliners, the technique is different. On touch down, the aircraft is allowed to de-rotate with the nose wheel being flown on to the ground. The aim is to deploy wing lift spoilers on touch down so that as soon as all wheels are on the ground the brakes can be used to stop the aircraft. And of course, remembering if reverse thrust is available this is most effective at high speeds.



I recall that in the fifties, the RAF published a flight safety journal called “Air Clues” – the editor using the pseudonym – “Wing Commander Spry.” He commented on a Vampire overrun accident, where, after the brakes had failed, the pilot attempted to slow up by winding open his



canopy in the hope of obtaining more drag. With brilliant wit the Wing Commander suggested greater drag could be created by the simple expedient of tying a handkerchief at the corners and hanging it out of the cockpit in the form of a braking parachute... I loved that one – great British sense of the ridiculous.

First Vampire solo over, it was now time to get to more serious flying – and that included Mach runs. The second flight included a pairs' formation take off. The lead aircraft was flown by an experienced fighter combat instructor who had recently returned from flying Meteors on operations against the invading Chinese in Korea. We climbed to 30,000 ft where I was given the lead and instructed by radio to ease into a dive. We had previously been briefed on the effects of compressibility but there was a world of difference between the theory and getting one's hands dirty, so to speak.

The idea was that the instructor in his Vampire would, from previous experience as he followed my dive, pick the effect of compressibility well before I could be expected to. As soon as his aircraft began to tuck under, he warned me to close the throttle, extend the dive brakes and recover from the dive. I must admit to not experiencing anything unusual in the dive before I followed the instructor's orders to slow up. The exercise was a non-event as far as I was concerned – and of course precisely why an instructor was there to ensure it was a non-event. The previous fatal accidents revealed slow recognition of initial compressibility effects was a contributory cause to those accidents. (Click [HERE](#) to see a video on the effect)

During flight, a wing produces lift by accelerating the airflow over the upper surface. This accelerated air can, and does, reach supersonic speeds, even though the airplane itself may be flying at a subsonic airspeed (Mach number < 1.0). At some extreme angles of attack, in some airplanes, the speed of the air over the top surface of the wing may be double the airplane's airspeed. It is therefore entirely possible to have both supersonic and subsonic airflow on an airplane at the same time. When flow velocities reach sonic speeds at some location on an airplane (such as the area of maximum camber on the wing), further acceleration will result in the onset of compressibility effects such as shock wave formation, drag increase, buffeting, stability, and control difficulties. Subsonic flow principles are invalid at all speeds above this point.

Over the next three weeks I flew the single seat Vampire on more than thirty occasions – most being of 45 minutes duration. Many of these flights were in formations of two or four aircraft and included cloud flying, battle formation and tactics, low level map reading, cross-country flying with drop tanks, cine-camera quarter attacks on the "stooge" – (another Vampire acting as the target), instrument flying and GCA landings. Perhaps the outstanding memory was a low level navigation exercise at 300 knots including one leg over water. Briefed to fly at 200 ft, believe me there was little time for heads down map reading. We could go as low as 50 feet above the ground as long as we didn't upset people. Part of the briefing included watching a Royal Air Force training film on low level navigation. The aircraft in the film was a DH Mosquito war-time fighter bomber with a camera in the cockpit recording the view from the pilot's seat. The aircraft



was right on the deck, navigation being by timing. Railway and road junctions, church steeples and power lines flashed past, the Mosquito flying at 280 knots. It was an enthralling film and I longed to fly that low legally – which of course I did in the Vampire the next day. The best part was easing down to fifty feet above the ocean in the Vampire and building up speed to 350 knots. The thought of hitting a flock of sea gulls at that speed never occurred to me and with hindsight 53 years later, I shudder to think of the consequences. But we are only young once.

In later years I flew the dual Vampire Mk 35. It had a clam-shell type canopy and Martin Baker ejection seat. Compressibility was no big deal, as at onset the aircraft pitched up sharply instead of tucking under into a dive. It was during a dual flight in the Mk 35 that I saw the funniest thing ever. My instructor was a pukka squadron leader with a small bristling moustache. He was formal but friendly with a manner of speech that was clipped and precise.



Self and a Dual Vampire Mk 35

After a period of general handling, we landed and taxied to the tarmac. The squadron leader opened the canopy and actuated the locking mechanism. Having by now disconnected radio leads, ejection seat straps, and oxygen hose, I hauled myself from the seat by grasping the front windscreen frame. I was half-

way out when the kindly squadron leader told me to sit back down and listen to his words of wisdom. They were that I should always make sure the clam shell canopy was indeed truly locked in the vertical position lest a gust of wind blew it down upon the pilot's hands as he exited from the cockpit.

Grateful for this sage advice, I watched as the squadron leader having by now divested himself of radio and other sundry leads, hauled himself up by gloved hands on the bow of the windscreen. Of course, Sod's Law ensured the canopy had not only not locked properly, but a divine wind also blew it shut, squarely trapping my instructor's hands between windscreen and canopy bow. With a frightful oath of "Schiesenhaussen" (translate that as you will, but I didn't know German at the time) the normally unflappable Squadron Leader wrung both hands in pain. In fact he had suffered two broken fingers.

THE RAM

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

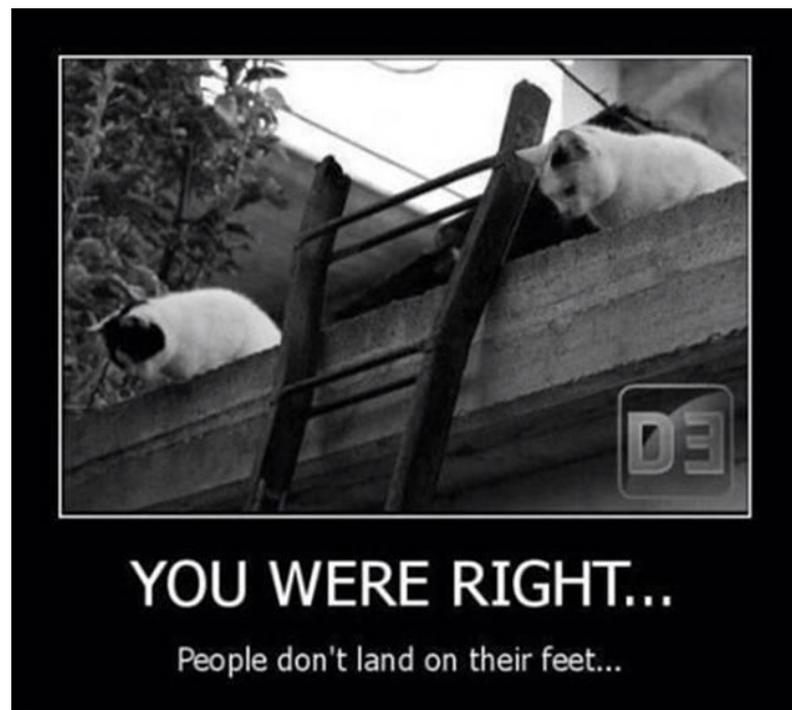


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I nearly wet myself with laughter and with ill-timed humour congratulated him on a realistic demonstration of the dangers of unlocked canopies. He was not amused and his reply through clenched teeth of “That’s not bloody funny, flight sergeant” was clipped and concise - as it would be, of course.

And now in 2006 a single seat Vampire with elephant ears underneath the fuselage can be seen at the RAAF Museum at Point Cook – the base from where I graduated as a pilot more than 50 years ago. Occasionally one old codger turns up there accompanied by some young airline pilots who he once trained. And he has been known to tell them the story of his first trip in a Vampire...the one with the elephant ears on top, of course.



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Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out.



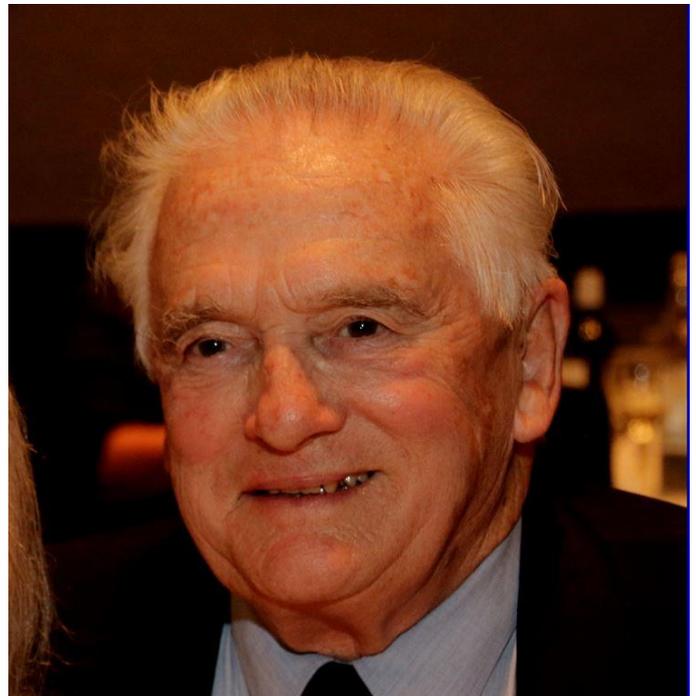
Stew Bonett.

Ron Glew has told us that Stu Bonett suffered a [pancreatitis attack](#) on Friday 14 April, while he was out on his boat. Valia, Stew's wife, was with him on the boat and as they were three hours from shore she had to juggle between getting the boat back to shore and keeping Stew comfortable.

Stew was originally being cared for in the Mona Vale hospital (Sydney), but was relocated to North Shore Hospital where they have better facilities. He is incoherent and hanging in there but not yet showing signs of recovery.

Stew was a sumpie, turned Caribou Loadmaster and served with 35 Sqn in Vung Tau from Oct 1966 to Oct 1967 where he was awarded an MID. After Vietnam, he returned to Richmond and 38 Sqn. Being a Sydney-sider, has been central in the organisation of the Sydney ANZAC Day march each year.

We all wish him a full recovery – soon!!



Ernie Gimm.

Conspicuous by his absence at the recent Djinnang reunion, Ernie, who sadly lost his wife earlier in the year, was too crook to make the journey down to Brisbane from Townsville. We hear he's on the mend now though – good thing!!

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Where are they now?



Meteorological Buildings

Dr Bill Johnston got in touch, he says: "I am doing research on climate data and I am trying to track down the location of the original (RAAF) meteorological services building at RAAF Laverton and also RAAF Fairbairn in Canberra.

I believe at Laverton, observations were made on the roof of the met-building; have no idea about Canberra except that there is a plan at the National Archives for a ventilated met-office at the rear of a hanger, but don't know which one.

Any responses or photographs would be appreciated."

If you can help, you can contact Bill here wjohnston@grapevine.com.au

Stuart Henry Bosanquet

Pat Johns got in touch, he (she?) says: "Is it possible to obtain any information on my father Stuart Henry Bosanquet who is in the photo in the article Comms people BOFU Japan, 1947. See [HERE](#).

Anything from yourselves or if you could perhaps make a way for others to contact me via your association that would be great as I know very little of my father's early years."

If you can help, you can contact Pat here pmandicjohns@yahoo.com.au

Tom Dick

Steve Souness says: I sent our usual Christmas card off to Tom Dick but it was returned not at this address. I rang but his phone was disconnected same with his mobile.



Tom may have finally moved down the South Coast or into a nursing home, hopefully, not fallen off the perch. If anyone knows where Tom and Priscilla are now, advice would be appreciated. There are no other members of our old Teleg course around.

If you can help Steve, let us know and we'll pass it on. tb

Research.

We heard from Luke Martin, he says: "I am a Military Researcher contracted to the Department of Veterans Affairs. I am writing to request some assistance regarding a case I am currently reviewing for DVA.

I have a formal DVA Official Order for the military research task that I can provide to you separately.

The relevant case relates to the crash of the RAAF F/A-18 Hornet on 18 Nov 87 at Palm Island, Queensland. The DVA case in question relates to the incident response/security teams that were deployed to Palm Island in support of the recovery and investigation teams. DVA is not investigating the crash of the aircraft rather seeks to confirm specific personnel who may have been involved in the ground response teams and the nature of the tasks performed by those personnel.



We would be interested in speaking with RAAF members who were based in Townsville who deployed to Palm Island in support of the ground response team to the crash. We have identified that one member who may have participated, Mr Michael White (rank of LAC at the time) who may have been a Radio Technician based in Townsville at the time. We would be very appreciative of any information that may assist us in making contact with Michael, who may be able to provide valuable information related to our research.

I understand that your associations policy is not to provide the details of members directly to others without their prior consent. If you do have a Michael White as a member, I would appreciate your contact with him and request he contact myself with the view to discuss our research project.

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Any advice or guidance you may be able to provide to identify potential witnesses to progress the veteran's claims would be gratefully appreciated.

Kind Regards,

Luke Martin

Principle Consultant|
Providence Consulting Group Pty Ltd
PO Box 4490
KINGSTON ACT 2604
2/86 Giles Street, Kingston ACT 2604
Mobile 0400 714 002
Email lmartin@providenceconsulting.com.au
Web www.providenceconsulting.com.au

FSgt Grant.

Brian Willey got in touch, he says: Hello, I am an Aussie senior lecturer in the UAE but in another life I use to be a GH at Radschool in the printing section from 81-83. I used to work for a draughtsmen, FSGT Grant. I was just wondering if anyone has heard of him and if anyone knows where he is?

If you can help Brian, please get in touch with him here brianpwilley@hotmail.com

I don't drink wine all that often, only when I am happy or stressed, relaxing alone or with friends, or when I'm busy or feel lazy, watching my lady cook or reading a book, you know - it all depends.

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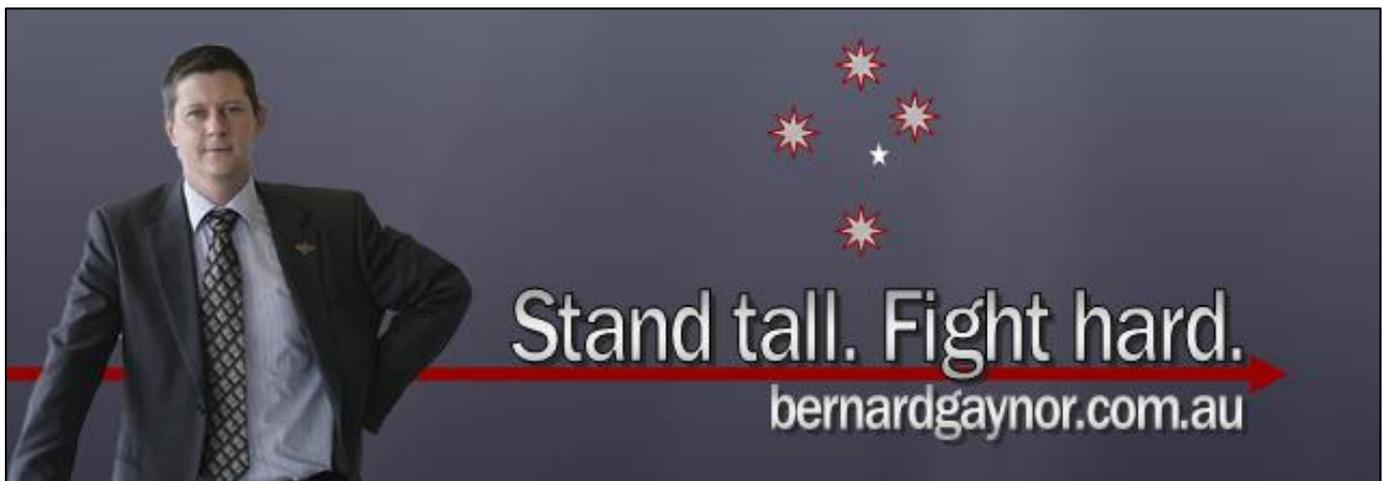
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Your say!



While the Association does not necessarily agree or disagree with everything on this page, we do respect the right of everyone to have their say.



Dear Everybody,

Long time readers of my [website](#) will know about the Australian Defence Force imam, Sheikh Mohamadu Nawas Saleem.

Saleem was appointed in 2015, even though he:

- has called for Sharia law in Australia,
- backed Hizb ut Tahrir (a group that condones the death penalty for those who leave Islam and that has called for an army to impose Sharia law in Australia), and
- was a key member of the Australian National Imams Council when it condemned our military's actions against the Islamic State and laws that prohibit the advocacy of terrorism.

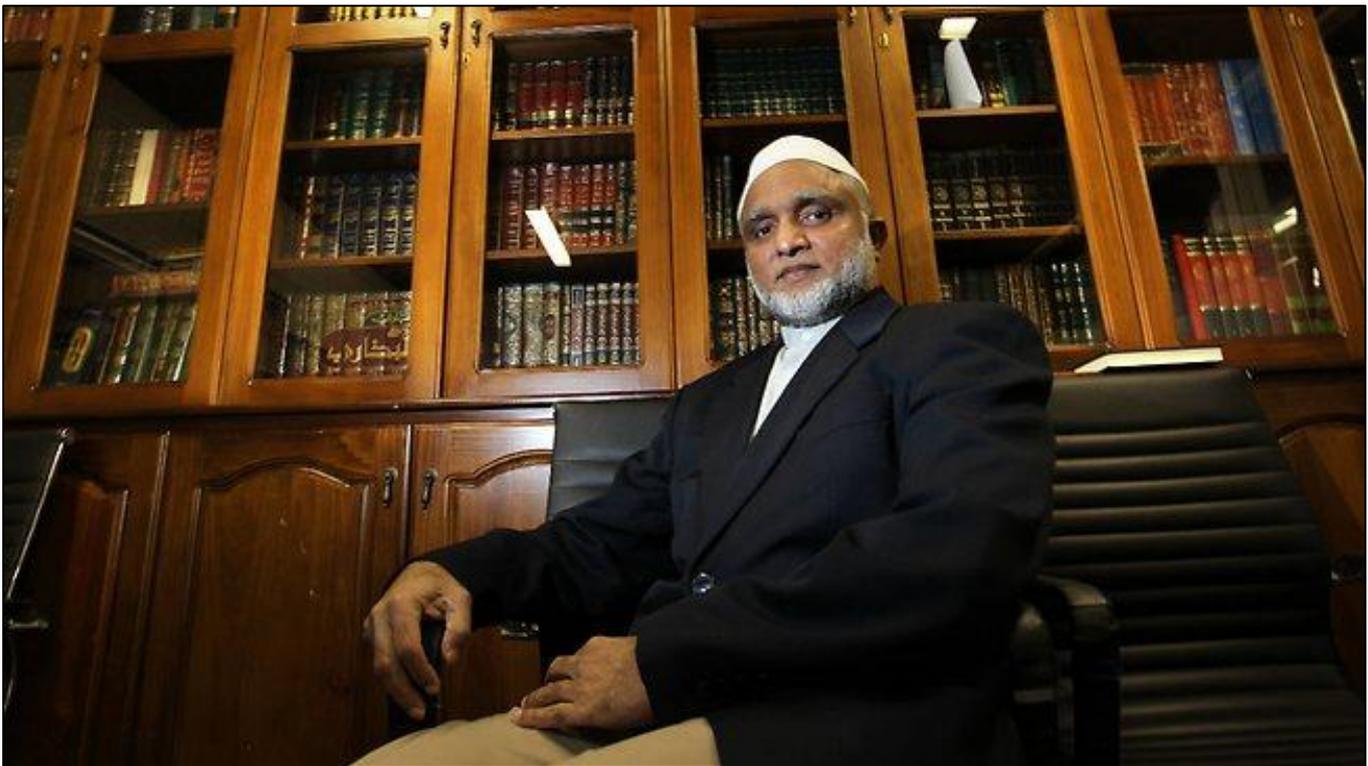


It is very dangerous that such a man has been appointed to provide advice to the Chiefs of Army, Navy and Air Force about how they can change Defence culture and increase Islamic recruitment.

It is also insulting that he is paid over \$700 per day for this job.

Saleem has flown under the radar since his appointment. However, in the last few days the media has started to pay attention to him and his views. Mark Latham has raised this issue on his show, Mark Latham's Outsiders. Additionally, 2GB's Ben Fordham has asked for an interview with the imam but it has been declined. And the Daily Mail has also covered the story.

We now have an opportunity to place pressure on the government to act on this imam.



Please sign the petition today calling on the Defence Minister to sack Sheikh Mohamadu Nawas Saleem. You can also help by sharing the petition on Facebook and other social media accounts.

[CLICK HERE TO SIGN THE PETITION.](#)

Nearly 2,500 Australians have already signed this petition since it was launched yesterday afternoon (31st May). It's great, but it's only the start. Anything you can do to forward this petition onto others will be greatly appreciated.



Thank you once again for your support.

After the accident, I told the Motor Cycle Cop, I thought the driver of the other vehicle was drunk and going too fast. He informed me the other vehicle was a cow.

What is really happening with DVA. And why we should all be concerned.

Rod Thompson
Advocate (Level 4)

Over the last 10 or more years the policy direction of DVA has been to reduce services and liability. DVA have deliberately ignored the concept of compensation for reasons unknown to anyone except themselves. Since July 2004 and the inception of the Military Rehabilitation and Compensation Act ([MRCA](#)), DVA have been moving from a beneficial approach to an adversarial approach placing veterans and ex-service persons in a system that has no respect or understanding for their service, a system that allows and rewards fraud, bullying, maladministration and cover up. Veterans who complain about the service provided or errors made are attacked and isolated having their benefits threatened and their access to DVA services restricted with no right of review by an independent body such as the Admin Appeals Tribunal ([AAT](#)).

Why do this?

It appears from the evidence gathered over the last 10 or more years that a whole of Public Service streamlining covering Human Services (Centrelink), Medicare, ATO, DVA and Health is underway with a view to reducing staff levels, costs, duplication and face to face client department interaction. The Deputy President of the Military Rehabilitation and Compensation Commission ([MRCC](#)), Craig Orme, right, has been touting the virtues of [myGOV](#) centres where all the above mentioned government departments are housed in one facility (a shop front). Sadly, with DVA, the basket case that it is with 3 conflicting legislation's, a failing rehabilitation system and senior management oblivious to the damage to the welfare of clients posed by their incompetence and belligerence. Fitting DVA into a one size fits all IT system that processes initial claims and other processes such as TPI is impossible. The differences between the 3, possibly 4, legislation's would prevent any IT program functioning beneficently, efficiently and fairly.





Rod Thompson.

The Answer.

DVA knowing full well that compensation agreements are binding under law, have decided with the attempted introduction of the Defence Related Claims Act ([DRCA](#)) and the digital readiness bills to take away from Veterans, specifically the 52,000 Safety, Rehabilitation and Compensation Act ([SRCA](#)) veterans any rights and protections provided under SRCA (COMCARE) enabling DVA to template an amalgamation of all 3 legislation's under MRCA.

Veterans' Entitlements Act (VEA) clients of which there are approximately 230,000 with an average of \$25,784 per client spent on health cover and 23,000 [MRCA](#) clients with an average health spend of only \$7,018 per client, it is easy to see why DVA would be looking at merging the two legislations. With the expected decline in VEA clients due to natural attrition, 79.8% of VEA clients are aged over 65 and 36.3% of those are aged over 80, DVA want the VEA gone with its beneficial approach and the





range of benefits and entitlements provided to VEA clients that are not duplicated for those under MRCA and SRCA. DRCA is a template for DVA to push all veterans under the MRCA and a rehabilitation based workers compensation style of system not one specifically designed for veterans. DVA have indicated by statements made to the senate that they are not willing to apply legal precedents some handed down by the federal and high courts, instead they intend to pursue new more DVA favourable case law forcing veterans who are already disadvantaged by SRCA into costly and stressful legal action so DVA can establish their own case law.

Under the current DRCA proposal the legislation GIVES DVA THE RIGHT TO REVOKE ANY PREVIOUSLY ACCEPTED SRCA CONDITION WITH NO RECOURSE EXCEPT LENGTHY AND EXPENSIVE LEGAL PROCEEDINGS.



The VEA with all its benefits, is an endangered species if DRCA is allowed to pass in its current form supported by ADSO and the RSL. The VEA will be next and TPI, DVA travel, 30+ years of case law will disappear and those on VEA TPI will be forced to endure annual vocational assessments and DVA forced rehabilitation assessments to maintain their benefits. For many years the question has been asked of various ministers is DVA and Centrelink amalgamating and the answer has been NO, but since the Abbott / Turnbull governments have been in place, this question remains unanswered by the 3 ministers so far. The IT system that DVA are intending to use is a hybrid of the system currently in place (and failing) at Human Services (Centrelink). DVA have recently switched to the HS phone system which reported 42 million unanswered calls last year alone – see [HERE](#).

Evidence.

DVA's lack of consultation as per the senate enquiry submission is because DVA now think or actually state (Hansard) that the Ex-Service Organisations (ESO's) don't have the ability to review and give informed comment on legislative issues sadly because DVA have banned the subject matter experts and replaced them with yes men who are at DVA's beck and call. With the RSL so consumed with its own problems nationally and the Alliance of Defence Service Organisations (ADSO) just begging for table scraps from DVA, neither organisation is interested in the welfare of its members, more interested in how many trips to Canberra to fall asleep at ESO Round Table ([ESORT](#)) and ply the rubber stamp to detrimental legislation while staying at five star accommodation.

The "we have some reservations" statement of David Jamison from ADSO sums up the lack of empathy or understanding. DVA have tried to remove ESO's from the decision-making process because the RSL and ADSO are no longer holding them to account. The RSL's answer to veteran suicide is build a memorial. Finally, when you read the submissions of both organisations to the senate enquiry they are not veteran focused, they are self-serving and do



not address any legislative reform to enable a system that is fair to all veterans whether they are 18 or 80.

DVA have slashed health care (Medicare schedule). DVA have submitted legislation that is not veteran centric as stated by Carolyn Spiers DVA's principle legal adviser (right) "we are pushing this through because people are suffering" this was in reference to DRCA and yes people are suffering but that suffering will increase tenfold with the introduction of the un-amended DRCA legislation. The only reason that DVA could be pushing ahead with this is that it is the first step in a larger plan to move DVA in line with HS bringing all veterans under the MRCA saving billions of dollars.



MRCA Health Care 63 million at \$5000 a head or VEA 4.64 billion at \$25,000 per head a lay down misere for the bureaucratic bean counters. With the VEA population ageing, DVA don't expect a back lash if they are willing to attack 52,000 SRCA veterans with 48% aged between 40 and 60. DVA will not hesitate to do the same to the 230,000 VEA veterans with 78% aged over 65 and nearly 40% aged over 85 – see [HERE](#).

We urge all DVA clients to be aware that in the next few years your compensation agreement with the commonwealth will change and it won't be to your benefit. We are currently talking with constitutional law experts to ascertain whether these changes are a breach of the constitution and the concept of compensation. DVA have rejected any call for consultation of review of the current compensation system and the conflicting legislation they believe that veterans are not bright enough to smell bullshit when it is served up and that will happen when you only deal with the RSL and ADSO. Thank you David Jamison ADSO and Robert Dick RSL National for selling out veterans for your pile of scraps from the DVA table.

(It is important that the people who man the State Offices of DVA should not be confused with those that reside in Canberra and who make the rules. Personally, I have had considerable dealings with the Brisbane Office of DVA and have found them caring, considerate and very willing to help. I can't speak highly enough of them. tb)



Moshe, the owner of a small Kosher Hobart deli, was being questioned by an ATO agent about his tax return. He had reported a net profit of \$80,000 for the year. 'Why don't you people leave me alone?' the deli owner said. 'I work like a dog, everyone in my family helps out, the place is only closed three days a year. And you want to know how I made \$80,000?' 'It's not your income that bothers us,' the agent said. 'It's these travel deductions. You listed ten trips to Israel for you and your wife.' 'Oh, that?' the owner said smiling. 'Well... We also deliver.'

RSL sells out our Soldiers.

Wayne Oldfield sent us this, it appeared in the Townsville Bulletin on the 27th April.



"Anzac Day is being betrayed, and not just by some smartalec ABC presenter like Yassmin Abdel-Magied . Tuesday showed it was now being betrayed by the RSL itself, which let services in two capitals be hijacked by activists pushing tribal division. Why did the Canberra parade have Aboriginal veterans marching together under an Aboriginal flag, rather than with their units under an Australian one? Why did Adelaide's Dawn Service start with a Welcome to Country – in fact a welcome to "stolen" land, as if our soldiers were mere guests or even invaders of a land some had died defending?"

Anzac Day was sold out. Our most solemn day of unity was hijacked by people seeking to divide us instead. Why did the RSL allow this in the ceremonies it controls?

True, Abdel-Magied , one of the ABC's celebrity Muslims, is actually getting most of the criticism for posting an Anzac Day sneer: "Lest we forget: Manus, Nauru, Syria, Palestine. Her hostility was clear even if her point was fuzzy: Anzac Day was apparently a time for feeling shame for keeping our Muslim illegal immigrants or for allowing Muslims in the Middle East to be slaughtered or allegedly oppressed. Abdel-Magied's attempt to preach her tribal resentments, just like the other examples I've listed, is a betrayal of the very point of Anzac Day.

This is a day to remember those who thought Australia was worth the price of their life, and to be intensely grateful for both this country and those who died defending it. But we should make allowances for Abdel-Magied . She is just a 26-year-old , plainly not that bright. Remember her earlier claim that "Islam is the most feminist religion"? Blame instead her sponsors, the institutions who adopted her as their pet Muslim to parade their own broad-mindedness and to show that Islam has a pretty face, literally.



What other giddy 26-year-old, and with these views, would have been appointed to the federal Anzac Centenary Commemoration Youth Working Group? Or to the Australian Multicultural Council? Or to the Council for Australian-Arab Relations? And why would the ABC have picked her, from among hundreds of more experienced presenters and journalists, to present a weekend TV show telling us stories about Australia and the things that “unite us”?

No, Abdel-Magied is a symptom rather than the virus. She seems to me a mere profiteer of the politics of grievance and tribalism.

The real problem here is the RSL, which on Tuesday let Anzac Day become a platform for exactly this grievance-mongering and tribal division.

To repeat: Anzac Day is the most important day in our calendar for reminding ourselves we are one people, joined by a love of this country that compels us to defend it. It is a day the young honour the old, and when even migrant Australians honour those who defended what is now the home of us all. Indeed, at Melbourne’s parade I saw Australians marching or simply applauding who were born in Vietnam, China, Italy, Britain, Cyprus and India. I saw Sikhs and a Muslim family. Yet the RSL let this day of unity between generations and between Australians from so many countries and creeds degenerate into tribalism instead.



Aboriginal soldiers actually fought under the Australian flag, a fact that powerfully reminds us racism is a sin, given such sacrifice in a common cause. But in Canberra the RSL let many Aboriginal veterans march at the head of the parade under the Aboriginal flag instead, divided by “race” from the units in which they’d once served alongside other Australians. What ghastly apartheid. Is this our future now? To fight under racial flags?

In Adelaide, the RSL let the Dawn Service start with a Welcome to Country ceremony by Katrina Ngaityalya Power, who identifies as a “Kaurna” woman. What division is this, to treat our soldiers, sailors and airmen as strangers to the land that some died for? To treat them as people forever needing a welcome to their own land? Power rubbed it in by changing the wording of the Welcome to Country to “stolen Kaurna land” and changing the reading of the 23rd Psalm to include “Yea though I walk through the valley of the shadow of invasion”.



Note that Power herself has ancestors who were “invaders”, which should demonstrate the foolishness of using such crude racial divisions in a country so complex. No, never mind silly Abdel-Magied . It’s the RSL’s stupidity on Tuesday that was far more ominous.

Werribee Mansion.

Our story in Vol 57 ([HERE](#)) prompted Robert Crawford to get in touch, he says: “Many centuries ago, my wife and I lived in Laverton, during my phase of teaching (sorry - instructing) budding RAAF electronics technicians. We knew of the Werribee Park Mansion, but never visited it. Years later, a very good friend (who also suffers from Radtechitis) invited us to his daughter's wedding at the mansion.



While we were there, we were told that when the Church took over the mansion, all the opulent fittings were removed, and everything was painted with a dark, dull paint. No pictures now exist of what the interior looked like, so nobody really knows the room colours, drapery colours, or what the furniture was. The current fittings are based on other houses of the time. On a later visit to Melbourne, we met my wife's aunt, Edie Hartnett (nee Hiscox), and we told her of our visit to the Mansion. To our surprise she told us she had often spent time there as a child, and she could remember what the house looked like. Sadly she passed away just after her 100th birthday in 1995. We never got her to visit the mansion to tell them about her memories.”

You’re right Robert, we had a yarn to the curator when we were there and they are desperate for some original info on the place. The Catholic Church did indeed strip all the goodness from the building and left it drab and bare. What a shame your wife’s aunt hadn’t been in touch earlier. It is a wonderful place though and definitely worth a visit - tb

DVA Improving Services.

The DVA Qld Deputy Commissioner, Ms Leanne Cameron, recently released a public letter outlining the way DVA is changing the way it does business with Australia's Veterans. She described how in the future DVA will provide a better level of support based on a Veteran's needs and expectations, rather than relying on complicated legislation and systems.



Leanne said that the recent passing of the [Digital Readiness Bill](#) through Parliament will allow DVA to implement computerised decision making though DVA will use these provisions only in situations where no human interpretation or discretion is required as DVA continues to modernise its IT systems. Improving computer systems and programs for the Department will mean that in the future veterans will see the benefits of this reform through faster processing times.



DVA also aims to help ADF members to transition to productive civilian lives within a short period of time after leaving the ADF.

DVA are there to help, we know some people don't agree, but they are definitely the exception, in the main, DVA is staffed by wonderful helpful and caring people.

You can read Leanne's letter [HERE](#).

tb.

One day, in the shark-infested waters of Moreton Bay, two prawns called Justin and Christian were discussing the pressures of being a preyed upon prawn. "I hate being a prawn," says Justin. "I wish I were a shark." Suddenly, a mysterious cod appears. "Your wish is granted," he says and, instantly, Justin becomes a shark. Horrified, Christian swims away, afraid his former friend might eat him.

As time passes, Christian continues to avoid Justin, leaving the prawn-turned-man eater lonely and frustrated. So when he bumps into the cod again, he begs the mysterious fish to change him back. Lo and behold, Justin is turned back into a prawn.

With tears of joy in his tiny little eyes, he swims back to the reef to seek out Christian. As he approaches, he shouts out: "It's me, Justin, your old friend. I've changed ... I've found Cod. I'm a prawn again, Christian."

Sorry!!



News and Reunions!

The 100 year Anniversary of the RAAF.

Back in January 1920, the Australian Flying Corps became the Australian Air Corps which, on the 31st March 1921, became the Australian Air Force. It obtained the King's consent to become the Royal Australian Air Force on the 13th August 1921.



On the 13th August 2021, the RAAF will be 100 years old and they have celebratory things planned. We think it would be a golden opportunity to hold a giant celebration ourselves and invite everyone who was trained in any of the radio trades at Radschool, be it Ballarat, Frognall or Laverton, be it operator or tech. The invitation would also include your wife, girl-friend, husband, boy-friend (or all of the above) and of course the trainers as well as all the support staff. We're all getting on a bit and this might be our last hurrah, so we'll make it a good one.

The 13th August 2021 is a Friday, so we think we should plan for at least a week-long event centred around the 13th. The Air Force are planning big events, so should we!! There will be lots of events so start putting away your pennies now, we'll need confirmation of your attendance, and as we'll need to pay deposits etc your full payment, by end February 2021.



For those that live north of the Murray, the weather in Melbourne in August is not conducive with sunbaking - warm clothing would definitely be recommended. You can see average Melbourne weather at that time [HERE](#). It's a pity the AAF didn't become the RAAF in a warmer month but we'll plan around mainly under cover events.

Later in the year we'll have an indication of costs. These won't include accommodation which will be your responsibility. As some people live in the area, some will come by van, others stay with friends and some will stay in motel/hotel accommodation, individual accommodation costs are a variable so not included.

We've commenced negotiations with the RAAF for access to Laverton or Pt Cook, (we don't have it yet) as we'd like to have the main events in (perhaps) the old ARDU or 1AD hangars at Laverton or in one of the hangars at Pt Cook - it will all depend on what is still available in 2021.

It's still a few years away but these things take time to organise. We think we'll need to organise for at least 1,000 people so there's a bit to do. Make sure you tell your friends, we want as many people as possible, the more the merrier.

Let us know what you think and also let us know what event you would like to see organised. We've suggested a few events, which you can see [HERE](#), but we need to know what you think. We've booked the [Myer Music Bowl](#) for the Sunday the 15th and we're negotiating with the RAAF to have the RAAF Central Band (and hopefully the Army and Navy bands) entertain us during the day. We're also proposing an "Air Force has talent" contest where several serving pre-auditioned members will vie for a cash prize.

We're proposing a sponsor for this event so it will be free and there will be a cash prize for the top "talent".

The RAM will be the provider of information, we have a link on the Home page which will take you to the latest info as it comes to hand. Block out the dates in your diary now!!

If you don't normally get the RAM, but would like to be involved, click [HERE](#), fill in this general form and once we have your email address we'll include you in all future mail-outs.

We have some ideas but to get an idea of your thoughts, would you fill in the fields in the form below and send to us, there will be much more detail later. (Use your TAB button to navigate from one field to the next.) We'll provide the list of favoured suggestions in our next issue.

You can access the celebration form [HERE](#)

Who knew what time it was when the first clock was made?



3 Sqn.

Jeff Latter would like to advise a change in personnel for the position of Secretary of the 3 Sqn Association. After 7 years in the job, he is handing over the reins as of Anzac Day 2017.

The incoming Secretary is Bill 'Blue' Farrell. Blue will do a good job and he is very keen on making a good fist of it.

Jeff says: "I am sure that you will give him your support and any assistance that he may need. I thank you for all the help and friendship that you have given me during my time as Secretary."



26 Radio Apprentices Reunion.

The 45th anniversary reunion of the intake joining the RAAF is taking place on the Sunshine Coast over the weekend of 27-29 October 2017. The functions will be at the Maroochy RSL with a bus trip to the hinterland also organised. We are looking for [all members](#), who joined the intake, to contact the organiser, Peter 'Pygmy' McAndrew on 07 5444 6165 or pygmy@iinet.net.au.

At a movie theatre, which arm rest is yours?

Supporting Younger Veterans - new grant program now open.

I am writing to advise you that the new Supporting Younger Veterans (SYV) grants program is now officially open.

The SYV grants program has been established to support the needs of younger veterans as they leave the Australian Defence Force and integrate back into civilian life, with all the challenges that accompany that unique transition.



Funding can be used for initiatives that:

- develop capability within the veteran community that services the unique needs of younger veterans;
- support the development of well researched and tailored services for younger veterans;
- fund organisations that can sustainably deliver services to younger veterans now and into the future;
- increase collaboration amongst organisations to expand services and harness existing expertise; and/or
- increase awareness of younger veteran issues and or services within the Australian and veteran communities, where doing so would benefit younger veterans.

The SYV grants program provides \$4.25 million over five years to Ex-Service Organisations (ESOs) to encourage partnerships that will deliver innovative and sustainable services for younger veterans and build community capacity to meet the needs of younger veterans. The grants will also help raise awareness of the important issues faced by younger veterans.

There is no maximum or minimum amount that can be sought for this grants program; however, all applications will be assessed on their merit and subject to a cost benefit analysis.

Applications for a \$250,000 special round of SYV grants closed on the 26th May 2017 with successful applicants announced in June.

Future rounds of the grants will allocate \$1m each financial year. Future rounds will open 1 July each year, commencing 2017, and will close 1 September each year, until 2020.



To apply, please visit the [DVA website](#) and follow the instructions. The grant guidelines and application form are attached.

DVA staff members are available to assist with the development of applications. For further information, please contact the Grants Section in DVA's National Office on 1800 026 185 or email DVA.Grants.Processing.Team@dva.gov.au.

Jim McGrath
Assistant Director
Income Support & Grants – Grants, Bursary & Advocacy Training
Department of Veterans' Affairs

In the word scent, is the "S" silent or is it the "C"?

38 Squadron Association.

John Griffiths wrote: "We know you have been waiting, and now, in time for ANZAC Day we are launching the 38 Squadron Association.

What's in it for me?

The aim of the Association is to foster the spirit of comradeship forged during service with No 38 Squadron among members of the Association and capture and document the history and personality of No 38 Squadron.

So, if you have been a member of 38 Squadron, be it in the time of the Hudson, C 47, Caribou or King Air, why not come on board?

You will find the Application to join the Association [HERE](#)."

Why is there a 'D' in fridge, but not in refrigerator?

The Jeep,

When it became obvious that the United States was eventually going to become involved in the war raging in

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Europe, the U.S. Army contacted 135 companies asking for working prototypes of a four-wheel-drive reconnaissance vehicle. Only two companies responded to the request: American Bantam Car Company and Willys-Overland. Bantam was the successor to American Austin, which had gone bankrupt and it made a competent small roadster not unlike the British-made Austin. The Army had set what seemed like an impossible deadline of 49 days to supply a working prototype. Willys asked for more time, but was refused. Bantam had no engineering staff left on the payroll and solicited Karl Probst, a talented freelance designer from Detroit. After turning down Bantam's initial request, Probst responded to an Army request and commenced work, initially without salary, on the 17th July, 1940.

Probst laid out full plans for the Bantam prototype, known as the BRC or Bantam Reconnaissance Car, in just two days, working up a cost estimate the next. Bantam's bid was submitted, complete with blueprints, on July 22. While much of the vehicle could be assembled from off-the-shelf automotive parts, custom four-wheel drivetrain components were to be supplied by Spicer. The hand-built prototype was completed in Butler, Pennsylvania and driven to Camp Holabird, Maryland, for Army testing on the 21st September, 2 months after starting work. The vehicle met all the Army's criteria except engine torque.



As World War II had already begun in Asia, with Japan expanding in China, Manchuria and Southeast Asia, the Imperial Japanese Army was using a small four-wheel-drive car for reconnaissance and troop movements, having introduced the Kurogane Type 95 (left) in 1936.

The Army felt that the Bantam company was too small to supply the number of vehicles it needed, so it supplied the Bantam design to Willys and Ford, who were encouraged to make their own changes and modifications. The resulting Ford "Pygmy" and Willys "Quad" prototypes looked very similar to the Bantam BRC prototype, and Spicer supplied very similar four-wheel drivetrain components to all three manufacturers.

Fifteen hundred of each of the three models (Bantam BRC-40, Ford GP, and Willys MA) were built and extensively field-tested. Delmar "Barney" Roos, Willys-Overland's chief engineer, made design changes to meet a revised weight specification (a maximum of 1,275 lb (578 kg), including oil and water). He was thus able to use the powerful but comparatively heavy Willys "Go Devil" engine, and win the initial production contract. The Willys version of the car would become the standardized Jeep design, designated the model MB and was built at their plant in Toledo, Ohio. The familiar pressed-metal Jeep grille was actually a Ford design feature and incorporated in the final design by the Army.

Since the War Department required a large number of vehicles to be manufactured in a relatively short time, Willys-Overland granted the United States Government a non-exclusive license to allow another company to manufacture vehicles using Willys' specifications. The



Army chose Ford as the second supplier, building Jeeps to the Willys' design. Willys supplied Ford with a complete set of plans and specifications. American Bantam, the creators of the first Jeep, built approximately 2700 of them to the BRC-40 design, but then spent the rest of the war building heavy-duty trailers for the Army.

During World War II, Ford and Willys produced nearly 648,000 Jeeps, the bulk of these, some 361,339 units, were Willys MB models

The versatile 4x4 helped change the tide of the war and won the affections of GI's and civilians everywhere. The Jeep accounted for over 15% of the total wartime military vehicle production and was so good that the British even strapped one on the deck of a submarine and transported it underwater to a Mediterranean island to support a commando raid.

No enemy vehicle could match the jeep. The Japanese tried but failed with a version of the Datsun automobile. The German *Kübelwagen*—short for a longer word meaning “bucket-seat car”, was designed by the automotive genius Ferdinand Porsche and produced by Volkswagen. Like the familiar Volkswagen Beetle, it was powered by an air-cooled four-cylinder engine mounted over the rear wheels, which gave the Kübelwagen exceptional traction. But it lacked the power of the jeep's Go-Devil engine and the handling over rough terrain afforded by the jeep's greater weight and four-wheel drive. In comparison tests conducted at Maryland's Aberdeen Proving Ground in 1943, a Kübelwagen captured in North Africa finished a poor second to the jeep.



The American capacity for mass production, shipping, and distribution was one of the major reasons why the Allies won World War II. Among the wonders to move quickly from American factories to the front lines were the hundreds of thousands of jeeps. Stateside factories shipped jeeps in enormous crates—one per jeep. When an assembly line of trained US Army mechanics was ready, it could assemble a jeep in 3 minutes.

Many explanations of the origin of the word *jeep* have proven difficult to verify. The most widely held theory is that the military designation *GP* (for *Government Purposes* or *General Purpose*) was slurred into the word *Jeep* in the same way that the contemporary *HMMWV* (for *High-Mobility Multi-purpose Wheeled Vehicle*) has become known as the Humvee. This suggestion however, is also disputed.

Meanwhile, in the years following World War II, the army deemed the thousands of combat-weary jeeps surplus and thus disposable. These surplus jeeps were sold to the public at prices between \$400 and \$600. At the head of the line of buyers were returning GIs who wanted to own the indomitable vehicle that had helped them win the war.

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If you happen to come across one of the crates, [HERE](#) is the instruction manual on how to put the Jeep together.