



Sadly in the few months since our last issue, we have once again lost some very good mates.

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Our lovely Page 3 girl this issue is Gail McDermott

See Page 3



A lot of email addresses have been hacked, this is how you check.

See Page 4

The Brisbane Vietnamese Community held a thank you function for Vietnam Vets

See Page 5





The Sept Pension rates have been released and how does selling your home affect your pension?

See Page 6

Ian "Tiny" Ashbrook continues his remarkable story.

See Page 7



One upon a time the RAAF had a base down at Mawson

See Page 8

Why do aircraft occasionally not land and "go around"

See Page 9

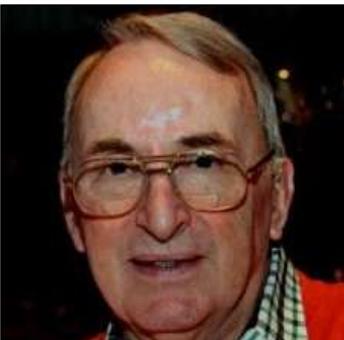


The USS Ronald Reagan paid a visit to Brisbane

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Do you know how to stop someone from choking?

See Page 11

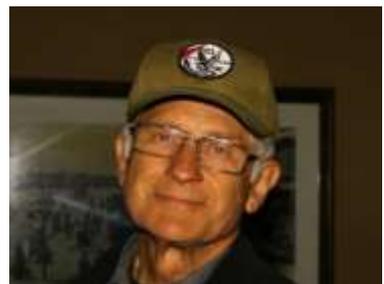


Jeff remembers peddling the old Caribou around south Vietnam during the monsoon season.

See Page 12

The blokes on 61 pilot's course had a reunion in Melbourne

See Page 13



We have another look over Laverton.

See Page 14,

We have a look over Williamstown.

See Page 15





John reminisces about his time as a young lad in England during the War years and his first glimpses of many different aircraft.

See Page 16.

Sick parade.

See Page 17



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

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

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.

Membership.

We've decided to go with the following membership.

- 1 year's full membership for \$12.00. (now till 30 June 2018)
- Full membership for \$45.00 to 30 June 2021.

Annual Membership will run from July one year to June the next, with this year's annual membership now expiring in June 2018. As we've said, full membership is not compulsory, you can still receive the RAM which will remain open, free and available on the net.

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

If you are already a member (ie: if your name is on this [LIST](#)), please fill in the form below and send it to us, if you haven't already joined (if you're not on the list), please use the form [HERE](#).

First name: Surname:

Your email address:

Membership type:

Your State: Sum transferred: \$

In order to reduce Spam, enter the sum of 10 plus 10 in the window opposite.

Please transfer your joining contribution to:

BSB: 124-021 **Account number:** 1048 7401 **Title:** RAAF Radschool Association.

Bank: Bank of Queensland.

and include your name in the "Remarks" window on the deposit.

You can of course pay more if you wish!!

AND!! If you work for a firm that would be kind and generous enough to sponsor the Radschool Association, please get in touch.

RAM thought for the day.

Tell a lie once and all your truths will become questionable.



Opinion.

This edition is a bit late, we're sorry about that and we're blaming the Defence IT department for it. Some time ago, for reasons unknown to us, the Defence "gate-keeper" blocked our email address. This meant we were unable to get our Willytown story checked and approved by Defence Media before it went out. Everyone with a "@defence.gov.au" email address was unreachable to us, we would fire off an email thinking it had reached its target only to discover much later that it hadn't. There was no bounce, no indication that the email hadn't reached its intended destination, it just disappeared into that big black hole in the sky. We didn't know we were blocked until we rang Media to ask if our Willytown story was ok to print only to be told they hadn't receive our mail. We did some checking and sure enough, no-one with the Defence address was.

We can appreciate that Defence has to keep a very close eye on inwards and outwards emails (we do) otherwise it could and would be swamped with all sorts of trojans and viruses and other nasties but we've been alive now for 18 and a bit years, we've been sending emails to "@defence.gov.au" addresses for yonks, these people get our magazine (at last count there are 245 of them) and they share it amongst themselves. Defence would know that, they would keep an eye on all inwards emails, they would know our magazine, they would know who we are, they would know we're not out to do anyone any damage - one would have thought the decent and courteous thing to do would be to let us know there was a problem (if there is one) and give us the opportunity of fixing the problem (if there is one!) instead of just slamming the door.

But no, they just block us, don't tell us, don't tell our recipients and it seems there's nothing we can do about it. We've rung Defence IT a number of times, we've been given a "job number" and told "we're looking into it" - but nothing happens.

Some years ago our web site was infected and Defence blocked it, and that's fair enough, but back then they told us and we were able to fix it. Since then we have contracted [Securi](#) to keep us clean (it costs us but it's worth it) and each week we get a report like [THIS](#), so if we're clean, why are we blocked.

We've texted the Willytown story email address to the relevant people and got the nod, which is why you're getting this - unfortunately, no-one in Defence is.

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.

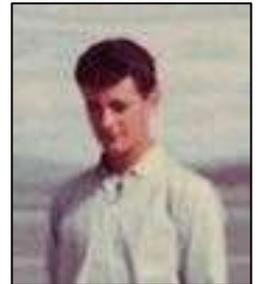
An Irishman was terribly overweight, so his doctor put him on a diet. "I want you to eat regularly for 2 days, then skip a full day and repeat this procedure for 2 weeks. The next time I see you, you should have lost at least 3 kg." When the Irishman returned, he shocked the doctor by having lost nearly 20 kg! "Why, that's amazing!" the doctor said, "Did you follow my instructions?" The Irishman nodded..."I'll tell yah though, by Jaesuz, I t'out I were goin' te drop dead on dat 3rd day. "From hunger, you mean?" "No," said the Irishman. "From all the skippin'."



IN MEMORY OF:

Bernard John Mathwin.

We heard from John's sister Gayle who told us the sad news that John had passed away on the 7th July, one month short of his 70th birthday.



Gayle said that "John had suffered for many years with emphysema, the dreaded disease that also took our dad, but he is now at rest. Sadly, I will never again get that daily phone call saying - 'Hi love, how's it going?' John was the best big brother anyone could ask for".

John's life was revealed to the many that paid respect to him at his funeral (see [HERE](#)) which was held at the Bowra and O'Dea's chapel, in Bellevue, a suburb of Perth, on the 17th July, after which friends gathered at the Chidlow Inn Tavern to continue to share stories and thoughts.

"In 70 years, there are so many people who have been part of the life of Bernard John Mathwin (preferring to be known as John) and who share the sense of love and loss that his family have today. We are here to remember John with love and affection and respect for the times shared with him. He was such a positive man, a friend to many, professional in his many different work endeavours, always ready to give things a go. An intelligent man with a zest for living and an interest in his world, fun loving in his approach to life and a proud family man, brother, husband, father to Nicole, Yvette and Travis (deceased), (step father to Anthony and Fiona) uncle, great uncle and grandfather.



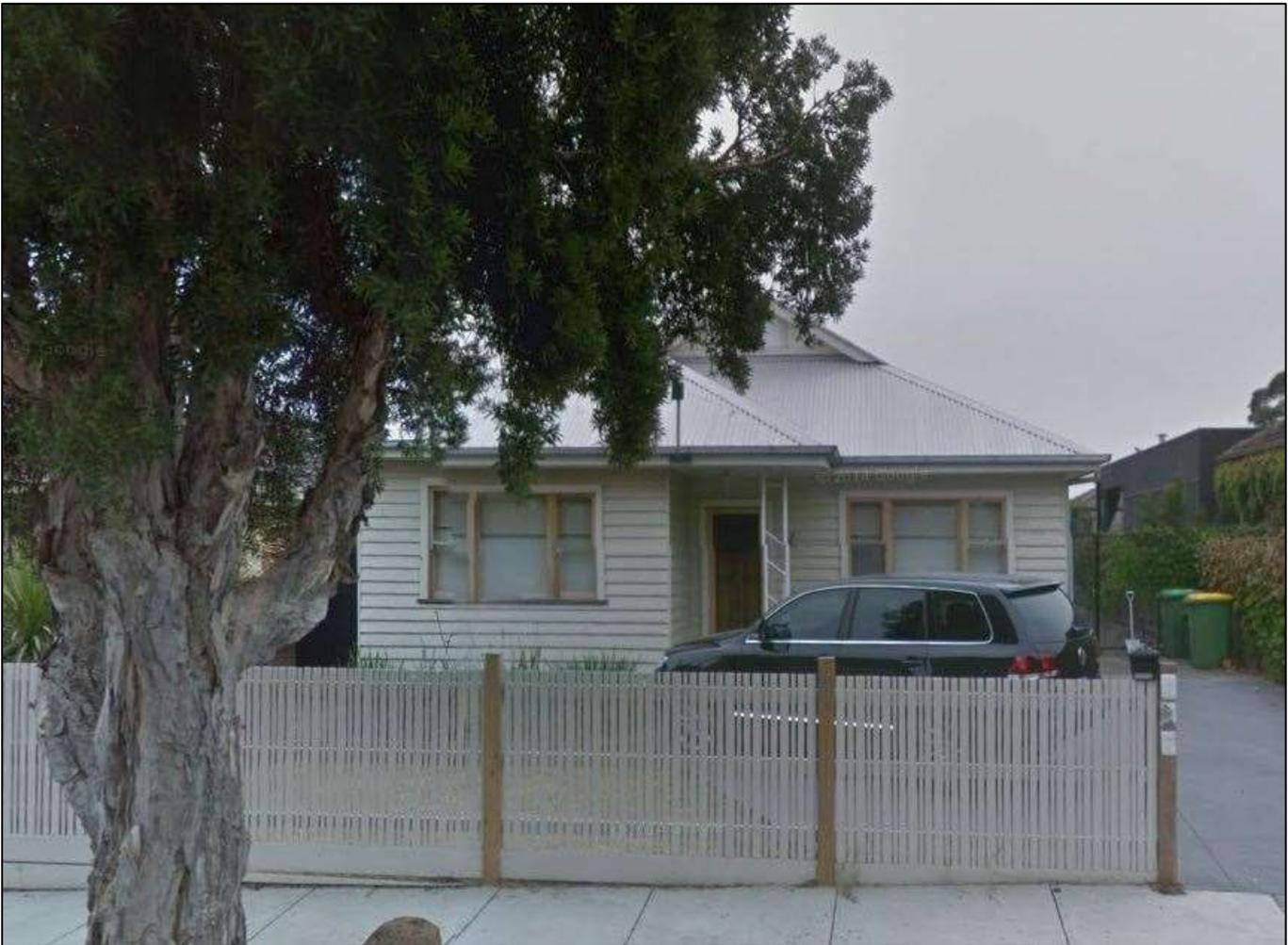
He leaves a small dynasty that will remember him fondly and be influenced by their connections to him for many years to come.

John was a lover of people, enjoyed sharing the yarns of life and the hospitality of a good meal and drink. As a fisherman and lover of sports, he was a "man's man" and he loved to share "his men's stuff" with the younger generation



Wife Maureen and sister Gayle have put together a summary of Johns life:

In 1947 John was born to Eva Merle and Bernard Thomas Mathwin in Preston, Victoria, where he lived for the first nine years of his life. The family then moved to Gooch Street, Thornbury, when John was 10 years old. A few months after that move Gayle was born. – a young sister who remained close in his affections all his life.



John went to Fairfield Primary School, He went on to Rosanna High School where he completed his year 12 studies, or matriculation as it was call back then. He was a high achiever - an 'A' student. At school and throughout life, he was an intelligent reader and always wanted to learn as much as possible.

John had a great love of animals. Gayle recalls when there was a horse in the backyard and Mum said in surprise, "How did a horse get behind the fence," John simply replied , "He followed me home." !!!!



John went into the army at 17, but 12 months later decided the army wasn't for him and he joined the Royal Australian Air Force (RAAF) where he became a radio technician. He enjoyed approximately 15 years in the RAAF.

At the age of 21, he married June Yeomans, who was also in the Airforce, they had two daughters Nicole and Yvette. Life however does not always serve up roses and John faced his share of sadness. June and John bore a son Travis who only survived a day. John lost his Mum (right) when he was only twenty six years old. That shook him to the bone, as they were extremely close. John lost his Dad in July 2005 and during that year his health began to fail.



Nevertheless, John generally faced life optimistically and positively. With many years serving in the RAAF, John and his family got to move and experience many different places both in Victoria and Perth. After he left the Air Force he worked in private enterprise.

In the late 1980's John accepted a Job with Telstra as a technician and he spent many years with them before the area in which he worked was to be closed. In keeping with his character, he enjoyed the best parts that the job offered. He got to see many parts of Western Australia because he was working on the Microwave link from West to East, North and South at the time. He travelled anywhere from Albany south to Derby in the north.

Sometimes they would camp on the sites depending on whether they wanted to save their travel allowance or not. Wherever he went, John would always enjoy his stay in hotels because this way he could talk with the locals and get all the local information about the town's history. He was a social man who always enjoyed sharing a story or interest over a beer and a barbie.

After Telstra, he had a change of profession and moved into horticulture and this was to become a passion. He went back to studies and achieved a Certificate in Horticulture. Again, typical of John, he completed 20 units in 12 months achieving 'A's & 'B's and distinctions in all results. Gaining this certificate in the 1990's gave him the opportunity to apply for jobs in the field of Parks and Gardens with the local government council, in which employ he spent the next ten years.

In 1985 while in Perth John met Maureen.



Maureen and John took off in the white VW Beetle and drove to Melbourne to visit family. It was November and a very busy time in Melbourne with the Melbourne Cup coming up. They decided to drive long distances and arrive in Melbourne in time for the Melbourne Cup but were too tired from the long drive and gave the Tuesday Cup Day a miss. Undaunted and in good humour, they enjoyed the races on the Saturday instead.

After spending time with the family, John had planned a long drive back to the west going via the north and across the states back to Perth. This afforded him the time to share with Maureen the places he had been to in his younger days.

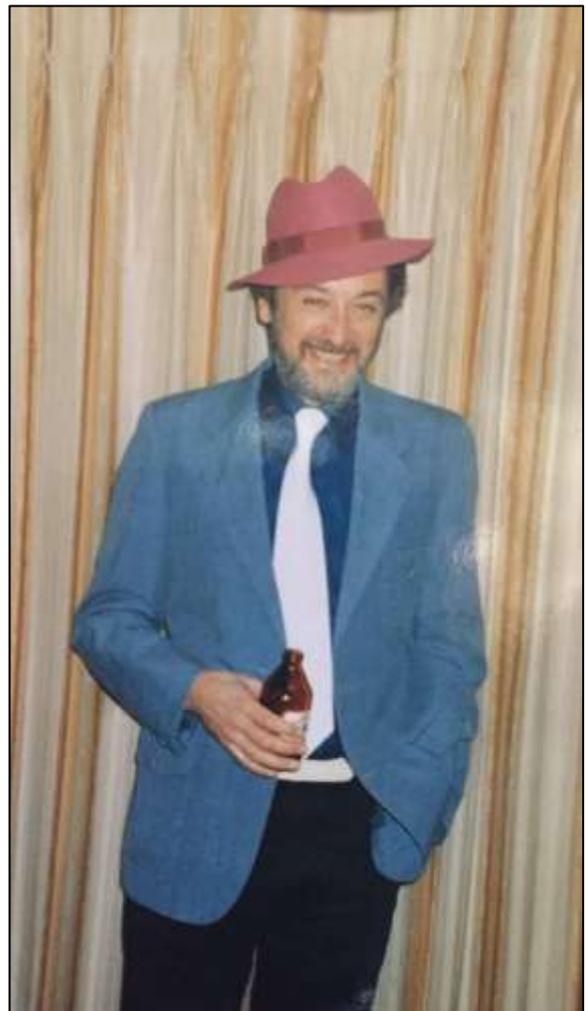
The journey did not take three years but it cemented the relationship and in 1988 they married! They lived in South Perth and Palmyra until they purchased a house in Manning. After spending 10 years in Manning they purchased a property in Chidlow, which they developed over the years until today.

The property in Chidlow was purchased in the year 2000 and had very little planting on the half an acre of the land. John however was an excellent planner and was to shape out a beautiful and productive garden. With his mathematical brain and knowledge of horticulture the land was put to great use and is still a productive garden today.

He was in his glory arranging where all the fruit trees and the roses would be planted. John planted fruit trees of all types, bearing different fruits all year round which has worked a treat. In typical John style, a chook run was planned on paper before he methodically arranged for all the equipment to get the run built, When completed, the chooks were purchased and an effective long term self-sufficient property created.

John enjoyed reading the daily papers and doing the daily crosswords which he would always have completed in record time, until his later years when his eye sight was not the best. He enjoyed the quiz shows on TV where he would be answering most of the questions before the other participants..

John loved a beer and a chat at the local pubs where he got to meet many interesting people. He could always find a good tradesman with his meetings at the local.





John took a position at CY O'Connor TAFE in Northam to teach horticulture. He enjoyed teaching the trade to someone, and found this period very satisfying. He continued doing this until mid-year of 2005 where his health was starting to become an issue for him. He suffered with emphysema and for the next ten years developed more ongoing symptoms until he reached the advanced stages of emphysema. Despite this decline in health, he kept up his social life, one could even call him a socialite!

John with sister Gayle.

In 2015, home care was put in place to support John at home. Then in early 2017, with his health failing, he was admitted to REGIS Cypress Gardens in Greenmount, Perth WA. In the high palliative care unit, visited by Maureen in the morning, and then later with Nicolle by his side and Yvette on her way, he peacefully drifted off into a deep sleep and his life ended”.



John and I were mates for many years. We were on rookies together in 1965, on 62 RMC at Laverton in 1956 and again on 41RTC in 1967 after which we both headed off to Richmond, John to 486 and I to 38. During those years we did a lot of things together, we bunked together, we played up together, we shared a lot of things together. He was a great bloke, a great friend and he will be sadly missed. tb

Click [HERE](#) to see more pics of John.

Douglas Malcolm Ellacott.



We heard from Bevan Greenwood, he said: "A few ex-members will be saddened to hear that my old mate Douglas Malcolm Ellacott, Engine Fitter, passed away peacefully at his home in Bundaberg on 17th November 2016 after a long illness. Doug had hoped to have seen Christmas out, but it was not to be. He and I both joined the RAAF in 1956 in Brisbane and served 21 years, terminating our service at the same time. He left a wife Elaine, son Gary, and daughter Christina.

Doug served with 35 Squadron in Vung Tau from July 1966 to March 1967.

Sadly, his younger son Malcolm was killed in a motorcycle accident a few years back, which devastated the family.

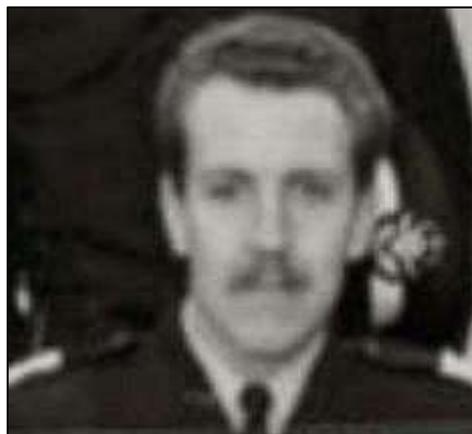
Doug's funeral service was held on the 17th November 2016 followed by a Private Cremation at Springfield Gardens Crematorium, Elliott Heads."



Denis Patrick Macneall.

Ted McEvoy tells us the sad news of the passing of Denis Macneall, a Beaver and Mirage Pilot, who passed away on Wednesday the 12th July. He was 72 years old. "A true friend and just a great bloke".

Denis was born in England and began his service career in 1961 at Wagga as an Apprentice Instrument Fitter.



From 1964 until 1970, he worked as an Instrument Fitter in a number of postings including 36 Sqn with its A model Hercs, 38 Squadron then RTFV Vietnam April 1965 to Dec 1965 and 35 Sqn Vietnam Mar 1967 to Mar 1968 with the Caribou and with No 2 FTS in Pearce, WA.

In 1970, he was posted to No 78 Pilots' course, qualifying for a posting to 'Fighters' at Williamtown. He completed No2 OCU Fighter and Mirage Conversion Course by 1972 when he was posted to No 75 Squadron in Butterworth.

In 1974 Denis tackled the Flying Instructors' Course at Central Flying School, East Sale, which equipped him to take on two Instructional postings in both No 1 FTS, Point Cook (Winjeel) and No 2 FTS, Pearce (Macchi) until 1978 when he returned to Williamtown. Over the next six years he served with No 77 Squadron, No 2 OCU and as CO No 4 Flight.

In 1984, as a Qualified Flying Instructor, he was appointed Standardisation Officer and Flight Commander with No 2 FTS.

Denis retired from the RAAF in 1988 after 25 years' service.

In 1989 he worked with CASA and became an Instructor in Saudi Arabia until 1992 following which he was Chief Flying Instructor with the Kalgoorlie Aero Club.

From 1994 to 2000 he held various positions with General Aviation and Airline training appointments and in 1997 he was awarded a Bachelor of Science Degree in Computer Science.

Denis retired from full-time work in 2000, retaining many interests with Gliding, GA, flying his Nanchang and running and owning Warbirds International.



L-R:- Robbie Rhodes (Sumpie – 9 Sqn), Ted McEvoy (Radio, Pommie import 35Sqn), Denis Macneall (Instruments, ex RTFV and 35Sqn), Jim Muscat (MT Fitter, ex 2 Sqn)

Denis' funeral was held at the Pinnaroo Valley Memorial Park, Padbury, WA, on Friday 21st July.



Bob Deane

We heard from Peter Deane, he said: "I am Bob Deane's brother. I am using his email account to complete unsubscriptions and notifications. I regret to inform that Bob passed away at Lingard Private Hospital in Newcastle on the 18th July. He is on your membership list for ACT.

His funeral service was held on Monday 24th July in the Pettigrew Chapel in Belmont NSW, followed by private cremation.

Bob, a Framie, was 81 (b 30DEC35 - d 18JUL17). He completed 23 year's service from the mid 1950s to the late 1970s. He joined immediately following completion of national service, doing his rookies at Rathmines NSW from where he was posted to a Neptune Sqn.

He loved the RAAF and was fortunate to have a diverse and quite active career, serving in Malaya, Vietnam (35 Sqn Nov 1971 – Feb 1972), the Middle East (UN Peacekeeping), Indonesia (Technical Training) and all over Australia. He worked with many different aircraft types and loved the variety (the truth is he loved anything that could fly and was only really happy when posted to flying squadrons).

Interestingly, the last aircraft he worked on as late as 2006 was a Neptune. He volunteered at HARS where he had the opportunity to be involved in maintenance and to occasionally fly in the aircraft. He would still be there had his health not failed.

He maintained close contact with numerous service friends and quite enjoyed involvement with various RAAF associations. In retirement, he settled in Canberra where he lived for many



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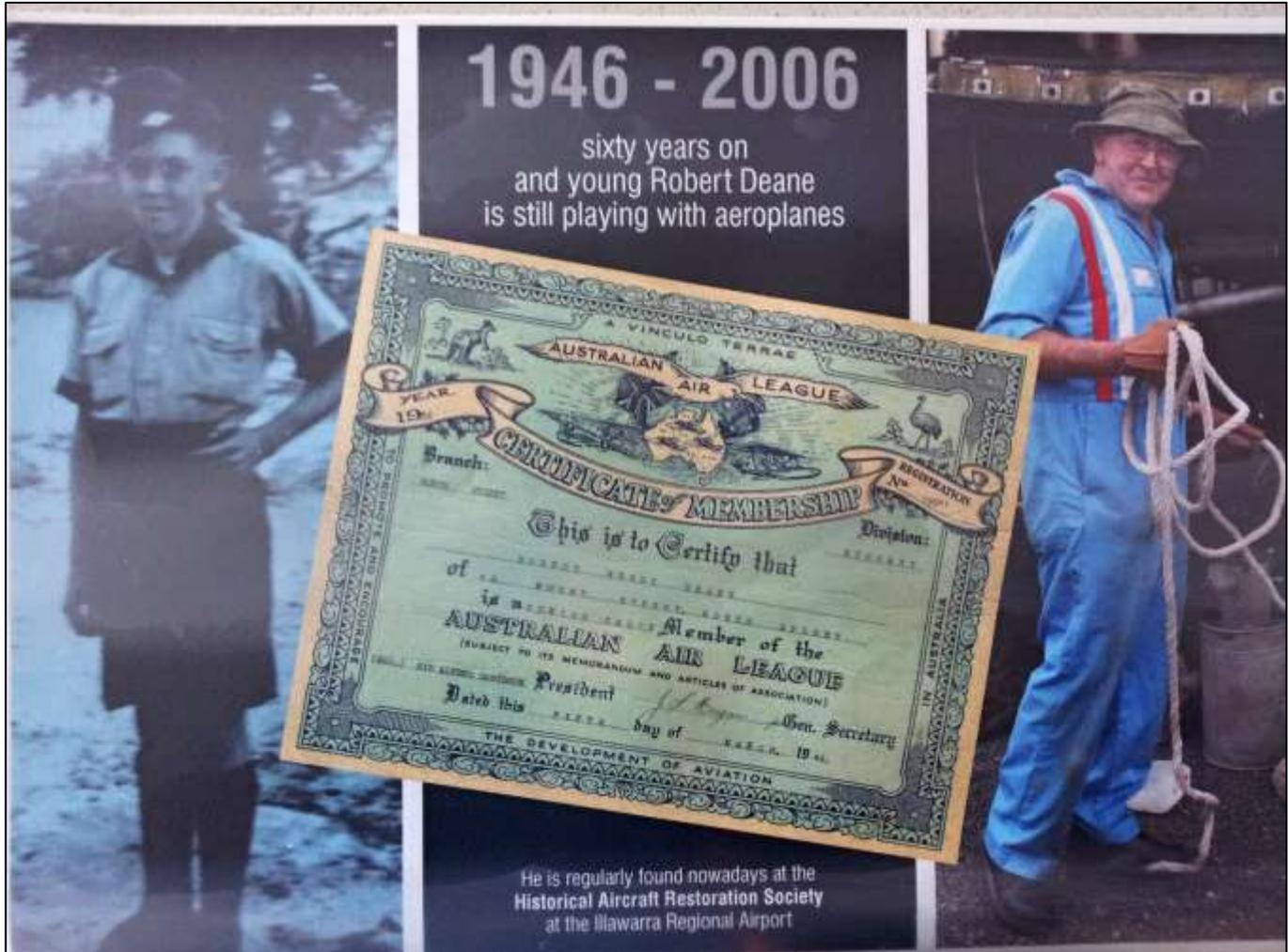
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years. In the last few years he spent a lot of time in Thailand where he escaped the Canberra winters and enjoyed the company of other ex-RAAF friends.

Bob suffered severe cardiovascular disease and had three separate bouts of different types of cancer. He was a real survivor who loved life and lived it fully to the end”.





Frank Howie.

Steve Howie advised the sad news of the passing of his dad, Frank, who passed away peacefully in the Maitland Hospital, on Friday afternoon, the 28th July, after a prolonged, distressing illness. His funeral was held on the 8th Aug at 11:00 at St John's Church, Clarendetown NSW.

Frank entered the RAAF on the 1st October, 1951 as a Trainee Signaller. After spending three months at Point Cook, the course went on to the Air and Ground Radio School (A&GRS) at Ballarat in





Victoria and then on to the Air Armament School (AAS) East Sale for air gunnery training on Lincoln aircraft.

In 1953 Frank was involved in a bad accident when a Dakota aircraft, on a flight from Richmond to East Sale, lost an engine and crashed into the Snowy Mountains. The co-pilot was killed. Frank was fortunate to escape with his life. Early in his career he became a Gunnery Leader. In 1957 he transferred to the Engineering Branch and completed a Diploma in Aeronautical Engineering at Melbourne's RMIT.

He had three overseas postings. To the UK in Dec 1958 to undertake an armaments course, to France in Jan 1961 with a team to write the engineering specification for the Dassault Mirage fighter and finally to Italy in Jan 1966 to head up a team associated with the purchase of the Macchi fast jet training aircraft.

At the end of his time in the RAAF, 5 April 1979, Frank was Commanding 481 Maintenance Squadron at Williamtown.

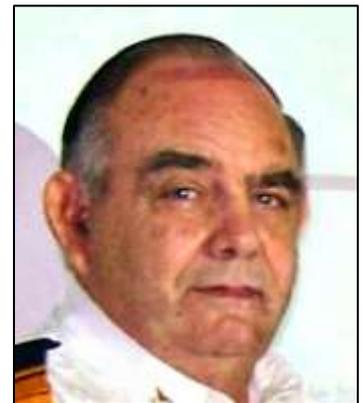
Frank Howie had a distinguished military career. As a Senior Officer, he set a fine example to all those who came in contact with him over the twenty-eight year period he was in the RAAF.

You can read more [HERE](#).

Ron Tyler.

We received the sad news from Yvette McDonald, (Ron's niece), that Wing Commander (Ret'd) Ron Tyler MBE had passed away in Gympie on the 06 August 2017.

Ron was well known in the RAAF's radar community, being a WOff radio (Ground) with 114 CRU before being commissioned. After a distinguished 35-year career in the RAAF he retired to Gympie, but soon found himself heavily involved in the Australian Volunteer Coast Guard Association and it wasn't long before he was awarded an Emergency Services Medal. He was raised in Gympie, where his father worked for the Southern Electricity Authority (now Energex), and after he left school he did an apprenticeship with the SEA. In 1958, at the conclusion of his apprenticeship, he joined the RAAF, was trained as a Radtech Ground and stayed in the service until his retirement at age 55 in 1992. During this time he rose to the rank of Wing Commander



At the time of his retirement from the RAAF, he was chief executive officer of the message switching centre in Sydney for the Defence Department.



He was appointed as a Member of the Most Excellent Order of the British Empire in 1978 while serving as an RAAF officer, for work he undertook as part of the multi-national exercise Kangaroo 1.

Reginald “Rocky” Rockliff.

Early on the morning of the 1st of August, 2017, we lost one of nature’s gentlemen when “Rocky” Rockliff finally left us, a mere 3 months short of his 95th Birthday.



Rocky had a wonderful career with the ADF. In 1941, with WW2 in full swing, and when he was a strapping young bloke of 19, he was called up by the Army and sent to work as a driver with the 5th Motor Ambulance Convoy. He didn’t last long in the Army, transferring to the RAAF in 1942 and was posted to No 1 Engineering School at Ascot Vale in Melbourne.

In 1946, with the outbreak of peace, he was classified “surplus to requirements” and demobbed with thousands of others. Then in 1949, saner minds realised the Services were drastically short of man-power and a frantic recruiting drive was commenced. Rocky re-joined the RAAF, as a sumpie, and gradually worked his way up the ranks until in 1959 he was promoted to Flight Sergeant.

In 1961 he was commissioned and enjoyed the next 16 years in a variety of postings, continually rising in rank until in 1977, as a Wing Commander and at the (then) compulsory retirement age of 55, he left the RAAF.

You can see his full story [HERE](#).

On the 7th of August, his family, friends and past RAAF work-mates gathered at the wonderful [Ecostudio Fellini](#) function centre, in the hinterland behind Mudgeeraba (Gold Coast), to farewell Rocky in style.



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The Ceremony was conducted by “A Gentle Touch Funerals” of Mudgeeraba in the main function room of the complex with Rocky’s casket in pride of place at the head of the room.



During the ceremony, Dick Wills, who represented the Air Force Association, invited those with military service to lay a red rose on Rocky's casket.



Brian Duddington



Col Duffield

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John Griffiths



"Aussie" Pratt



John Sambrooks



Nev Conn



Ron Workman





Rocky's casket – at the head of the room, draped with the Air Force Pennant and a sprig of local flowers.



Rocky's wife Joy, with her grand-daughters.



With the ceremony concluded, Rocky was conveyed from the building by his family.



Those present then formed a “guard of honour” as Rocky was transported to his final resting place.

Everyone was then invited to enjoy refreshments in the reception area, to mingle and to swap some of the hilarious stories about Rocky each was in possession of.



L-R: Nev Conn, Dick Jones, Charlie Downs, John Sambrooks, Doug Angus, Brian Duddington, “Aussie” Pratt.

And never one to miss having his photo taken with a pretty girl, Sambo excelled.....



Sambo with Anna Percuoco, the co-owner of the picturesque Function Centre.



Sambo with Megan Lewis, Rocky's daughter in law.

Rocky was one of those blokes for which the term “Lovable Larrikin” was invented. He was a great bloke, he had a great sense of humour and he was a great boss, who if he thought you were right would back you 105% but if you were wrong, you’d wear his number 9 right in the back side.

He will be sadly missed.

Brian Howlett.

Darryl Howlett (ex RAAF MTFITT) advises his brother, Brian, passed away in Cairns on the 16th August, at the age of 70. Brian enlisted as a TELEG in 1969 and retired as a FSgt to Cairns after 20 years. His last posting was at ATTU as a SIGSOP. Brian's funeral was held on Saturday 26th August 2017 at Burkin Svendsens Chapel, Westcourt, Cairns.



He will be greatly missed by family and friends.

Doug Ramm.

Ken Mould advises the sad passing of ex-WOFF Doug (Dougie) Ramm at Devonport Tas on the 22nd August after a long but well fought battle with illness. He was 70 years old.

Doug as well known in the catering and wider circles as an ebullient person who couldn't do enough. A memorable occasion was the infamous 'Casino Night' at Laverton. Doug's contribution ensured the success it was even though the OC got into some hot water due to unwanted publicity.

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Page 3 Girl.

Our lovely Page 3 girl this edition is Gail McDermott.



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Gail says: "I joined the RAAF as Gail Predl, at the ripe old age of 28. Not old by normal standards, but quite a lot older than most of my fellow recruits at Edinburgh. To say I enjoyed rookies would be a lie, I didn't like having to study again after so many years away from school. Still I passed everything well and truly. I originally wanted to join as a Police Dog Handler but back in 1986 women were not allowed to do this. Comms was my second choice so after rookies, off I went to Laverton to 5/86 COMMSOP Course.



Standing L-R: Leesa Brennan, ail Predl (now McDermott), Heather Brock, Not known.
Front L-R: Ian Kain, Russell Hicks



This training I enjoyed, though again the studying was a pain and I did more than I wanted to in order to ensure I passed. I actually got a Certificate of Outstanding Achievement when I duxed the course. Nobody was more surprised than me.

My first posting was Williamtown where I spent the next 2¾ years. It was a lovely area to have a base. Unfortunately, it was not a 24 hour Commcen and we had a pager for weekend call outs. I spent a few nights sleeping on the floor in the commcen because I got sick of driving in. During my time there, I had the opportunity to go on Exercise to Singapore (where we stayed in 4 star accommodation for about 4 weeks). I was promoted to Corporal and posted to Darwin at the end of 1989.

Darwin Commcen was a very sociable place to work. When I first got there I was in AOCC which I loved. I worked with a really good bunch of people and we had both a great working and socialising life on our days off. During my time there, I was lucky enough to be able to hang out the back of a Caribou as it flew over Kakadu. I also went up in a P3C Orion and sat in a Learjet which towed targets while FA-18 aircraft fired live rounds at the targets.



I spent about four years at that Comms Centre and then got posted to the Commcen at HQNORCOM at Larrakeyah Barracks in Darwin. I worked there for two years and it was during this time that I met my now husband (who was in the Navy on one of the Patrol Boats).

We met on Anzac Day in 1996. I was promoted and posted to Wagga at the end of that year. We got engaged and Greg was able to get a posting to

Sydney. We drove out of Darwin in December 1996. After we were married the following May, I went on LWOP and moved to Sydney. We could not get posted any closer together than what we were. I finally got out of the RAAF in January 1998 after serving 11½ years. We stayed in Sydney and I got a job working at Nalco Australia. Once Greg was promoted and posted it was



time to move on again – this time to The Mornington Peninsular in Victoria. We were there for about 10 months and then Greg got out of the Navy.

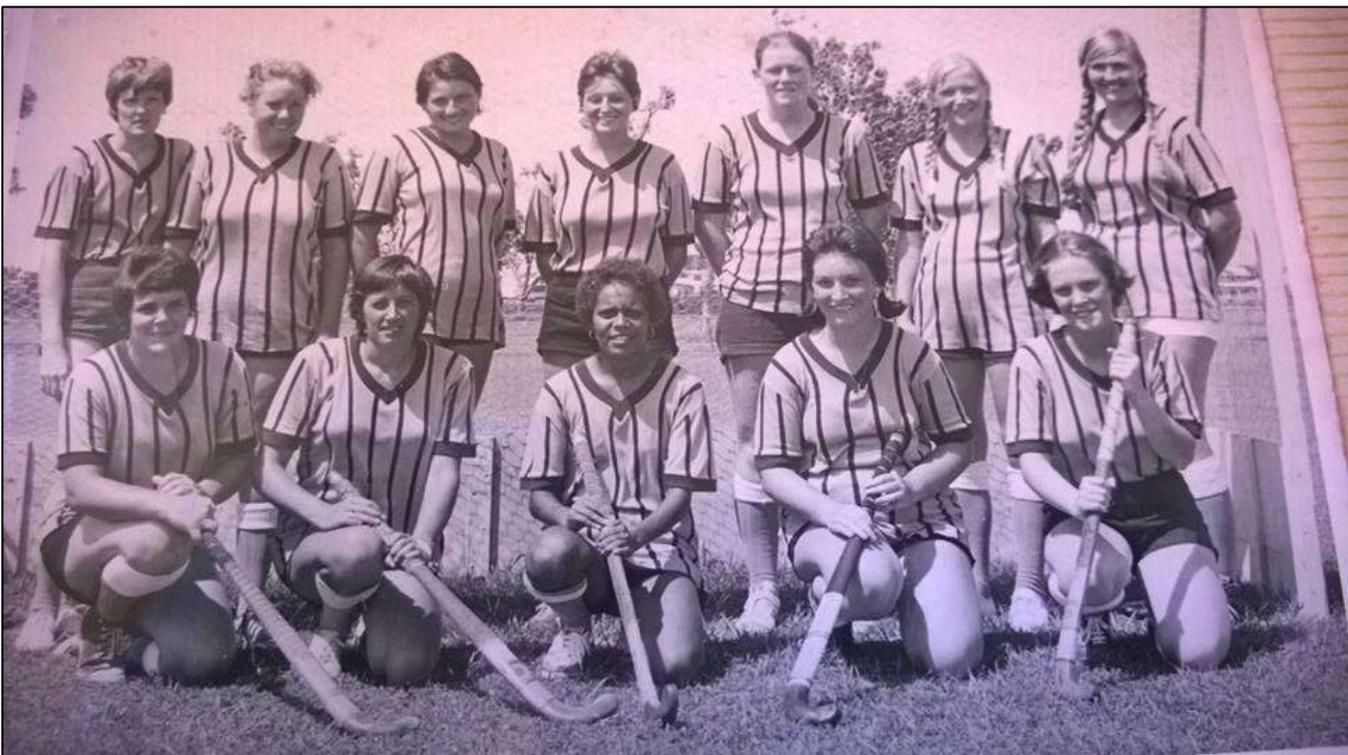
We moved back to Brisbane and have been here ever since”.

Since arriving in Brisbane I have worked as a telephonist for a courier company that has since closed its doors. I was there for 13 years, working 4 hours per day, 5 days a week.

When that closed down I had trouble finding work due to my age. Eventually after applying for more than 60 jobs I landed one less than 5 mins drive from home. I am a receptionist/admin assistant at a firm of consulting Engineers. I am lucky enough to only work 2 full days a week, and I really enjoy it.

I attended my first Djinnang Association reunion in 2014 (just after losing my job), and had a great night catching up with people I had not seen for 20 years. They were calling for an extra person for the Committee and I could tell nobody was going to volunteer, so I decided I would give it a go. I was told there was virtually nothing for me to do until the next reunion came along. And they were right. Later when the Secretary (Deb Tape) advised us she could no longer be the Secretary it was just easier for me to do it than to look for someone else. I am enjoying being on the Committee but am very glad we have found a new forever venue for the reunions, and I will no longer have to look for a place.

Inter-service Hockey 1976.





We don't know the who or the where of this pic, except for one person, Ros Curran (back row, 3rd from left). If anyone knows, please let us know.

Group portrait of staff of the Australian Forces Radio Vietnam. 1969.



L-R Standing: Graham Tulk, RAAF, librarian; Bob Jones, RAAF, announcer; Keith Cogzell, Australian Army, announcer; Mervyn Joseph Loxley, Army, announcer; Mary Gaynor, Royal Australian Army Nursing Corps (RAANC), announcer; Peter Long, station manager; Joseph Chamberlain, technician; Frank McCarthy, RAAF, announcer; Harvey Lloyd, announcer; Hank Van Dartel, Australian Army, announcer.

L-R Squatting: Ray N Jennings RAAF, senior announcer; Kevin Routlidge, RAAF, announcer; William Parsons, RAAF, librarian; John Hawkes, librarian.

Ray Jennings had previously served as senior announcer between 1966-1968 at Radio RAAF Butterworth in Malaysia

Golf Day Butterworth - 1971



Does anyone know anyone??

Cameron Highlands, Malaysia.



Runnymede Hotel.



Above, the well-known Runnymede Hotel on Northern Road, Penang as it was in 1971, sadly has seen better days.

This hotel, which would have been well known to most people who were posted to Butterworth, was built in 1807 and was originally the private home of Thomas Raffles (of the Singapore hotel fame). The property was named "*Runnymede*" after the English field in which King John signed the Magna Carta. Originally a single story building with louvered wooden window shutters,



carved balconies, deep cool eaves and large, relatively open living spaces, it burnt to the ground in 1901 and was rebuilt as a hotel to rival the East and Orient Hotel. .

The British Navy took over the hotel in 1940, to house fleeing Europeans. After the war, the British Military occupied the buildings and in 1951 bought Runnymede for \$1.5 million for use as continued military occupation. With Malaysia's Independence in 1957, the British sold Runnymede for a token sum of \$1.00.

The Malaysian Ministry of Defence took over the buildings in 1986 and it was used as a military base until 2000 when the land fell into the hands of a developer through a land swap deal between the ministry and the developer. After the military moved out, they left the buildings vacant and initially they were in charge of its upkeep it but in recent years, it has fallen into disrepair.



Now, almost a century after it was built, the building has been left vacant, forlorn and almost forgotten as its structure deteriorates from neglect; creepers are growing everywhere and the once-gleaming wooden floors are now dull, covered in layers of dust, debris and rotted in parts.



Parts of the tiled roof of the main three-story building with its sweeping staircases, louvred window shutters and detailed colonial architecture have collapsed and many parts of the walls, windows and roof are in various stages of decay.

The building is categorised as a heritage building category two which means the owner is not allowed to demolish it under the local Town and Country Planning Act.

There are plans to resurrect the Hotel but as yet nothing has happened.

A way home from Vietnam.

During the Vietnam War, seriously injured ADF personnel were first treated by their local Aid Posts then medivaced to the Back Beach Hospital in Vung Tau. The hospital, which was situated at the 1st Australian Logistic Support Base, was operated by the 8th Field Ambulance, a medical unit of the Australian Army. This unit was originally formed during World War I as part of the Australian Imperial Force and served mainly on the Western Front between 1916 and 1918, before disbanding in early 1919. During World War II, the unit was re-raised as a Militia unit and served in Western Australia, New Guinea and Bougainville before being moth-balled again at the outbreak of peace.



In early April 1966, the unit was again raised from the ashes with the intent to deploy to South Vietnam as part of Australia's contribution to the Vietnam War and was based initially at Puckapunyal in Victoria. The unit was staffed primarily by Citizens Military Force (CMF) medical officers on full-time service. A year-long period of training followed before the unit finally deployed, arriving at Vung Tau in late April 1967 and taking over from the 2nd Field Ambulance. Forming part of the 1st Australian Logistic Support Group, the unit's main force of about 100 personnel established a field hospital capable of supporting about 50 patients. A smaller team of around platoon-strength deployed forward inland, working directly with the 1st Australian Task Force's deployed infantry battalions at Nui Dat. In 1968, the field hospital was redesignated the 1st Australian Field Hospital as the medical services in Vietnam were expanded, although the forward medical detachment retained the 8th Field Ambulance designation. It was subsequently disbanded in 1972 following the conclusion of its tour.



1st Australian Field Hospital, Back Beach, Vung Tau.

During the war, injured ADF persons were medivaced to “Back Beach” either by helicopter (called a ‘dust off’) or by Caribou and once stabilised, were transported to Vung Tau airport where they were repatriated by Herc to (usually) 3 RAAF hospital at Richmond, via an overnight stay at the 4 RAAF Hospital at Butterworth.



A 9 Sqn Iroquois dropping off medivacs at Vampire Pad at the Back Beach Hospital.

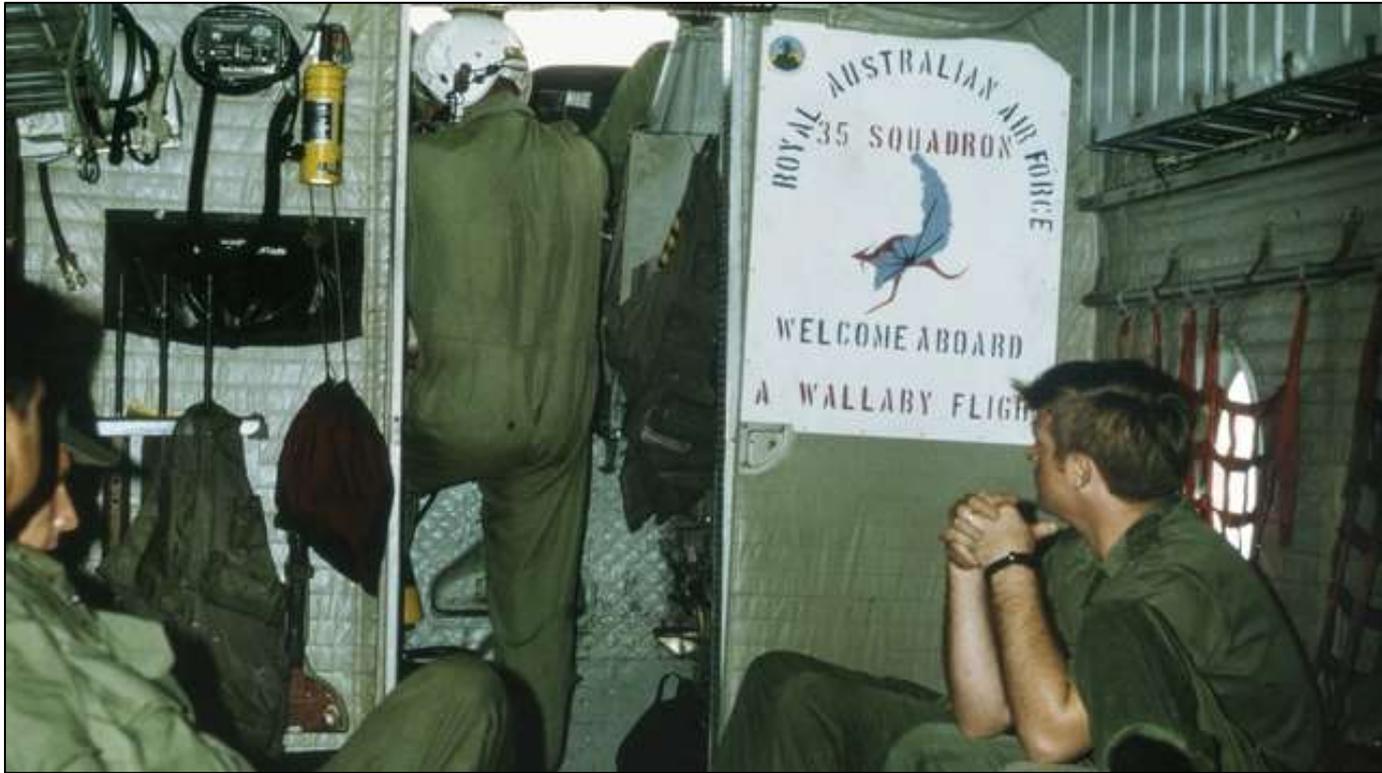
THE RAM

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



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Patients able to walk were transported by Caribou.



Entrance to the 1st Australian Logistic Support Base (Back Beach) 1969.

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The Army base at Back Beach was also an R&C centre for Army personnel and RAAF personnel working at Vung Tau airfield would use it to let their hair down on days off.



Clockwise from the left: Wally Salzmann (Framie), Bob Anderson (Sumpie), Nidge Murray (Clock winder), Ken Radford (Framie), Ken Matthews (Framie). Back Beach Duty Crew barby.



L-R: Nidge Murray, Allan Shaw, at a Back Beach beer and barby after a 7 day Duty Crew shift. (Tooheys Flag ruled.)

Once patients were stabilised and able to handle the long trip back to Australia, they were transported from Back Beach to Vung Tau airfield for loading into the waiting Herc, initially the A models from 36 Sqn but later the quieter and faster E models from 37 Sqn. The Army had a modified bus which would back up to the Herc and allow patients to be carried direct into the aircraft.

The RAAF had a roll on, roll off container which sat in the middle of the aircraft and which was, in effect, a mobile operating theatre. If needed, patients could be moved into the container and “worked on” by the on-board doctor and nursing sisters.



Because the trip from Vung Tau back to Richmond, via Herc, was a marathon in itself, patients were overnighed at the RAAF's 4 RAAF Hospital at Butterworth.



4 RAAF Hospital, Butterworth. 1966.

4 RAAF Hospital was established in 1964 and was disbanded in July 87.

After spending a night at 4 RAAF, patients were loaded back onto the Herc and flown to Richmond, a 7,000 klm journey.

The history of the Medivac.

SQNLDR Frank Kiel,
RAAF Medical Officer 1942-47

Since WW1, aeromedical evacuation (medivac) has evolved from a concept to a major Air Force capability. Tactical medivac, which is the evacuation of wounded from the place of injury to medical facilities within the Area of Operations (AO), has been carried out by various military services since World War I; however, strategic medivac (from the AO back to permanent facilities in Australia or another allied country) had to wait for the development of longer range aircraft in World War II.

Prior to World War II, Air Force medivac flights were carried on an ad hoc basis with improvised equipment when suitable aircraft were available. When the Second Australian Imperial Force (2 AIF) deployed to the Middle East in 1940, the great distances within the AO and the scarcity of medical facilities demanded a rapid means of evacuating wounded soldiers. To meet this demand, the Air Force raised No 1 Air Ambulance Unit (1AAU) at RAAF Laverton, equipped with three DH-86 Express former airliners. These four-engined aircraft were fitted for aerial ambulance work under the supervision of FLTLT George Simpson, a former doctor with the Royal Flying Doctor Service (RFDS). The unit flew its first medivac mission in the Middle East on 3 August 1941 and supported the British Eighth Army in its campaigns across North Africa, Sicily, Malta and Italy, evacuating 8252 patients to safety.

RAAF nursing sister and medical orderly attend patients in World War II medivac Dakota.



In the Pacific theatre, No 2 Air Ambulance Unit (2AAU) flew its own Hudson, Gannet, Dragon and later Dakota aircraft on missions evacuating wounded from Papua New Guinea (PNG) to Australia. By 1943, the large number of casualties from heavy fighting required an expansion of the medivac organisation; however, under the Geneva Conventions, dedicated air ambulance aircraft displaying the Red Cross insignia could not be used to carry any non-medical equipment or personnel. Any increase in the number of dedicated air ambulance aircraft would have reduced the Air Force's

air transport capacity at a time when it was needed most, therefore, the expansion was not undertaken.

The solution was to form units of medivac-trained personnel who utilised any available aircraft to conduct medivacs. From late 1944, No 1 Medical Air Evacuation Transport Unit (1MAETU) at Lae, PNG, 2MAETU at Morotai in the Dutch East Indies and 3MAETU at Townsville formed a chain to evacuate patients from the South-West Pacific battle zones to major hospitals in Brisbane. Evacuations from coastal and island locations were often conducted using Sunderland or Catalina flying boats, but the majority of medivacs were done using the faithful Dakota aircraft. Medical units at major airfields cared for the patients between flights. Thus, by late 1944, the Air Force was operating a major strategic medivac organisation that carried more than 14,000 patients to medical care in Australia. The medivac role was not without risk though, as several flights and their crews and patients were lost in accidents.

With the end of hostilities in August 1945, thousands of Prisoners of War (POWs) needed medical care and rapid transport to long-term medical facilities in Australia. Every available aircraft was used for medivac – Liberators, Catalinas and Dakotas. Singapore quickly became the evacuation base, with a hospital set up by Air Force and Army medical staff. Approximately 7,800 POWs of all nationalities were evacuated by Air Force units from Singapore to Australia.

During the Korean War, the Air Force used Dakota aircraft from No 30 Communication Unit, later renamed 36SQN, to evacuate wounded Commonwealth personnel from Korea back to Iwakuni, Japan. After stabilisation, the wounded were often flown back to Australia on chartered



Qantas DC-4 aircraft with a RAAF nurse and medical orderly accompanying the patients on the 27-hour journey.

In peacetime, the Air Force has often been called upon to medivac civilians. RAAF Catalina flying boats carried badly injured people from islands and isolated coastal communities to major cities. On 9 April 1955, a 10SQN Lincoln bomber carrying a sick baby from Townsville to Brisbane, crashed into the side of [Mt Superbus](#) in south-east Queensland, killing the crew of four, the baby and a civilian nurse.

In 1962, Iroquois helicopters introduced a new medivac capability to the Australian Defence Force (ADF). The ADF's first operational experience in helicopter medivacs came in 1964 when 5SQN Iroquois supported Commonwealth operations against Communist insurgents in Malaya. The lessons learned in the jungles of Malaya were put to the test in Vietnam where 9SQN crews flew in excess of 4,000 medivac – code named 'dust-off'– missions to bring wounded



soldiers back to medical facilities at Vung Tau or Bien Hoa. An Air Force or Army medical orderly usually accompanied each dust-off flight.

As well as providing a huge increase in airlift capability, the C-130 Hercules aircraft was a major advance in aeromedical evacuation. Faster, with longer-range and pressurised, the Hercules could fly medivac missions that were impossible in earlier transport aircraft. During the Vietnam War, wounded soldiers in field hospitals were evacuated to Australia by C-130 usually with an overnight stay at No 4 RAAF Hospital at Butterworth. Many Air Force medical personnel also gained experience with a United States Air Force medivac squadron at Clark Air Force Base, Philippines.

The medivac experience gained in the Vietnam War came to the fore in a number of national disasters. When Cyclone Tracy devastated Darwin in 1974, Air Force C-130s and medivac crews evacuated approximately 600 patients on flights to southern cities. Following the bombing of nightclubs in Bali in October 2002, 66 patients, some critically injured, were evacuated by four C-130 Hercules aircraft first to Darwin and then to other civilian hospitals.



After a tsunami struck Sumatra, Indonesia on 26 December 2004, Air Force medical teams evacuated 60 severely injured locals from the devastated area. During the operation, nine ADF members were killed in the crash of a Navy Sea King helicopter, including three Air Force medical staff.

Air Force medivac team prepare for mission in a C-17 in September 2008.

During 12 years of combat operations in the Middle East, the wounded were evacuated from the battlefield to in-theatre medical facilities by various Coalition aircraft including helicopters and C-130s. After stabilisation, they were evacuated to Australia using the regular strategic airlift flights that had brought personnel and supplies to the Middle East. Initially, these utilised C-130 aircraft but later evacuations

were done on chartered civil aircraft, regular airline flights and C-17 flights.

On all flights back to Australia, an Air Force medivac team accompanied the patients. Over 90 years of operations, the Air Force has developed extensive medivac experience and capability, which will be crucial to the treatment of the injured in future operations. Following any natural disaster or any other emergency, carrying out mass medivacs will be an important Air Force contribution to the civil community.



Computers and Stuff.

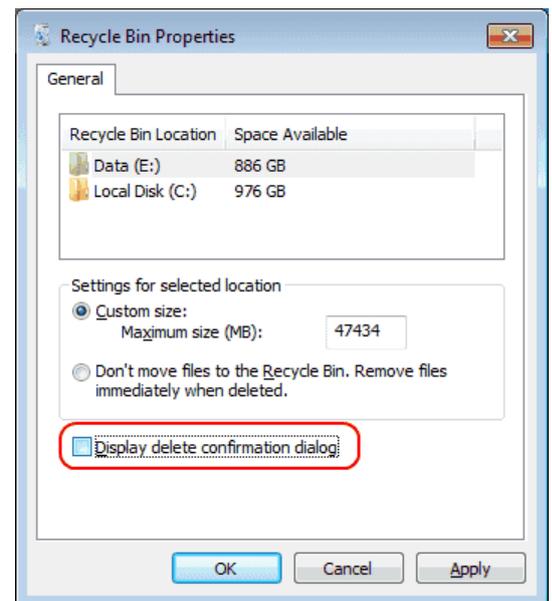
Sam Houliston.

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

Deleting Files.

For reason known only to themselves, the boffins at Microsoft took away the safety option of asking you whether you're sure you want to send a file to the Recycle Bin when you hit the delete button. The default is, when you hilite a file then hit the delete button, the file just goes straight to the Recycle Bin. This can be annoying and you can bet there will be times when you'll do it when you didn't want to do it. This is more annoying than bad as you can always restore stuff from the Recycle Bin – but luckily there is a way around this and it's easy to fix.

Right click the Recycle Bin. This will open the window at right, make sure the “Don't move files to the Recycle Bin. Remove files immediately when deleted” box is clear. Now click the “Display delete confirmation dialog” box, click OK and it's done.



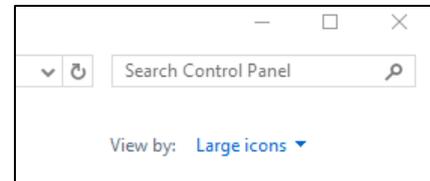
Office 2016 (365) problems.

If you are using Window 10 and you're running Office 2016 or Office 365 (same thing) and one or more of your Office functions starts to play up, Windows has a built in fix which is very easy to access. Even if you don't notice anything wrong with any of your Office functions, it is a good idea to run this fix every month or so just to keep everything up to scratch.

To access the fix, follow the steps below:



- Close all Office functions (Word, Excel, Outlook etc)
- Right click the start button, then left click Control Panel. Up top on the right hand side of the Control Panel window, change the "View By" selection to "Large Icons"
- Select "Programs and Features".
- Hilite Microsoft Office 2016 (or 365)
- Click Change.



You will then get a window which will offer you the option of fixing locally or fixing on-line. Select On-Line, only select the local option if you do not have an open internet connection. The on-line fix will check your Office suite and if it finds a corrupted file, will replace it.

If you're still running XP – be careful!



In an unprecedented move from Microsoft, more XP patches were recently released to prevent attacks from ransomware and from Nation states. You'll need to go to the download centre to get patches for these older versions. Clicking each of the links below will take you to the Download Centre – once there, just click the download button.

This is a serious issue and a sign that cyberwarfare is getting serious.

Microsoft deems that we need these updates due to a "heightened risk of exploitation due to past and threatened nation-state attacks and disclosures".

[KB958644](#)

a 2008 update that you should already have installed.

[KB4022747](#)

[KB4018271 for IE8](#)

[KB2347290](#)

a 2010 update that may already have been installed back then.

[KB4018466](#)

[KB3197835](#)

[KB4024323](#)

[KB4025218](#)

[KB4024402](#)

[KB4012598](#)

[KB4012583](#)

[KB4019204](#)

Install these updates on your older unsupported machines as soon as possible.



Everything you probably ever need to know about PDF files.

Paper manuals for software and hardware have mutated into online links for do-it-yourself PDF downloads. Read-Me files, brochures, and other documents are also prevalent as downloadable PDFs.

Entire websites now exist to help liberate you from the tyranny of keeping paper documentation on hand, so it's just a hazy memory for most of us to recall the days back in the early 1990s when you could only read PDFs if you had Adobe Reader installed and if you wanted to create PDF files, you had to have Adobe Acrobat.



Known by its full name, Portable Document Format, the PDF was Adobe System's proprietary format until 1993 when the company made the file specification available for free.

It actually wasn't until July 1, 2008, that the portable document format was released as an open standard for all to use. That's when the floodgates opened to the dozens of third party PDF readers, viewers, creators, editors, and converters—both as free and paid versions.

But what's so special about PDFs anyway?

- First: They are compact files and can be viewed on just about any platform – create it on Windows and easily opened on Macs, Android, iOS, you name it.
- Second: PDFs preserve your formatting, fonts, and embedded images—even if you do not have the particular fonts on your system.
- Third: They are searchable and with the right PDF app, can be shared collaboratively, edited with comments, and even used as fill-in forms.
- Fourth: In addition they are easily viewable in any Internet browser whether they arrive in an email message or are linked on a web page. This makes them genuinely portable because they're not tied to a specific application.
- And finally: If the documents contain sensitive or copyrighted data, the PDF can also be password protected.

This brings us to Windows 10, the first Windows OS with PDF creation capability built-in. In fact, in Windows 10, in any application which has a print command, you can turn any document into a PDF file. That means you don't even have to install any additional software to get PDF power.

There is a proviso to Windows 10 PDF capabilities though. The PDFs created by the native PDF tools in Windows 10 can only produce screen readable files -- great for viewing on a PC or tablet display but not all that swell for crisply contrasting printed copies. If you want a higher level, better-than-draft printouts, or if you need to edit the Windows-produced PDFs, you will need any one of the dozens of third party PDF apps available for downloading on the Web.

'Dozens'.? A Google search for PDF editor brought up 30 million results. A comprehensive breakdown of the various PDF programs can be found at Wikipedia which breaks them down by their specific purpose - readers, viewers, creators, editors, and converters.

Note that with the more recent versions of Microsoft Office, you can create a PDF by initially creating a Word document, which should first be saved as a Word document (in case you want to alter it) and then using the "Save as" feature, save it as a PDF.

But for most of our needs, a PDF reader like the FREE [Foxit Reader](#) will do the job but actually is much more than a simple file viewer as the name Reader implies. With Foxit Reader you can create PDFs, convert Microsoft Word documents, Excel spreadsheets and PowerPoint presentations into PDFs and scan documents into PDFs as well. Another one of its robust features is the ability to insert your signature into already existing PDF documents. The free download has much of the power of Adobe Acrobat without the pricing charged by Adobe or the easily overlooked apps it will install if you don't uncheck boxes during setup.



It used to be that PDF documents were frequently used as a vehicle to transport malware hacks but most PDF software packages now protects against this intrusion with safe modes built in, the same type of intuitive, protective feature found in Microsoft Office.

GREAT TRUTHS THAT LITTLE CHILDREN HAVE LEARNED:
The best place to be when you're sad is Grandma's lap.

Ransomware:

There's a lot of news about ransomware at the moment, but not much on how it spreads. [This Malwarebytes page](#) makes interesting reading, but it's a bit heavy for some people:



The article suggests that it spreads by accessing unpatched Windows PCs that are connected to the internet, using a security vulnerability known to the American NSA. No unsafe practices by the computer user are required, it's not spread via spam email attachments or clickbait.

The only unsafe practice required is failure to keep up with the updates from Microsoft.



So, all things being equal, if you keep your computer switched off 80% of the time you reduce your chance of infection by 80%. But life's complicated, if you only switch your PC on when you want to use it and then switch it off again, you're likely to not have it turned on enough to make time for the updates to happen and the update process will kick in when you switch it on, making the PC very slow. You will hate your Windows PC. It's probably not a bad idea to switch on and log on to your PC half an hour before you want to use it, if you have the option of doing that, as that will give your computer time to update itself.

Another common problem is people adjust their computers to go to sleep after 15 minutes of inactivity – this could also ensure there is never enough time for updates, and leaving the PC on isn't the answer because it just goes to sleep. We recommend (except perhaps when running on battery) setting the inactivity time before going to sleep at not less than one hour and maybe never at all depending on your pattern of use. Time before blanking the screen is a matter of personal preference. These settings are in the Power options within the Control panel.

GREAT TRUTHS THAT ADULTS HAVE LEARNED:
Raising teenagers is like nailing jelly to a tree.

Beam me up, Scotty!

Star Trek tech is still a way off but successful tests of quantum entanglement at Earth-space distance boosts hope for building an unhackable quantum internet.

theguardian

On Thursday the 13th July 2017, Chinese scientists have teleported an object from Earth to a satellite orbiting 300 miles away in space, in a demonstration that has echoes of science fiction.

The feat sets a new record for quantum teleportation, an eerie phenomenon in which the complete properties of one particle are instantaneously transferred to another – in effect teleporting it to a distant location.



China's Micius satellite blasts off from Jiuquan in Gansu on the 16th August 2016.
Photons were beamed from a ground station in Ngari in Tibet to Micius,
which is in orbit 300 miles above Earth.

Scientists have hailed the advance as a significant step towards the goal of creating an unhackable quantum internet.

“Space-scale teleportation can be realised and is expected to play a key role in the future distributed quantum internet,” the authors, from the University of Science and Technology of China, wrote in the [paper](#).

The work may bring to mind Scotty beaming up the Enterprise crew in Star Trek, but there is no prospect of humans being able to materialise instantaneously at remote locations any time soon. The teleportation effect is limited to quantum-scale objects, such as fundamental



particles. In the experiment, photons were beamed from a ground station in Ngari in Tibet to China's Micius satellite, which is in orbit 300 miles above Earth.

The research hinged on a bizarre effect known as quantum entanglement, in which pairs of particles are generated simultaneously meaning they inhabit a single, shared quantum state. Counter-intuitively, this twinned existence continues, even when the particles are separated by vast distances: any change in one will still affect the other. Scientists can exploit this effect to transfer information between the two entangled particles. In quantum teleportation, a third particle is introduced and entangled with one of the original pair, in such a way that its distant partner assumes the exact state of the third particle. For all intents and purposes, the distant particle takes on the identity of the new particle that its partner has interacted with.

Quantum teleportation could be harnessed to produce a new form of communication network, in which information would be encoded by the quantum states of entangled photons, rather than strings of 0s and 1s. The huge security advantage would be that it would be impossible for an eavesdropper to measure the photons' states without disturbing them and revealing their presence.

Ian Walmsley, Hooke professor of experimental physics at Oxford University, said the latest work was an impressive step towards this ambition. "This palpably indicates that the field isn't limited to scientists sitting in their labs thinking about weird things. Quantum phenomena actually have a utility and can really deliver some significant new technologies."



Scientists have already succeeded in creating partially quantum networks in which secure messages can be sent over optical fibres. However, entanglement is fragile and is gradually lost as photons travel through optical fibres, meaning that scientists have struggled to get teleportation to work across large enough distances to make a global quantum network viable.

The advantage of using a satellite is that the particles of light travel through space for much of their journey. Last month, the Chinese team demonstrated they could send entangled photons from [space to Earth](#). The latest work does the reverse: they sent photons from the mountaintop base to the satellite as it passed directly overhead.

Transmitting into space is more difficult as turbulence in the Earth's atmosphere can cause the particles to deviate, and when this occurs at the start of their journey they can end up further off course.

The latest paper, published on the Arxiv website, describes how, more than 32 days, the scientists sent millions of photons to the satellite and achieved teleportation in 911 cases. "This

work establishes the first ground-to-satellite up-link for faithful and ultra-long-distance quantum teleportation, an essential step toward global-scale quantum internet,” the team write.

A number of teams, including the European Space Agency and Canadian scientists, have similar quantum-enabled satellites in development, but the latest results suggest [China](#) is leading the way in this field.

Office on line.

If you don't use your computer a lot and only want a word processor occasionally, then “Office on Line” might be what you want.

Office on line is a Freeby, it's the latest version and you can get it [HERE](#).

You don't get the full Office Suite, only Word, Excel, PowerPoint and OneNote (not Outlook) but if you're an occasional user of these features Office-on-Line could be perfect for you.

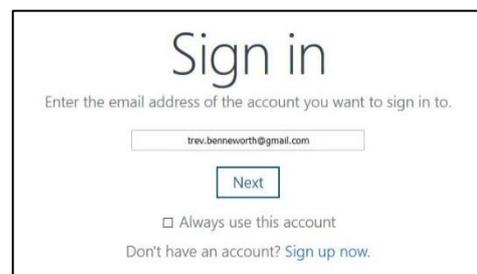
Microsoft does offer a free version of Outlook, you will find it at www.outlook.com - why they don't bundle it into their free version of Office is anyone's guess.

Middle age is when you choose your cereal for the fibre, not the toy.

OneDrive.

If you're using Windows 8.1 or 10, you will have Microsoft's OneDrive installed on your computer, it came automatically with those versions of Windows. If you're still with Windows 7 you can download it free from [HERE](#).

OneDrive is a file hosting service operated by Microsoft where you can store and/or share files on the cloud. To use it, you must first have an active internet connection and then you must sign in. To do this, log onto www.onedrive.com. On the top right-hand corner, you will see “Sign In”, click that, the window at right will open. Enter your Microsoft Account details, (if you don't have one, click [HERE](#)) tick the box “Always use this account” then click “Next”. Another window will open, enter



Sign in

Enter the email address of the account you want to sign in to.

Always use this account

Don't have an account? Sign up now.

your password, tick “Keep me signed in” then click “Sign In”.

This opens your OneDrive cloud storage folders.

OneDrive is very handy if you’ve got a couple of computers and you want to be able to work on something from both. You just save the file to OneDrive with one computer and open it with the other. There are lots of this type of program, some of which are Dropbox, Google Drive and Amazon Cloud, most of which are free - to a point. Nearly all offer a limited, but useful, storage limit after which, if you want more, you pay a small monthly fee. If you’re a Windows person you’re probably better off using OneDrive as it fits in seamlessly with other Microsoft products. see [HERE](#).

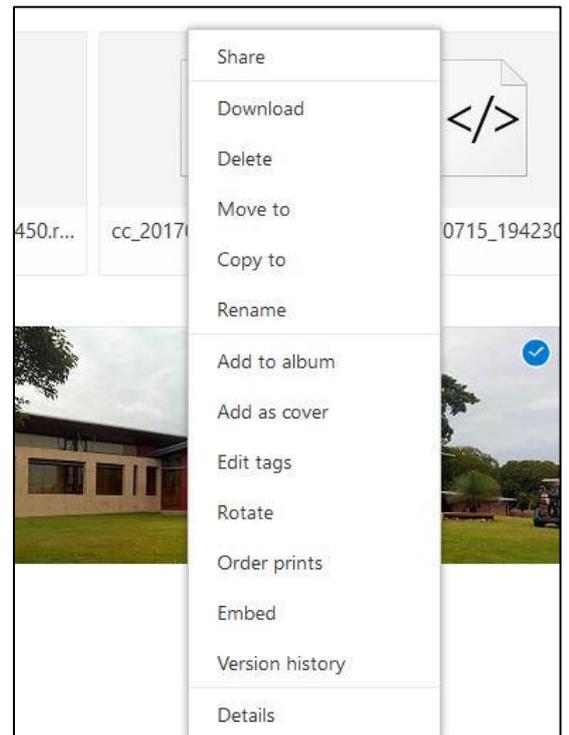
If you want to share a file with someone, and the file is too big to send via email, you can use OneDrive. Here’s how:

First copy the file to your OneDrive folder. Now log onto OneDrive.com, locate and right click the file you want to share, that will open the window at right.

Click “Share” at the top, that opens another window with 2 options.

- **Allow editing.** If you want to allow the person with whom you are sharing the file to be able to alter or edit it in any way, click this box, otherwise leave it blank.
- **Set expiration date.** You can enter an expiration date here if you wish, that means after that date the file will disappear. To do so, click the box, a drop down window will appear, the default is 30 days but you can enter any number of days you wish. If you don’t want an expiration date, leave it blank.

One note will now generate a link to where the file is stored, if it



doesn't, just click the hyperlink symbol.

You can now copy the link and email it yourself to anyone (or to multiple people) with whom you wish to share the file with or you can click the "Email" tab, that will open the window at right, all you do is enter the email address of the one person with whom you want to share the file, type in a small message and click "Share".

Either way, the person or persons who receive your email will also receive a link, which when clicked will give them the file.

THE FOUR STAGES OF LIFE:

- 1) You believe in Santa Claus.
- 2) You don't believe in Santa Claus.
- 3) You are Santa Claus.
- 4) You look like Santa Claus.

Magnifier.

Windows 7, 8.1 and 10 provide a handy little tool called *Magnifier* which allows you to enlarge all or different parts of the screen. With it, you can see the whole screen or just the parts of it that you want by using the different magnification levels and types of views available.

Here's how to use it.

There are lots of ways of starting Magnifier, you can either press and hold the Windows key and press the plus (+) key or if you don't have a keyboard you can do this:

Open your Windows Explorer or File Explorer (depending on which version of Windows you're using). Tap *Drive C*, then *Windows*, then *System 32*, then scroll down to *Magnifier.exe*, right click this then run your mouse over "Send to" and click: "Desktop create shortcut". Close your explorer.



You will now have the

Magnifier icon on your desktop, click and hold it and drag it down to the Task-bar. You can now open it anytime you wish.

When you open Magnifier, Windows automatically zooms in on the whole screen to 200% and you get the window above. If you don't do anything within 5 secs, the little sub-menu will be replaced by a magnifying glass, just click or tap it and the sub-menu will reappear. The sub-menu contains two buttons, a plus (+) and a minus (-) you can adjust the zoom in and out with these.

If you only want the magnifier to zoom in on a particular part of the screen, click/tap on *Views* in the sub-menu, then click/tap *Lens*.

Now when you move your mouse around the screen it's like moving a rectangular magnifying glass around. The option tab allows you to change the colours, the amount of zoom and to choose how the Magnifier focuses.

To close the Magnifier, press and hold the Windows Key and press ESC or if you don't have a keyboard, tap the close (X) on the sub-menu.

It's frustrating when you know all the answers but nobody bothers to ask you the questions.

Drivers.

DIGITAL CITIZEN

If you have used a computer, then you have probably heard about drivers. However, do you know what a driver is? Moreover, what does it do that makes it so important to a computer's operation? Even if you have an idea of what a driver is and does, do you know the best practice when it comes to updating drivers? Is it best to keep the drivers offered by Windows or install your own drivers?

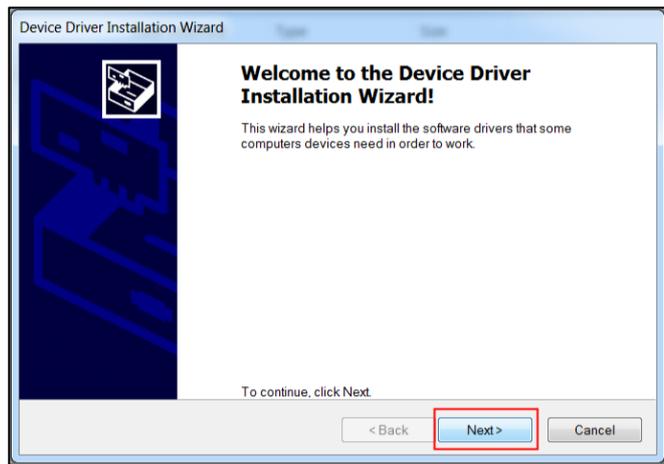
What is a device driver and what does it do?

A device driver is a piece of software that allows your operating system to start, use and control a hardware device. In other words, drivers are the translators that enable your operating system to ask the hardware devices inside your computer or that are connected to the computer to do what the operating system wants.

For instance, imagine that you try to play a video on YouTube. You press Play on the video in your web browser. The web browser, which is an application, sends your request to the

operating system. The operating system knows then that you want to play a video. Which means, among other things, that it must buffer the video, ask the video card to display the video and ask the sound card to play the audio part of the video. The operating system sends all these requests to the drivers associated with the required device: the network card driver knows what data to transfer, the video card knows what to display, and the sound card knows what to play.

Or imagine that you have a document that you want to print on your printer. You would edit the document inside Word or any other text editor you prefer, then you would push the Print button and then you would wait for the document to be printed. The text editor is an application which asks the operating system to print the document. The operating system takes the document and asks the printer driver to print the document. The driver takes the document and translates it into a language that the printer understands. Finally, the printer prints the document and delivers it to the user.

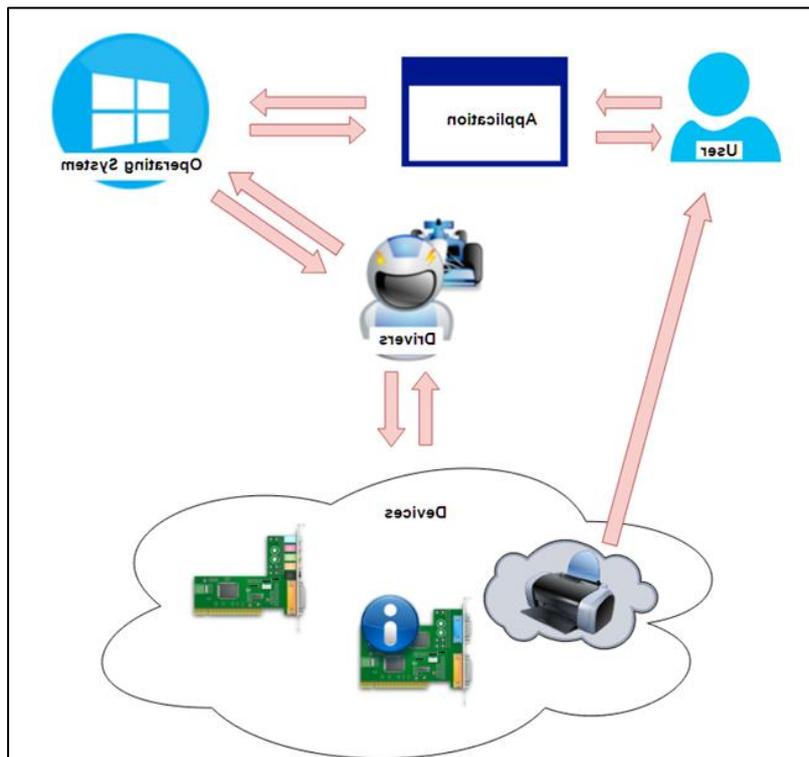


Below is an illustration of how all that works:

All these are possible because the operating system knows how to ask those devices to do their jobs, using drivers.

Why do you need device drivers?

The answer to this question could not be any simpler: you need device drivers to be able to use your devices. Your computer needs drivers to be able to communicate with the devices that are connected to it. Without the right driver, a device is nothing more than a piece of hardware that doesn't work. Which is probably why device drivers are called drivers.)

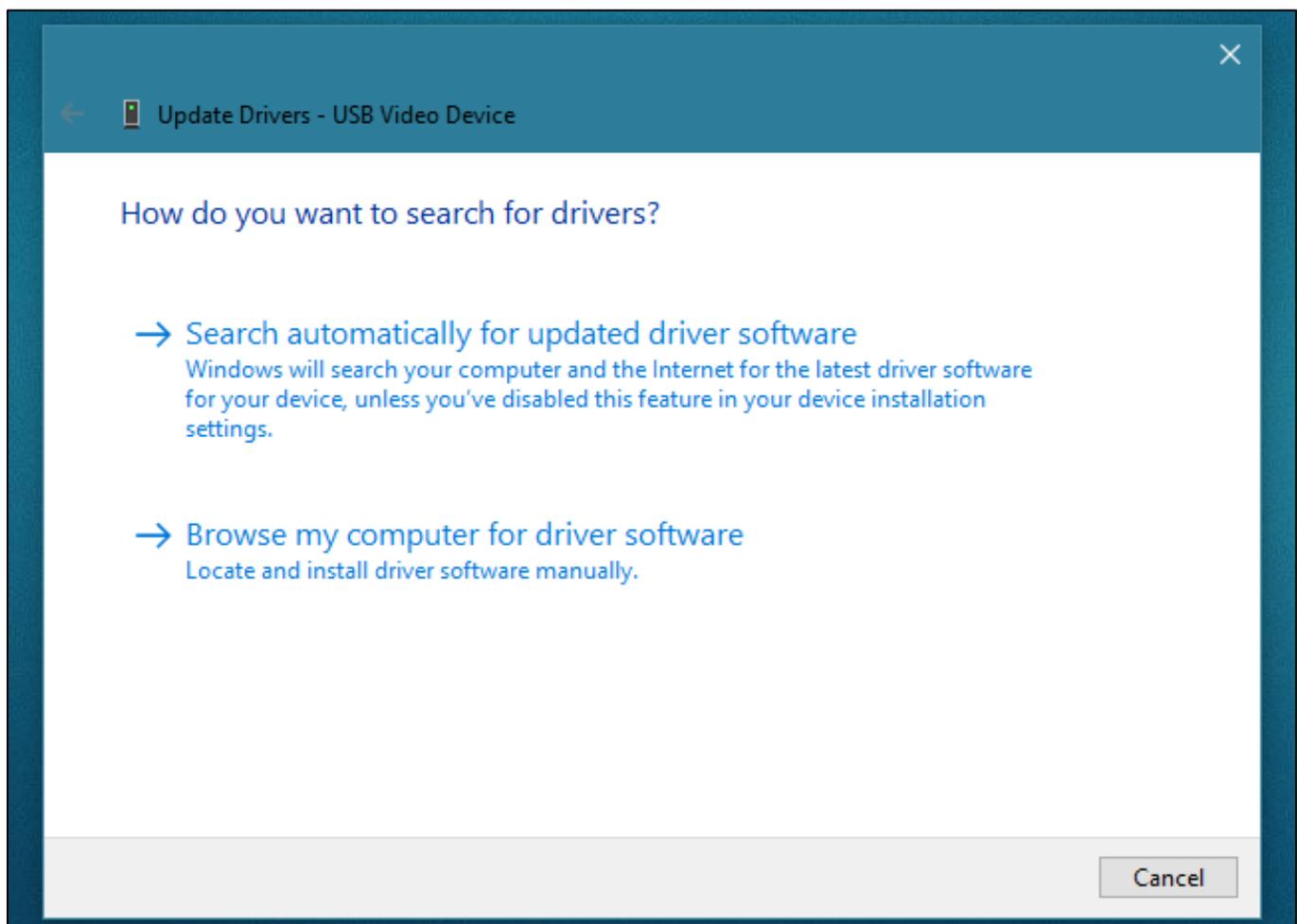




Where do you find the drivers for your devices?

Usually, most drivers are installed automatically on your operating system. Windows has an extensive library of drivers. When you connect a new device to your Windows computer, the operating system automatically detects it and starts searching for an appropriate driver in its library. If one is found, all you have to do is wait for it to be installed. Sometimes, Windows also asks you to reboot your computer after the driver has been installed, so that it can be enabled and used.

If Windows does not have a fitting driver for your new device, it can also use Windows Update to search for a driver online. If Microsoft's servers have a driver for your device, then you must wait for it to be downloaded and installed.



These are the easy options for finding and installing drivers for your devices in Windows. However, sometimes it can happen that no driver is found either in Windows' library or on

Microsoft’s Windows Update servers. If you have that “luck,” or if you want to use a special driver other than the one installed by Windows, you can also find drivers on the support website of your device’s manufacturer. Be wary of obtaining drivers from sources other than Microsoft or the manufacturer – dodgy drivers are a great way for bad guys to get malware into your PC. Here’s an example involving a video card, an AMD Radeon R9 270X made by Sapphire. The best place to get a driver for it, is the [official support page of AMD](#). Some manufacturers, AMD included, offer a detection tool that automatically identifies and downloads the right drivers for your device. However, all manufacturers offer a way to manually choose the right driver for your device. After you identify your device and choose your operating system that you have, you can download the driver.

Drivers usually come in the form of an executable file which you must run and install like you would any other application. But, if you need help for installing missing drivers for your devices, Digital Citizen have published a tutorial on the matter, which you can find here: [Find missing drivers and hidden devices in Windows, with Device Manager](#). It provides detailed instructions for installing drivers in Windows 10, Windows 8.1 and Windows 7.

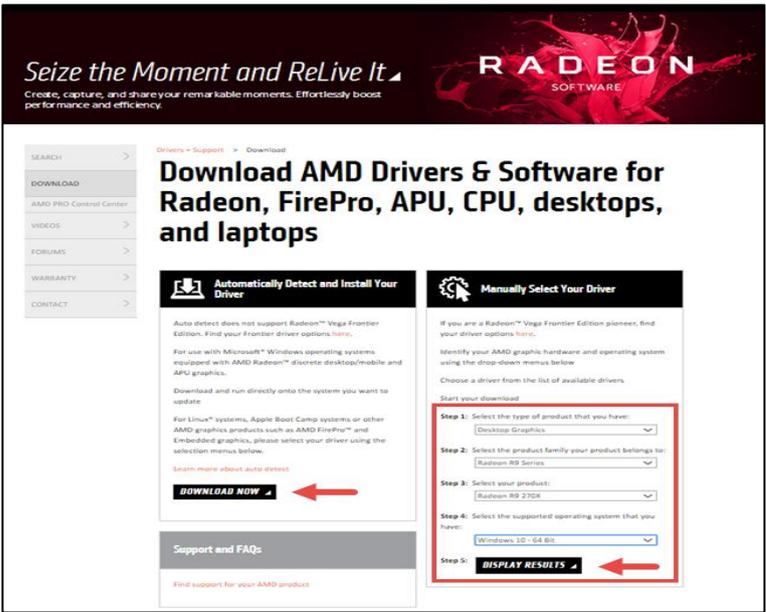
Why should I keep device drivers up-to-date?

Although many people think that the old saying “if it ain't broke, don't fix it” applies to drivers too, when it comes to drivers, it just ain't the case. Usually, drivers are updated because the manufacturing companies found some bugs and are repairing them, because they have added new features, or because the performance of your device increases with a new version of a driver. Sometimes, driver updates can even resolve security issues.

However, there are times when new drivers are problematic also. For instance, some Nvidia drivers can cause the Start Menu to malfunction, but even so, newer drivers are better than older ones in most cases.

The good news is that if you use Windows 10, critical driver updates are automatically downloaded and installed for you. Which raises the next question:

Should I use the drivers that Windows downloads or should I install my own?





Usually, the drivers that Windows downloads and installs automatically for your devices are almost guaranteed to work well. They are drivers that have been tested to comply with Microsoft's requirements and are usually stable, meaning that your computer is unlikely to crash because of them.

However, sometimes, but not often, the drivers delivered by Microsoft are also outdated compared to the drivers available on the support websites of your devices' manufacturers. As a rule though, unless you're a switched-on computer buff, we'd suggest you stick with the ones Windows gives you.

At age 4 success is Not piddling in your pants.

At age 12 success is . . . Having friends.

At age 17 success is . . Having a driver's license.

At age 35 success is Having money.

At age 50 success is . . . Having money.

At age 70 success is . . . Having a driver's license.

At age 75 success is Having friends.

At age 80 success is Not piddling in your pants.

The Heirarchy of the Web.

The web is no longer the free and open space it was a decade ago. It's now a feudal system run by a handful of ultra-large and ultra-sophisticated monarchs. The rest of us are just serfs handing over a percentage of our crop to the lords and ladies who have the power to grant us access to the digital world of meaningful commerce. Our chances of actually becoming web royalty are about the same as retiring from that scratch-off lottery ticket.



Consider this: Google companies get over 50 billion visits each month. There are only 7.5 billion people on this planet and only about a third of them have regular internet access. That means that every person with internet access visits Google almost every day. The search engine decides what you will find because these visits aren't free. Some company has sponsored your trip on the web and expects the search engine to deliver you to them.

Right now, the net is in a consolidation phase. A few big players are gobbling up niche providers and creating enormous storefronts and networks. Sure, there's still infinite variety on the web, but good luck finding it. Look at the retail sector, where 55% of all searches for online



products start with Amazon, which also accounts for over half of all the retail growth on the web. The numbers for Facebook, Netflix and Wikipedia are similar for their own domains. The same thing happened to television in the 1950s when hundreds of local broadcasters were forced into three networks by the economics of scale.

But surely there's still room for your little entrepreneurial dream, noble cause or heroic work of art. So you pay your web domain, the development of your site and the fee to your internet service provider to keep things running. Still, that won't get you much traffic unless you have more friends than Kim Kardashian. You spring for a consultant to concoct a magic algorithm to put you atop the search list and perhaps you even go for some banner ads hoping they don't accidentally pop up in the middle of some troll's little hate-fest. You keep this up in perpetuity because it's the price you have to pay to belong to the digital world.

You now realize that the web has become a glorified phone book. We can't watch you because we can't find you. Regrettably, those that are most adept at finding us are commercially or ideologically motivated.

Good luck!!



ARDU Mirage.

Bob Grant got in touch, he says: "I am starting to go through all my old slides and digitizing some of them. I have attached a pic of the ARDU test mirage from the 50th anniversary show at Laverton I haven't seen any other images of it in these colours, hope it can fit in your collection".



Thanks Bob – and if you've got any more pics we'd love to see them – tb.

WIA Presentation

In June (2017) Victor Stallon and his mate George, who is 96 years old, were presented with a Presidents Commendation, by the Vice President of the WIA for their service as controllers/relays on the Amateur Travellers Radio Net. (The 'Wireless Institute of Australia' is like a union for Australian radio amateurs who negotiate with ACMA on behalf of all amateur operators)



The Australian Travellers Net operates 365 days of the year to provide a mantle of safety for Amateurs travelling long distances, often in remote areas of Australia. This service is also available to Amateurs that are Maritime Mobile.

Phone numbers are available to anyone who wishes to send a message to travellers or inquire about their whereabouts. (Refer to contact list below).

If you are trying to contact a traveller directly you should call via the net control then QSY (change) to a clear frequency (See Q codes [HERE](#))

Vic, left, receiving his award.

There are two nets in operation being 14.116MHz and 21.185 MHz.

- The 14.116 MHz channel is manned from 0200 UTC (midday Brisbane time) daily for check ins. Call Back Time is 0300 UTC.
- The 21.185 MHz is manned from 0400 UTC (2.00pm Brisbane time) daily for check ins Call Back Time is 0500 UTC

The Aim of the Travellers Net.

1. Any urgent or priority traffic or relays to and from travellers as required.
2. A time and frequency for travellers to meet (a central get together point) and arrange to QSY up the band.
3. A terminal point (phone contact numbers) where messages can be left by family or friends to relay to travellers when they call in or an inquiry from family or friends as to a travellers last known location.





4. A known time and frequency where a traveller can guarantee contact in the event of a breakdown. It is assumed that all travellers driving in remote areas will have sufficient food and water to sustain themselves for a number of days.
5. A relay service between travellers when required.

Note: ACMA controls all media frequency allocations for TV and radio stations.

Travellers Net operator contact details:

- Relay/Net control Ross VK5KMH - rossco18@optusnet.com.au - 08 7225 0442 - IRLP Node 6214/6500
- Relay Noel VK4NL - vk4nlnoel@gmail.com - 0413 958 216 - IRLP Node 6564
- Relay George VK4HGT - vk4fght@westnet.com.au - 07 3245 4411

The RAAF's new spy-planes.



Earlier this year, the US government gave in-principle approval for Australia to purchase up to five Gulfstream G550 modified intelligence and surveillance aircraft. The deal, which was mooted in last year's Defence white paper, will sharply boost the RAAF's intelligence capabilities. The highly secretive G550 is expected to be able to fly for more than 12 hours non-stop with a range of more than 12,000km.

The aircraft will have airborne intelligence, surveillance, reconnaissance and electronic warfare mission systems and will cost about \$US1.3bn. This price includes the aircraft modifications, ground systems, crew training and engineering and logistics.



The project involves converting the luxury Gulfstream jets into state-of-the-art spy planes. The RAAF will acquire the G550 aircraft from the early 2020s, in two tranches, and they will be incrementally upgraded to maintain commonality with US-developed systems. They will complement the Australian fleet of six E-7A Wedgetail airborne early-warning-and-control



aircraft and the eight Poseidon P-8A surveillance planes, giving Australia its most advanced aerial intelligence capabilities yet. It will also increase the inter-operability between the US Air Force and the RAAF.

The sale supports and complements the ongoing efforts of Australia to modernise its electronic warfare capability focusing on electronic intelligence (ELINT) and signals intelligence (SIGINT) gathering.

Although no formal statement on the deployment of the Gulfstream has been announced by the Department of Defence, it would seem sensible to co-locate those aircraft at Edinburgh to help build greater mission commonality and enhance the ADF's ability to coordinate complex intelligence gathering missions that occur within a joint operational environment.

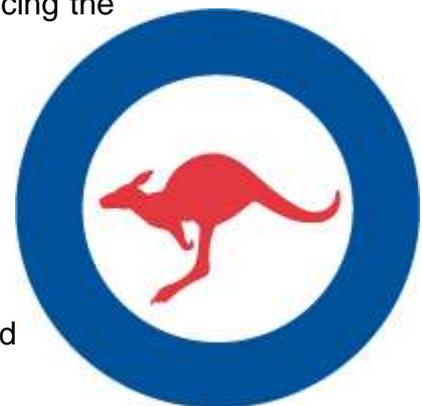
A grenade thrown into a kitchen in France would result in Linoleum Blownapart.

Where did the RAAF's roundel come from?



ONE of Air Force's most enduring symbols is the roundel displayed on the fuselage and wings of all Service aircraft. This comprises an outer blue circle, an inner white circle and a red 'hopping' kangaroo in the centre, always facing the front.

The roundel first appeared on French aircraft at the start of WWI, as both sides realised the necessity for quick identification of their own aircraft, to avoid 'blue on blue' engagements. The French adopted three concentric circles, using the national colours of red, white and blue in the centre. In October 1914, the British adopted the roundel in royal blue, white and red in the centre. The Australian Flying Corps adopted the same roundel and retained it after the formation of the RAAF in 1921.



After the start of WWII, a yellow circle was painted outside the roundel. Then, in the Pacific theatre, a RAAF Catalina was attacked by a US Navy aircraft. The pilot mistook the red inner circle for the distinctive Japanese red Rising Sun 'meatball'. From then on, in the Pacific, Australian aircraft removed the red circle. After the war, the RAAF decided to adopt its own, Australian roundel. Options considered included the Southern Cross, a boomerang and a sprig of wattle. Another was the red kangaroo and this was formally adopted on July 2, 1956.

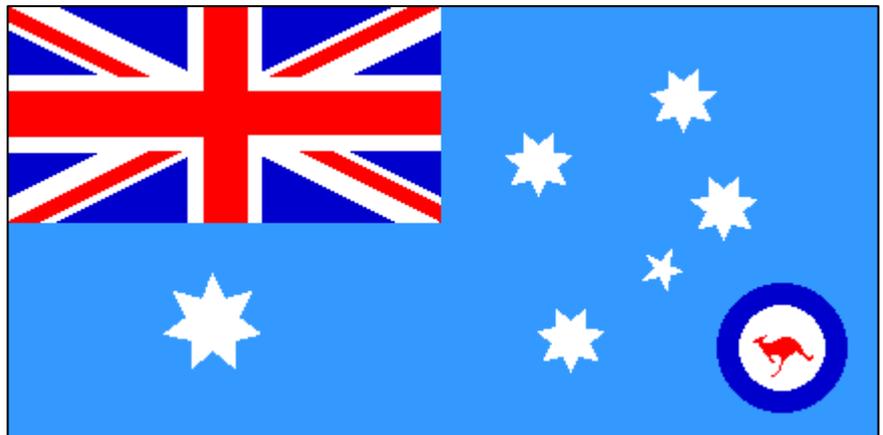
Fifty years later, the Australian roundel continues to be flown with pride on operations and exercises around the world, and is an easily-recognisable symbol of Air Force's tradition, history and professionalism in peace and war.

A hole has been found in the nudist camp wall. The police are looking into it.

Where did the RAAF's Blue Ensign come from?

An Ensign is an official flag or banner, normally used by a country or a country's services. The RAAF Ensign is flown in place of the Australian National Flag (ANF) at its various establishments in Australia and overseas and is used by the Chief of Air Force as his official banner on ceremonial occasions

The Australian Airforce was formed on the 31st March 1921 (The Royal bit came into being on the 13th August 1921) and the new arm of the fighting services needed its own distinctive ensign. Initially it adopted the Royal Air Force (RAF) ensign which became the RAAF's ensign as the new force came into being.



In 1948, there was concern that the continued use of the same ensign would create confusion between the two air forces and a design based on the ANF was created. The new ensign retained the light blue of the British ensign and the Commonwealth Star and Southern Cross of the ANF, but included the roundel, reduced in size. The Southern Cross stars were rotated 20 degrees clockwise to fit the roundel.

In 1956, the red kangaroo replaced the red circle in the Australian roundel but the standard red-dot roundel was retained. However, the Vietnam war created some confusion as the UK was not involved, so the use of the existing roundel without the 'roo became inappropriate and as a result, on the 6th May 1952, the present RAAF ensign entered service.



Lunching – again.

Some people just can't help themselves, given a fine day, not a lot of work to do and with the flimsiest of excuses - they'll lunch. Spotted at the Jade Buddha, one of Brisbane's better places to wine and dine, and to be seen, are:



Standing L-R: John McDougall, Ted McEvoy (RAAF's second best Radtech).
Seated L-R: John Sambrooks (the People's Champion), Trev Benneworth (top Radtech).

Farewell to Drabs.

On the 21st April, 2013, the RAAF officially farewelled its Tropical Dress – the Drabs, a uniform worn by male Air Force members for the previous 75 years.

Based on a similar uniform worn by British military personnel, Tropical Dress was introduced shortly before the Second World War and was widely worn during the conflict by Air Force personnel deployed to the Middle East, North Africa, South East Asia and Northern Australia. It endured following the war until the 21st April. Pity, it was a very comfortable uniform.

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L-R: Sqn Ldr Clayton Wilson, Sqn Ldr Dennis Deering, Flg Off Shane Hohensee, Sqn Ldr Tony Radford, Sqn Ldr Dallas Haggarty, Flt Sgt Peter Smith, Sqn Ldr Rod Orrock, Flt Sgt Darrin Howe, W/O Glenn Lyons, Flt Lt Timothy White. All in Drabs.



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Air Show at Richmond, 1971.



Proper Hercs.

H



Airmans' Ball, Richmond, 1971



Note the bottles of Bacardi and big bottles of coke!! 50:50 - now that's the way to do it!!



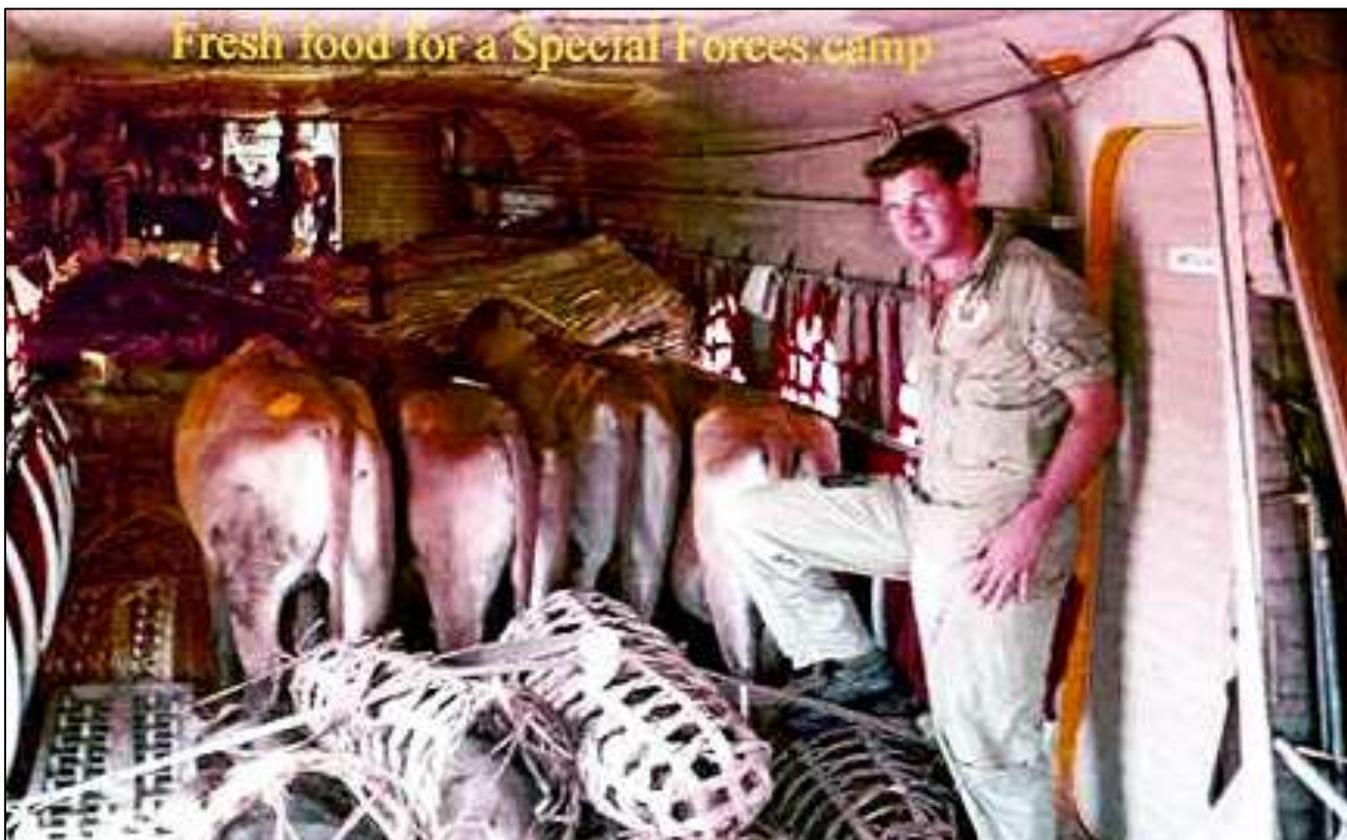
Dallas Priester with Sue.



Live freight, Vietnam.

The RAAF's 35 Sqn (Caribous) operated for seven and a half years in Vietnam, longer than any other RAAF unit. During that time, it flew nearly 80,000 sorties, totalling 47,000 flight hours. It carried 677,000 passengers, 36,000,000 kilograms of freight and 5,000,000 kilograms of mail.

35 Sqn, with its 7 Caribous, was integrated into the USAF's Southeast Asia Airlift System and became part of the US 315th Air Commando Wing. The unit transported personnel and equipment into some 115 airfields of varying surfaces and dimensions throughout the Republic of Vietnam. The Caribous also carried livestock, mail, fuel drums, and even peasant workers and as the RTFV aircraft used the call-sign "Wallaby", the unit quickly became known as "Wallaby Airlines". It performed to higher standards than American squadrons with similar aircraft.



Bob St John, 35 Sqn Loady, with a load of livestock bound for a US Special Forces camp.

As there was a shortage of refrigeration in those camps, food was transported in live and slaughtered as and when required. It was everyone's aim to make themselves very scarce



when these aircraft returned to Vung Tau – there was usually a distasteful cleaning job to do on the after-flight.

In June 1971, the squadron's seven aircraft were reduced to half strength, when three Caribous returned to Australia as part of the government's decision to decrease Australia's involvement in the war. Due to servicing requirements, this meant that only two aircraft were operational. In October and November 1971, the squadron Caribous lifted 3rd Battalion, Royal Australian Regiment (3RAR); and 2 Squadron, Special Air Service; and some of the last army personnel from the Australian base at Nui Dat to Vung Tau, from where the troops returned to Australia. Flying ceased on 13 February 1972 and all personnel prepared for their return to Australia. The four Caribous took off six days later and arrived in at Richmond Air Force base on 26 February. It was the last RAAF unit to leave Vietnam.

'There's a way of transferring funds that is even faster than electronic banking.
It's called marriage.'

3 AD GES, Feb 1972

We only have a few names – if you can help, please do.





Back Row: John Smith (2nd from left), Eric Dickeson (3rd from left)

3rd Row: Ed Trickett (Far left), Barry Sadler (2nd from left)

2nd Row: Blue Egan (3rd from left), John Sambrooks (4th from left), Terry Bennett (5th from left), Peter King (6th from left)

Front Row: Stan Moss (2nd from left), Len Morris (3rd from left), "Benny" Bennett (4th from left), Wally Bloxsidge (5th from left)

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 the fact that the average house cannot jump.

Bridging the Gap.

On Sunday the 27th August 2017, the Vietnamese community of Brisbane invited Vietnam Vets to a Vietnamese Restaurant in South Brisbane for a "Thank You" afternoon which they called "Bridging the Gap".





Vietnam Veterans and their friends were invited to a wonderful traditional 7 course meal where they could meet other Vets from Australia, New Zealand and the US and also Veterans who had served in the Armed Forces of Republic of South Vietnam.

Entertainment on the day was provided by a band led by Diamond Tran and Thai Dang who played a mixture of pop and traditional Vietnamese Music.



The day was planned to thank and honour ANZUS Vets who went to the aid of South Vietnam all those years ago.

As Thai Dang said, "The afternoon would allow ANZUS Vets to be surrounded by people who love them and who appreciate their dedication in protecting the South Vietnam from the Communist North.

The Vietnamese Community will also be celebrating their wonderful new life in a great country called Australia".

Ex-members of RTFV-35 Sqn and 9 Sqn attended, along with many from the Australian Army and also from the Royal Australian Navy.

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The Community very tastefully set aside a vacant table to honour those that had paid the ultimate sacrifice.

In all, about 60,000 Australians, 548 New Zealanders and 2,709,918 from the US fought in the Vietnam War. Sadly, of those, 521 Australians, 37 Kiwis and 58,148 US soldiers were killed.



Several representatives from Army, Navy and AirForce stood up and thanked the Community for the day and recounted one or two, in some cases, humorous moments they experienced while “in country”.

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John McDougall, representing RTFV-35 Sqn with Diamond and Tran.



L-R: Trev Benneworth, the delightful Thanh Pham and John Sambrooks.

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Out in the shed with Ted.

Ted McEvoy

Your Pension – and Selling Your Home

Your principal home is an exempt asset while you are residing in it. If you sell your home, whether your pension is affected or not depends on what you intend to do with the money obtained from the sale.

If you do not intend to buy a home.

If you do not intend to buy a new principal home with your sale proceeds, then the money from the sale of your home will be treated like all other financial assets. This means that income will be deemed to have been earned on the money under the income test. It will also be counted as an asset under the assets test. For more information, refer to Factsheet [IS89 Deeming and Financial Assets](#).



If you intend to acquire another principal home.

If you intend to buy another home or have another home built within 12 months of selling your old home, then the portion of your sale proceeds which you intend to use to buy or build your new home will not be counted as an asset for 12 months, or until you buy or build your new home, whichever happens first.

Although this portion of your sale proceeds is not counted as an asset, income will be deemed to be earned on any part of the sale proceeds that you retain. This will result in an increase in your total assessable income and, depending on your current level of income and assets, most likely reduce your fortnightly pension payment. It could also change your pension from being asset tested to income tested. For more information, please refer to [Factsheet IS35 How to work out your rate of Service Pension-Couples](#) or [Factsheet IS34 How to work out your rate of Service Pension-Singles](#).

Example: A pensioner couple sells their home for \$900,000 and intends to buy another house for \$850,000. The couple decides to put the \$900,000 in their bank account until they can find a home. Under the income test, the \$900,000 will be added to the couple's other financial assets and deemed to earn income. Under the assets test, only \$50,000 will be counted as an asset as the couple intends to use \$850,000 within 12 months to buy their new home. The \$850,000 will not be counted as an asset for pension purposes for 12 months or until they acquire their home, whichever happens first.

*Note: - If you are experiencing delays beyond your control and the initial asset exemption will soon expire, the exemption may be extended for up to an additional 12 months. This is explained in more detail later in this Factsheet.

If you intend to make progress payments for a home to be built.

If you intend to have another home built within 12 months of selling your old home and will be making progress payments, then the portion of your sale proceeds which you intend to use to build your new home will not be counted as an asset for 12 months, or until you complete your new home, whichever happens first. If the proceeds of the sale are used to purchase assets that will be used to construct a home, for example land and building materials, they are also exempt from the assets test for that period. The exempt portion of your sale proceeds will reduce as you use the funds to build your house. The 12 month exemption period will continue to apply to the remainder of the exempt proceeds.



Although this portion of your sale proceeds is not counted as an asset, income will be deemed to be earned on any part of the sale proceeds that you retain. This will result in an increase in your total assessable income and, depending on your current level of income and assets, most likely reduce your fortnightly pension payment. It could also change your pension from being asset tested to income tested. For more information, please refer to [Factsheet IS35 How to work out your rate of Service Pension-Couples](#) or [Factsheet IS34 How to work out your rate of Service Pension-Singles](#).

Example: A pensioner sells his home for \$900,000 with the intention of using the total proceeds to build a new home within 12 months. The pensioner decides to put the \$900,000 in his bank account and make progress payments to build his new home. Under the income test, the \$900,000 will be added to his financial assets and deemed to earn income. Under the assets test, the proceeds allocated for the new home will not be counted as an asset for 12 months or until he completes his home, whichever happens first.

If the pensioner uses part of the \$900,000 to buy a \$40,000 block of land where he intends to build his new home. The amount in the pensioner's bank account is reduced, from \$900,000 to

\$860,000. The remaining \$860,000 in the bank account continues to be classified as the pensioner's financial asset and deemed to earn income. Under the assets test, the \$860,000 remaining funds and the \$40,000 block of land will be exempt. Any progress payments made towards building the new house will reduce both the exempt funds (under the assets test) and the deemed income (under the income test) by an amount equal to the progress payment made. This exemption applies for 12 months or until the pensioner completes his home, whichever happens first. If a change in your circumstances will result in an increase in your pension rate, your pension can only be increased from the date that you notify the Department of the change.

*Note: - If you are experiencing delays beyond your control and the initial asset exemption will soon expire, the exemption may be extended for up to an additional 12 months.

If you are experiencing delays in acquiring your new home.

If your home sale proceeds assets exemption will soon expire, but your new home is not yet acquired, you may apply for an extension of the asset exemption for up to an additional 12 months. To be granted an extension you must be able to satisfy these requirements:

- you still intend to buy or build a new principal home;
- reasonable attempts have been made to acquire a home;
- these attempts were made within a reasonable period after the home sale; and
- you are experiencing delays beyond your control.



The extended exemption will cease when the new home is acquired or 24 months after the former home was sold, whichever happens first.

Example: A pensioner sells his/her home with the intention of using all of the sale proceeds to build a new home within 12 months. He/she has used part of the proceeds to purchase a block of land and obtained development approval for the new home. However, due to construction demands in the area, he/she cannot find a builder available to commence work until the tenth month and the building work is expected to take five months to complete.

The pensioner contacts DVA, asks for an extension of the initial 12 months exemption and is able to provide documents verifying that he/she has commenced efforts to acquire a home, but is experiencing delays beyond his/her control. The extended exemption will now apply for up to an additional 12 months (i.e. 24 months from date of home sale), or until the pensioner completes his/her home, whichever happens first.

If you initially intended to acquire a new home, but you later change your plans.

If you initially intended to buy or build a new principal home, but your intentions later change or cease, you need to notify DVA. This is because your changed intentions may impact the asset test exemption of your home sale proceeds and may also affect your pension rate.

Examples of changed intentions include:

- you no longer intend to build a home and have instead moved in with family;
- you may later decide to acquire a smaller property which will require less of the sale proceeds than you had planned; or
- your building costs may have increased significantly and you now need to use more of the home sale proceeds than you initially thought.

What if you pay rent while you are looking for another home?

You are still regarded as a homeowner during the 12 month period in which you are looking for another home or are waiting for another home to be built. This means that you will still be subject to the lower asset value limit that applies to homeowners. However, you may be eligible for rent assistance if you pay rent during this period. To apply for rent assistance, contact DVA and send them a current rent receipt or a copy of the lease. For more information refer to Factsheet [IS74 Renting and Rent Assistance](#).



What if you live in a second property you own while looking for another home?

If you live in another property you own while looking for a replacement for your former principal home, then the second property becomes your principal home. Consequently, the new principal home is exempt from assessment under the assets test and the proceeds from the sale of your former home are assessed instead.

What if you sell your home to move into a retirement village?

The same assessment rules will apply to the proceeds of the sale of your former principal home when you move into a retirement village. However, your status as a homeowner and your eligibility for rent assistance may change, depending on the amount of entry contribution you are required to pay for the right to live in the retirement village.

For more information refer to Factsheet [IS73 Granny Flats, Retirement Villages and Sale Leaseback Agreements](#).

What if you sell your home after entering care?

If your former home is sold during the two year exemption period after entering care, your principal home exemption ceases and you will be considered a non-homeowner. This applies even if another house is purchased with the sale proceeds while you remain in care.



Your Obligations.

When you are granted an income support pension and periodically after that, you will be notified of your obligations. You will be required to tell DVA within 14 days (28 days if you live overseas or receive remote area allowance) of changes to your circumstances that might affect the rate of income support pension you receive or your eligibility to receive that pension. These obligations apply equally to trustees. Please note that if a change in your circumstances will result in an increase in your pension rate, your pension can only be increased from the date that you notify the Department of the change.

If you sell your home the sorts of things you would need to tell DVA about within 14 days (28 days if you live overseas or receive remote area allowance) are:

- the date you sold your home;
- the amount that you received when you sold your home;
- where you have placed the money from the sale;
- your new residential address and situation (e.g. renting, staying with relatives); and
- if you intend to acquire another home.

If you buy another home or land on which you intend to build a new home, the sorts of things you would need to tell DVA about within 14 days (28 days if you live overseas or receive remote area allowance) are:

- the address of the new home or land;
- the date that you purchased the new home or land;
- how much you paid for the new home or land;
- if you have not yet selected a new home, what amount of your sale proceeds you intend to use to buy or build your new home; and
- whether your other income and assets have been affected by the purchase.

If you are making progress payments for a home to be built, the sorts of things you would need to tell DVA about within 14 days (28 days if you live overseas or receive remote area allowance) are:

- when the payment was made;
- who payment was made to;
- how much was paid; and
- whether your other income and assets are affected by the periodic payment.

If your home sale proceeds are being exempted from the assets test the sorts of things you would need to tell DVA within 14 days (28 days if you live overseas or receive remote area allowance) are:

- you no longer intend to use the proceeds to acquire a new home; or
- you have acquired the new home.

Usually an overpayment of pension will not occur when you have met your obligations. However, sometimes even if you have met your obligations, an overpayment can occur because DVA have not been able to process the change before the next payday. DVA do their best to avoid this occurring, but it is not always possible. To provide you with your exact entitlement DVA are obliged to recover overpayments of pension where they do occur.

You will find additional information [HERE](#)

The Mexican Maid asked for a pay rise. The wife was very upset about this, and decided to talk to her about the raise..She asked: "Now Maria, why do you want a pay increase?" Maria: "Well, Señora, there are tree reasons why I wanna increaze." "The first is that I iron better than you." Wife: "Who said you iron better than me?" Maria: "Jor huzban he sayso." Wife: "Oh yeah?" Maria: "The second reasoneez that I am a better cook than you." Wife: "Nonsense, who said you were a better cook than me?" Maria: "Jor hozban did." Wife, increasingly agitated: "Oh he did, did he?" Maria: "The third reason is that I am better at sex than you in the bed." Wife, really boiling now and through gritted teeth. Wife: "And did my husband say that as well?" Maria: "No Señora...."The gardener did."

Wife: "So, how much do you want?"

More Budget Questions and Answers.

Q. What is occurring with the gradual unfreezing of the Medical Benefits Scheme (MBS) fees and the indexation on health services coming out of the budget announcement. Is there a risk that given the gradual nature of the implementation of indexation on specialist fees that the gold and white cards will lose their value as less providers choose to not provide services to members of the veteran community under the Gold or white card?

A. The reintroduction of indexation for Medicare fees and related DVA fees was made as part of a compact with the Australian Medical Association and the Royal Australian College of General Practitioners. DVA fees for medical services are significantly higher than those under Medicare, and combined with the reintroduction of indexation DVA does not expect any negative reaction from medical community.



Q. Situations have arisen where older veterans are the primary carers for their grandchildren. Will DVA be looking into providing financial or other assistance with the cost of their caring duties?

A. Any changes would be a matter for Government.

Q. Is it likely that non-liability healthcare for all mental health conditions might be extended to grandchildren?

A. The extension of Non-Liability Health Care under the measures announced in the 2017-18 Budget for all mental health conditions apply to all ADF members who have rendered at least one day of continuous full-time service. However, they do not apply to the dependants of those members.

An additional 2017-18 Budget measure will see eligibility for services through the Veterans and Veterans Families Counselling Service extended to the partners (and in some circumstances, former partners) and children of persons who have rendered at least one day of continuous fulltime service in the Australian Defence Force. This does not extend to the grandchildren of eligible persons.

Q. What will be, or was, the mechanism for the British Commonwealth Occupation Force (BCOF) and those impacted by British Nuclear Tests (BNT) to be granted the Gold Card, is there a change to the [VEA](#) or the BNT Act to enable this to occur. The

recommendations out of the Clarke Royal Commission recommended that BNT be accepted as war-like service.

A. Changes will be made to the Australian Participants in British Nuclear Tests (Treatment) Act 2006 to enable BNT and BCOF to receive treatment for any condition. There will be no change to Qualifying Service eligibility under the VEA. In relation to BNT, the recommendation from the Report of the Review of Veterans' Entitlements (Clarke Review) was, "The Committee recommends that:



- Participation by Australian Defence Force Personnel in the British atomic tests be declared non-warlike hazardous and the legislation be amended to ensure that this declaration can have effect in extending VEA coverage; and
- The Government move quickly to finalise the cancer and mortality study."

In relation to BCOF, "The Committee recommends that service with BCOF be declared:

- Warlike from 21 February 1946 to 30 June 1947; and
- Non-warlike from 1 July 1947 to 30 June 1951, inclusive"

Q. ESOs noted the improvements that are to be made to claims processing and asked whether there was any consideration by the Department for claims officers to consider claims under different Acts and where a claim is unsuccessful under one piece of legislation that it could be considered under another. The comment was that DVA should be guiding people through the process.

A. Use of the Online Single Claim form allows for claims to be considered under any applicable Act. The online form allows the claimants to choose to submit claims under one or more Acts as appropriate. In June 2016, the three Act specific paper claim forms were updated to include a cross-Act authority that allows DVA to make investigations under all three Acts without seeking further approval from the claimant. This has ensured that where a claim form is submitted under a specific Act but subsequent investigations find that the claim should be considered under a different Act there is no further consent required from the claimant and DVA can commence investigation under the relevant Act.

Q. Is it possible that where claims are not made using the online claims portal (i.e.. Using paper-based method) that claimants could be provided with the information required for them to help them to decide for themselves whether they have an entitlement under VEA, SRCA or MRCA and be guided through the process. In particular, is there a

mechanism for DVA staff to provide feedback and advice to claimants on what act they may have eligibility to pursue a claim?

- A. Claims Assessors are guided by the medical evidence and eligible service of the member, to ascertain which Act is applicable to the claimant's condition(s). Where a claim is unsuccessful under one Act, but the investigation indicates the claim could be considered under a different Act, the new cross-Act authority contained within the current Initial Liability paper claim forms allows Claims Assessors to investigate the claim under any of the Acts without further consent from the claimant. Where a claim is unsuccessful under a particular Act using the current Initial Liability paper claim forms, but that same condition may be considered under a different Act, then the Claims Assessor will begin the subsequent investigation, communicate with the claimant and advise if any further action is required.

However, some claimants submit previous versions of the Initial Liability claim forms which are specific to a certain Act. Previous versions of the Initial Liability claim forms do not contain the cross-Act authority, and in this circumstance the Claims Assessor would be responsible for contacting the client and seeking their authority for this to be considered under a different Act. If there are multiple investigations under the different Acts for the same condition(s) concurrently, Claims Assessors will communicate with the claimant, and each other (if applicable), advising as to what is required under each Act. The Department encourages Ex-Service Organisations and representatives to use the most current version of the Initial Liability claim forms to allow for the claim to be considered under a different Act.



- Q. There are a number of widows who are spouses of veterans who were receiving 100% disability pension, but who do not automatically qualify for the Gold Card. These group of widows who do not automatically qualify for the Gold Card are quite disadvantaged by current arrangements. Someone who is deemed to be on the 100% disability pension rate may well, and often is, more disabled than someone on the intermediate or temporary special rate. DVA could address this by awarding the Service Pension only to those with Qualifying Service and those who qualify based on an assets and income test so that only the most disadvantaged widows would be included and provided for under these arrangements.
- A. The war widow's pension is paid to compensate widowed partners of veterans who have died as a result of war service or eligible defence service. It is not intended to compensate the veteran's widow for the impact of the veteran's disabilities on the widow during the veteran's lifetime, rather the war widow's pension is intended as compensation for the veteran's death. It is important to note that qualifying service (and

the service pension) are entirely separate to the Gold Card arrangements issued to veterans who have a high rate of disability pension. It is possible for a veteran who did not render qualifying service (and thus is not eligible for the service pension) to have a Gold Card if they receive 100% of the general rate of the disability pension, or receive an above general rate pension. By contrast, only those veterans who have rendered qualifying service are eligible for the service pension. Any changes would be a matter for Government.

If you don't drink, how will your friends know you love them at 2.00am.

DVA Senior Staffing Update.

Major General Mark Kelly AO DSC has been reappointed as the Repatriation Commissioner for a period of two years. As Repatriation Commissioner, Major General Kelly has special responsibility for representing the views of the ex-service community to the Commission and plays a key role in managing the Veterans and Veterans Families Counselling Service (VVCS), the Applied Research Program, our National Consultative Forums, commemorative grants and assisting in commemorative activities. Major General Kelly was first appointed to this role in 2010.



Ms Meghan Bailey has been appointed in the position of Deputy Commissioner Northern Territory and commenced in the role on the 17th July 2017. Ms Bailey has extensive experience in the public, private and non-government organisation sectors and will actively represent the Department amongst the Northern Territory veteran community. Ms Bailey will report to the Deputy Commissioner for Queensland, Ms Leanne Cameron.

If your cup is only half full, you probably need a different bra.

Female Veterans Policy Forum.

The first Female Veterans Policy Forum, facilitated by the Department, was held in Canberra on 5-6 December 2016. The forum provided an opportunity for female veterans and families of veterans to raise issues and for the Government to listen and acknowledge their unique

experiences and the impact of service on their lives. A range of issues were raised at the forum including:

- the difficulty of navigating complex systems and accessing support services generally;
- limited access to suitable assistance for veterans' children, the need for programs that support resilience and healing;
- support for homeless, vulnerable and disadvantaged women; and
- a lack of seamless and integrated transition support from the ADF to civilian life.

DVA is already engaged in a number of activities to address the concerns raised at the forum, including collaborating with key representative organisations, investigating options for online networking and building this feedback into the work they are undertaking to improve the transition to civilian life for ADF members through the Transition Taskforce. The next Forum is planned to be held on 10-11 October 2017.

You can read a report of the December 2016 forum [HERE](#).

Marriage is actually just a nice word for adopting a fully grown man who can't take care of himself.

Reconciliation Action Plan.

On the 25th May, DVA launched its Reconciliation Action Plan (RAP), coinciding with Reconciliation Week. The RAP is named "Galumbany", which is a Ngannawal word for "me, you, we, together". It is valid for one year and is available on the website [HERE](#).

10th Anniversary – VAN Telephone Service

On the 31st May, 2007, DVA began its journey from six switchboards to a single enquiry line with the birth of the Veterans Service Centre in Melbourne, Adelaide and Perth. By late 2011 it had become the Veterans' Access Network (VAN) with staff in all capital city and regional DVA offices answering calls from clients in all states and territories. After 10 years VAN staff have responded to more than five million calls, 125,000 emails, 150,000 counter visits and 6,000 call-back requests.

Well done!!

Advert in a liquor store in Toorak.

We are always surprised at what the pony-tails of the advertising world will come up. This sign was in the window of a liquor store in the reputable Melbourne suburb of Toorak. If you can't read the small print on the label it says: "Never knock one back."



We've checked the advertised web site, it doesn't work, perhaps the blue rinse set objected to the "flavour" and had it discontinued.

And speaking of beer commercials, which we weren't, but now we will, have a look at [THIS ONE](#). Has to be the best commercial ever made.

AirBags.

A number of recalls have been announced in Australia for Takata airbags. These recalls affect a large number of car makes and models and a small number of motorcycles and trucks.

There have been serious injuries and deaths from faulty Takata airbags. The inflator may mis-deploy in an accident and metal shards from the inflator may injure or kill drivers/riders or passengers.



Consumers are strongly urged to check whether their vehicles are included in the recall by checking the list below or contacting a dealership or the vehicle manufacturer.

Most of the recalls have lists of affected Vehicle Identification Numbers (VINs) or tables of affected VIN ranges attached. The VIN is a 17 digital alphanumeric that is unique to each vehicle. If you need assistance locating the VIN on your vehicle, contact a dealership or the vehicle manufacturer.

See the list [HERE](#).

Taking a woman to bed.

What is the difference between girls/woman aged 8, 18, 28, 38, 48, 58, 68 and 78?

- At 8 you take her to bed and tell her a story.
- At 18 you tell her a story then take her to bed.
- At 28 you don't need to tell here a story to take her to bed.
- At 38 she tells you a story and takes you to bed.
- At 48 she tells you a story to avoid going to bed.
- At 58 you stay in bed to avoid the story.
- At 68 if you take her to bed, that'll be a story.
- At 78 – what story? What bed??

Australian Public Service.

Next time you have a gripe against the APS, think yourself lucky that you're not living in Norway or South Korea or even the US. Someone has come up with a report called "The International Civil Service Effectiveness Index" which ranks Australia's PS as the third best in the whole wide world. Canada tops the list, closely followed by NZ then OZ.

You can see the ranking [HERE](#) and if you're really bored with nothing else to do, you can read the whole report [HERE](#).

Some words of wisdom for our fairer sex.



[THIS](#) is how our fairer sex should behave in order to be attractive to the males of this world.

Ladies, if you're looking for a husband, [THIS](#) is how you should conduct yourself.

And once married, [some advice](#) on the conjugal business.

If you're looking for me, I'm in hiding.

Unless you have been through a cyclone it's really hard to understand what it can be like. I remember when cyclone Larry hit. I had been through many cyclones before but my wife had not. She didn't know what to expect. When the wind started and trees started to bend and break, I noticed her staring through the glass doors. That look of fear on her face will always stay with me. I couldn't help but feel sorry for her. The winds worsened and the rain intensified. She stared through the doors for hours until the eye came over and all went calm. When the wind stopped. I was able to unlock the door and let her in.

DVA to merge with Centrelink!!

Recently there have been emails and Facebook posts suggesting that the Government intends to merge DVA into Centrelink. This "gem" comes from an "Undisclosed Source" and states that the merger will occur on or prior to October 2017.

It's all CRAP.

The following was immediately released by the Minister, Dan Tehan:

The Australian Government is committed to a stand-alone Department of Veterans' Affairs (DVA). This has been an election commitment by the Coalition over successive elections and remains Government policy.

There are no plans to merge DVA with the Department of Human Services (DHS). There is no meeting planned for this week and there is no agreement to be signed in the near future to subsume DVA into DHS.

DHS manages DVA's ICT infrastructure under a Memorandum of Understanding that was signed in 2011. Prior to this agreement DVA's ICT infrastructure was outsourced to IBM.

There has been no change to DVA's recruitment policy. DVA continues to recruit in-line with Australian Public Service policy, with a priority on hiring staff who are passionate about supporting veterans.

Rest Easy!!

Typical??? - see [HERE](#)

Pensions.

If you're one of those who lost their part pension and (quite valuable) Pensioner Concession Card (PCC) on January 1, 2017, the recent federal budget stated the Government's intention to re-issue the card to eligible people.

A departmental spokesman has now confirmed that from October 9, 2017, the PCC will be reinstated to about 92,300 former pension recipients, including 3600 Department of Veterans' Affairs payment recipients. The Government recognises that those whose pensions were cancelled on January 1, 2017, due to the rebalancing of the assets test, lost their entitlement to a range of concessions without any change to their income or assets. They will reinstate the PCC to maximise concessions for these people. This change will help these people in accessing discounts and concessions offered by States, Territories and private providers. Consistent with the Health Care Card and Commonwealth Seniors Health Card they currently have, the PCC will be automatically reissued over time with an ongoing income and assets test exemption. Other eligibility requirements, such as portability conditions, will still need to be met.



These people will also retain the Commonwealth Seniors Health Card to ensure they continue to receive the Energy Supplement. The HCC will become redundant, and will be deactivated.



New Pension rates from 20 September, 2017

Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,364.30	\$1,373.85	\$9.55	0.7%
Extreme Disablement Adjustment	\$753.60	\$758.88	\$5.28	0.7%
100 per cent General Rate of Disability Pension	\$485.00	\$488.40	\$3.39	0.7%
50 per cent General Rate of Disability Pension	\$242.50	\$244.20	\$1.70	0.7%
Intermediate Rate Disability Pension	\$926.20	\$932.68	\$6.48	0.7%
Service Pension - Single	\$888.30	\$894.52	\$6.22	0.7%
Service Pension - Couples	\$1,339.20	\$1,348.57	\$9.37	0.7%
War Widows/ers Pension	\$891.30	\$897.54	\$6.24	0.7%
Income support Supplement	\$266.30	\$268.16	\$1.86	0.7%

Veterans' Affairs Information Kit.

The Hon David Feeney, MP, Federal Member for Batman, Shadow Assistant Minister for Defence, Shadow Minister for Veterans Affairs, Shadow Minister for the Centenary of the Anzac and the Shadow Minister for Justice has released a booklet which is a guide to payments and services available to veterans and their families.



This is a very handy little booklet, which has been released by the Opposition (where is the Government??) and you should print it out and keep it handy.

You can get it [HERE](#).

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



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



My Story.

Ian "Tiny" Ashbrook.

[In Part 2](#), Ian Ashbrook had just been posted from RAAF Williams to Adelaide where, in Jul 1992 he was tasked with forming the Defence Centre at Keswick Barracks under the Defence Regional Support Review (DRSR) framework with the ultimate aim being to reduce duplication of Defence services within the State.



Under DRSR, in each of the States, the Army Military District (MD) Commanders were effectively replaced by a Head of Defence Centre (HDC) representing both the Chief of the Defence Force (CDF) and the Secretary. This was implemented progressively and, until my appointment, which was the second last, all appointees had been Army. I was appointed to South Australia and the final appointment some time later was a Navy Cdre in Sydney. One minor exception to this was the Northern Territory which was left alone until the Northern Command (NorCom) restructuring was substantially completed and in 1994, Commander Norcom (then AirCdre Peter Nicholson) took on a secondary role to implement DRSR in the NT. Until my appointment, the process for Army had been rather transparent with the Defence Centre Heads largely taking on the Military District Command roles; but, when I took over in Keswick Barracks, Army suddenly faced a similar situation to what I had faced with Brig David Noble trying to implement DRSR in Vic.

I started at Keswick in Jul92 with the aim of full transition to the DC by 1Dec92 and, during this time, in addition to trying to establish a framework with the 3 Services and the Defence Science and Technology Organisation (DSTO) at Salisbury for DRSR, I worked with the outgoing COMD 4MD, Brig Peter Bray to review Army functions and assets and determine how they would be managed after 4MD disbanded and DC-Adelaide (DC-A) came into effect. Naturally the latter was difficult for Army as, post DRSR, the most senior permanent Army officer in SA would be a LtCol, although the Reserve Battalion (9 Brigade), commanded by a Reserve Brigadier remained in Adelaide. Negotiations also commenced with Navy and AirForce as well as DSTO and Woomera and it was decided to defer the latter two until the former had been progressed; however, concurrently the civilian functions in the State were also reviewed and, by agreement with the Defence Secretary (Tony Ayers) these were all transferred under HDC-A from the formation on 1Dec1992 and the State Defence Regional Secretary then became the Deputy Defence Centre Head



Essentially, in addition to the DRSR function I initially took on much of the MD Commander role which was interesting. This was at the very early stages of tri Service integrated management and I was the only non Army officer in Keswick Barracks albeit, fortunately, at the top of the tree. Naturally this caused some consternation and there was understandably some significant reticence to my presence. This was evident in many small things. In Jan 1993 I received an envelope in the in tray advising me of my 'Honorary Membership of the Keswick Barracks Army Officers Mess'.



After checking the Defence Instructions on messes, I called in the legal officer on the HQ Staff and asked her what she thought? After an initial moment of embarrassment, she indicated that she knew that it was only a matter of time before this subject came up and that shortly before my arrival a general mess meeting had been called at which the name of the Keswick Barracks Officers Mess was changed to Keswick Barracks Army Officers Mess and only Army officers could be full members. Of course, this flew in the face of the Defence Instructions and while I was contemplating how to address the matter the Commander of 5 Brigade (Brig David Rowe) the Army Reserve Unit called on me, asked what I intended to do and suggested that he request that a mess meeting be called at which he would propose reverting to Keswick Barracks Officers Mess etc and that I not attend the meeting. This duly occurred and the new mess sign was replaced by the old one. But, this wasn't the end of it. Some time later the Chief of General Staff (CGS) (now designated Chief of Army) rang me to express some strong views



on the mess and, in frustration, I asked whether he thought I was going to sell the mess silver and replace the paintings with those of aircraft. We agreed that it was a Defence mess with an Army heritage and I assured him that I would leave it at that.

Until Peter Bray moved from the appointment house in Dec we had rented a house in Dulwich and, when he moved, Defence Housing Australia (DHA) commenced some long overdue major maintenance mainly due to rising damp; so, it was not until late Apr93 that we finally moved into Flagstaff House from our temporary accommodation. From early in our arrival in Adelaide and on learning that we were Eastcoasters we were inevitably regaled with the 'you must understand, there were no convicts here only free settlers' and 'the SA Army was privately funded prior to Federation'. As I have mentioned, Adelaide was an Army town with some 2000 Army Reservists then serving, many in the community had served and nearly everyone we met had friends or relatives who had served in the Army Reserve and they were very parochial and protective of that Army; so, a 'blue shirt' in town was viewed with some suspicion, especially an 'outsider' blue shirt whose role was to reduce numbers and implement savings.

During this time I continued to return to Laverton to fly the Vampire and when the Adelaide Grand Prix was held in early Nov 1992 I was asked to display it over the track. Adelaide had a street track through the city so this posed some safety issues with CAA; but it was eventually approved, provided I stayed above 1000ft. I did this; but, I may as well have been on the moon as it was so far away from the action. I normally displayed at 100ft straight and level through to a max of 60 deg bank not below 300ft; but, of course this was inappropriate for the city. Notwithstanding, we received a great deal of positive publicity and the display was appreciated. Some time prior to the Grand Prix, AirCdre (later AVM) Neil Smith, then OC Pearce, contacted me and asked if there was any possibility of bringing the Vampire over to the West for their large Base Open Day and to celebrate 25 years since the Vampires had been retired from Pearce.



This was held on the weekend after the Grand Prix; so, we kept the Vampire at Edinburgh and planned the long journey to the West refuelling at Woomera, Forrest and Kalgoorlie but, at the last minute Woomera became unavailable due to a USAF C141 parked on the only runway and, following some quick reassessments, decided to transit via Ceduna instead of Woomera. My 'ground crew' for the journey was SqnLdr John Haynes (SEngO at 21 Sqn) who had been heavily involved in the restoration of the Vampire and its subsequent operation and, as we commenced our descent into Ceduna John asked where the runway was and I pointed out the long gravel strip on the nose. 'You aren't landing my Vampire on a gravel strip he yelled'. To

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which the only response was, 'Where else would you like to go, John? This is the only runway within cooee'.

The forward flights were done in one day on the Sat and timed for us to arrive at Pearce directly into a display prior to landing. At Kalgoorlie we were marshalled onto a freshly laid tarmac apron in front of the terminal building and when I wanted to shift the aircraft prior to the subsequent start the airfield manager was insistent that this not be done and that I started where we were.



Now the Vampire exhaust is angled down and very hot and the aircraft cannot be stopped on tar without melting it and I emphatically explained this; so, when we subsequently got airborne and I saw the huge scorch mark on the apron I was aghast and expected some council repercussions; but, although I waited with some trepidation for these to come in the coming months, nothing ensued.

I had to be in Canberra by the following Mon night so, on the Sun we flew over Perth in the morning and did an early display and then timed the afternoon display such that we departed for Kalgoorlie without landing back at Pearce and subsequently overnighted in Forrest with the towns five permanent residents, an evening to remember. I subsequently continued to return to Laverton to fly the Vampire and did airshows at Williamtown, Nowra, East Sale, Tamworth etc as well as all of the Avalon International Airshows. In fact for Avalon 1992, which was in Oct before the DC came on line, I managed to time it such that I was part of either a 6 or 8 ship Winjeel formation out of Point Cook in the morning, then peeled off and landed at Avalon to



provide the Winjeel static display for the day, flew the Vampire display at Avalon in the afternoon and then avoided the traffic by flying the Winjeel back to Point Cook late in the afternoon.

After the DC came on line in Dec92 we commenced the rationalization process in earnest and there were many arguments on the transfer of funds, provision of vehicles, recording of personnel numbers, facilities allocation and maintenance etc etc. One moment of light relief was when I was summonsed to Canberra for the quarterly Army Commander's Conference chaired by the Deputy Chief of the General Staff (DCGS). All MD Commanders attended this conference and as the DC heads were all Army this had just continued transparently. The conference proceeded apace with the Army hierarchy at the main table and the remainder of us seated in the shadows. Towards the end, I think in general business, one of the Generals suddenly asked 'what are we going to do about this Air Force chap in Adelaide' which evoked some passionate conversation and they had clearly forgotten about my presence in the shadows. To save any further embarrassment the only thing I could think of was to call out in a raised voice something along the lines of 'oi you're talking about me'. DCGS immediately saw the problem and, like the Dassault man in Paris in 1978, responded with 'I think it a good time to break for lunch'. I was not invited to another Commander's Conference.

Early in 1993 I received a call from the Secretary (Tony Ayers) to discuss the management of the town of Woomera and, more importantly, the Woomera Protected Area (WPA) which was particularly politically sensitive and encompassed a land area of about one sixth of South Australia extending widely across Aboriginal lands. The result of this was that I took on responsibility for both the town and the WPA. From its heyday at the height of the 50's and 60's testing, the town of Woomera was down to a population of about 1200, most of whom were Americans and their families operating the tracking station at Nurrungar not far out of town.





Woomera had been a closed town with controlled access; but, while this had been done away with, the town was a Defence establishment funded solely by Defence and managed on site by the Area Administrator (AA). The AA when I took over was Alan Lockett who had been AA for over five years. I had known Al for many years he being a former RAAF WgCdr navigator who had been with the F111's at introduction and was a great 'can do' man with a fine intellect. We got on very well and when soon after my civilian deputy at the DC moved on Al applied for the job and, with his Woomera experience alone, was a shoe in. But the problem then became how to replace him at Woomera. The job had significant responsibilities; but, in the public service pay structure this could not be recognized and we had considerable difficulty finding someone of the right calibre prepared to relocate to the isolation of Woomera and accept the responsibilities for a relative pittance. This was exacerbated by the similar position at Roxby Downs, the town for the Olympic Dam uranium mine some 60 km from Woomera being remunerated much more highly and initially we had quite a long period with temporaries and I depended on Al for his knowledge of Woomera.



Soon after the total responsibility for Woomera and the WPA was transferred under me, I received a call from Al who was still Area Administrator to brief me that it was Nurrungar's 'turn' for the annual Easter protests by the anti-nuclear etc group. This loose grouping of protestors alternated their Easter protests between Nurrungar and the other joint US/Australian base Pine Gap near Alice Springs and in 1993 they determined to take a significant stance in anticipation of closure of the bases.



Expectations were in excess of 1000 and they aimed to set up a rough camp close to the Nurrungar facility and attempt to penetrate the perimeter. Clearly prevention of this was way beyond the SA police and Defence Force personnel in the area so I consulted with the Police Commissioner (David Hunt), who had experience with previous protests and the police presence at Woomera was significantly supplemented and we deployed more than 100 Army personnel to be based within the site to provide a last line of defence should the triple barrier be penetrated. I then also went up to Woomera for the period as an observer. In the event, an estimated 700 turned up comprising men, women and children and many arrests were made. As planned, those arrested were bussed to Port Augusta (180km away) where they were processed; but, on release, soon made their way back in buses supposedly funded by the CFMEU! Numerous attempts were made to penetrate the base; but, fortunately none were successful. Inside the base, we were able to accommodate the Army out of sight within the large antenna domes while the police had also deployed a mounted section who could access the difficult terrain around some sections of the base.

In my initial introductions, I met many of the senior people with whom I was to interface, at a cocktail party arranged by Peter Bray, who used this also as one of his farewell functions. When the senior naval officer Cmdr Brian Gorrige was introduced he said something along the lines of 'you don't remember me; but, I know you from way back' and left it at that. I caught up with him later and it turned out that he had also been raised in Port Moresby and that his father had bought from my father the Austin 7 that had served us so well when our family returned to Port Moresby after the war. Brian had also attended the same boarding school as me; but, several years behind me.



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The Navy presence in Adelaide was small mainly associated with the Collins submarine build (the first of which was launched while we were in Adelaide), ship visits and Naval cadets. Brian Gorringe reported to RAdm Tony Hunt the Navy Support Commander who I had known from Canberra and despite some initial and expected pushback, we managed to agree to Navy moving into Keswick Barracks making their facilities available for disposal. Adelaide was a popular port for ships visits so we attended many on board receptions and on one particular occasion Brian arranged for Carolyn and I to board an Oberon submarine out in St Vincent Gulf and spend several hours aboard as we made our way into Adelaide.

In many respects Adelaide was like an overseas posting for us, having no relatives and few close friends in SA and being far enough away from the East coast to make it feel like a separate part of the world. SA was also unique with the wide range of geography and the huge expanse of desert country. Of course, this was made more interesting by having a close association with Woomera. Soon after accepting this responsibility I sought approval to replace my work vehicle with a 4wd SUV and insisted where possible that senior visitors wanting to visit Woomera flew into Adelaide from where I would drive them to Woomera. Prior to this, Canberra visitors invariably flew directly into Woomera and then moved from air-conditioned car to air conditioned office to air conditioned accommodation etc. By driving up, not only could I show them part of the large Army training range, Cultana, that stretched down Spencer Gulf from Port Augusta almost to Whyalla; but, also some critical infrastructure in addition to ensuring that they understood what desert heat meant.



When Woomera was being established attempts were made to locate water in the Great Artesian Basin; but, to no avail, necessitating the construction of a pipe line from Port Augusta



to Woomera as the only source of water for the town and Nurrungar. This pipeline depended on a number of pumping stations to pump the water the nearly 200km from Port Augusta and if one of these failed, the town had less than a week's water reserve. So, I had a route that took visitors off the highway to one of these large pumps and it gave me the opportunity to emphasize that if one of them had a catastrophic failure then we would urgently need up to \$1m for a temporary pump and to effect a replacement. Another innovation, for selected visitors overnighing, was to dine at Spud's Roadhouse at the intersection of the Stuart Hwy and the Woomera turnoff, a few kms out of town. This was to emphasize the isolation of Woomera with the next closest cafe/restaurant being at Port Augusta nearly two hours drive away. To my surprise, I had no objections from any seniors to this drive, even though it took nearly five hours each way.



For some years, an interested group from Woomera had been conducting ventures into the Simpson Desert to locate, mainly for historic and museum purposes, various pieces of equipment that had landed there from tests over the years. The entrepreneur, Dick Smith, had provided some assistance and In May 1994 a group formed to attempt to recover some bits located by Dick for which he had recorded the GPS coordinates. Over a few beers I expressed interest in joining the group and we also invited the Nurrungar Commander COL Jack Harris, USAF and his wife, Lynn, to participate. Carolyn had reservations; but, was encouraged by Lynn's participation, despite the query 'how will I dry my hair'? To which the response was simply 'no problem we won't have enough water to wash it anyway'. That said, Carolyn reluctantly joined in; but, at the last minute the Harris's pulled out leaving Carolyn as the only female which didn't please her. As it happened, I had to go to the UK on private business just after the trip so Carolyn bargained that she would go into the desert on the condition that she then come to the UK and we make a holiday of it.

Soon after I had got the 4wd for work, GpCapt Garry Kirk (CO Base Sqn at Edinburgh) suggested that a few of us do a RAAF 4wd drive course which we did over a weekend in the

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Flinders Ranges. This proved to be invaluable, not only for the Simpson; but, also for general use throughout the State. For the Simpson crossing which was S-N through the sand hills (around 100) away from the E-W tracks that had largely been created for oil exploration and requiring fuel, water etc for about 10 days, we had five vehicles and 10 participants. After tracking from Woomera to the Oodnadatta track we made our way through William Creek, where a number of recovered pieces of trial equipment had been located under the auspices of Al Lockett when he was Area Administrator and on to Oodnadatta. Unfortunately, I started to have numerous tyre problems with the tyre cases cracking and pinching the tubes. When we eventually returned to Adelaide the tyre company acknowledged that they had had a bad batch of tyres and replaced them; but, this was of little consolation when we were in Oodnadatta and trying to make a decision on continuing into the desert. In the end I bought several 'used' tyres as no new ones were available and we pressed on up the dry Macumba River and out into the Simpson for some 10 days. This was a great experience dragging and snatching the vehicles over the sand hills and especially when we located what we were looking for. Finally, we made it to the Rig Rd between Birdsville and Dalhousie Springs and turned W to enjoy some relaxation in the warm artesian waters of the Springs. In the end Carolyn actually enjoyed this unique experience so much that she admitted feeling guilty on the way to the UK a week or two later.



Meanwhile, in Adelaide we pressed on with the Review and I had to admit that as in my previous job defending RAAF at Williams, had I been on the other side I would have been arguing as hard as possible against much of what we were doing, although in the big scheme it was required. Nurrungar also brought some unique experience especially with the biannual reviews with USAF Space Command which alternated between Woomera and Colorado Springs with an opportunity to enter the US nuclear bunker within Cheyenne Mountain. At the same time we were under pressure to outsource to contractors many functions not only in the Adelaide area; but, also in Woomera and Al Lockett did a sterling job in both places.

Another very interesting function was as a member of the State Emergency Committee chaired by the Police Commissioner (David Hunt) and involving the heads of key SA government departments along with the Premier. Adelaide lies on the same seismic fault line that produced the earthquake at Newcastle in 1988 and much effort was devoted to planning for such an



occurrence as well as bushfires etc. Army had significant assets in SA which would have been employed in most scenarios, with the biggest worry to us all being communications. Mobile phones were only just coming into regular use; but, like other wireless communications depended on aerials for transmission and reception and ensuring that we had sufficient redundancy, portability and power distributed around Adelaide in the event of a disastrous earthquake was a major consideration.

I spent a lot of time with the Police Commissioner on a range of joint responsibilities and we became friends culminating in us, with another two couples, holidaying in Italy some time after I had left Adelaide. In many respects, this was a unique experience as we learnt on arrival in Rome when we were all met at the airport by the resident Australian Federal Police (AFP) representative from the Aust Embassy and conveyed into the Embassy prior to collecting our holiday vehicle. The Police Commissioner was required, as a courtesy, to advise his counterpart in Italy of his movements and he was then contacted by the local Carabinieri senior officer as we moved around. This, of course was very helpful where, for example, at Lake Maggiore, where the castle on an island in the lake had just closed for the winter, we were taken there on a Carabinieri boat and the castle was magically reopened for a private tour.



However, the best experience of this was in Rome where, on return, we checked into a pretty standard, but well located, three star hotel where, as tourists, we were treated with a somewhat haughty disdain by the staff. That evening, however, we had all (at this stage three couples) been invited to dinner with the Carabinieri Generals in their exclusive mess and at the appointed hour two black unmarked Alfas pulled up on the footpath outside the hotel and we were conveyed to the Mess by a circuitous route through the back streets of Rome. The dinner was a magnificent, although a little hard for our wives as, while the generals spoke fluent English, conversation with their wives was a little more difficult. On the return to our hotel, the



attitude change was amazing as clearly the staff could not connect a bunch of Australian tourists to the Carabinieri. On following days, our transport was similar as we (the 3 men) were escorted to, amongst other areas, the main Rome operations centre and briefed on undercover operations and the involvement of our AFP. I had spent time in the SA police operations centre so had some familiarity with the environment; but, the Carabinieri with their air, sea and land assets operating in a para military organization was an eye opener.

However, towards the end of 1994 I became aware that my next posting was imminent and then learnt that, after a career of having, not deliberately, avoided a HQSC posting, that I was to take over as the Director General of Logistics Operations (LogOps) at HQ Logistics Command (the successor organization of SupCom) in early 1995. Initially I sought to remain in Adelaide as we were only just getting on top of Regional Support and continuity was essential to maintaining momentum; but, this was unsuccessful. So, after a minor delay for eldest son Paul's wedding in Bowral in early 1995, we moved back to Melbourne where the only Defence house available was in Werribee and HQLC was still in St Kilda Rd where I enjoyed a corner office with a grand view overlooking Port Phillip Bay from the 24th floor. But, this was short lived as the Command moved to Laverton a few weeks later into the now vacated RADS building where, if I stood on tip toes, I could catch a glimpse of the Laverton parade ground from the elevated windows!!

LogOps was responsible for providing the support to the operational Air Force with a budget of just over \$0.5b (\$500m) which sounded substantial but, I was soon to learn was about 20% underfunded. I was fortunate again to have some very experienced officers in the group, particularly GpCapt Brian Duddington (right) who had had a wealth of experience coming up through spares assessing and repair and overhaul and was currently undertaking studies into baseline funding which gave us much better visibility into the funding requirements. That said, at the end of the day the hard decisions were for those requirements that just could not be funded. I had always been uncomfortable that these decisions were largely determined by staff officers in HQSC who, in turn, were criticized for failing to provide what had been requested and felt that responsibility for such decisions should involve the officers at the operational end.



It was around this time that the Force Element Groups (FEGs) had come into being under the Air Commander Australia and their individual support was being provided by the Weapons Support Logistics Management Squadrons (WSLMS) whose COs reported directly to the AOC Logistics Command. Funding bids were determined by the WSLMS COs in conjunction with the FEG commanders and submitted without further consolidation so, we moved the WSLMS under DGLogOps and in turn I met with the Air Commander (by this time AVM Peter Nicholson) to seek his agreement to reviewing the bids from all of the FEGS and determining the order of funding particularly for those near or below the cut off line. Thus, the person responsible for the



full spectrum of operational capability determined what would not be done when funding was limited. Most of the Commanders and COs accepted that this gave them far greater control although there was some pushback; but, most importantly HQLC staff officers were relieved of this responsibility which allowed them to get on with the job of procurement without the pressure of prioritising this.

I continued to fly the Vampire from Laverton and, when the closure of the airfield became imminent, we moved the Vampire to Point Cook. In fact, the Vampire was the last aircraft to fly out of Laverton and we only just made that as, out of the blue, truckloads of dirt started to be heaped on the 05 runway and I had to wait for a headwind on 05 and then accelerate past the dirt heaps by sticking to the RH side of the runway for the initial ground roll. This was now over 20 years ago on 11Feb1997. Operation of the Vampire from Point Cook on runway 17 was as safe (or unsafe) as Laverton with adequate runway length; but, of course, there were the interminable few seconds after take off at 110K to get above 160k when an ejection became possible and then 225K before a turnback onto runway 22 could be safely accomplished in the event of an engine failure. When we had the crash barrier at Laverton the window was narrower, as the barrier could be engaged by a planned land back usually up to around 125K-130K, depending on the wind; but, without the barrier, a controlled crash ahead was the only option from after take off up to 160K. Given that the cockpit of the Vampire is substantially wood forward of the firewall, in the event of such a landing into the rough there was not a lot of protection from forward impact. Also, as 23 was the usual runway at Laverton any turn back had to be onto 35 which was quite a short runway, with the Geelong railway power lines on the threshold reducing further the available runway in the event of a turn back.



Pt Cook today.



Early in the LogOps posting, the AOC (AVM Tom O'Brien) suggested that I should visit the staff members who were scattered throughout the US and ensure that all was OK. This turned out to be quite a major task and Tom also suggested that I take Carolyn along (at my expense of course) so that she could meet with the wives in the various locations to hear how they were all coping. We also needed to pursue a number of accounting aspect with the US Foreign Military Sales (FMS) hierarchy; so, I decided to take SqnlDr Mark Leatham, a Supply officer, with me. Carolyn decided that she would like to get a good set of golf clubs in the US so elected to travel economy (which she later regretted when Qantas sat her in the row forward of the promised emergency exit rather than the emergency exit and next to a v.large male who spilled into her seat and badly needed a wash) and use the difference on golf clubs. Mark, with his broad background, proved to be an excellent choice and we chose to drive, where possible. The other main aspect that I needed to address was the future supportability of the F111, as we became the only operator in the world and the US was closing facilities such as the Cold Proof Load Test (CPLT) facility at Sacramento.

Accordingly, we flew into LA on a Friday (as Qantas didn't operate into San Francisco at the time) and then drove to Sacramento where we met with the commanding General, initially at a BBQ at his place on the Sunday. This was most valuable as it became obvious that the CPLT was to be demolished and we would have to make our own arrangements, if the F111 was to remain in service as the only other such facility in the world at Filton in the UK had also been decommissioned. The importance of a CPLT facility was, in simple terms, that at regular intervals the F111 needed to be inserted into the facility (basically a deep freezer large enough to fit an F111), frozen to around -43degC and then loaded to max flight load and, if nothing broke, structurally cleared for flight for a further few years. It was a little more sophisticated than this; but, not much – see [HERE](#).



From Sacramento, we flew to Dayton primarily to meet with students at USAFIT (Institute of Technology) and we then drove, over the weekend, to Philadelphia to meet with the USN Supply organisation, where we had representatives principally associated with P3C Orion support. We then drove to Washington DC to meet with our people supporting US aircraft and from there over the following weekend to Jacksonville in Florida for more USN P3 interface. From Jacksonville we drove to Atlanta for C130 pursuits with Lockheed Martin and then flew to San Antonio and drove to Fort Worth for detailed F111 discussions. From Fort Worth we flew to Denver where the US FMS accounting personnel were based (COL Jack Harris and Lynn from Woomera/Nurrungar times drove up to Denver for a 'catch up') and we then drove, again over a long weekend from Denver, over the Rockies, to San Diego (overnighting in Las Vegas), to meet with our people building up the F18 support interface. Finally we drove up to LA for the flight back to Australia. Although nearly a month, this was a most valuable trip to scope what our overseas staffs were doing, meet with high level US military and contractor people to get up to date high level information on future



developments and support and to build rapport with our people, some of whom were operating in considerable isolation, this being on the cusp of the internet and the explosion in rapid email communication and video tele conversations.

This trip also proved invaluable when we shortly after addressed future F111 supportability ie were there any insurmountable impediments to longer term F111 retention out to 2020 (this being 1996). This study brought input from many involved parties and essentially concluded that while we needed to build a CPLT facility, establish a production facility for the explosives used in the F111 cockpit capsule separation (the F111 did not have ejection seats. In the event of an emergency requiring airborne crew escape the whole cockpit separated intact and the crew remained in this capsule as it was parachuted to earth) and address spares acquisition and funding, there appeared to be no insurmountable impediment to retention. One innovation that we put into early effect was to try to capture USAF spares as they were disposed of by acquiring anything that might be of use at the disposal price of a few \$ per pound weight and storing what was acquired in the US for evaluation when our F111's future was decided. This prevented key components (including, for example engines) being lost forever while basically costing only storage costs as anything subsequently determined as being unusable could be disposed of for about the acquisition cost ie the scrap value in \$ per pound weight.



Another major activity was with the GE F404 engine in the F18. Short notice reduction in the lives of some components meant that we had insufficient engines available to maintain even a minimum online availability. Along with an Aerospace Research Laboratory (ARL) expert and two RAAF propulsion experts, at short notice I visited GE at Lynn, Mass to try to get to the bottom of the problem. Put simply there was no simple solution; but, the Canadians had, at the time, mothballed a number of F18's with the same engine. So, I then went to Washington to ascertain, if the Canadians agreed, that if we could 'borrow' a number of engines that there were no US impediments to us effecting this. Needless to say there were, including that the engines could not be shipped through the US. So, we approached the Canadians and I got 'in principle' agreement to such a loan and we eventually had the engines flown by RAAF C130s from Canada to Australia without entering the US. Needless to say, this summary makes it all sound easy!!

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By this time I had been at HQLC for more than two years and started to get the vibes that, if I wasn't promoted by the end of 1997, then I may be looking to retire. RAAF was again going through another iteration of enforced (voluntary) early retirements. This was May 1997 when, out of the blue, I received a call from AVM(Ret) Alan Heggen who I had worked closely with at Defair on various occasions. Alan was the Director of the Office of Australian War Graves and he enquired as to my interest in applying for his job as he was considering retiring. So, in early Jun 1997, I found myself having an interview in Canberra with the Minister for Veterans Affairs and his Departmental Secretary for that job. However, very shortly after Alan's call, I received a call from the Rolls-Royce Regional Director in Singapore who indicated that RR were looking to upgrade their Defence presence in Australasia but, had an open mind on how and was I considering retiring from the RAAF and, if so, would I be interested in discussing a position with RR (this approach was in no way connected with the previous approach by RR in 1985; but, it soon became apparent that RR had already researched me and a number of people subsequently let me know that they had received informal enquiries checking me out and this again confirmed how many senior appointments are really made).





Shortly after this, he contacted me again to ascertain my interest in meeting with the RR seniors from the UK and USA who would all be at the upcoming Paris Airshow and, on a no obligation basis from either side, see if we could determine if there was mutual interest. So, shortly after my Canberra interview, I flew to Paris, had number of informal sessions with a wide range of RR people from the Chairman, Sir Ralph Robins, down and at the end of the week was made a very attractive offer. So, without committing, I flew home, discussed the options with the family, asked the RAAF if they could give me an indication of future RAAF intentions (which no-one could), withdrew my War Graves application and accepted the RR offer, subject to DoD agreement that I had no conflicts of interest. Fortunately, I had had very little to do with RR as DGLog Ops so obtained this clearance and commenced separation from the RAAF, then in my 37th year of service.

Of course I had to give the requisite three months clear notice; but, managed to undertake an Aust Institute of Management Company Directors course as resettlement and finished up with a few days in an office in Russell to complete outstanding Officer Evaluation Reports and separate from the RAAF at Russell.



During this latter time, I was visited by an officer from the Inspector Generals Division who informed me that a whistleblower had anonymously complained that I, with Carolyn, had attended the Paris Airshow with all expenses paid by a contractor. Within LogOps we had had

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a number of similar vexatious accusations against various people all of which, following sometimes extensive investigation, had proven to be within the guidelines. While the guidelines were detailed and extensive, I found the simple statement by Sen Robert Ray when he was Defence Minister best summarised the position 'so long as you only eat, drink and smoke, take nothing away and no transport, especially airfares are involved, it is probably OK'. This was the first accusation against me; so, I started by pointing out that yes I had been to Paris, it was a job interview for a job that I had accepted, I was on leave and Carolyn certainly wasn't involved'. He responded that they had already confirmed that Carolyn had not left the country!! He then requested some confirmation that I was on leave; so, with him in tow, we headed for the RAAF Support Unit to check my leave card. As it happened, my departure for Paris had been at short notice and from Canberra; so, I had rung my Secretary, Maxine, at Laverton to lodge a leave application for me and had informed the AOC (then AVM Mac Weller) that I was travelling overseas on leave. It then struck me on the way to the Support Unit, what if the leave application hadn't been processed? However, the leave card proved that I was on leave and I heard nothing further. So it was that I separated from the RAAF on Fri 30Oct1997, had the weekend off unemployed, for the first time since I was 17, and started with Rolls-Royce plc on Monday the 6th Oct, 1997.

In the final instalment, Ian Ashbrook will cover his second career as a senior executive in the prestigious company Rolls-Royce plc as Regional Director (Defence) - Australasia and as an Executive Director of Rolls-Royce Australia Ltd and a director of the associated regional Rolls-Royce companies.

If you have a gun you can rob a bank, but if you have a bank you can rob everyone.



The People I meet.

The other day I travelled up the Bruce Highway to the little township of Eumundi (about 120 km north of Brisbane) which, as a lot of people know, is famous for the magnificent “Markets” it holds every Wednesday and Saturday. Knowing there would be thousands of people there I felt certain that if I dressed as per the masses and applied copious quantities of Old Spice, the Radtechitis would go un-noticed and I could blend in and not be adored or revered as is normally the case.



I spent at least an hour amongst the unsuspecting populous, grabbing the odd free ginger beer, eating a few mini dim sims, buying a few nick naks at twice the price I could have bought them at K-Mart then, when I'd had and seen enough, I decided to pop into the marvellous Imperial Hotel for a quiet thirst quencher or three.

After being free of the crowds across the road, I was so enjoying the solitude and the space that I let my defences down and before I knew it, a miniscule amount of Radtechitis escaped my person then escaped the confines of the hostelry.

Unbeknown to me, the lovely Jane Bergamin was also at the markets, having popped up from Tassie for a few weeks in order to thaw out. She had just bought her second pack of fairy floss



and a sarsaparilla when she got the briefest of brief whiffs of Radtechitis and her nervous system went into high overdrive. Hurling the fairy floss and the sarsaparilla into the air and with an involuntarily throaty yahoo bursting forth and with her sense receptors on high alert, she spun around three or four times on tippy toe until she locked on to the source of that elusive Radtechitis.

With instinct overriding sane behaviour and with arms spread wide, she raced through the throng of market goers, scattering tattooists and clairvoyants who were forced to dive for cover. She dashed into the hotel and to the astonishment of other guests enjoying the odd quiety, flung herself upon my person in order to snatch a minute dose of Radtechitis.

Being the kind and generous person that I am, and although not liking it one bit, I allowed her to drape herself upon my person for some time after which I was forced to extricate myself and ask the delightful Jane to return to her friends and family.

Such is the burden those with Radtechitis must endure.

Jane is a very youthful and fit 46 year lady who lives in the not so warm city of Launceston in Tassie. She's been married for 21 years and is the mother of two gorgeous sons, Thomas 13 and Henri 10 who are both keen soccer players, hence most winter weekends she's in the car driving to games and shivering on the sidelines! She is also a Registered Nurse and Midwife, working at the General in Launceston. A job that she loves!

She loves to keep fit and active through [Bikram yoga](#), boxing/gym, swimming and walking, and it shows. She also loves the outdoors and time spent on family holidays, locally and abroad.

She and her family live on a small property in the wine region of Launceston and raise some fat lambs and keep chooks for eggs. Both she and her husband, Mario, enjoy gardening, especially their veggie plot.

She says "Life is good....we are lucky to be healthy and happy!"

RAAF Base Mawson

Brendan Godwin writes: "Before going to Mawson Antarctica in 1974, I had completed 6 years in the Air Force. I was discharged in 1973 from Amberley 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 was 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 incident 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.

I've written the following and in doing so have borrowed some material from a book called *Alfresco Flight* (You can get that book [HERE](#)). 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."

Antarctic Flight.

Antarctic Flight Role: Expeditions and Rescue

They were simply called Antarctic Flight, not No. 1 Antarctic Flight or 1 AF as is traditional with the naming of Air Force units. The Air Force uses No's and acronyms for most of their units but 1 AF is an acronym for something else on the RAAF acronym list. The base opened at the same time as Mawson Australian National Antarctic Research Expedition or ANARE station commenced. Two Auster aircraft, A11-200 and A11-201 were taken to Mawson on the *Kista Dan*, they were used as support aircraft to guide the *Kista Dan* into and out of Horse Shoe Harbour, or Horse Shoe Bay as it was called then. The aircraft also did inland and coastal surveying, mapping, photography and scientific flights in support of the ANARE expedition.

On the 13th of February 1954, Phillip Law proclaimed Mawson for Australia. Claiming territory depended on certain formalities, including building a rock cairn, raising a flag and reading a proclamation. It was significant our military were present for this ceremony, even though they were not performing a military function.





The Air Force also held an opening ceremony for the RAAF Base.



L to R: Sgt. Frank Morgan (airframe fitter), Sgt. Ken W Duffell (Engines), Flt Lt Doug W Leckie (Commanding Officer) and Flt Sgt. R Seaver 2nd Pilot.

The aircraft were only used for the summer operation and returned with the Kista Dan to Australia. During the return journey, A11-200 was lost over the side of a ship. Two summers later, two aircraft were taken south again. The one surviving Auster (A11-201) and a Beaver aircraft (A95-201). Squadron Leader Doug W Leckie was again to lead this Flight along with Fly Off. John Seaton (2nd pilot to Leckie), Sgt. Gerry Sundberg- right (engines) (Later WOE 38 Sqn) and Sgt. Geoff Johansen (airframes). The





Mawson changeover was completed on the 4th of March 1956 and the Flight then began constructing Mawson's hanger. This was completed before winter and gave them the ability to complete winter flying operations. This was the start of the permanent presence of RAAF Base Mawson. Flying commenced on 5 January 1956 and a total of 548 hours were flown in 301 sorties. The airmen did not sleep in the hanger, they slept in the ANARE village and worked in the hanger.

The original hanger was not as long as the fully completed and current hanger. This hanger was about 10 metres shorter. The hanger underwent two extensions. First it was lengthened, then the side rooms were added.



Right: The Original Hanger. Note upright boxing kangaroo on the Beaver

The new hanger is located down on the water's edge on the end of East Arm of Horseshoe Harbour and the light aircraft used the sea ice for take-off and landing.

A range of RAAF aircraft, including a DC3 Dakota, was also based year round at Mawson from 1956-60. The planes were used extensively and successfully to survey over a million square kilometres of Australian Antarctic Territory, including the vast and remote Prince Charles Mountains.

Doug Leckie at the Beaver controls, wearing his felt flying jacket.



These years were not without mishap. Blizzards destroyed a range of aircraft stationed on the plateau inland from Mawson. Casualties included two



DeHavilland Beavers in late December 1959 at Gwamm airfield which left the flight without aircraft. Gwamm is a flat plateau type area approximately 150 metres above Mawson and 1 kilometre inland.



RAAF Base Mawson, after the hangar extensions.

Gwamm has been used continuously since Mawson began until the present time for aircraft movement. In this blizzard, the Beaver snapped its three tonne tie wires and the wing tip fastener had broken loose. Pilot Sandercock climbed into the aircraft, started the engine and flew it stationary into the wind for 2 hours getting airborne from time to time. The blizzard tore the heavy railway sleepers to which A95-203 was anchored out of the ice. These dead-men were buried to a depth of two feet. Eventually a D4 dropped its dozer blade onto one of the anchors relieving the pilot. But it was all in vain. Overnight the winds blew up to 190 klm/hr and ripped a wing off the beaver and it was wiped out. Before its demise, it's propeller was observed slowly revolved against the engine compression and the aircraft dragged the six tonne bull dozer to which it was anchored over the ice.

The biggest year for Antarctic Flight was 1960 when 12 airmen were posted to Mawson.

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L-R: Sgt Kevin Felton, LAC B Rutter, Cpl J Arthur, SqnLdr JC Kitchenside, FltLt E Bloomfield, F/O G Dyke, Cpl H Harris, FltSgt H Carne, Sgt R Murphy, Sgt D Monks, P/O K Assender, F/O N Hanson.

An RAAF DC-3 was delivered to Mawson on board the Thala Dan in January 1960, to be used in conjunction with a DeHavilland Beaver. Unlike the Beaver, the DC-3 was suitable for aerial photography. These two aircraft were the only two aircraft the flight had for the 1960 year. They were to replace both Beavers lost in the previous year.

The DC3 being offloaded at Mawson

Shortly after being re-assembled, the DC-3 was damaged in a handling mishap and effectively out of action until 7 August. After a disappointing start, both aircraft were repositioned at Rumdoodle near Mawson, in readiness for operations the following summer. Unfortunately, a blizzard which raged from 8-11 December completely destroyed both aircraft. The winds reached 100 knots. The DC3 was tied down with 15 ton breaking strain steel wire and that snapped. It was found days later 8 miles west of Mawson,



400' above sea level in a heavily crevassed ice cliff. Rumdoodle is 11 miles south of Mawson, so it was blown approximately 10 miles or 16 kilometres from its tie down point.



Radio room, 1960. L-R: Bloomfield, Kitchenside, Harris, Carne.



Radio Room, 2017.

These losses signalled the end of the year-round operations of the RAAF Antarctic Flight. They had lost all their aircraft for both 1959 and 1960. Sqn Ldr Batchelor had an air and ground crew of 9 ready, trained and posted to Mawson for the 1961 year to replace Sqn Ldr Kitchenside's crew. These were due for departure within weeks. No replacement aircraft had been ordered. Everything happened at the last minute. Without aircraft, Batchelor's crew postings were cancelled. Kitchenside's crew returned to Melbourne in early 1961. His was the last crew to be stationed at RAAF Base Mawson. As Kitchenside was leaving, the Air Force decided they would not winter again at Mawson hence 1960 was the last year for RAAF Base Mawson.

Whether Kitchenside got this news the day he left is uncertain but he would have had no time to RTA all their gear. Henceforth, Antarctic Flight would only fly during the summer season, and operate on floats from a ship. There was no Antarctic Flight during the 1961 year. They returned to the Antarctic in both 1962 and 1963 going down and coming back with the ship but they didn't visit Mawson. After its 1962-63 expedition, the RAAF Antarctic Flight was disbanded and owing to commitments in Malaya and later Vietnam the RAAF's role in close aircraft support for ANARE operations ceased.

Antarctic Flight performed approximately 750 sorties and 2,000 flying hours out of RAAF Base Mawson. Every sortie listed in David Wilson's *Alfresco Flight* has been added up but he has not listed every single sortie with the exception of 1957. A number of other sources were used for sorties and flying hours. Commercial fixed wing aircraft were chartered for support work until 1974. A turbine powered Beaver aircraft was used until 1968-69, when it was replaced with the more adaptable Pilatus Porter until 1975-81. One of the last of the Porters met the same fate as

its predecessors in a blizzard at Gwamm in January 1975. AWM have a video, in colour, of the Beaver aircraft flying around Mawson and parked outside the hanger. You can see it [HERE](#). (Allow a few seconds for it to load). It appears from the video that the Air Force used Kista Straight as their runway, taking off and landing on the sea ice.

After Antarctic Flight abandoned Mawson in 1961, the hanger was left abandoned. ANARE did not use it and still to this day have not used the hanger facilities. Successive ANARE wintering parties appeared to treat the former base and hanger as still belonging to the RAAF and appear to respect it as such. When I wintered at Mawson in 1974, I visited the hanger.



RAAF Mawson Hangar on the end of East Arm, 1983



Inside of the hangar.

The Air Force moved out 13 years prior and it was as if they had just recently left. The hanger door was inoperable and partially open and the hanger had a fair amount of drift snow inside. In fact, the back of the hanger was just solid ice. The offices and rooms were thoroughly deserted. But there was still a large number of wooden boxes on the hanger floor. They were stamped 'RAAF Antarctica, DAK'. I rummaged through some boxes. I had to dig them out of the snow and pull the nailed on boards off to open the boxes. I found flying uniforms. They were made from felt and the jacket had a fur lined hood. There were matching trousers. I took one of the jackets with me and kept it. I have to say, I did feel guilty. I was looking over my shoulder as if to expect an Air Force officer to barge in and scream at me saying what are you doing laddie?

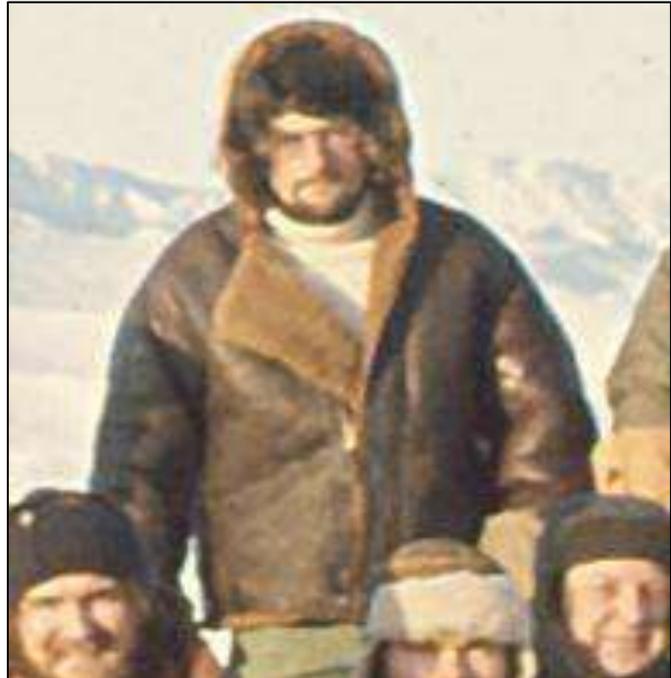
There were a lot of these boxes lying around in exactly the same spot when the Air Force abandoned them 13 years earlier. I obviously didn't rummage well enough. One of my colleagues, one of our wireless operators, found a woollen lined leather flying jacket still in mint condition. He took it out and wore it for the rest of the year. He used it on the Knuckey Peaks resupply traverse but he didn't take it with him when he left Mawson. He thought that our station OIC Dave Luders included it with some other items that were RTA'd to RAAF Point Cook for their Antarctic Flight museum. (RTA is Antarctic glish for Return To Australia). Dave



Luders has confirmed that this never happened which means the jacket was left on base and has almost certainly found a new home by now.



Me, in the felt flying jacket.



Graham Dadswell in the leather flying jacket.

Dave McCormack was one of our diesel mechanics in 1974, he wintered several times and later was appointed to the position of Plant Manager for the Antarctic Division, a position he held till his retirement. On one of his winters to Mawson in 1983, he repaired the hanger door. He constructed a big brace on the interior framework of the big door to support it before finally getting it to rise again after it fell down. The door had fallen out of the ceiling and nearly killed the chippy from the 1982 party. Dave turned it into a great storage area for vehicles and equipment and sealed all the holes and cracks with guzma foam. He also put some more skylights in the roof to let in more natural light. He found these skylights sheets in a box out the back buried in snow and ice.

The Air Force installed a couple and obviously had plans to install the rest. This was the first time the hanger had been used by anyone for anything since the RAAF departed in 1961. Unfortunately, though, in the following years after 1988, Dave's last winter there, some winterers started to use it as a dumping place for all the junk they didn't want and one person ran a big vehicle into the door so now it can't open safely and the door hasn't been opened for many years.



ANARE have now decided it should be a heritage building. To this day, Dave McCormack has been the only person to do any work on the hanger since the Air Force departed in 1961. Also as plant manager, Dave has gone south with the summer parties almost every year up until around 2014. When he visits Mawson, he takes people on tours of the RAAF Hanger.

Documents of records of the RAAF sorties and operations carried out by Antarctic Flight were retrieved from the hanger offices. Dave found one in the Station Commander's office and no one knew it was there. He returned it to the Antarctic Division for archiving. I found another one of these in the Mawson library when I was there in 1974. I perused over some of their sorties. In hindsight, it is now easy to see why the Air Force left everything including flying log books behind. When Kitchenside's crew left, he was expecting a replacement air crew. By the time he actually departed he would have known that his replacement crew's postings had all been cancelled because of the lack of aircraft, but he would still have been thinking that another crew would come the following summer. He didn't pack up for a permanent departure, he packed up for another crew to come later.

The decision to abandon Mawson was made by the Air Board in a meeting on the 10th February, 1961, 1 day prior to his departure. The earliest he could have received that news was the day he departed. He left everything for the next crew but the next crew never came. The Air Board's decision was based on the cost of the aircraft losses balanced against any gains the Air Force could make. The Air Force didn't obviously care much for what they had left behind, they never arranged for ANARE to return all their belongings, they were simply abandoned. When we departed in February 1975, the boxes of flying suits were still there. Dave McCormack returned to winter again in 1978 and those boxes, along with the woollen lined leather flying jacket, were nowhere to be seen. Someone from either of the 1975, 1976 and/or 1977 wintering parties souvenired everything.

Dave McCormack returned to winter again in 1988. During that year he went on the Autumn traverse out to the Northern Prince Charles Mountains to set up the new summer base (later named Dovers). On that traverse, he found the remains of the "250 mile depot", put there by Doug Leckie in 1955/56 to support the 1956 field party led by Bill Bewsher and Syd Kirkby the surveyor. The depot had lots of stuff in it which Dave RTA'd. It contained a heavy woollen jumper and a jacket with Doug Leckie's name tags on them and other bits as well. These all disappeared from the Antarctic Division store some months after he got back. The building though was one of the first buildings built at Mawson and it has withstood the test of time including all of the many howling blizzards and 100 knot plus winds. That's 185 kilometres per hour plus, over 200 kilometres per hour winds that strike Mawson many times every year.

Following is a gallery of some general photos of the RAAF's hangar including some internal photos. These have been provided courtesy of Dave McCormack. Dave made a special trip back to Mawson in 2017.

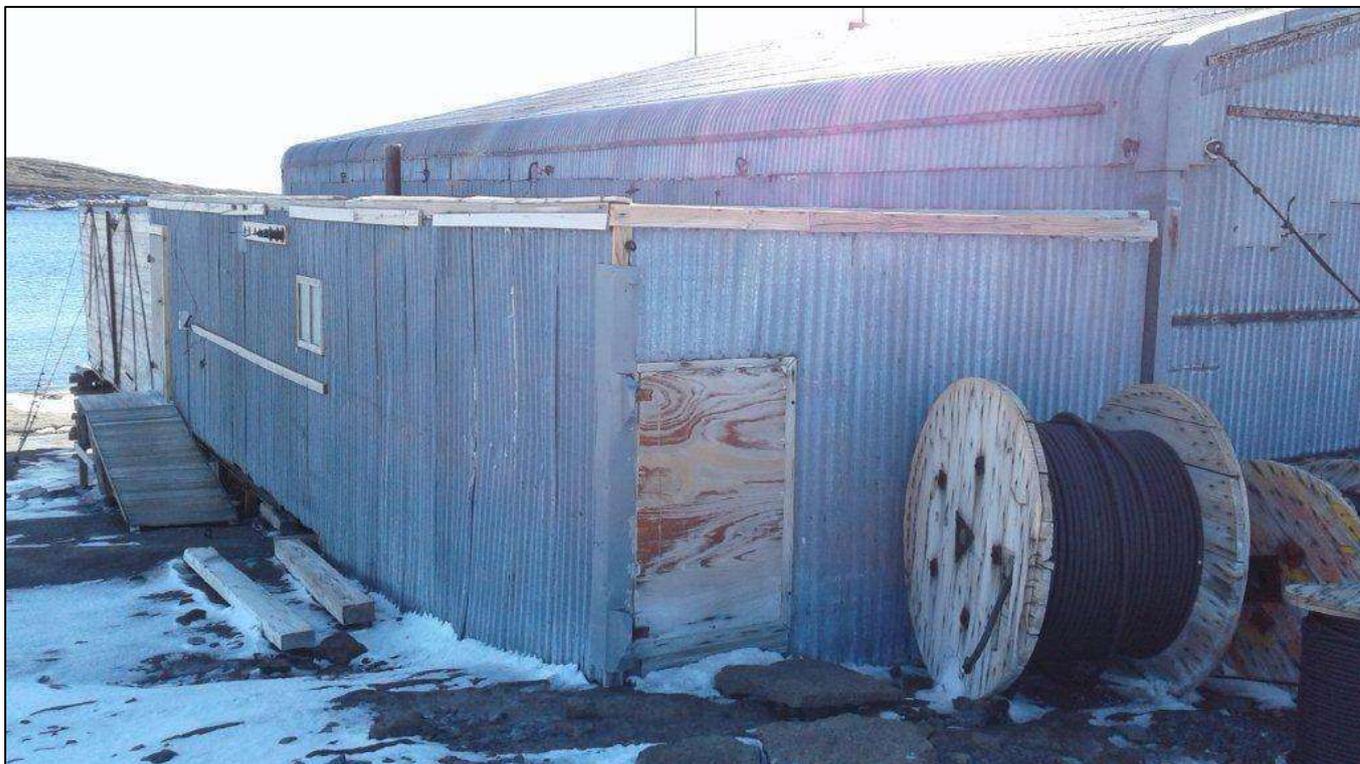
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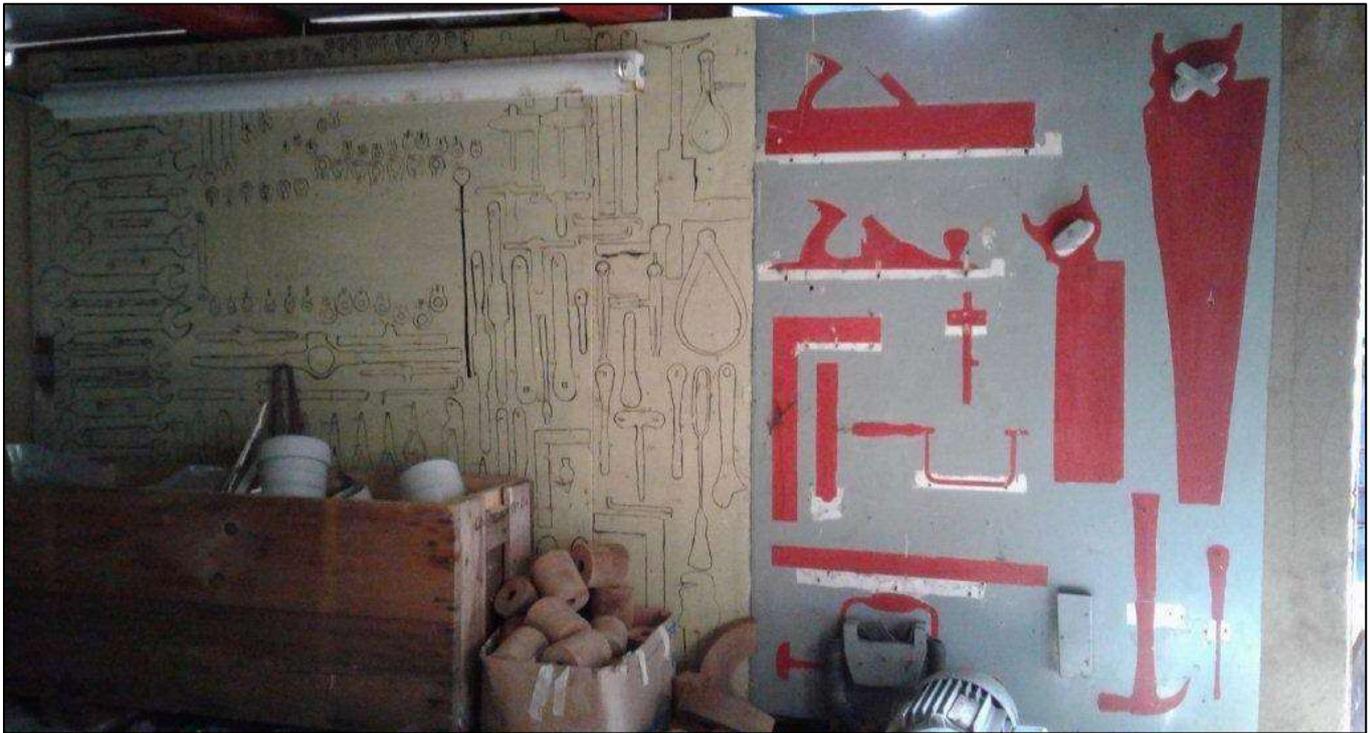
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Engineer's Workshop. Inside the workshop below.



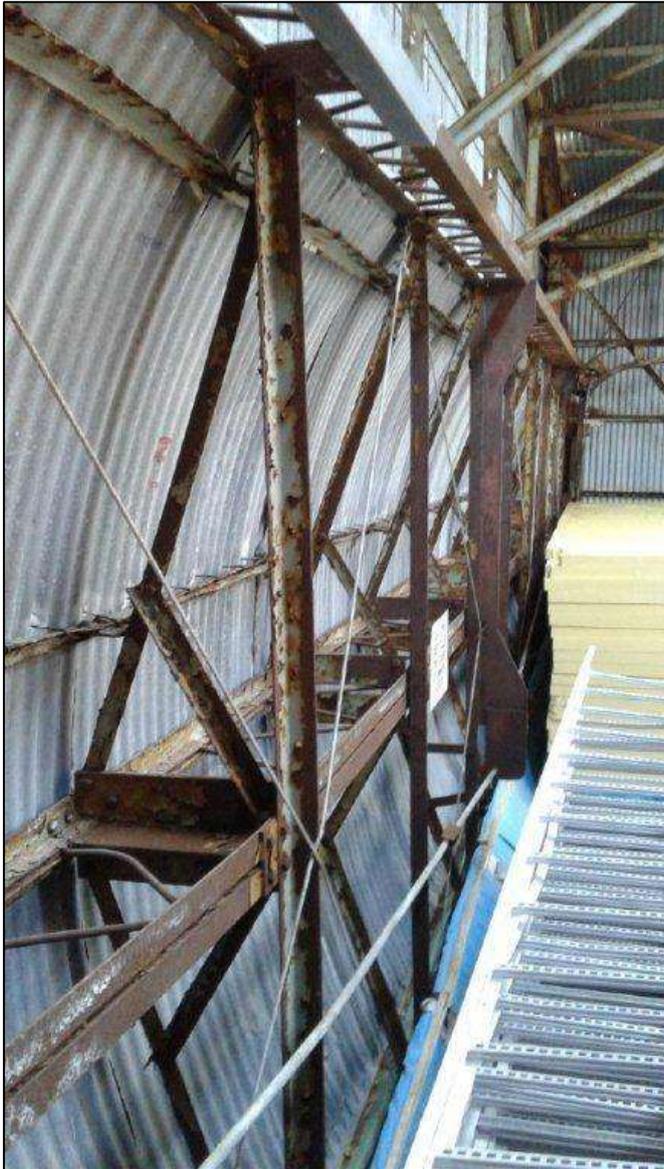


The Ops room.



Radio Transceiver rack,
south west corner in the radio room.

ATTORNEY: All your responses MUST be oral, OK? What school did you go to?
WITNESS: Oral...



Hangar door from inside.



Block and tackle used to remove aircraft engines.

ATTORNEY: What is your date of birth?
WITNESS: July 18th.
ATTORNEY: What year?
WITNESS: Every year.

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Allan George's Gems

Why do planes abort a landing and what happens?



Pilots will normally abort a landing for 3 reasons:

1. Air Traffic Control instruct the pilot to "Go Around". This is the aviation term for an aborted landing. The most common cause for this is the plane ahead has not vacated the runway quickly enough, or the plane on take-off ahead has decided to stop.
2. The second reason is that the pilot on an instrument approach has not seen the lights or the runway when he/she reached the minimum descent altitude.
3. The third reason is that the pilot is not happy with something during the approach. Perhaps a warning light illuminates and he/she wants to check it out before landing, or the conditions such as windshear or cross-wind make it inadvisable to continue the approach.



There you are, all ready for the landing, seat belts on, tray table folded away, arm-rests down, blinds up. The approach is smooth, the weather clear. Down, down, down you come. At five hundred feet or so you can clearly see cars and trucks, see into the back yards of people "lucky enough" to live under the approach to an airport, touchdown is only seconds away. Then, without warning, the engines roar, the aircraft pitches up sharply and begins to climb, groaning and shuddering as the landing gear retracts and the flaps are reset. The ground falls away; the plane banks sharply. You grip the armrest. What the hell is happening?

A long minute later, the PA crackles and the captain speaks. "As you're aware," he says, "We had to abandon our approach and make another circuit. We're circling back around for another approach and will be on the ground in about ten minutes." If you fly enough, you may have



experienced this scenario one or more times. The manoeuvre is called a go-around, and it holds a special place in the fearful flyer's pantheon of worries.

The truth, though, is pretty boring, go-arounds are fairly common and seldom the result of anything dangerous. In most cases it's a minor spacing issue, controllers aren't able to maintain the required separation parameters or the aircraft ahead has not yet vacated the runway. Not an ideal situation, but not a proverbial near miss. The reason you're going around is to prevent one. Actual instances where a collision is narrowly averted do occur, but they are exceptionally rare.

Other times traffic has nothing to do with it. A variant of the go-around, spoken of somewhat interchangeably, is the "missed approach," when a plane pulls off the same basic manoeuvre for weather-related reasons. If, in the course of an instrument approach, visibility drops below a prescribed value (the minima) or the plane has not made visual contact with the runway upon reaching the minimum allowable altitude, the crew must climb away (often followed by a diversion to an alternate airport). A go-around will also be initiated any time an approach becomes unstable. Glidepath deviations, a too-high rate-of-descent, a windshear alarm, severe crosswinds, any of these may trigger one.

As for the steepness or suddenness of the climb, that is the manner in which any go-around is executed. There's no need to dilly-dally around at low altitude. The safest direction is up, as far from the ground as you can — as quickly as practical. The abrupt transition from a gentle descent to a rapid climb might be noisy and jarring, but it's perfectly natural for an airplane.



For pilots, executing a go-around is very straightforward, but also quite work-intensive. The first step is advancing the power to go-around thrust, retracting flaps and slats to an intermediate position, and rotating to a target pitch, somewhere around 15 degrees nose-up. Once a climb is established, the landing gear is raised. Flaps and slats are then retracted, followed by additional power and pitch adjustments. Once at level-off, the Flight Management System (FMS) may need to be reprogrammed, the autoflight components reset, checklists run, the weather checked, and so on. All of this while taking instructions from air traffic control. There's lots of talking and a rapid succession of tasks. This is one of the reasons you might not hear from the pilots for several minutes.

And when you finally do hear from the cockpit, the explanation is liable to be brief and maybe not as enlightening as it could be. The reality is, pilots and microphones aren't always a good mix. To avoid technical jargon and simplify complicated situations, pilots have a tendency for scary-sounding misrepresentation. Granted passengers do not need a full explanation on the

nuances of ATC spacing restrictions or approach visibility minimums, but statements like, “We were a little too close to that plane ahead,” paint a misleading, if not terrifying picture. Later that night, passengers are emailing their loved ones with a tale of near-death, whereas the pilots have probably forgotten about it.

Although the manoeuvre can feel abrupt and can be frightening to nervous flyers, it’s perfectly natural for an airplane and perfectly safe. Pilots train and practise these types of approaches constantly.

So, what’s a Windshear?? This is the term given to a change in wind direction and speed. It is a microscale meteorological phenomenon occurring over a very small distance and can be associated with weather features such as squall lines and/or cold fronts. It is also commonly observed near thunderstorms. Some amount of wind shear is always present in the atmosphere and is quite normal, but it is the rapid change in speed and/or direction over a very short distance and at low altitude that causes a problem for aircraft. There are two types, one will be a rapid increase in airspeed, the other will be a rapid decrease in airspeed. Both can cause very real problems and in some airlines, any change in airspeed greater than 15 knots demands a go around.

Cross winds are another thing altogether. When winds are not parallel to or directly with/against the line of travel, (runway heading) the wind is said to have a crosswind component; that is, the force can be separated into two vector components:

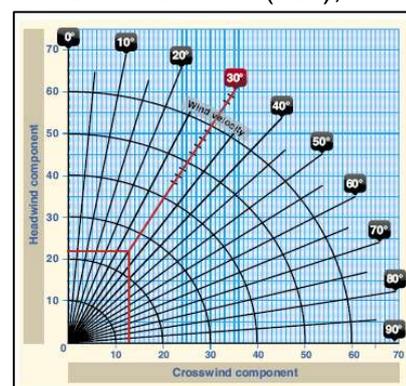
- the headwind or tailwind component in the direction of motion,
- the crosswind component perpendicular to the direction of motion.

The crosswind component is computed by multiplying the wind speed by the sine of the angle between the wind and the direction of travel while the headwind component is computed in the same manner, using cosine instead of sine.

For example, a 10 knot wind coming at 45 degrees from either side will have a crosswind component of $10 \text{ knots} \times \sin(45^\circ)$ and a head/tailwind component of $10 \text{ knots} \times \cos(45^\circ)$, both equals to 7.07 knots.

To determine the crosswind component in aviation, aviators frequently refer to a nomograph chart on which the wind speed and angle are plotted, and the crosswind component is read from a reference line.

It can sometimes be too windy to take-off or land! The limitations are in place for the safety of the passengers and crew. The maximum wind limits for commercial aircraft depend on the aircraft, airport and the direction of the wind compared to the





direction of the take-off or landing. For take off and landing, aircraft have different limitations, and these are again split up into dry, wet or contaminated runway limitations. A contaminated runway is where there is snow, ice or standing water on the runway.

The limits are split up into:

- Crosswind component – the side element of the wind
- Headwind – amount of wind from the front of the aircraft
- Tailwind – amount of wind from behind the aircraft
- Total wind – total speed of the wind

Aircraft want to take off and land into a headwind as this reduces the distance they require to get airborne or distance need to bring the aircraft to a stop. If an aircraft is standing still on the runway, and has a headwind component of 20kts, that's 20kts of air flowing over the wing and therefore giving the aircraft an airspeed of 20kts, even though it's not moving. If it has a take off speed of 140kts, the aircraft's ground speed would only need to be 120kts to get airborne because it already has 20kts of airspeed from the wind.

On a dry runway, a Boeing 737-800 has a maximum allowable crosswind component of approximately 33kts. For taking off on a wet runway it's about 27kts. The actual figure might be slightly above or below this because the airline can choose to set its own more/less restrictive value if it wishes. If the cross wind component was greater than this, the aircraft might have an option to choose another runway which is more into wind, but in the case of a single runway airport, it wouldn't be able to depart. If there is a cross wind, the Tower controller will give the aircraft the crosswind component with his landing clearance. A DC-3's crosswind component limit is 13 knots.



There is no headwind limitation for most commercial aircraft for take off, and therefore there is no maximum overall limit for take off (or landing). If there was a 100mph wind, all of which was a headwind component, in theory the aircraft wouldn't be restricted from taking off, however the reality is that there are wind limits for opening and closing the aircraft doors (around 45kts) and no pilots would attempt to taxi and depart in such conditions. The airport would have closed in such circumstances anyway!

The maximum allowable tailwind value is usually between 10-15kts. Tailwinds are easy to avoid at most airports, as you simply take off in the other direction, the headwind has now become a tailwind. Tailwind has the opposite effects of a headwind, increasing the runway distance

needed to take off and land, however at some airfields, it's actually better to accept a tailwind on one runway rather than a headwind on another because of potential terrain issues.

Birmingham Airport, which is located in central England, 105 miles northwest of London, is renowned for its crosswinds. A year or so back, its runway was extended by 400 meters (1,312 feet). This was not only to give pilots a little more breathing room for landing, but it allowed bigger aircraft such as the Airbus A380 to serve the airport.

Of course, the runway extension didn't have any effect on the savage winds.

Click [HERE](#) to see some amazing landings.

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A lawyer, who had a wife and 12 children, needed to move because his rental agreement was terminated by the owner who wanted to reoccupy the home. But he was having a lot of difficulty finding a new house. When he said he had 12 children, no one would rent a home to him because they felt that the children would destroy the place. He couldn't say he had no children, because he couldn't lie -- we all know lawyers cannot and do not lie. So, he sent his wife for a walk to the cemetery with 11 of their kids. He took the remaining one with him to see rental homes with the real estate agent. He loved one of the homes and the price was right -- the agent asked: "How many children do you have? He answered: "Twelve." The agent asked "Where are the others?" The lawyer, with his best courtroom sad look answered "They're in the cemetery with their mother."

MORAL: It's not necessary to lie, one only needs to choose the right words... and don't forget, most politicians are lawyers.

Monopoly.

Starting in 1940, an increasing number of British and Canadian Airmen found themselves as the involuntary guests of the Third Reich and the Crown was casting about for ways and means to facilitate their escape...



Now obviously, one of the most helpful aids to that end is a useful and accurate map. Paper maps had some real drawbacks -- they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush.

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Someone in MI-5 got the idea of printing escape maps on silk, it's durable, can be scrunched-up into tiny wads and unfolded as many times as needed and makes no noise whatsoever.

At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk and that was John Waddington Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort.



By pure coincidence, Waddington was also the U.K. Licensee for the popular American board game Monopoly. As it happened, 'games and pastimes' was a category of item qualified for mailing to prisoners.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany, Italy, France or where ever Allied POW



camps were located. When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece.

And while they were at it, the clever workmen at Waddington's also managed to add:

- A playing token, containing a small magnetic compass.
- A two-part metal file that could easily be screwed together.
- Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!

British and American air crews were advised, before taking off on their first mission, how to identify a 'rigged' Monopoly set – by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square.

Of the estimated 35,000 Allied POWS who successfully escaped, some were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war.



The surviving craftsmen from Waddington's, as well as the firm itself, were finally honoured in a public ceremony. Contrary to popular belief, none of the "games" were delivered to the POW's by the Red Cross, they were always sent via private, often fictitious, organisations like the Licensed Victuallers Prisoner Relief Fund. No escape aids were enclosed in the Red Cross parcels so that the Germans would have no justification for stopping these much needed parcels from reaching the prisoners.

After being married for 50 years, I took a careful look at my wife one day and said, "Fifty years ago we had a cheap house, a junk car, slept on a sofa bed and watched a 10-inch black and white TV, but I got to sleep every night with a hot 23-year-old girl. "Now ... I have a \$750,000 home, a \$45,000 car, a nice big bed and a large screen TV, but I'm sleeping with a 73-year-old woman. It seems to me that you're not holding up your side of things." My wife is a very reasonable woman. She told me to go out and find a hot 23-year-old girl and she would make sure that I would once again be living in a cheap house, driving a junk car, sleeping on a sofa bed and watching a 10-inch black and white TV.

Aren't older women great? They really know how to solve an old guy's problems!

Steve Jobs did not invent the iPhone.

Brian Merhant.

An important lesson in innovation—and teamwork—on the 10th birthday of the most popular product of all time.

The iPhone turned 10 years old in June 2017, and if you were anywhere near a magazine, newspaper, or screen—swipeable or otherwise—you probably saw a story or nine celebrating its advent. That story would likely run alongside an image of one man in particular. There he is, Steve Jobs on stage at the Moscone Centre in San Francisco. Steve Jobs with an aluminum-backed rectangle in his palm. Steve Jobs handing the iPhone down unto the world.

The narrative is clear: Steve Jobs gave us the iPhone, which, at over 1.2 billion units sold, has become the single best selling product of all time. But that narrative also happens to be rather flawed, even misleading.

And that's well worth noting, all these years after the iPhone was set upon its trajectory for world domination—because Steve Jobs did not invent the iPhone.

Rarely is it worth going to the trouble to point out that someone did not invent something. 'Brian Merchant did not invent the [Cuisinart](#)' is a headline that is unlikely to generate much interest anywhere, ever, even inside the whirring world of Cuisinart aficionados. So why pick on Steve Jobs? Why the iPhone? Because the myth is becoming inextricable from the man. Jobs may have never claimed outright that he alone invented the one device—though he did seem to insist on putting his name first on many of its patents—but history is beginning to conflate the art of invention with CEOship, marketing prowess with innovation.

Think back to those photos of the iPhone. There are few, if any, images of the team(s) of impossibly hard-working designers, engineers, and hardware hackers who deserve the lion's share of the credit for bringing it to life. We are being encouraged to believe a version of a myth that has been promulgated for decades, if not centuries: The myth of the sole, or lone, inventor.

At least since Edison—and probably since Newton and beyond—the public has accepted the narratives of great men with great ideas, overcoming adversity and uncertainty to transform the world with the invention of the light bulb, the telephone, the iPhone. This isn't anyone's fault,



and everyone's guilty; our brains just tidily compute such appealing narratives, suffused as they are with moral rectitude and justified outcomes.

But in a research paper published in 2012, the renowned patent scholar and Stanford professor [Mark Lemley](#) found that the vast majority of inventions were achieved not just by people working in teams, but often simultaneously, by different teams, even sometimes working in different parts of the world. Ideas are truly "in the air" as he says.

We now know, for instance, that Edison most certainly did not invent the lightbulb, he simply perfected it as a consumer product. His team found the ideal bamboo filament that made his bulb's glow much more appealing than the competition. And even then, Edison manned a large lab staffed by brilliant researchers; but who remembers a name besides Edison's when we think of the bulb, going off, signifying the spark of a new idea?

So it is with Steve Jobs and the iPhone. In fact, some of the parallels are almost eerie. There was work being done on smartphone products at least a decade and a half before the iPhone was launched—Frank Canova Jr. built the IBM Simon, which was a large black rectangle with touchscreen buttons, apps, and a web browser. Sound familiar? It should, but it was launched in 1993 and flopped. It was ahead of its time, and the technology wasn't ready.



What Jobs did at Apple with the iPhone was take a smattering of percolating technologies, and drove his team to integrate them in a way never executed so elegantly before. The key word is "team"; the iPhone, in fact, grew out of a series of clandestine meetings, under even Jobs' radar, in the bowels of Apple's 2 Infinite Loop building, where designers, user interface experts, and hardware engineers experimented with a collection of technologies until they'd come up with the set of demos that would form the core of the iPhone experience: Multitouch finger sensors married to custom Apple software that would bring the pixels to dance underneath your fingers.

Bas Ording, Imran Chaudhri, Greg Christie, Brian Huppi, Josh Strickon, any of those names ring a bell? Probably not, yet they're the forefathers of the iPhone. They prototyped what would become the "one device" long before Steve Jobs even had a whiff of its existence. And then a whole slew of software engineers, Scott Herz, Richard Williamson, Nitin Ganatra, Andy Grignon and so on, organized by product manager Kim Vorrath, took those experiments and built the world's most stealthy mobile computer around it. And then a crack team of hardware engineers, including David Tupman, Michael Culbert, and—okay, you're getting the point. There's a small city worth of people who contributed to the iPhone, who made it tick, who unfurled its innovations, who designed the most popular software interface of all time, who made it sing on a tiny handheld device. And that is to say nothing of the miners, laborers, and manufacturers

who collect and convert the raw materials into tiny components and finished products around the globe.

Steve Jobs made crucial decisions. His business manoeuvrings—especially absorbing info from the carriers and then winning near-total freedom to build his iPhone any way he liked, and winning favourable contract terms—and his aesthetic tastes in the space were unparalleled. He deserves a lot of credit. Just nowhere near all of it.

“The thing that concerns me about the Steve Jobs and Edison complex,” Bill Buxton (right), a Microsoft computer scientist, who helped pioneer multitouch in the 1980s (Jobs said Apple invented it in 2007), said, “is that young people who are being trained as innovators or designers are being sold the Edison myth, the genius designer, the great innovator, the Steve Jobs, the Bill Gates, or whatever,” Buxton says. See: The current myth of the founder-hero, that is partly to blame for steering companies like Uber into peril. “They’re never being taught the notion of the collective, the team, the history.”



Which is why it is painful to see the story of the iPhone reduced to Jobs, brilliant as he may have been. The true version is more intense, messy, convoluted—and human. And it’s not just a matter of doling out credit, either; it’s a matter of understanding how innovation actually happens, so we might facilitate it better in the future. There are lessons here for anyone who might try to build a product, advance a technology, stir progress—or understand how innovation really unfurls. The iPhone is the product of a collaboration carried out on a scale that’s so massive it can seem almost incomprehensible—but it makes more sense than the lone inventor myth. And we can learn more about where we’re headed if we look into the iPhone’s black mirror and try to see the huge host of faces reflected back—not just Steve Jobs’.

How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out and in which, an alarm goes off by going on.



Nuclear Energy – what is it?

Nuclear energy is the energy held in the nucleus of an atom; it can be obtained through two types of reactions - fission and fusion. (See [HERE](#))

Nuclear fission produces energy through the splitting of atoms, which releases heat energy that can generate steam and then be used to turn a turbine to produce electricity. All of today's nuclear plants use fission to generate electricity. The fuel most commonly used for fission is uranium, although additional elements such as plutonium or thorium can be used.



Nuclear fusion is a nuclear reaction in which two or more atomic nuclei collide at a very high speed and join to form a new type of atomic nucleus. During this process, matter is not conserved because some of the matter of the fusing nuclei is converted into photons, which produces usable energy. This process is what allows the sun and stars to give off energy. Fusion power offers the prospect of an almost inexhaustible source of energy for future generations; however, creating the conditions for nuclear fusion presents a potentially insurmountable scientific and engineering challenge. A recent experiment has shown that nuclear fusion can be achieved, however, it has not yet been successfully demonstrated on a commercial scale.

Today, nuclear power plants account for 11% of global electricity generation with about 80% of that installed capacity being in OECD countries. All of this capacity is nuclear fission.

Nuclear energy, through fission, can release 1 million times more energy per atom than fossil fuels. It can also be integrated into electricity grids, which currently utilize fossil fuel generation, with few changes to existing infrastructure.

Nuclear has large power-generating capacity and low operating costs, making it ideal for base load generation. However, up-front capital costs are intensive and present financial risk to investors given the extended time frames power plants must operate to recuperate their costs.

Nuclear energy does not emit greenhouse gas emissions. For this reason, it is often seen as a substitute for fossil fuel energy generation and a solution for mitigating climate change.

However, nuclear fission has a wide variety of environmental and health issues associated with electricity generation. The largest concern is the generation of radioactive wastes such as uranium mill tailings, spent (used) reactor fuel, and other radioactive wastes. Some of these materials can remain radioactive and hazardous to both human health and the environment for thousands of years. Several large nuclear meltdowns in history released radioactive waste that had lasting negative impacts on the environment and surrounding communities. This has made nuclear fission technologies controversial.

Apparently, there's a third option between burial and cremation.



NASA's Environmentally Responsible Aviation. (ERA)

It is often said that the only thing constant in life is change. That is as true at NASA as anywhere else.

But the men and women of NASA generally see change differently than others because their life's work is all about change. Through their efforts, these talented professionals move past the status quo every day and help us understand and change our world for the better. But even though change is part of their job requirement, the people of NASA understand that all projects eventually come to an end, and they will have to transition from one assignment and get ready for their next challenge. That transition is beginning to happen now for the members of the Environmentally Responsible Aviation Project.



Researchers with NASA's Environmentally Responsible Aviation project coordinated wind-tunnel tests of an Active Flow Control system -- tiny jets installed on a full-size aircraft vertical tail that blow air -- to prove they would provide enough side force and stability that it might someday be possible to design smaller vertical tails that would reduce drag and save fuel.



After many long years of study, team members are closing the books on the ERA research project that has provided so much new information about how future aircraft will fly. This team has worked to reduce aircraft drag by 8%, reduce aircraft weight by 10%, reduce engine-specific fuel consumption by 15%, reduce oxides of nitrogen emissions of the engine by 75%, and to reduce aircraft noise by 1/8 compared with current standards, all by the year 2025. These were stretch goals to be sure, but not surprisingly, their efforts have paid off for all of us. (See [HERE](#))

Created in 2009 as part of NASA's Aeronautics Research Mission Directorate's Integrated Systems Research Program, the Environmentally Responsible Aviation Project was tasked with exploring and documenting the feasibility of vehicle concepts and enabling technologies to reduce aviation's impact on the environment. Aircraft have benefited greatly by the work done by NASA engineers over the decades, but with changes in technology, NASA knew that much more could still be done. The ERA project was organized to:

- mature promising technology and advance aircraft configurations that meet mid-term goals for community noise,
- reduce fuel burn and nitrogen oxides or NOX emissions.

They were also tasked with determining the potential impact of these advanced aircraft designs and technologies into the air transportation system. They have done all this and more. The solutions that they have achieved will undoubtedly reduce fuel consumption by up to several percentage points for the aircraft community. That may not sound like much, but shaving aircraft fuel consumption even a few percentage points can save millions of dollars and help protect the environment from harmful emissions. One area that the team focused on heavily to meet these goals was to develop, in collaboration with their industry partners, a new type of aircraft called the Hybrid Wing Body concept.

NASA planners did early wind tunnel tests and scale model tests with great success. The final phase of the testing was done at NASA Ames Research Centre's 40x80 tunnel in California. The National Full-Scale Aerodynamics Complex (NFAC) is actually home to two interconnected wind tunnels. One test section, the world's largest, measures 80 feet tall by 120 feet wide. The other one, the world's second-largest, has a test section that measures 40 feet tall by 80 feet wide. This full-scale tunnel has been used since World War II and has helped perfect numerous aircraft designs.

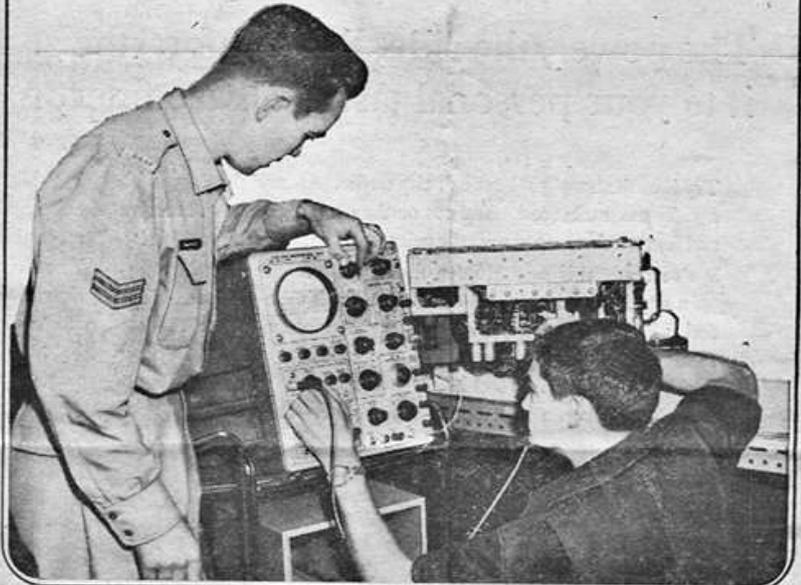
If you have a bunch of odds and ends and get rid of all but one of them, what do you call it?



Join the RAAF

We don't know when this advert appeared in the Newspapers around Australia, but it must have been this side of the 14th February, 1966 as the salary is shown in dollars and cents.

This training can be yours ... as a RAAF Radio Trainee



Whether you're skilled or unskilled at the moment, your future is assured by the expert technical training offered by the RAAF to Radio Trainees.

If you're technically minded, aged 17-34, and educated to sub-Intermediate, sub-Junior or equivalent standard, the RAAF will train you to service and handle the electronic equipment associated with a modern Air Force.

You're paid full adult rates from the day you enlist (\$34.16 weekly for single men and \$45.71 if married). Upon graduation as a Radio Technician, your salary will

immediately increase to \$43.82 (single) and \$55.37 (married) and, with subsequent promotions, will rise to \$61.53 (single) and \$73.08 (married). In addition, you are provided with free accommodation (or an allowance in lieu), free initial clothing issue and free medical and dental care.

There are also vacancies for trade training in many other technical categories, such as Airframe, Engine, Instrument, Armament or Electrical Fitter. Get the facts now!

RAAF



**SETS THE PACE
IN WORTHWHILE
CAREERS**

INQUIRE NOW: RAAF CAREERS SELECTION OFFICER, COMBINED SERVICES RECRUITING CENTRE, Queens Gate, 83A Queens Road, St. Kilda. (Near St. Kilda Junction.) Phone 51-5371. Hours—Weekdays, 8.45 a.m.-5 p.m.; Saturdays, 9 a.m.-noon. In Tasmania, RAAF Careers Selection Officer, Air Force Corner (Collins & Murray Sts.), Hobart. Telephone 2-3839. Hours as above. Postal inquiries to Deputy Director of Recruiting, Box XYZ, G.P.O., in your capital city.

Director-General of Recruiting, Dept. of Defence.

RG117.114.46



A husband and wife are shopping in their local supermarket. The husband picks up a case of beer and puts it in their cart. "What do you think you're doing?" asks the wife. "They're on sale, only \$20 for 24 cans" he replies. "Put them back, we can't afford them" demands the wife. They carry on shopping. A few aisles farther on, the woman picks up a \$40 jar of face cream and puts it in the basket. "What do you think you're doing?" asks the husband. "It's my face cream. It makes me look beautiful," replies the wife. Her husband retorts: "So does 24 cans of beer, and it's half the price."



That's him, there in Aisle 5.

Who's afraid of the big bad Herc??

The Lockheed AC-130 gunship is a heavily armed, long-endurance ground-attack variant of the C-130 Hercules transport fixed-wing aircraft. It carries a wide array of anti-ground oriented weapons that are integrated with sophisticated sensors, navigation, and fire-control systems. Unlike other military fixed-wing aircraft, the AC-130 relies on visual targeting. Because its large profile and low operating altitudes (around 7,000 ft) make it an easy target, it usually flies close air support missions at night.

The airframe is manufactured by Lockheed Martin, while Boeing is responsible for the conversion into a gunship and for aircraft support. Developed during the Vietnam War as 'Project Gunship II', the AC-130 replaced the Douglas AC-47 Spooky, or 'Gunship I'. The sole operator is the United States Air Force, which uses the AC-130U Spooky and AC-130W Stinger II variants for close air support, air interdiction, and force protection, with the AC-130J Ghost Rider in development. Close air support roles include supporting ground troops, escorting convoys, and urban operations. Air interdiction missions are conducted against planned targets and targets of opportunity. Force protection missions include defending air bases and other facilities. While AC-130Us are based at Hurlburt Field, Florida and AC-130Ws are based at Cannon AFB, New Mexico; gunships can be deployed worldwide. The squadrons are part of the Air Force Special Operations Command (AFSOC), a component of the United States Special Operations Command (SOCOM).



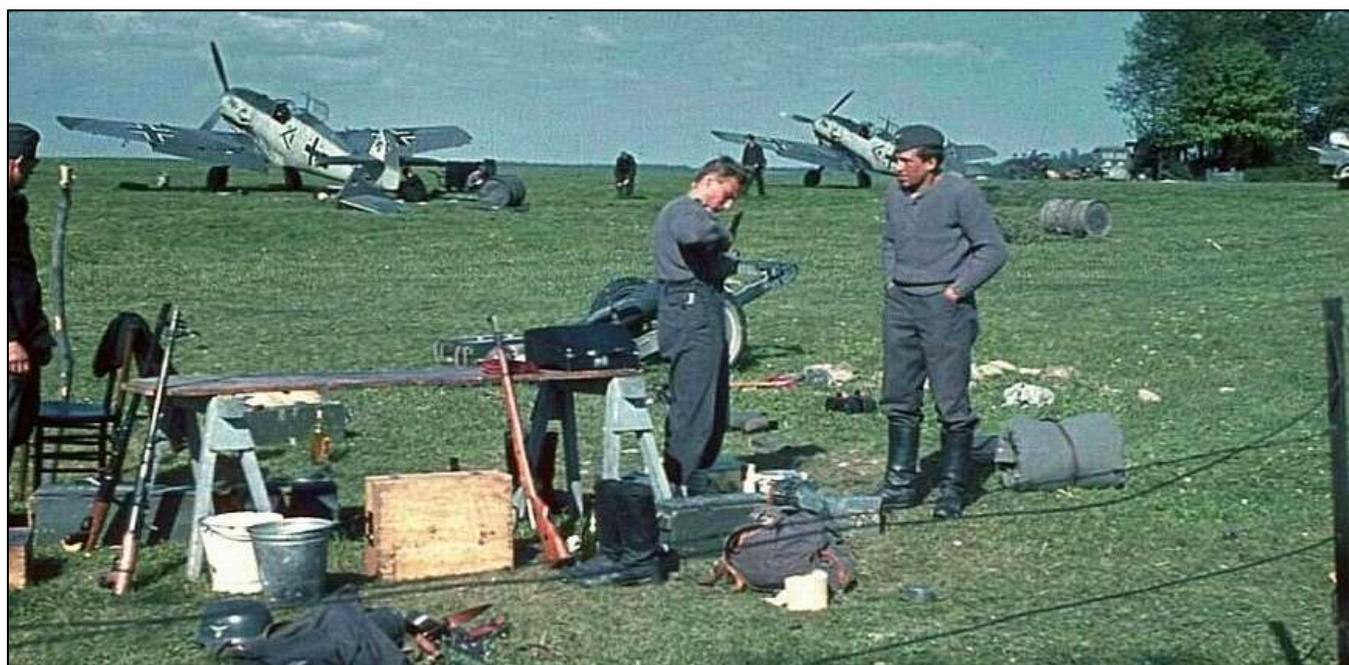
The AC-130 has an unpressurized cabin, with the weaponry mounted to fire from the port side of the fuselage. During an attack, the gunship performs a pylon turn, flying in a large circle around the target, therefore being able to fire at it for far longer than in a conventional strafing attack. The AC-130H Spectre was armed with two 20 mm M61 Vulcan cannons, one Bofors 40 mm cannon, and one 105 mm M102 howitzer. After 1994, the 20 mm cannons were removed. The upgraded AC-130U Spooky has a single 25 mm GAU-12 Equalizer cannon in place of the Spectre's two 20 mm cannons, an improved fire control system, and increased ammunition capacity.

The new AC-130J is based on the MC-130J Combat Shadow II special operations tanker as of 2012. The AC-130W is armed with one 30 mm Bushmaster cannon, AGM-176 Griffin missiles, and GBU-39 Small Diameter Bombs (SDBs).

It's a frightening machine, check out [THIS](#) video.

Rare German Luftwaffe photos.

Click the pic below to see some rare photos of young German blokes and their flying machines. When you see photos of these blokes you wonder what the hell that war was all about, they are just young blokes like you and I were once, they don't want to die, they feel the cold, they make friends, work hard during the day, chase a few girls at night, enjoy a beer or two and be as scared as hell when shot at.



War is so stupid!!

Egyptian Pyramids

As of November 2008, sources cite either 118 or 138 as the number of identified Egyptian pyramids. Most were built as tombs for the country's pharaohs and their consorts during the Old and Middle Kingdom periods.

The earliest known Egyptian pyramids are found at Saqqara, northwest of Memphis. The earliest among these is the Pyramid of Djoser (constructed 2630 BC–2611 BC) which was built during the third dynasty. This pyramid and its surrounding complex were designed by the architect Imhotep, and are generally considered to be the world's oldest monumental structures constructed of dressed masonry.

The most famous Egyptian pyramids are those found at Giza, on the outskirts of Cairo. Several of the Giza pyramids are counted among the largest structures ever built. The Pyramid of Khufu at Giza is the largest Egyptian pyramid. It is the only one of the Seven Wonders of the Ancient World still in existence.

Click [HERE](#) to see a wonderful Youtube video of these pyramids.

Anzac Portal brings Australia's war history to life.

The Minister for Veterans' Affairs, Mr Dan Tehan, encouraged Australians to visit *The Anzac Portal* website after a recent renovation. *The Anzac Portal* website at <http://www.anzacportal.dva.gov.au/> aims to promote awareness of Australia's wartime history. It now contains information and educational resources spanning campaigns from the First World War to contemporary military and peacekeeping operations.

"*The Anzac Portal* is part of the Australian Government's ongoing commitment to honour the service and sacrifice of the men and women who have served in defence of our nation," Mr Tehan said. "The website is a free, dedicated resource that all Australians can use to gain a better understanding of our wartime history through an extensive range of educational resources. It has been developed by the Department of Veterans' Affairs for teachers and students, and is aligned with the Australian Curriculum.

"It is constantly being updated with personal interviews with veterans complemented by images from the Australia War Memorial's collection and personal collections." Eight Departmental



commemorative websites have been consolidated into the single *Anzac Portal* to provide a single, central location for information on Australian war history.

It also contains resources for anyone planning events during the Anzac Centenary, including posters and wartime snapshots, veterans' stories and publications relevant to various commemorations, music downloads and sample commemorative speeches. The portal is compatible with multiple devices and browsers.

You can see it [HERE](#)

The Great Pyramid.

Graham Hancock is a British writer and reporter. Hancock specialises in unscientific theories involving ancient civilisations, stone monuments or megaliths, altered states of consciousness, ancient myths and astronomical and astrological data from the past. He describes himself as an "unconventional thinker who raises controversial questions about humanity's past."

One of the main themes running through many of his books is a global connection with a "mother culture" from which he believes all ancient historical civilisations sprang. His work has neither been peer reviewed nor published in academic journals.

He has worked for many British papers, such as *The Times*, *The Sunday Times*, *The Independent*, and *The Guardian*. He co-edited *New Internationalist* magazine from 1976 to 1979, and served as the East Africa correspondent of *The Economist* from 1981 to 1983.

He has an interesting take on the big pyramid - see the video [HERE](#).



Velly Inteesting – but stupid!!!!



USS Ronald Reagan.

On the 24 July, the USS Ronald Reagan (CVN-76), one of the US's 19 aircraft carriers, arrived in Brisbane for some crew R & R after taking part in the Talisman Sabre exercise off the Queensland coast. The Ronald Reagan is a nuclear-powered Nimitz class ship, is 333 metres long, weighs in at 103,000 tonnes and was commissioned in July 2003.



She is the ninth ship of her class and is named in honour of Ronald W. Reagan, president of the United States from 1981 to 1989. Upon her christening in 2001, she was the first ship to be named for a then still-living former president.

The contract to build Reagan was awarded to Northrop Grumman in December 1994 and her keel was laid down in February 1998. The budget for the ship had to be increased several times and ultimately US\$4.5 billion was spent on her construction. After the crew received the traditional first order as an active unit of the Navy - "Man the ship and bring her to life", she made her maiden voyage on 21 July 2003. President Reagan, who did not attend either the launch or the commissioning due to Alzheimer's disease, died eleven months later.



She is a huge ship, needs a water depth of 12.5 metres (41 feet) before scraping the bottom, but when revved up can cruise along at more than 30 knots (55+ kmh). She is powered by 2 Westinghouse nuclear reactors which can generate enough steam to produce approximately 100 MW of electricity. The reactors drive 4 shafts which spin 4 huge props and if she could carry sufficient food for her crew, could stay at sea for up to 25 years before she'd need refuelling.

She needs 3,200 navy bods to drive her and another 2,480 bods to look after her aircraft, making a total of 5,680 persons on board – nearly twice the size (in population) of Charleville Qld. She serves up more than 18,000 meals a day and has everything from a barber to dentist on board.

She has a nearly all-flat flight deck with a starboard side island superstructure which is set slightly aft of amidships. The primary landing area for fixed-wing aircraft is the angled section of runway running from starboard-stern to portside-bow. Four hangar elevators provide the necessary access from below with three elevators featured along the starboard side and one along port. There are a total of four steam catapults, two of which are along the centre-line of the vessel and two along the portside.



She can carry a variety of up to 90 fixed-wing or rotary-wing aircraft at any one time This includes air defence fighters, strike aircraft, Airborne Early Warning (AEW) platforms, transports, Search and Rescue (SAR) helicopters and the like, all of which makes her a very formidable force (Click the pic above). All fuel and munitions for the aircraft are stored aboard in lower decks and the design of the hangar areas ensures that an explosion or fire can be rapidly contained in the event of an accident or direct hit from an enemy weapon - lessens no doubt learned through the hard-fought carrier battles of World War 2.

Mounted on the vessel's island superstructure are the various sensors and processing systems available to the Nimitz-class of ships. This includes 2 radars to serve in the air traffic control role as well as





an instrument landing aid radar system. Electronic warfare and torpedo countermeasures are also carried.

While primarily relying on her accompanying fleet of surface warships and air defence fighters, Reagan still carries a collection of weapons as a final line of survival, including medium-range surface-to-air missiles and 4 x 20mm Phalanx Gatling guns.

After commissioning in 2003, her first actions were in support of Operation Enduring Freedom (Afghanistan) and Operation Iraqi Freedom (Iraq) where her strike capabilities were brought to bear. She was then deployed to the Western Pacific under the Surge Deployment initiative until returning home in April of 2007.

After Typhoon Fengshen hit the Philippines in 2008, Reagan and her assets were used in a humanitarian role, a rather unsung commitment quite regularly seen with USN forces, where helicopters and transports provided supplies and assisted in rescues. Then in August 2008, Reagan was deployed near the Afghanistan theatre and launched air strikes on enemy targets in the country. More air strikes followed in 2009 before she was returned home in October. The vessel was then underwent maintenance during the first half of 2010 before being deployed for trials of new equipment and general exercising of procedures. She joined other elements for RIMPAC 2010. In November, her crew assisted the stricken ocean liner "[Carnival Splendor](#)" which had suffered an engine fire/outage. She has definitely earned her keep.

When she arrived in the mouth of the Brisbane River, people in their thousands turned out to see her and to photograph her. She was berthed on the southern bank of the river and the best vantage spot was directly opposite on the north bank, next to Brisbane's sewerage plant at Luggage Point.



With a huge crowd of people gathered in the one spot, all eager to get a look at the ship, it wasn't surprising that mobile fast-food retailers set up shop and did a very healthy trade.

THE RAM

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



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USS Cole.



Carriers like the Reagan never travel alone, they always have one or more “minder” ships to look after them and to take on the baddies if/when there’s a scuffle. One of the ships that accompanied Ronald Reagan into Brisbane was the USS Cole.



The Cole has had a very checkered career.

She was launched in February 1995 and is an Arleigh Burke class guided missile destroyer and is named in honour of Marine Sergeant Darrell S. Cole, a machine-gunner killed in action on Iwo Jima on 19 February 1945. She is one of 62 Arleigh Burke-class guided missile destroyers.

On the 12th October 2000, while at anchor in Aden, Cole was attacked by Al-Qaeda suicide bombers, who sailed a small boat near the destroyer and detonated explosive charges. The blast created a hole in the port side of the ship about 40 feet (12 m) in diameter, killing 17 crewmembers and injuring 39. The ship was also extensively damaged and was returned to the United States aboard the Norwegian heavy-lift vessel Blue Marlin.



In November 2003, after extensive repairs, USS Cole returned to service. What followed was extensive legal battles attributing blame for the bombing while relatives of those killed and/or injured, sued for compensation. In September 2015, the US District Court issued a final judgement awarding \$314,705,896 in compensatory and punitive damages and ordered the Sudanese banks to turn over assets to pay the compensation.



The Cole is a ship of 8,900 tons (fully loaded), she is 155 metres in length and requires 31 feet of water in which to float. Flat chat, she will exceed 30 knots and has a range of 4,400 nautical miles at a cruise speed of 20 knots. She needs 280 persons to drive her.

She carries all sorts of electronic toys and weapons to ward of the baddies and if required, can carry two Seahawk helicopters.



"So I said to her, 'How about giving me something to remember you by?'"

Lieutenant Commander David Balme

Lieutenant Commander David Balme, who recently passed away aged 95, led a boarding party which captured the secrets of Enigma from a German U-boat during the Battle of Convoy OB138 in May 1941, a turning point in the Battle of the Atlantic.

At midday on the 9th May, 1941 Commander Joe Baker-Cresswell, captain of the destroyer Bulldog, was about to order the ships of the 3rd Escort Group to leave west-bound trans-Atlantic Convoy OB318 in order to refuel at Iceland, when two merchant ships were torpedoed in quick succession. The torpedoes were fired from U-110, commanded by the U-boat ace Fritz-Julius Lemp (right), who failed to notice the proximity of the corvette Aubretia. Before his second salvo of torpedoes struck, Aubretia's Lieutenant Commander Vivian Smith commenced a counter-attack with depth charges which blew U-110 to





the surface. The destroyer Broadway attempted to ram the surfaced U-boat and all three British ships opened fire with their guns. There was panic in U-110 and the crew abandoned ship: 15 men were killed or drowned including Lemp, and 32 survivors were picked up and hurried below deck in Aubretia. The action was over in minutes, and when Baker-Cresswell stopped Bulldog alongside the U-boat he found it wallowing stern-down in the Atlantic rollers.

Balme was ordered to row across in Bulldog's whaler to "get whatever you can out of her, documents, books, charts, and get the wireless settings, anything like that". Jumping on to the U-boat's outer hull he walked, revolver in hand, to the conning tower, at which point he had to holster his pistol in order to climb three ladders to the top of the tower and down again inside the U-boat to the control room. It was, he later recalled, "a very nasty moment because both my hands were occupied and I was a sitting target to anyone down below". Balme was very frightened; he expected the boat to sink, or scuttling charges to blow up at any moment, or to be overcome by chlorine from damaged batteries. The inside of the boat was dimly lit, there was a "nasty" hissing noise, and he could hear water slopping in the bilges. "I immediately went right for'd and right aft with my revolver in my hand to see if there was anybody about," he said later. Noting that despite damage the U-boat was clean and well-kept and there was food on the table, but finding no Germans aboard, Balme called down the boarding party and "started ransacking all the treasures of the U-boat".

In the wireless office, telegraphist Alan Long found "a funny sort of instrument, Sir, it looks like a typewriter but when you press the keys something else comes up on it". Balme (right) recognised this as "some sort of coding machine", which he ordered to be unscrewed, and he organised a human chain to carry the machine and other equipment, charts and documents up the ladders and into the whaler. Balme and Long had found an Enigma machine, the cipher device which the German U-boat service used to communicate to its fleet in, as the Germans thought, an unbreakable code.

Besides that day's settings, they also recovered the daily settings until the end of June, which, when delivered later to Bletchley Park, enabled Alan Turing and his team to read the German naval "Hydra"





code, the officer-only code, and with the knowledge and experience gained, to go on to crack several other codes. Lemp's crew were so demoralised and ill-disciplined that later in prison camp they talked freely to their interrogators about U-110 and about other boats in which they had served.

Balme and his men spent six hours inside U-110, where for some time they were left alone in the Atlantic, listening to the distant sound of depth charges while the 3rd Escort Group hunted another U-boat. When Bulldog returned, Balme passed a towline, and for a day U-110 was pulled towards Iceland, until about 11.00 on the 10th May, 1941, when the German vessel reared its bows in the air and sank stern-first.

The loss of U-110 enabled the British to throw a cloak of secrecy over the whole affair, a cloak so dark that even when Captain Stephen Roskill, the official historian of the Royal Navy, wrote about the capture in 1959, only those already in the know were able to read between the lines and would have realised that the secret of the capture was not the U-boat but the Enigma material which was salvaged from it. Balme had been told that the truth of his secret capture would be kept forever, and was surprised when in the 1970s its secrets began to leak out. Baker-Cresswell and Smith were awarded the DSO, Balme the DSC, and Long the DSM, for enterprise and skill in action against enemy submarines.

There were also breaches of security: Baker-Cresswell had told Balme to bring him back a pair of binoculars. Balme brought back two, and he used these swastika-stamped Zeiss binoculars in his yacht for 50 years. He also pinched Lemp's cap from his cabin, keeping it as a souvenir until he presented it to the Imperial War Museum in 2003.

David Edward Balme was born in Kensington, London, on the 1st October, 1920, of Huguenot stock. In 1937, at aged 13, David entered Dartmouth Naval College. His naval career was unusually varied. Pre-war, as a midshipman, he served in the cruisers London and Shropshire in the Mediterranean during the Spanish Civil War; he recorded the rising tension in Europe in his midshipman's journal. When he was re-appointed to the destroyer Ivanhoe in June 1939 she was on the Palestine Patrol, preventing illegal immigration into the Holy Land, and when she was recalled to Britain at the outbreak of war he witnessed the torpedoing of the carrier Courageous in September. In mid-October he took part in the Battle of Convoy KJF3 when two U-boats were sunk.

Balme had a very enjoyable few months on his foreshortened sub-lieutenant's courses in Portsmouth and Greenwich in early 1940 and his next appointment was as sub-lieutenant of the gunroom in the cruiser Berwick (right). On the 27th November, 1940 she fought against the Italian fleet in the Battle of Cape Spartivento, when she was hit by two 8in shells which knocked out her





after turrets, killing seven men, wounding nine others and igniting a fire which took an hour to subdue. Then on Christmas Day that year Berwick was off the Canaries escorting Convoy WS-5A when, despite being hit several times, she drove off the German heavy cruiser Admiral Hipper, thus saving a valuable troop convoy bound round the Cape for the Middle East. When Berwick returned to Plymouth for repairs, Balme was appointed to Bulldog as her navigator.

Bulldog, he declared, was “a happy little ship and far the best time that I ever had in the Navy”. While on her, he took part in several trans-Atlantic convoys and in the occupation of Iceland. Balme’s navigational skill led to him being selected as an observer in the Fleet Air Arm. En route to Egypt in June 1942 he commanded a party of British gunners on-board the American merchantman Chant, part of a convoy intended for the relief of Malta – but was sunk. Rescued from the water, he spent two nights in an air raid shelter in Malta before flying on to take up his duty as senior observer of 826 Naval Air Squadron. Balme’s Fairey Albacore bombers (right) perfected the technique of pathfinding – dropping flares for RAF Wellingtons to bomb. When he left, in February 1943, the Air Officer Commanding sent him a signal of thanks for the “magnificent work with and for the Wellingtons. There is no doubt that these night attacks were one of the decisive factors in crushing the enemy’s attack. The successful conclusion of the land battle may well prove to be a turning point in the war in Africa.” Balme was mentioned in despatches.



Next he qualified as fighter direction officer (FDO) and was sent to the battleship Renown which brought Winston Churchill and his staff back from the Quebec Conference in September 1943. Almost Balme’s last appointment was as staff FDO in the Eastern Fleet, in the battleship Queen Elizabeth, when with acting rank he became the youngest lieutenant commander in the fleet. His service included a month in the escort carrier Empress directing her aircraft on photo-reconnaissance missions over Malaya.



Post-war Balme joined the family’s wool-broking business. He hunted with the New Forest Hounds and, as a member of the Royal Yacht Squadron, sailed the coasts of Western Europe. In 1999 he was historical adviser during the making of the Oscar-winning film U-571, which recast the capture and boarding of U-110 as an American victory. When the prime minister at the time, Tony Blair, called this an affront to British sailors, Balme, the one-time chairman of Lymington Conservatives, pointed out that it was a great film, that it would not have been financially viable without being Americanised, that the credits acknowledged the Royal Navy’s



role in capturing Enigma machines and code documents, and that he was glad the story had been told in tribute to all the men involved. He died on the 3rd January 2016.

My luck is so bad that if I bought a cemetery, people would stop dying.

C-133 Cargomaster

The Douglas C-133 Cargomaster was a large turboprop cargo aircraft built between 1956 and 1961 by the Douglas Aircraft Company for use with the United States Air Force. Douglas built 50 of them. It was the USAF's only production turboprop-powered strategic airlifter, entering service shortly after the Lockheed C-130 Hercules, which was known as a tactical airlifter. It provided airlift services in a wide range of applications, being replaced by the C-5 Galaxy in the early 1970s.

The C-133 was for many years the only USAF aircraft capable of hauling very large or very heavy cargo. Despite the Douglas C-124 Globemaster II's capabilities, there was much cargo that it could not carry because of its configuration with a cargo deck 13ft (4m) off the ground and its lower, though substantial, engine power.

The C-133 continued in service after the formation of the USAF's Military Airlift Command on 1 January 1966.



By 1971, shortly before the introduction of the Lockheed C-5 Galaxy, the Cargomaster was obsolete as well as being worn out and all were withdrawn from service. The C-133 was originally a 10,000-hour airframe that had been life-extended to 19,000 hours. Severe vibration had caused critical stress corrosion of the airframes to the point that the aircraft were beyond economical operation any longer. The Air Force managed to keep as many of the C-133 fleet in service as possible until the C-5 finally entered squadron service.

C-133s set a number of unofficial records, including records for military transport aircraft on trans-Atlantic and trans-Pacific routes. Among the longest were non-stop flights from Tachikawa Airfield, Japan, to Travis Air Force Base, California (17:20 hours on 22 May 1959, 5,150 mi/8,288 km at an average speed of 297.2 mph/478.3 km/h) and Hickam Air Force Base, Hawaii to Dover Air Force Base, Delaware in about 16 hours (4,850 mi/7,805 km 303.1 mph/487.8 km/h). The only FAI officially-sanctioned record was in December 1958, when C-133A 62008 lifted a payload of 117,900 lb (53,480 kg) to an altitude of 10,000 ft (3,048 m) at Dover Air Force Base, Delaware.



Click [HERE](#) to see its last flight.

After retirement by the USAF, several Cargomasters were operated by the Cargomaster Corporation in Alaska and by the Foundation for Airborne Relief based in California.

Don't worry about avoiding temptation. As you grow older, it will avoid you.

Canberras

In September, 1960, 3 x Canberras departed Amberley and flew to Nigeria for Independence Day celebrations. The aircraft flew via the USA, Bermuda, Azores and Malta to Nigeria. They returned to Australia via Entebbe, Aden, Gan (Maldivé Islands), Cocos Islands and Perth. Communications and weather were the biggest problems faced throughout flight.

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

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Health and Life Style.

Choking.

Choking occurs when a foreign object becomes lodged in the throat or windpipe, blocking the flow of air. In adults, a piece of food often is the culprit whereas young children often swallow small objects. Because choking cuts off oxygen to the brain, administering first aid as quickly as possible is crucial.

The universal sign for choking is hands clutched to the throat. If the person doesn't give the signal, look for these indications:

- Inability to talk
- Difficulty breathing or noisy breathing
- Inability to cough forcefully
- Skin, lips and nails turning blue or dusky
- Loss of consciousness

If choking is occurring, the Red Cross recommends a "five-and-five" approach to delivering first aid:

- **Give 5 back blows.** First, deliver five back blows between the person's shoulder blades with the heel of your hand.
- **Give 5 abdominal thrusts.** Perform five abdominal thrusts (also known as the Heimlich maneuver).
- **Alternate between 5 blows and 5 thrusts** until the blockage is dislodged.

It's OK not to use back blows, if you haven't learned the technique. Both approaches are acceptable.

To perform abdominal thrusts (Heimlich maneuver) on someone else:

- **Stand behind the person.** Wrap your arms around the waist. Tip the person forward slightly.
- **Make a fist with one hand.** Position it slightly above the person's navel.





- **Grasp the fist with the other hand.** Press hard into the abdomen with a quick, upward thrust — as if trying to lift the person up.
- **Perform a total of 5 abdominal thrusts,** if needed. If the blockage still isn't dislodged, repeat the five-and-five cycle.

If you're the only rescuer, perform back blows and abdominal thrusts before calling 000 for help. If another person is available, have that person call for help while you perform first aid.

If the person becomes unconscious, perform standard CPR with chest compressions and rescue breaths.

To perform abdominal thrusts (Heimlich maneuver) on yourself:

First, if you're alone and choking, call 000 immediately. Then, although you'll be unable to effectively deliver back blows to yourself, you can still perform abdominal thrusts to dislodge the item.

- **Place a fist** slightly above your navel.
- **Grasp your fist** with the other hand and bend over a hard surface — a countertop or chair will do.
- **Shove your fist** inward and upward.

To clear the airway of a pregnant woman or obese person:

- **Position your hands a little bit higher** than with a normal Heimlich manoeuvre, at the base of the breastbone, just above the joining of the lowest ribs.
- **Proceed as with the Heimlich maneuver,** pressing hard into the chest, with a quick thrust.
- **Repeat** until the food or other blockage is dislodged or the person becomes unconscious.



To clear the airway of an unconscious person:

- **Lower the person** on his or her back onto the floor.
- **Clear the airway.** If a blockage is visible at the back of the throat or high in the throat, reach a finger into the mouth and sweep out the cause of the blockage. Be careful not to push the food or object deeper into the airway, which can happen easily in young children.



- **Begin cardiopulmonary resuscitation (CPR)** if the object remains lodged and the person doesn't respond after you take the above measures. The chest compressions used in CPR may dislodge the object. Remember to recheck the mouth periodically.

To clear the airway of a choking infant younger than age 1:

- **Assume a seated position and hold the infant facedown** on your forearm, which is resting on your thigh.
- **Thump the infant gently but firmly** five times on the middle of the back using the heel of your hand. The combination of gravity and the back blows should release the blocking object.
- **Hold the infant faceup on your forearm** with the head lower than the trunk if the above doesn't work. Using two fingers placed at the centre of the infant's breastbone, give five quick chest compressions.
- **Repeat the back blows and chest thrusts** if breathing doesn't resume. Call for emergency medical help.
- **Begin infant CPR** if one of these techniques opens the airway but the infant doesn't resume breathing.

If the child is older than age 1, give abdominal thrusts only.

To prepare yourself for these situations, learn the Heimlich maneuver and CPR in a certified first-aid training course.

Mozzie Bites.

Avoid and exclude mosquitoes

Limit exposure to mosquitoes by:

- Avoiding outdoor activities when they're most active, dusk to dawn
- Repairing any tears in the screens on your windows, doors and camping gear
- Using mosquito netting over strollers and cribs or when sleeping outdoors
- Use insect repellent



The most effective insect repellents include one of three active ingredients:



- **DEET** - DEET is simply the common name for N,N-Diethyl-m-toluamide. It's been in use as an effective insect repellent since it was developed by the U.S. Army in 1946.
- **Icaridin** (also called picaridin)
- **Oil of lemon eucalyptus** (a plant-based compound).

These repellents temporarily repel mosquitoes and ticks. DEET may offer longer lasting protection. Whichever product you choose, read the label before you apply it. If you're using a spray repellent, apply it outdoors and away from food.

If you're also using sunscreen, put it on first, about 20 minutes before applying the repellent. Avoid products that combine sunscreen and repellent, because you'll likely need to reapply sunscreen more often than repellent. And it's better to use only as much repellent as you need.

Used according to package directions, these products are generally safe for children and adults, with a few exceptions:

- Don't use DEET-containing products on infants younger than 2 months.
- Don't let young children get DEET or icaridin-containing products on their hands or faces.
- Don't use oil of lemon eucalyptus on children under age 3 years.
- Don't apply repellent under clothing.
- Don't apply repellent over sunburns, cuts, wounds or rashes.
- When you go indoors, wash with soap and water to remove any remaining repellent.

Treat clothing and outdoor gear

Permethrin is an insecticide and insect repellent used for additional protection. This product is applied to clothing and outdoor gear, not skin. Check the product label for specific application instructions. Some sporting goods stores sell clothing pretreated with permethrin.

Use protective clothing and gear.

Weather permitting, wear:

- Long sleeves
- Socks and closed-toe shoes
- Long pants, possibly tucked into the tops of your socks
- Light colors
- A hat that protects your ears and neck or one with mosquito netting that covers your face.



Take preventive medication.

If you tend to have large or severe reactions to mosquito bites (skeeter syndrome), consider taking a nondrowsy, nonprescription antihistamine when you know you'll be exposed to mosquitoes.

Reduce mosquitoes around your home

Eliminate standing water, which mosquitoes need to breed. To keep your house and yard free of mosquito pools:

- Unclog roof gutters.
- Empty children's wading pools at least once a week, and preferably more often.
- Change water in birdbaths at least weekly.
- Get rid of old tires in your yard.
- Empty outdoor flower pots regularly or store them upside down so that they can't collect water.
- Drain your fire pit if water collects there.

Safeguarding veterans' pharmaceutical benefits.

On 1 July 2017 Minister for Veterans' Affairs Dan Tehan announced additional funding to ensure Department of Veterans' Affairs (DVA) clients would continue to have access to pharmaceuticals through the Repatriation Pharmaceutical Benefits Scheme (RPBS). "From 1 July 2017, the Australian Government will provide \$663,000 in additional funding over five years for 35 pharmaceutical items," said Mr Tehan. "The funding will safeguard the availability of 34 items, one new listing and the addition of five generic brands." The generic brands treat insomnia, skin cancer, fungal mouth infections, diarrhoea and assist in preserving bone mineral density.



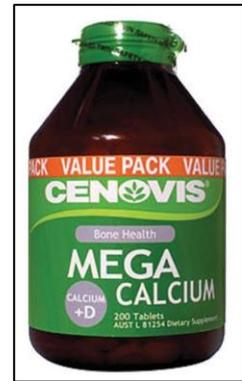
Microdacyn, a sterile irrigation solution that assists in the treatment of wounds and is applied as a topical wound healing agent, will be added to the RPBS. These additions reflect new therapies becoming available, generic brands coming onto the market and pharmaceutical sponsors seeking to vary prices. "The Australian Government is continuously exploring ways to provide more pharmaceutical options at a lower cost to veterans," Mr Tehan said. "Australia will always be grateful to our veterans for the service they have provided to the nation."

Ensuring access to affordable medications is one way the Government demonstrates our appreciation.”

When should I take calcium supplements? Does the timing matter?

Yes. Three factors determine when you should take calcium supplements:

- **The type of calcium.** Check the label to find out what kind of calcium a supplement contains. If the supplement contains calcium citrate, you can take it with or without food. If the supplement contains calcium carbonate, take it with food. Stomach acid produced while eating helps the absorption of calcium carbonate.
- **The total daily dose.** Calcium is absorbed most efficiently when it's taken in amounts of 500 milligrams (mg) or less at one time. So, if you take 1,000 mg of calcium a day, split it into two or more doses over the day.
- **If you take prescriptions.** Calcium supplements can interact with many prescription medicines, including antibiotics, bisphosphonates and high blood pressure medications. Ask your doctor or pharmacist about possible interactions between calcium supplements and your medications.



It's also a good idea to take your calcium supplements at a different time from your multivitamin or an iron-rich meal. Calcium may not be absorbed as well if it's taken at the same time as iron, zinc or magnesium.

If you still aren't sure about the best time to take calcium supplements, check with your doctor or pharmacist for guidance.

How CPAP controls sleep apnea.

Continuous positive airway pressure (CPAP) is a treatment option for sleep apnea. As you sleep, CPAP provides air at a pressure just high enough to prevent the collapse of your airway. The pressurized air is provided through a mask that seals with your mouth or nose. This allows you to breathe without much effort and sleep without waking up.

The CPAP machine doesn't breathe for you. You can breathe in and out normally on your own.



Some people require different pressures during the inhale and exhale cycle to help them breathe more normally or comfortably.

A variety of masks are available. If one type of mask or machine isn't comfortable, ask your doctor for suggestions about other options for you.

Click [HERE](#) to see a video explaining it.

Pet therapy: Man's best friend as healer.

Animal-assisted therapy can help healing and lessen depression and fatigue.

Is medicine going to the dogs? Yes, but in a good way. Pet therapy is gaining fans in health care and beyond. Find out what's behind this growing trend.

What is pet therapy?

Pet therapy is a broad term that includes animal-assisted therapy and other animal-assisted activities. Animal-assisted therapy is a growing field that uses dogs or other animals to help people recover from or better cope with health problems, such as heart disease, cancer and mental health disorders.

Animal-assisted activities, on the other hand, have a more general purpose, such as providing comfort and enjoyment for nursing home residents.



How does animal-assisted therapy work?

Imagine you're in the hospital. Your doctor mentions the hospital's animal-assisted therapy program and asks if you'd be interested. You say yes, and your doctor arranges for someone to tell you more about the program. Soon after that, an assistance dog and its handler visit your hospital room. They stay for 10 or 15 minutes. You're invited to pet the dog and ask the handler questions.

After the visit, you realize you're smiling. And you feel a little less tired and a bit more optimistic. You can't wait to tell your family all about that charming canine. In fact, you're already looking forward to the dog's next visit.

Who can benefit from animal-assisted therapy?

Animal-assisted therapy can significantly reduce pain, anxiety, depression and fatigue in people with a range of health problems:

- Children having dental procedures
- People receiving cancer treatment
- People in long-term care facilities
- People hospitalized with chronic heart failure
- Veterans with post-traumatic stress disorder



And it's not only the ill person who reaps the benefits. Family members and friends who sit in on animal visits say they feel better too. Animals also can be taught to reinforce rehabilitative behaviours in patients, such as throwing a ball or walking.

Pet therapy is also being used in nonmedical settings, such as universities and community programs to help people deal with anxiety and stress.

Does pet therapy have risks?

The biggest concern, particularly in hospitals, is safety and sanitation. Most hospitals and other facilities that use pet therapy have stringent rules to ensure that the animals are clean, vaccinated, well-trained and screened for appropriate behaviour.

It's also important to note that the Centres for Disease Control and Prevention has never received a report of infection from animal-assisted therapy.

Animal-assisted therapy in action.

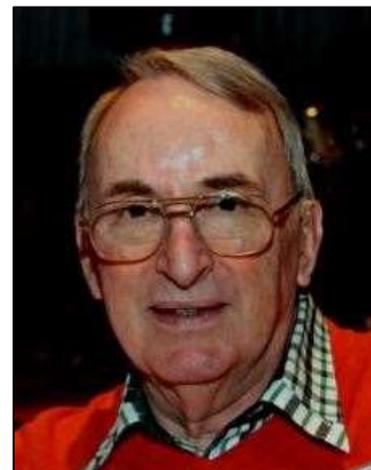
More than a dozen registered therapy dogs are part of Mayo Clinic's Caring Canines program in the US. They make regular visit to various hospital departments and even make special visits on request. The dogs are a welcome distraction and help reduce the stress and anxiety that can accompany hospital visits.

Pedro's Patter.

Excerpt from Jeff's book – [Wallaby Airlines](#).

Beating the monsoon.

August, my first month in country, had been and gone. So far, no Wallaby had taken a hit from ground fire. The tell-tale metal patches on all the aircraft were evidence that they had taken small arms fire in the past. And, of course, there were daily accounts from other squadrons that aircraft were still being shot at. There was a war going on around us. It seemed to be only a matter of time before one of us picked up a stray round.



We all knew how and when any of us would take a hit. It would be on some occasion when we were forced by bad weather to fly low over insecure areas to carry out a resupply mission. And, while no one seemed to lose any sleep worrying about when it would happen, the tension in the crew was palpable whenever we had to abandon the safety of our normal procedures and get down close to the ground.

With the Delta in the grip of the monsoon, the weather around and south of Vung Tau and Saigon was frequently terrible, making flying operations very difficult. Small fluffy cumulus clouds formed shortly after the first rays of the sun appeared. During the day they swelled into gigantic towers, fed by warm, moist tropical air from the South China Sea. Tower bred tower until lines of these storm clouds might stretch right across the Delta from the coast to the Cambodian border. Late in the afternoon would come torrential rain, blotting out the landscape.



Conditions sometimes improved as the storm clouds drifted away, or worsened as the cool rain falling on the warm surface below formed patchy, fog-like cloud down to ground level.

Of course, there was nothing to stop us flying in cloud. The aircraft were well equipped for instrument flight, and we were all instrument-rated pilots. But although the country was liberally equipped with navigation aids, these were located at major bases, and were of little use to a Wallaby pilot attempting to get into a small outpost in bad weather. The only way to find such places was to maintain visual contact with known ground features, and fly below cloud. If this



meant flying below 2500 feet, our ground fire safety height, the unwritten rule was: 'Fly as low as possible!' A corollary to the rule was: 'Ignore the startled looks of the passengers'.

At this time of year Ca Mau, our 406 mission fuel and lunch stop, always seemed to be under a line of storm clouds and almost invisible in torrential rain. On many occasions during this period, I remember having to get around and under the rain-bearing cells to get in. One particular day, the clouds stretched right across the Delta. The only way in was to make a low-level dart under the showers from about five miles out. As I pushed the aeroplane down to treetop height, I wondered again if anyone on the ground had us in his sights.

The airfield was harder to find these days, especially in bad weather, having been rebuilt and relocated five miles out of town. I was relieved finally to see the strip of wet PSP glistening through the curtain of rain and wasted no time loitering over the surrounding rice paddies, most of which were effectively under Viet Cong control.

At the edge of the parking ramp were stacks of metal pallets left behind by C-130 aircraft. Empty POL drums, the drums forming pillars at each corner, supported the pallets. Here and there, the spaces between the drums were filled in with hessian, drawn back to reveal the faces of curious children peeping out. Through the gaps, I could also see adults, and simple personal belongings. The unloading team told us that these pallet-homes sheltered refugee families who preferred the frugal security of a makeshift airfield dwelling to the harassment and tax extortion which were part of rural life out here.

On the other side of the road outside the airfield, more fortunate families lived in mud-walled, thatch-roofed humpies, nudging one another for a place beside the river, which is the universal instrument for irrigation, water supply, bathing and sanitation. At least these people had a river to toss their garbage into unlike the shanty dwellers of Vung Tau, who had to make do with the gutter.



We now had to drive a few miles into town for lunch. The absolute flatness of the Delta stretched away to the horizon either side of the road, the watery monotony of the paddies broken only by a rectangular grid of walkways and clumps of houses. Peasant men and women, coolie hats shading their faces, bent low tending the rice, much of which would find its way into VC stomachs. At the side of the road, grinning kids paused in their play to wave and shout the usual 'Hi! Uc Dai Loi', as our vehicle drove madly past. The older ones cheekily wheeled their bikes toward us, slowing our progress. A huge sow grubbed around the mulch of

the gutter, searching for food. A water buffalo stood motionless in a paddy completely immersed, except for its head, staring into infinity.

The adults we saw, particularly the very old women, looked impassively in our direction without making eye contact. I wondered how much these simple people understood or cared about the recent elections for a consultative body to draft a constitution.

Even getting out of Vung Tau and into Saigon in bad weather could be a problem. It often rained all night in Vung Tau. Storms, which formed on the higher ground to the west, moved down the Saigon River and out to sea. Being at the tip of a narrow peninsula, we often got up in the morning to find ourselves cut off from the 'mainland' by a wall of cloud right down to sea level. One such morning, we were bound for Saigon on the daily courier, and climbed over the base in a spiral before calling Paris to advise them we were 'going Popeye' (into cloud). Paris acknowledged in a rather bored voice, instructing us to climb to 12,000 feet and proceed to and hold over the Saigon NDB. He added, almost as an afterthought, that we were 'number 26' in the approach sequence!

I had never been above six or seven thousand feet since arriving in this country. We joined the stack of aircraft over the NDB and started our holding patterns. Every few minutes, as an aircraft landed, Paris brought us down a thousand feet as our sequence number decreased. Other aircraft, arriving after us, were stacked 'on top' of us. Still more were orbiting in stacks over two other NDBs. Finally, after almost an hour, we heard the magic words:

Wallaby Zero One, take up a heading of zero seven zero, downwind for precision radar approach runway two five. Call Saigon Approach Control on three six three decimal eight.

After five minutes prattling from the GCA controller, who gave us headings to steer and rates of descent to maintain our approach path, we were on the ground at Tan Son Nhut and once more rumbling towards Rebel Ramp. Two people had cause to be pleased about our delayed arrival. Graeme 'Splinter' Boxall and Brian Young, replacement pilots for Dick Cooper and John Lanning, were standing on the ramp beside their cabin trunks. Because of the delay, they were able to go back with us on the morning courier, instead of waiting around all day, as our group had to do on arrival a month ago. I must admit, I was selfishly pleased to see them, and to remind them that they had 364 days to go. It made my own 'sentence' so much lighter.



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They stared wide-eyed at the fantastic array of aircraft around them, just as I had on my first day.

There was a good reason for not flying in cloud if it could be avoided—there was a definite risk of a mid-air collision. While most parts of the country were covered by radar, only jets and out-of-country aircraft were provided with positive radar control. Transports and light aircraft were provided with a 'flight follow' service which gave no specific instructions unless there was a known collision risk, or there were notified air strikes or artillery fire in the area. Such aircraft were not subject to any other restrictions on their movement. When their pilots called 'Popeye', the flight follow agency was supposed to provide them with traffic information so that they could separate themselves from other aircraft in the area. But since relevant air traffic might include aircraft operating in the same general area which had not called 'Popeye', and whose movement details were not accurately known, this information was of questionable value. A recent near miss highlighted this and made me determined to fly visually whenever possible.



I had been flying a 405 mission on an absolutely foul day. I had already missed Ham Tan, socked in with low cloud and rain and was heading north, looking for Phan Thiet. We were about ten miles off the coast and around a thousand feet under, and seawards of, the cloud cover. Straining to see the cliffs and aerials of Phan Thiet through the murk, I was suddenly conscious of a dark patch below and ahead of us. Reacting instinctively, I banked the aircraft away violently just in time to avoid colliding with a C-123 that materialised out of the gloom. I could not imagine how its crew expected to survive flying low level in cloud, unnotified.

The hazards of monsoonal weather were not limited to flying. After dodging thunderstorms all day, I decided to go downtown after dinner for a haircut. The weather looked threatening, but it



had not rained yet, and I picked my way through the usual crowds of street hawkers, shoppers and pleasure-seekers to the funny little barbershop we patronised. Sitting in the barber's chair wrapped in white smock and towel, I realised that a night haircut was a mistake. There was a tremendous flash of lightning followed by a crash of thunder as the storm broke, and all the lights went out—and I mean all—both street and shop lights. They came on again in a few minutes, then went out and came on again another three times. I sat there in the pitch-blackness, acutely aware of my non-English speaking Vietnamese barber whose cutthroat razor was inches away from my throat. Could he be trusted? After all, an American soldier had been killed in a brothel near here when a person or persons unknown had lobbed in a hand grenade. But with superb detachment, I sat there quietly in the blackness, preferring to die rather than make a fool of myself by leaving with half a haircut. Of course, when the lights finally came on and stayed on, my throat had not been cut and my wallet was still secure. As far as I could see, the other two patrons were similarly intact.

With September half over, I was still a 'ground fire virgin'; in fact the whole squadron seemed blessed with good luck, in spite of frequent exposure to possible risk. I had done several mail run missions in bad weather, and been forced to fly low to get into places like Ca Mau several times, but had encountered nothing unusual. I began to wonder whether some of the stories we had heard were exaggerated, or whether the pilots involved had been particularly foolhardy.

As if in answer to this question, a US Army Caribou limped home to Vung Tau one day after taking a direct hit from a large calibre weapon. The crew had been on a Special Forces resupply mission north-west of Saigon, and had strayed a little too close to the border. The shell that hit the Caribou had blasted a jagged hole about two feet in diameter in the tailplane. A group of us stood on the ramp underneath the tail staring up at blue sky through the hole, realising that a few inches either way meant the difference between a safe landing and oblivion. A cold hand clutched at my stomach. I am sure we all thought: 'It could have happened to me'.



It was good to get away from the dreariness of the Delta and monsoonal weather, and head off again for Nha Trang. The northern part of the country was still in its dry season. The monsoon here came some months later than that of the south. My flying partner was again John Harris. We had not flown together since Danang, and were both looking forward to six busy days of Special Forces resupply work. Coming out of Saigon, Paris gave us several vectors around air strikes that were in progress in the foothills of Phuoc Tuy Province. No doubt the VC were making their presence felt during the current build-up of Australian Army forces in the area. We gave the gaggle of F-100 fighters a wide berth, although we could quite clearly see the brilliant flashes made by the phosphorus warheads of their rockets as they thudded into their targets far



below. A tiny Cessna 'Bird Dog' FAC (Forward Air Controller) aircraft circled just above the treetops, calling the fighters in on each run. Perhaps the pilot was one of our RAAF colleagues. There were no RAAF fighter squadrons in Vietnam so some fighter pilots were posted in as FACs to get operational experience.

As we approached the coast, we noticed a large battleship anchored a couple of miles out, its guns pointing inland and periodically belching fire and smoke. From the angle of the gun barrels, it appeared to be aiming at the same general area being softened up by the F-100s, and firing right across our flight path. This was a little disconcerting, and we asked Paris about it. They advised in a matter- of-fact manner that they had no information on any naval firing, and asked what were our intentions. No brilliant ideas came to mind. We decided to continue, judging we were below the apogee of the shells, trying to ignore the angle of the gun barrels and our tingling sphincters.

The pace of this detachment was hectic, as usual. We shuttled west to Gia Nghia and north to Duc My, Van Canh, Tan Rai and Buon Brieng with roofing iron, nails, timber, boxes of canned food, livestock and POL. We also carted artillery shells and mortar bombs to a place called Chu Dron, one of a string of new artillery bases north-west of Nha Trang, and six miles from the border. If we were going to get shot out of the sky like our US colleague, this was as good a place as any.



This was my first visit to an artillery base. Fire Support Base Chu Dron was well within a shell's range of the Ho Chi Minh Trail, the VC supply route from North Vietnam. It stood on a clearing hacked out of virgin jungle miles from anywhere. It was there for one reason only, to pound the Trail with its huge 175mm artillery pieces to slow down the flood of men and materials from the north. Our part in this activity was to feed these fearsome-looking monsters. The M-107 175mm



self-propelled gun was an awesome piece of equipment. According to James Arnold's book, it was the longest-range gun operated by the US artillery in Vietnam. It was capable of shooting a 175-pound shell some 20 miles in a fast, low trajectory, but paid for its long range in accuracy. The M-107 had a hydraulically operated earth-moving blade on the back allowing it to fortify its own position. Its major use was in preparatory bombardments for establishing bases where the

enemy least expected or least desired them. A typical battery had six guns, but was often split into three two-gun units each combined with similar numbers of smaller weapons. The key to



successful artillery operation was a sophisticated radio network connecting gun crews and infantry so that rounds could be in the air before opposing forces had time to dig in.

Ten miles out from Chu Dron, we called on the local artillery advisory frequency. The voice at the other end sounded too busy to talk to us, as though its owner had one hand on the breach block and the other on his radio transmit button. The artillery pounded away continuously, the deafening roar accompanying each fiery belch making the whole landscape shudder. A pall of dust and smoke hung in the air and the acrid smell of cordite penetrated every corner of the aircraft, even before we landed. Our Wallaby was one of an armada of aircraft shuttling shells to feed the hungry guns. The sides of the red dirt runway were stacked with random piles of ammunition. There was no parking area. Aircraft simply arrived, reversed to the edge of the strip, and dumped their pallets of ordnance.



Armoured personnel carriers (APCs) and caterpillar-tracked vehicles crowded the space around the mobile artillery pieces, moving the shells to where they could be manhandled into



the loading chambers of the mammoth guns by teams of sweating 'grunts', as they call US foot soldiers. Hundreds of empty shell cases littered the ground. The base had been set up in such a hurry that the tents used to accommodate the gun crews were also right beside the strip, in the middle of the red dirt and stacked ammunition. You could not get much closer to your job than this.

Next day, we were tasked to do an airfield survey on a place called Duc Lap, 80 miles west of Nha Trang and a mere two miles from the Cambodian border. The camp and strip had been abandoned after being overrun by the VC 18 months ago. We were told that the strip had been recently re-secured, and was now required to mount search and destroy missions. Our job was to check its suitability for Caribou and C-123 resupply operations. A C-123 pilot and a photographer from a squadron at Nha Trang were detailed to accompany us to obtain pilot briefing material. Duc Lap was not far from the spot where the US Army Caribou from Vung Tau had been hit a couple of weeks before and uncomfortably close to the border. Finding the camp and strip among featureless jungle was a major problem, as it was on the fringe of radar and TACAN coverage, and the accuracy of maps in this area was suspect.

We certainly did not want to suffer the same fate as our US Army counterparts had due to a navigational error. We arrived at the given reference point, a certain bearing and distance from Ban Me Thuot, the nearest TACAN. Underneath the aircraft was an unbroken carpet of green. By unanimous agreement we agreed to stay for 30 minutes only, and give it away if we could not locate our target airfield. We began a cautious search pattern north and south of the reference point, finding a track and what looked like a strip several miles from where Duc Lap was supposed to be on the map. It vaguely resembled the layout of the camp on our briefing diagram.



In this atmosphere of uncertainty, we called up on the radio frequency we had been given and, to our relief, an American drawl answered. On approach, the neglect of the past 18 months became obvious. The area around the strip was overgrown with lantana, the vines reaching down to its edges, explaining why it was difficult to identify it as a runway. The surrounding thick jungle revealed no signs of habitation or occupation whatever. But for the voice on the radio, we would have had no alternative but to turn back for Nha Trang. During the landing run, a flash of sunlight glinting on steel momentarily distracted me from steering the Wallaby down the springy green strip, which was more like a fairway on a golf course than a landing field. At



intervals each side of us and hidden among the lantana, I noticed brown faces and hands holding rifles, the connecting bodies in camouflaged fatigues almost invisible amongst the jungle vines. They looked like Montagnards, but I could not be sure. As we slowed to a stop, the soldiers moved out from their hiding places towards us, faces expressionless, rifles aimed at the aircraft cockpit. While we were considering whether to stay or get the hell out of there, a lanky American strode out from the jungle, barking orders in a foreign language. I caught the words 'Uc Dai Loi'. Rifles were lowered and aggressive gestures were replaced by friendly smiles. These troops were Montagnards and had never seen a Wallaby before. They recognised the Stars and Stripes, but our roundel had them really confused. They began an inquisitive inspection of the aircraft, and were delighted when we invited them to take a look inside. We chatted to the American while our C-123 pilot passenger paced out the runway, and the photographer snapped pictures to add to those he had taken from the air.



Finishing early one afternoon due to worsening weather, John and I decided to make an all out effort to find the Buddha. Having lost it previously with Dick Brice among the maze of Nha Trang side streets, this time we had pinpointed its position from the air to help us find it in the Ford pick-up. From the ground it was even more impressive, towering majestically 50 feet or more on top of a hill behind a large temple complex set in a garden of tropical trees and shrubs.



Huge flights of stone steps ascended from ground level to the Buddha's feet and, from where we stood, seemed to rise to heaven itself. The spicy aroma of incense wafted through the bougainvillea as devotees lit joss sticks to honour their ancestors. Saffron-robed monks told fortunes for, and accepted offerings from, peasants, soldiers and businessmen in an unreal island of calm amid the tension and noise of war.

After Nha Trang, John and I were glad of a day off. We decided to spend it looking around Saigon. We hitched a ride on the morning courier, intending to spend several hours exploring the city centre. Everything in Saigon was on a larger scale than Vung Tau or Nha Trang, the shantytowns on the outskirts, the public buildings, and the traffic. The drive from the airport was hair-raising, with maniacal drivers seemingly hell-bent on passing everything and mowing down whoever or whatever got in their way.



The worst drivers were behind the wheels of tiny blue Renault 750 taxicabs that darted among convoys of military vehicles, trishaws and Lambrettas like crabs on a beach. We were therefore dismayed when our vehicle, a blue USAF bus driven by a Vietnamese, terminated at the



Cholon PX (Post Exchange – a USAF ‘supermarket’). This meant continuing by taxi. After the inevitable few minutes haggling with the driver of the cab, which screeched to a halt at the kerb as we hailed it, we agreed on a fare and squeezed into the miniature vehicle. The next few minutes I could have cheerfully done without, as we weaved around trishaws, and terrorised pedestrians. I am sure the driver must have been a Viet Cong on R&R.

The so-called Twin City of Cholon, Saigon’s Chinatown, lies just across the river from Saigon proper. After passing through the market area, situated in a large square in front of the defunct railway station, we drove through well-heeled residential suburbs on the outskirts of the city. Here solid masonry and scented gardens contrasted cruelly with the flattened POL drum construction of the shanties along the airport road. Our driver dropped us in the centre of the city. The buildings in the city centre were far more imposing and permanent-looking than those of Vung Tau, and showed few signs of the various terrorist incidents we had read about in the newspapers.

We saw the famous Xa Loi pagoda, a vast complex of ornate buildings, and headquarters of the Buddhist movement. I remembered reading newspaper articles about violent clashes between



government militia and Buddhists in the Diem era, and seeing pictures of the fiery self-immolation of Thich Tri Quang and other protesting monks. Around an elegant, tree-lined city square, the Gothic arches of the Notre Dame Catholic Cathedral blended harmoniously with the graceful colonial architecture of business houses and government buildings. As we stared up at the lofty buttresses of the church, a shifty-looking Vietnamese sidled up, brandishing a handful



of old Time magazines. We brushed him aside, but he persisted and, grinning to show a mouthful of gold teeth, opened the top magazine to reveal pornographic pictures loose inside; a somewhat incongruous activity in the shadow of the church. We finally shook him off and strolled down Tu Do, the main business street. This was the heart of the diplomatic sector. All the foreign embassies were within a grenade's throw of here. Our own embassy occupied one floor of the smart-looking Hotel Caravelle across the street.

Many prosperous merchants had their shops in Tu Do selling gemstones, local art works, and antiques. Browsing through these shops, it took a conscious effort to remember we were in the capital city of a country at war. One antique shop featured, as its central display, an exquisitely hand-carved, enamelled 20-place banquet setting. The table and chairs were decorated with inlaid gold leaf and pieces of jade. The asking price was equivalent to several thousand US dollars, probably a bargain to a diplomatic client. I could not help marvelling that the quiet, mandarin-like gentleman at my elbow could run such a business profitably only a few miles from where his countrymen were dying from VC bullets.



The most enjoyable part of our day was a sumptuous lunch in the rooftop restaurant at the Caravelle. We must have looked out of place in our casual dress among the business suits and dress uniforms of the diplomatic clientele, and the formal attire of the waiters. Unconcerned, we enjoyed our canard l'orange and French wine in unaccustomed airconditioned comfort, and paid the outrageous bill without quibbling. At this time of day, the rooftop outlook was rather



uninspiring. By night, when the dock area and squalid outskirts of the city were blanketed in darkness, patrons enjoyed a different view. The diplomatic and command staff and their visitors who came here were treated to a fireworks display of artillery and air-to-ground ordnance flashing around the protected island of the city. This would no doubt serve to remind them that there really was a war going on here, and provide conversation pieces for their dinner parties back home.

At last it happened. On 21 September 1966 one of our aircraft finally took some shots, the first since my arrival. The crew was forced into an approach and landing in bad weather, a situation that presented one of the few opportunities for a small arms marksman on the ground. Fortunately no one was hurt. So much for our lucky run. I mentioned this in a letter home, also that '... I have been rather sick over the last two days. Am still not 100% today. It seems in this germ-infested place one must be reconciled to being off colour every few weeks.' Rather melodramatic. It was my first 'medical incident' since late August when I had a violent reaction to a routine inoculation. It started as an unbearably itchy rash that spread all over my body. I had had to abandon my Duty Pilot role and ask another pilot to run me down to see the medical officer. He gave me a knockout injection, which put me to sleep for 14 hours. At least I did not suffer from chronic health problems like a couple of unfortunate colleagues.

After a couple of days off, I was soon back in the Delta dodging thunderstorms, trudging through mud at Camau, and getting soaked in monsoonal rain. In two short months, I had worked harder than ever before, amassed more flying hours than I would in twice the time back home, and seen most of the country. The long days, the monsoonal weather, and our austere diet were starting to become a drag, particularly during any lengthy period spent at Vung Tau. And, of course, I was homesick. In mid October, I 'escaped'. It was my turn to fly the monthly courier to Butterworth, Malaysia. After a week's postponement due to aircraft serviceability problems the trip was finally on. I could not believe I was actually leaving Vietnam until I saw the Soc Trang TACAN, the southernmost navigation aid in the country, ticking off the miles behind me. What did not excite me was the knowledge that in five days time I had to come back

Your best teacher was you last mistake.

The 172.

Having flown airline type aircraft, where basically all ground support was provided, it was a bit of a shock when I had to do my own ground support. As an airline examiner on Boeing 727 aircraft and current on Fokker F28s, I got to know a B727 flight engineer who also owned and



operated a charter company hiring out to people who wanted some travel time out of Brisbane. He suggested I could hire one of his aircraft to do some private flying, specifically a Cessna 172. Although my pilot's licence included various jet aircraft it amazingly included light aircraft, such as the C172, without a requirement for any training. When I turned up at Redcliff airport my engineer friend virtually handed over the keys to the Cessna. I protested that I was a novice and he agreed to guide me on start, taxi and circuit work. After a couple of circuits we taxied back into the lines and he climbed out of the right hand seat with engine running and said some thing like "take it away".

To cut a long story short I survived and agreed to come out again and hire the aircraft. When I came again he handed me the keys and said "you'll need some fuel" and pointed out the refuelling station. At this point I'd never refuelled an aircraft, but I bumbled over and did the job others had been doing all my flying career, started the aircraft and taxied out for a couple of circuits and a recce around the local area being careful to stay OCTA under the Brisbane steps.



A week or two later I brought my wife, daughter and son out to introduce them to the Cessna 172. I put my son in the right hand seat, allowing him to handle the aircraft, and we headed off towards the Glasshouse mountains, (staying OCTA of course). My wife became a bit alarmed, thinking we were going to wipe ourselves out on Mount Tibrogargan. (I should add that I had many hours up as a flying instructor and check captain so I was doing nothing illegal).

I enjoyed flying the Cessna 172, thanked and paid my flight engineer friend, and returned to jets.

In the old days, when you poured a hot liquid into glass or a cup, the glass or cup shattered, that is why when drinking tea, they always poured milk onto the glass/cup first.
And that's where the custom came from.



61 Pilot's Reunion.



50 Years ago, in June 1967, a bunch of fit and excited young blokes passed out from the RAAF's Flying School at Pearce and headed off to start their diverse careers in the Air Force.

Some went to fly transport aircraft, some to fighters, some left the Air Force to pursue civilian careers, others went on to obtain Air rank, but whatever way their careers developed, they all stayed in touch, and over the three days 23 – 25 June, they got together in Melbourne again to renew old friendships.

Geoff Kubank, who flew Sabres and Mirages out of Willytown and Hercs out of Richmond and who then went on to fly for Qantas after leaving the RAAF, organised the get together at Melbourne's iconic hotel, the Young and Jackson's Princes Bridge Hotel, which everyone knows is situated on the intersection of Flinders and Swanston Streets.



Y and J's, as it is known to Melbourners, is probably Australia's most iconic Hotel, due to the large painting of a naked Chloe which adorns an upstairs bar. The site was originally owned by John Batman, who left the Cornwall Hotel in Launceston and sailed up the Tamar river and across Bass Strait to found Melbourne. In 1837, he and his family lived in a house on the site for some years after which it became a school. When the schoolhouse was burned to the ground in 1853, warehouses were erected on the site and in 1861 the Princes Bridge hotel was opened. Two Irish diggers, who were cousins, Henry Young and Thomas Jackson, took it over in 1875.

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Today the hotel is an amalgamation of five separate buildings, some of two and some three stories. The 1853 bluestone corner building was originally a three-story residence and had a butcher's shop on the ground floor. After being converted into a hotel, it was extended in both directions, along Flinders and Swanston Sts with all buildings rendered and painted to match each other in the 1920's.

The wonderful painting of Chloe, who was a young 19 year old Parisian girl named Marie, was painted by French artist Jules Lefebvre in 1875. It was displayed in various art exhibitions before being bought by a Dr Thomas Fitzgerald of Lonsdale St, Melbourne for the sum of 850 guineas (\$1,785). The Presbyterian Church congregation found the painting too scandalous to be exhibited on Sundays so it was taken down from display. When Fitzgerald died in 1908, it was sold to another Melbourne resident then in a month or so, resold to Young and Jackson who, in 1909, placed it in the bar of their hotel.



Today the painting, which was valued at [\\$5 million](#) back in 2015, is still located in the upstairs bar of the Young and Jackson Hotel.

Back in 2003, there was a copy which hung in the Sergeant's Mess at Amberley – see [HERE](#).

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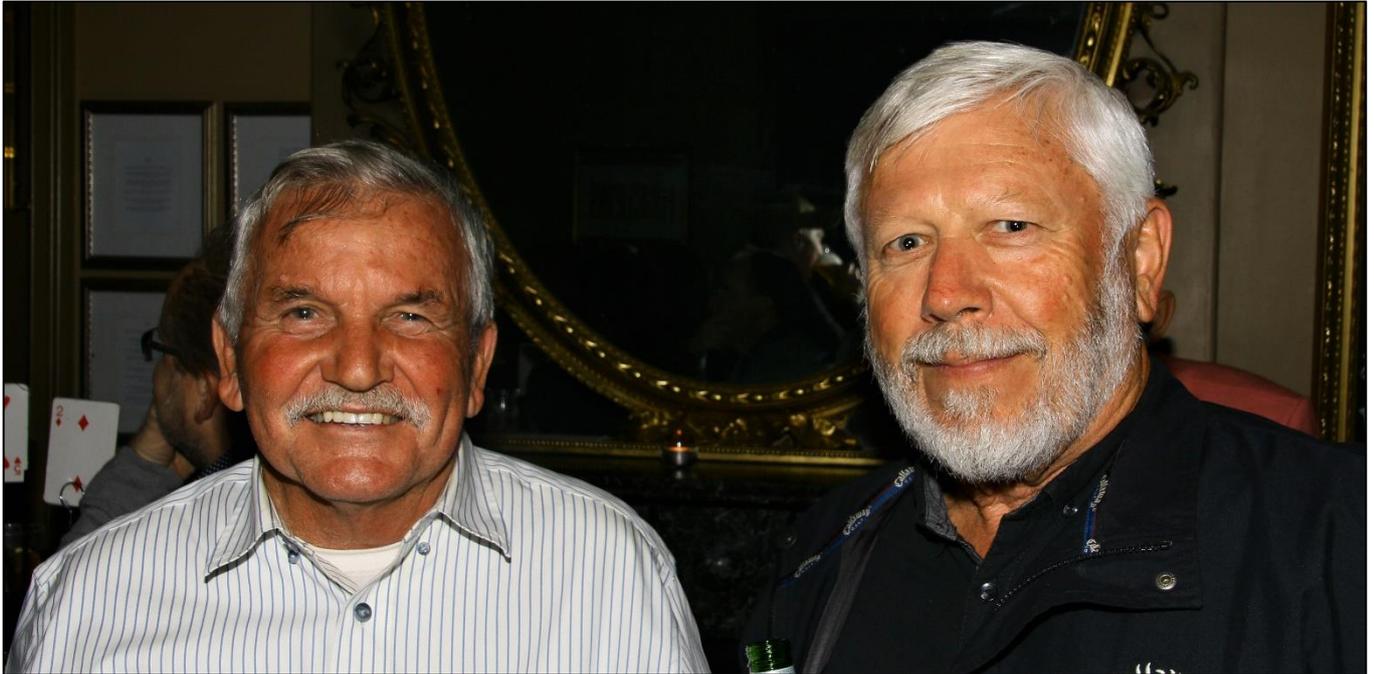
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It was here that Geoff Kubank decided to hold the 50 year anniversary of his pilot's course. These are some of the people who came along to the Friday night meet and greet:



Arthur Johnson, Geoff Vidal.



Bob Richardson, Kerry-Anne Powell, Mike Tardent.

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Charlie Rex, Dick Tippet, Bill Heron.



Geoff Kubank, John McLucas.

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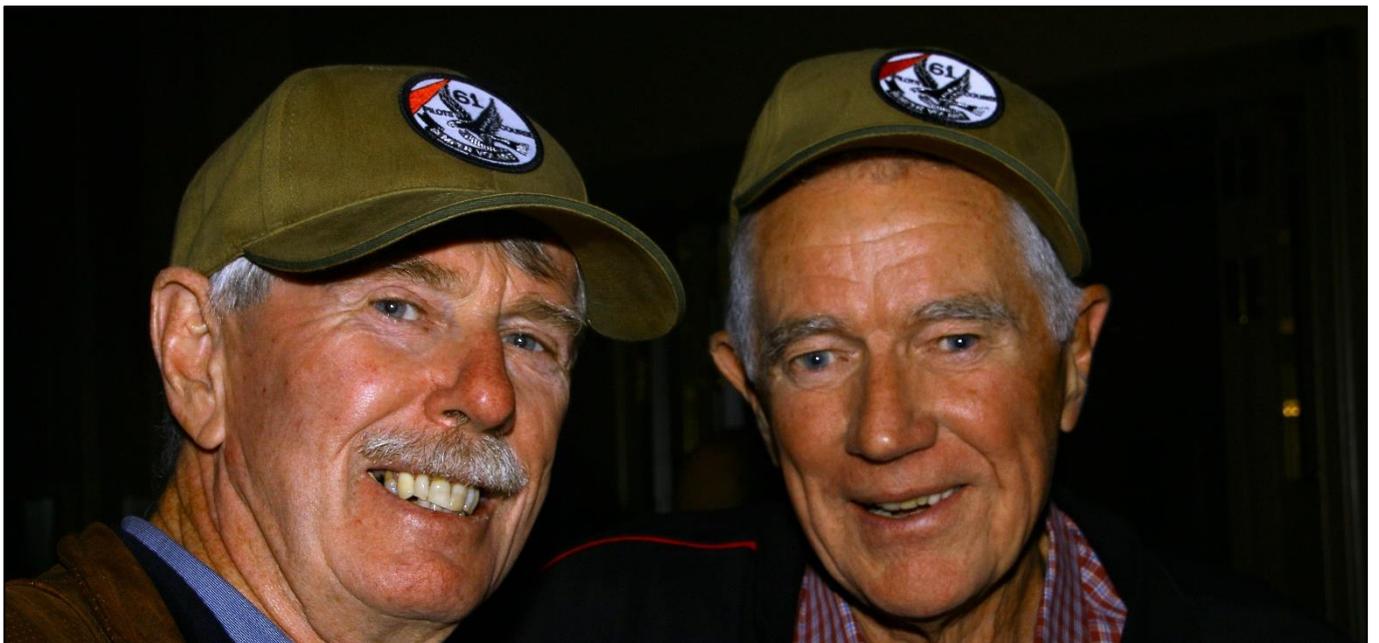


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Jock Alexander, Alan Clancy, Gary McFarlane, Les McGrath.



David Ozanne, John Stone.

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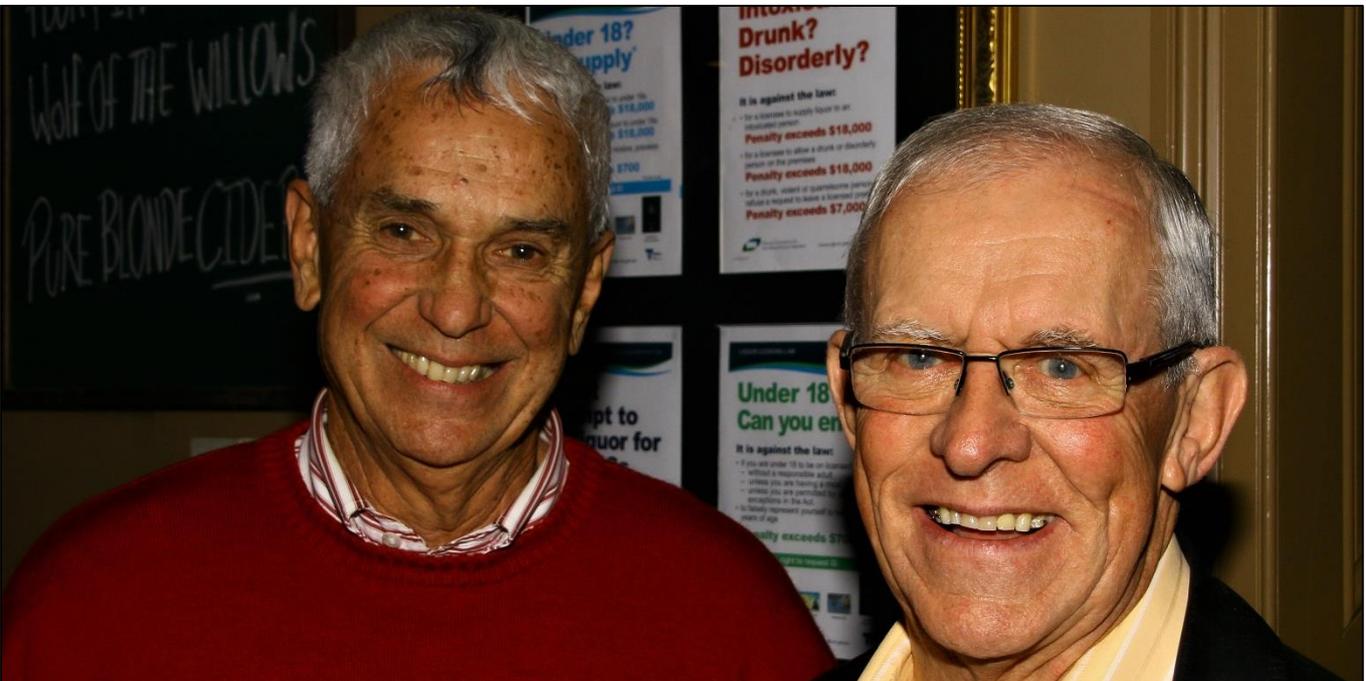


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Kerry-Anne Powell, Geoff Wood, Mike Tardent.



Pete Bradford, Dave Rogers.

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Ray Perry, Roger Collins.



Robyn Clancy, Paul Lobston, Alan Clancy.

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Robyn Clancy, Sue Tippet.



Roger Collins.

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The blokes and their ladies returned to the Hotel on Saturday night for a formal dinner.



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Bob Richardson, Ron Tayles.



Bruce Mouatt, Geoff Kubank.

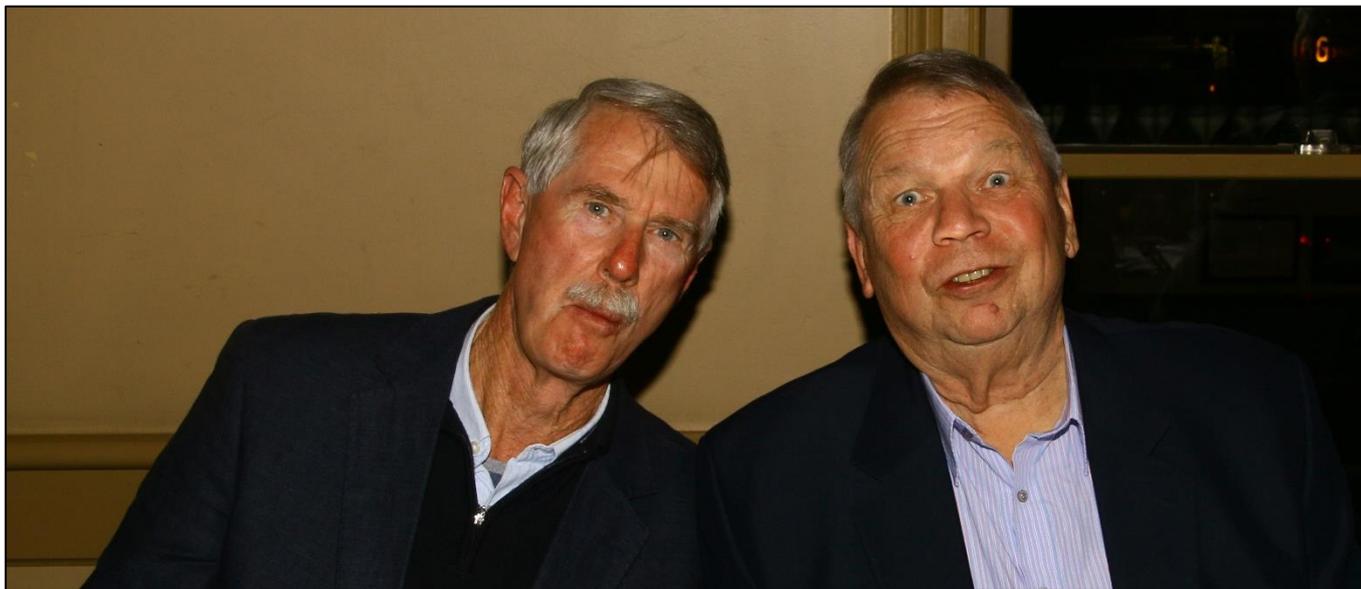
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David Ozanne, John McLucas.



Dick Tippet.



Fred "Lofty" Lane.

Fred who's a fit 88 this year, is ex RAN and was on number [1 Pilot's Course](#) that graduated from Point Cook in 1949. He joined RAN's 808 Squadron flying Sea Furies and in 1952, 808 Squadron made history by landing four Sea Furies aboard HMAS Sydney while the ship was at anchor.



Lieutenant Commander Julian Cavanagh, Lieutenant Fred Lane and Sub Lieutenants Peter Wyatt and Andy Powell had flown across Australia from Nowra in battle formation and were originally planned to land aboard Sydney before she entered Fremantle. Poor weather meant that the exercise was postponed until after the ship had left Fremantle and the Sea Furies instead landed at RAAF Base Pearce. Sydney found favourable conditions,

however, in the lee of Rottnest Island and the four aircraft scrambled quickly to land on Sydney while she remained at anchor. This was a first for post-WWII aircraft and would not be repeated by a fixed-wing aircraft anywhere in the world until the Vertical/Short Take-Off and Landing (VSTOL) Hawker Siddeley Harrier came into service.

Fred went on the fly Sea Furies in Korea with RAN 805 Sqn from August 1951 to February 1952 and as he said "Korea was the first, and only time to date, that fixed wing aircraft from any RAN aircraft carrier participated in a shooting war. The Hawker Sea Fury and Fairey Firefly were never



ideal platforms for the kind of war fought in Korea. As a fighter, the piston-engined Sea Fury could put up only token resistance against the jet-powered MiG 15 in a one-on-one situation, so we tended to avoid aerial contact. The chief theoretical tactic was to try and suck an aggressive MiG down to low level and low speed. In Korea, MiGs could be seen from time to time, contrailing and ducking it out with USAF Sabres 20,000 to 30,000 feet above. Short of having to dodge drop tank and cartridge case showers now and then, they presented little threat in our lower-flying environment”.

Fred retired from the Navy in the mid 1970's.



Bill Heron.

Bill took up position besides the famous painting, he told us he was on guard, making sure none of the troops got too enthusiastic and did her a damage.

We didn't believe him for a minute !!

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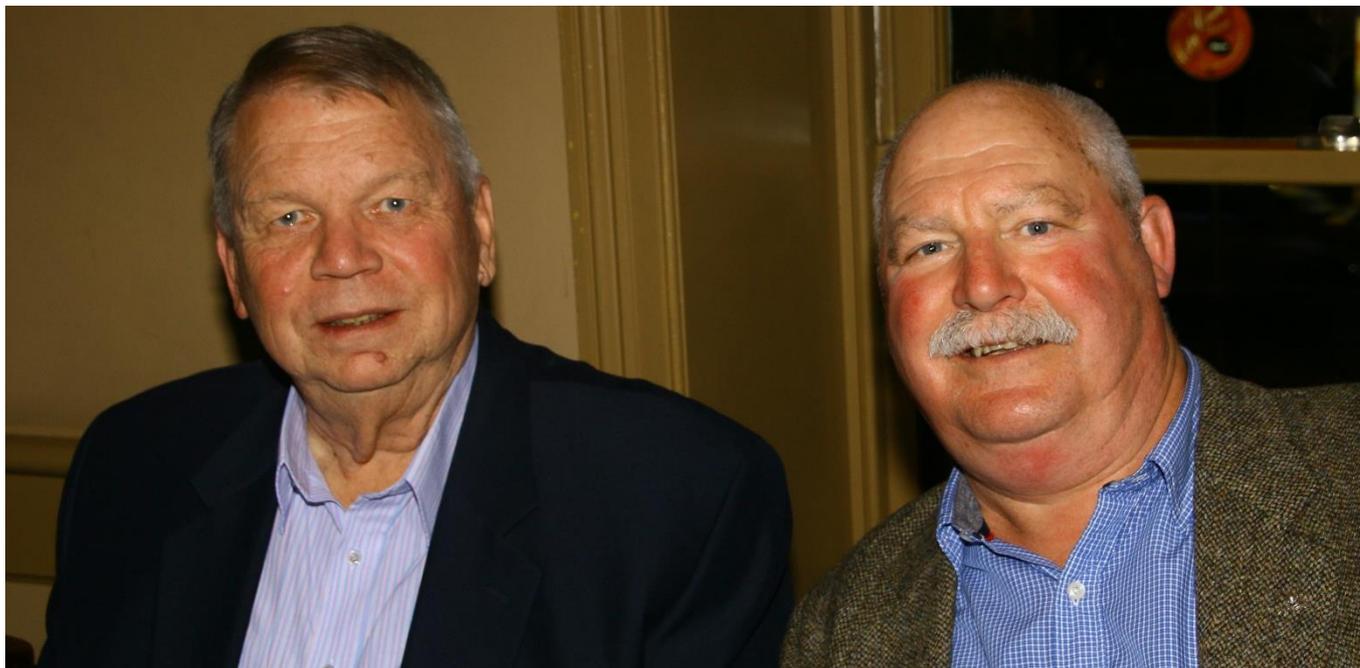


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Jock Alexander, Les McGrath.



John McLucas, Bill Heron.

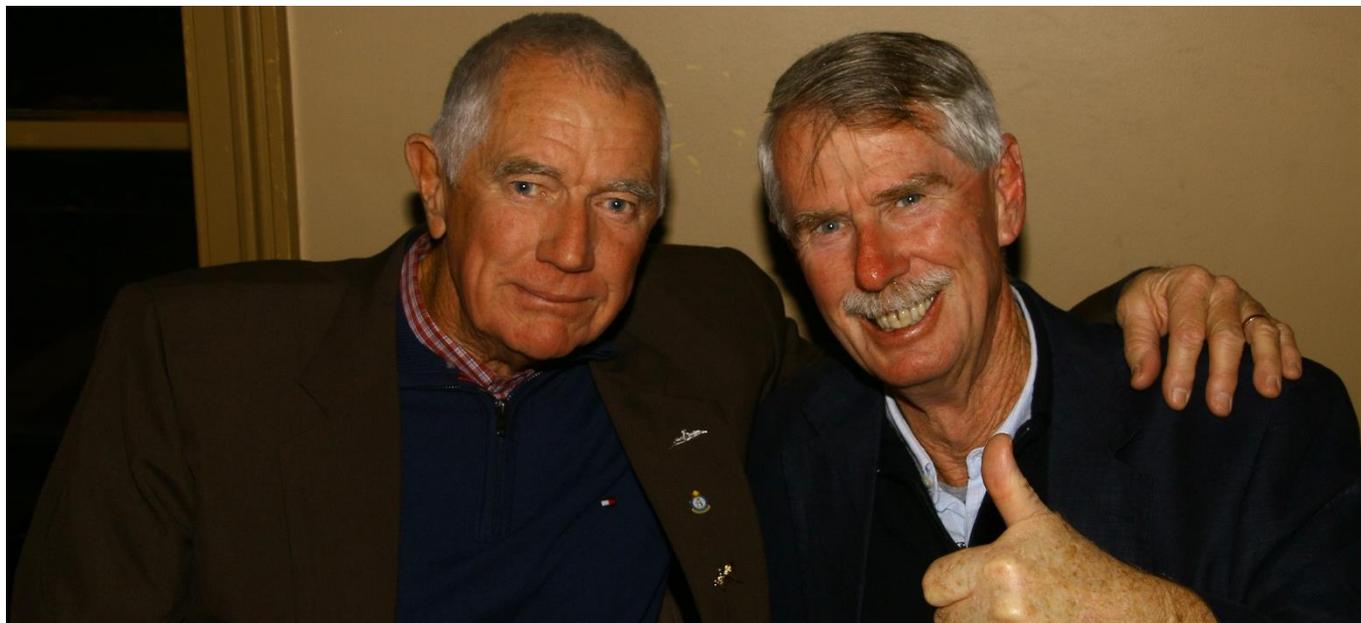
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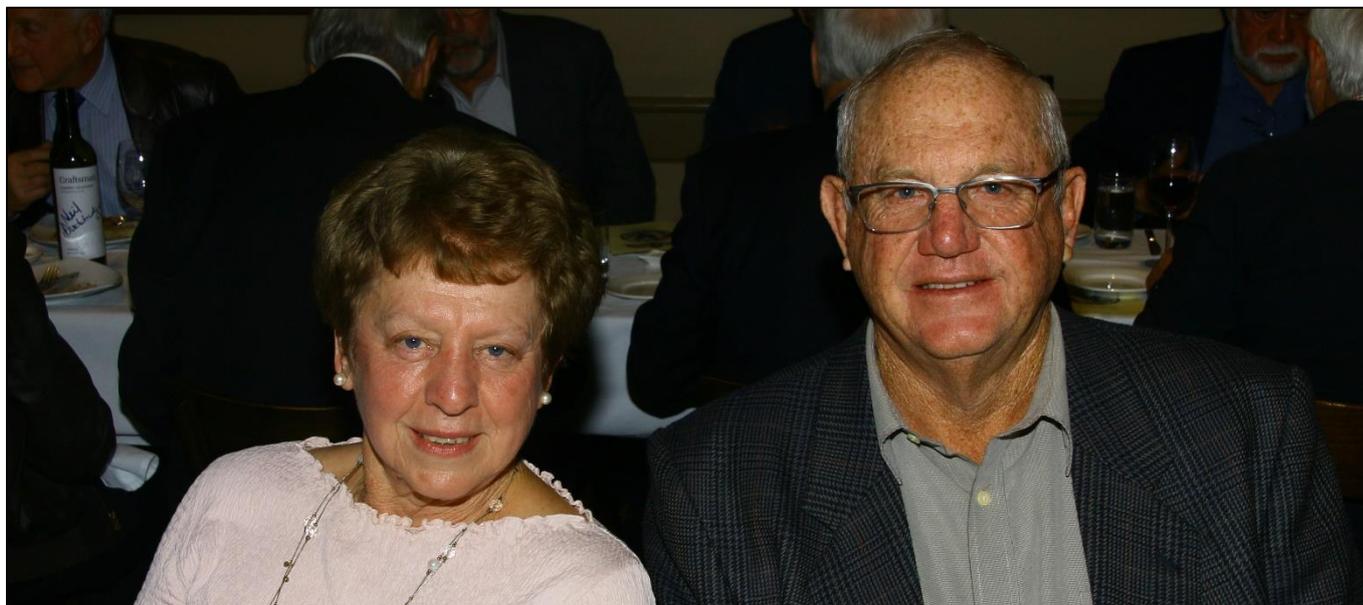


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John Stone, David Ozanne.



Robyn and Alan Clancy.

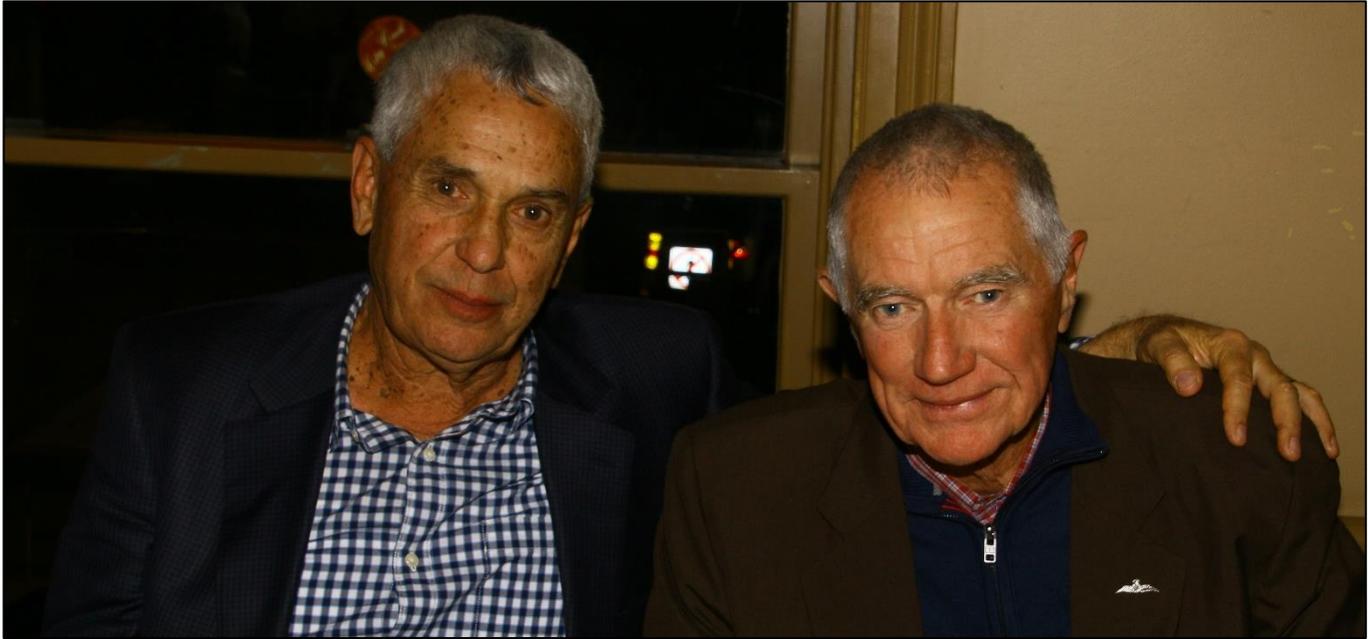
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Peter Bradford, John Stone.

Laverton

In June of this year, John Broughton, Val Robinson and myself were lucky enough to have a guided tour of the old RAAF Base at Laverton. FLTLT Aaron Collier, from 21 Squadron at Point Cook, was kind enough to give up his day and show us around, and for that we thank him.

Thanks also to Mark Reynolds for arranging it.



The Royal Australian Air Force was formed in 1921 and the Laverton site was acquired by the Commonwealth for use initially as an aircraft storage and maintenance depot for the Pt Cook based Central Flying School. It was chosen for its proximity to the Melbourne-Geelong railway line and the Point Cook Base. No.1 Aircraft Depot (1 AD) moved in in 1926, with most personnel commuting from Point Cook.

In 1928, No.1 Squadron was transferred from Point Cook to Laverton and in 1936, after No. 21 Squadron was formed, the Base assumed the status of a station with its own separate headquarters.

Laverton is the RAAF's third oldest Base, being built in 1925 at the same time as Richmond. In its heyday it was home to 1 AD (between 1926 and 1994), ARDU, several flying units, Support and Training Command Headquarters and No 6 RAAF Hospital, as well as many training and administrative functions. In 1989 it was amalgamated with Point Cook to form RAAF Williams.

Laverton is no longer the vibrant Base it once was, no longer are there any aircraft on its hard stands, no longer are there blokes in shorts and T-boots out on the tarmac or in hangars working on aircraft bits, there are no trucks or tractors buzzing around and there's no runways



any more. And, also missing are the hundreds of trainees in overalls marching under the orders of a raucous DI.

Some of the old hangars, near where ARDU used to live, were damaged in a fierce storm some years ago and as they were found to contain asbestos, have yet to be repaired.

All is quiet.

Today Laverton is home to The School of Languages, The RAAF Central Band, and the Defence International Training Centre. The 1 AD HQ building now houses the Army's 8th/7th Battalion HQ.

Laverton's runways were decommissioned in 1996 and the land was handed over to developers upon which has sprung the new suburb of Williams Landing.

Sad – but inevitable.

On our day, we were met at the Pass Office and issued with our passes, then loaded into one of the RAAF's vehicles and given the royal tour.



Just inside the front gate and off to the left are three two-story buildings which were built not long after the Base was established – see [HERE](#). Built in 1935, they were originally single

airmen's accommodation and during the 1960's / 70's, they became the domain of the WRAAFs and were strictly out of bounds to the Base's male population. Though where there's a will, there's a way – or so we're told.

Today they are used as transit buildings.



Above, rear of the old WRAAF blocks, with the wooden Base Cinema to the right and below the empty grass site where once stood the old Airman's Mess.



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Further up the road, which runs parallel to the railway line, is the old 1 AD HQ building which is now home to the Army's "weekend warriors" – the 8th/7th Battalion, RAR, Reserve.



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Further up the road again, behind the 1 AD HQ building, is the old 1 AD Intermediate Level Maintenance Squadron (ILMS) - vehicle maintenance. The far end of the building was Telecommunications Installation and Maintenance Squadron (TIMS). Many Radio School alumni spent time there. These are still in good nick and are being used today.

Further again is the old central store and L Group building where years ago some of us marched in organised groups to collect our bedding and clothing. These days L Group is called the Clothing Store.





The old 1 AD workshop hangars, to the right of which is now an empty cement block where once stood hangar 88 – 1 AD Radar Squadron.

Doing a 180, and standing on the cement block where hangar 88 stood, you can see part of the new suburb, Williams Landing, which now butts right up to the Base.



Being only 19 km from the city, and with an excellent public transport service, Williams Landing is a much sought after suburb of Melbourne. Construction of the area commenced in early 2008 and at the 2011 census, it had a population of 3,223. By 2014, the population had risen to around 6000 and was growing rapidly. It is forecast to continue developing until 2025.

The Williams Landing railway station opened in April 2013, and the shopping centre opened in December 2014.

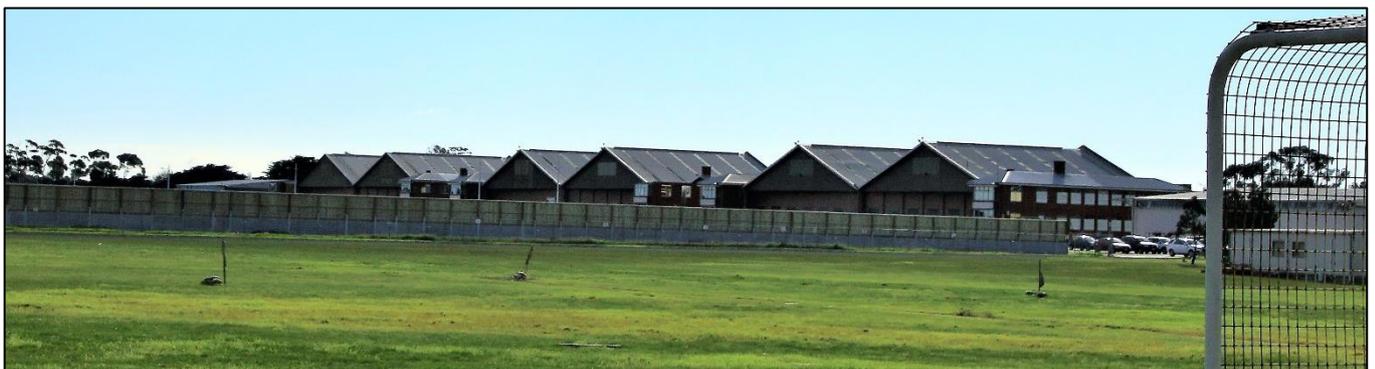


One would think the developers would have their eyes on the remaining land still occupied by the RAAF and one would think the Government would reap a small fortune from selling the land. The average land price in the area is currently selling at about \$500,000 for a 400m² block.

Below is an aerial photo taken back in 2013, showing what's left of the Base, (bounded by the yellow lines) and the encroaching suburb of Williams Landing.



The pic below was taken from in front of the 1 AD maintenance hangars, looking towards ARDU. You can see the fence dividing the Base from Williams Landing.



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Looking back towards 1 AD HQ, the hangar on the right was Base Sqn store behind that again was TIMS (Hangar 4). The hangar on the left was RAAF Publications unit (RAAFPU) and behind that was 1 AD electroplaters and carpenters. Not so many years ago this road would have been a busy thoroughfare with hundreds of overall clad bods going here and there, doing their thing, the smart ones would have, of course, been holding a clip board, doing nothing and looking busy.

From the 1 AD area of the Base we drove up past the old 6 RAAF hospital, which is now just a health centre, with all major procedures sent off Base.



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The hangars on the left are the old 21 Sqn hangars. This group of buildings suffered in that severe storm some years back and you can clearly see the roof is missing from the building on the immediate left. Their future is unclear but at the moment they are not safe to enter.

Turning a little to the right from the pic above shows the fence dividing RAAF land from Civvy land. At the moment, all that separates the two is a temporary fence which from a security point of view is definitely not satisfactory and you can see the wooden posts being installed which, when completed, will support a more substantial affair.

You can see the light blue 1 AD hangar doors in the distance.



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Another view of the dividing fence in front of ARDU. Streets and lots are already set out and in 12 months houses will spring up, families will move in putting more pressure on the Base.

Across the road from the old ARDU hangars is the now defunct Base Sqn HQ. Base Sqn's at Bases no longer exist, their admin role has been taken over by the "City of...." Sqn's and their elec/plumbing/wood butcher etc jobs are now subbed out.



Further up the road is the grand old OC's residence. If you could pick up this substantial house and move it across the dividing fence into Civvy land you would have a very comfortable and valuable home. One can only imagine the parties, receptions and great times that occurred inside those walls over the years.



The OC's duck pond, to the right of the OC's residence, has been cleaned up since we last saw it – see [HERE](#). Back then it showed the result of being battered by the severe storm. It now features a small well-kept island, accessible via a neat little bridge and offering a gazebo and barbecue area.

John Butler still claims it as his own!





Not far from, and in sight of the OC's residence, is the Officers' Mess.

The mess was built in 1939 during the period of expansion at the site. A number of other buildings were constructed at around the same time, including hangars, administration buildings, accommodation buildings and weatherboard community buildings. During the late 1930s, as war loomed, Laverton became the RAAF's largest establishment.

This building was designed D B Windebank of the Commonwealth Department of the Interior (Works and Services Branch) as part of the pre-World War 11 expansion of the RAAF. It is finished in the [Moderne style](#), with some Georgian Revival influences, in common with a number of other military and institutional buildings at that time. The construction of this substantial two-storey brick building reflects both the importance of the RAAF and the provision of increased funding for defence during the late 1930s. It illustrates the final recognition of the permanent and prominent role of air power in Australia's defence.

It is located in a precinct that is detached from the rest of the Base, built in landscaped grounds overlooking a golf course, providing a commanding setting for the building.

The restrained streamlining, the symmetry and simple proportions of the building and its landscaped setting establish a sense of formality that would have been considered appropriate to a military building of this type at that time. The interior of the building also demonstrates its original function in providing for the entertainment and accommodation of officers, with large formal spaces on the ground floor and officers' quarters located on both floors overlooking the courtyards and golf course.



The building is constructed of red brick and terracotta tile, formally composed around twin courtyards (Click [HERE](#) to see an aerial view, compliments of Mr Google) and bisected by a tall entrance section that creates a strong north-south axis. The interior of the building comprises a number of impressive formal spaces that feature Art Deco detailing and attractive timber joinery.



Entrance to the Mess.

The entrance lobby opens to an ambulatory library above and the passage is lined with grooved columns. There is also a dining room, ante room, billiard room, reading room, officers' accommodation and service areas, including staff quarters. The no longer used dining room has an exposed timber truss ceiling and wrought iron light fittings, which contrasts with the Art Deco detailing in the adjoining ante room. A squash court is attached to the west of the building for the officers' recreation.

The term "mess" dates back to the old French word "mes", meaning portion of food, which comes from the Latin noun "missus" ("what is sent"), from the verb "mittere" (to send, to put). In English, "mess" was used in the 15th century for a group sitting down to eat a meal together from the same dish.

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In its day, the Tudor-style dining hall could seat up to 120 people for formal meals.



Val Robinson stands under one of his babies, the wrought iron chandeliers. When the Mess was humming, the wooden cabinet at the rear housed the Queen's "Colours" and the RAAF

School of Radio Governor-Generals' Banner. The chandeliers were installed in 1973 and the Colours cabinet in 1984, both compliments of 1 AD.



The Lounge area, the two doors on the rear wall open into the dining room. A large portrait of Richard Williams, popularly known as the “father” of the RAAF, hangs on the wall and keeps a watchful eye on those lounging.



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They say it won't happen (see [HERE](#)) – but if I was a betting man !!!

Laverton

In June of this year, John Broughton, Val Robinson and myself were lucky enough to have a guided tour of the old RAAF Base at Laverton. FLTLT Aaron Collier, from 21 Squadron at Point Cook, was kind enough to give up his day and show us around, and for that we thank him.

Thanks also to Mark Reynolds for arranging it.



The Royal Australian Air Force was formed in 1921 and the Laverton site was acquired by the Commonwealth for use initially as an aircraft storage and maintenance depot for the Pt Cook based Central Flying School. It was chosen for its proximity to the Melbourne-Geelong railway line and the Point Cook Base. No.1 Aircraft Depot (1 AD) moved in in 1926, with most personnel commuting from Point Cook.

In 1928, No.1 Squadron was transferred from Point Cook to Laverton and in 1936, after No. 21 Squadron was formed, the Base assumed the status of a station with its own separate headquarters.

Laverton is the RAAF's third oldest Base, being built in 1925 at the same time as Richmond. In its heyday it was home to 1 AD (between 1926 and 1994), ARDU, several flying units, Support and Training Command Headquarters and No 6 RAAF Hospital, as well as many training and administrative functions. In 1989 it was amalgamated with Point Cook to form RAAF Williams.

Laverton is no longer the vibrant Base it once was, no longer are there any aircraft on its hard stands, no longer are there blokes in shorts and T-boots out on the tarmac or in hangars working on aircraft bits, there are no trucks or tractors buzzing around and there's no runways



any more. And, also missing are the hundreds of trainees in overalls marching under the orders of a raucous DI.

Some of the old hangars, near where ARDU used to live, were damaged in a fierce storm some years ago and as they were found to contain asbestos, have yet to be repaired.

All is quiet.

Today Laverton is home to The School of Languages, The RAAF Central Band, and the Defence International Training Centre. The 1 AD HQ building now houses the Army's 8th/7th Battalion HQ.

Laverton's runways were decommissioned in 1996 and the land was handed over to developers upon which has sprung the new suburb of Williams Landing.

Sad – but inevitable.

On our day, we were met at the Pass Office and issued with our passes, then loaded into one of the RAAF's vehicles and given the royal tour.



Just inside the front gate and off to the left are three two-story buildings which were built not long after the Base was established – see [HERE](#). Built in 1935, they were originally single

airmen's accommodation and during the 1960's / 70's, they became the domain of the WRAAFs and were strictly out of bounds to the Base's male population. Though where there's a will, there's a way – or so we're told.

Today they are used as transit buildings.



Above, rear of the old WRAAF blocks, with the wooden Base Cinema to the right and below the empty grass site where once stood the old Airman's Mess.



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Further up the road, which runs parallel to the railway line, is the old 1 AD HQ building which is now home to the Army's "weekend warriors" – the 8th/7th Battalion, RAR, Reserve.



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Further up the road again, behind the 1 AD HQ building, is the old 1 AD Intermediate Level Maintenance Squadron (ILMS) - vehicle maintenance. The far end of the building was Telecommunications Installation and Maintenance Squadron (TIMS). Many Radio School alumni spent time there. These are still in good nick and are being used today.

Further again is the old central store and L Group building where years ago some of us marched in organised groups to collect our bedding and clothing. These days L Group is called the Clothing Store.





The old 1 AD workshop hangars, to the right of which is now an empty cement block where once stood hangar 88 – 1 AD Radar Squadron.

Doing a 180, and standing on the cement block where hangar 88 stood, you can see part of the new suburb, Williams Landing, which now butts right up to the Base.



Being only 19 km from the city, and with an excellent public transport service, Williams Landing is a much sought after suburb of Melbourne. Construction of the area commenced in early 2008 and at the 2011 census, it had a population of 3,223. By 2014, the population had risen to around 6000 and was growing rapidly. It is forecast to continue developing until 2025.

The Williams Landing railway station opened in April 2013, and the shopping centre opened in December 2014.

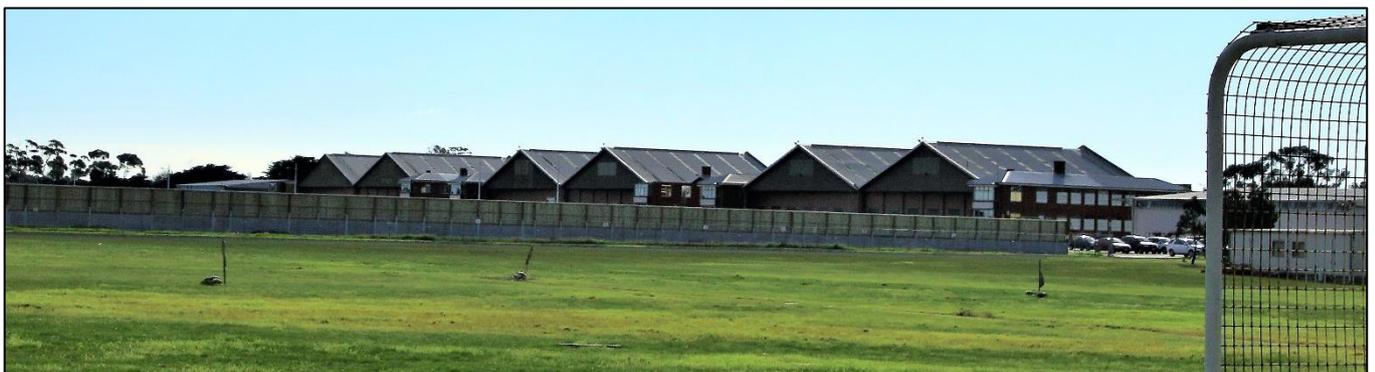


One would think the developers would have their eyes on the remaining land still occupied by the RAAF and one would think the Government would reap a small fortune from selling the land. The average land price in the area is currently selling at about \$500,000 for a 400m² block.

Below is an aerial photo taken back in 2013, showing what's left of the Base, (bounded by the yellow lines) and the encroaching suburb of Williams Landing.



The pic below was taken from in front of the 1 AD maintenance hangars, looking towards ARDU. You can see the fence dividing the Base from Williams Landing.



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Looking back towards 1 AD HQ, the hangar on the right was Base Sqn store behind that again was TIMS (Hangar 4). The hangar on the left was RAAF Publications unit (RAAFPU) and behind that was 1 AD electroplaters and carpenters. Not so many years ago this road would have been a busy thoroughfare with hundreds of overall clad bods going here and there, doing their thing, the smart ones would have, of course, been holding a clip board, doing nothing and looking busy.

From the 1 AD area of the Base we drove up past the old 6 RAAF hospital, which is now just a health centre, with all major procedures sent off Base.



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The hangars on the left are the old 21 Sqn hangars. This group of buildings suffered in that severe storm some years back and you can clearly see the roof is missing from the building on the immediate left. Their future is unclear but at the moment they are not safe to enter.

Turning a little to the right from the pic above shows the fence dividing RAAF land from Civvy land. At the moment, all that separates the two is a temporary fence which from a security point of view is definitely not satisfactory and you can see the wooden posts being installed which, when completed, will support a more substantial affair.

You can see the light blue 1 AD hangar doors in the distance.



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Another view of the dividing fence in front of ARDU. Streets and lots are already set out and in 12 months houses will spring up, families will move in putting more pressure on the Base.

Across the road from the old ARDU hangars is the now defunct Base Sqn HQ. Base Sqn's at Bases no longer exist, their admin role has been taken over by the "City of...." Sqn's and their elec/plumbing/wood butcher etc jobs are now subbed out.



Further up the road is the grand old OC's residence. If you could pick up this substantial house and move it across the dividing fence into Civvy land you would have a very comfortable and valuable home. One can only imagine the parties, receptions and great times that occurred inside those walls over the years.



The OC's duck pond, to the right of the OC's residence, has been cleaned up since we last saw it – see [HERE](#). Back then it showed the result of being battered by the severe storm. It now features a small well-kept island, accessible via a neat little bridge and offering a gazebo and barbecue area.

John Butler still claims it as his own!





Not far from, and in sight of the OC's residence, is the Officers' Mess.

The mess was built in 1939 during the period of expansion at the site. A number of other buildings were constructed at around the same time, including hangars, administration buildings, accommodation buildings and weatherboard community buildings. During the late 1930s, as war loomed, Laverton became the RAAF's largest establishment.

This building was designed D B Windebank of the Commonwealth Department of the Interior (Works and Services Branch) as part of the pre-World War 11 expansion of the RAAF. It is finished in the [Moderne style](#), with some Georgian Revival influences, in common with a number of other military and institutional buildings at that time. The construction of this substantial two-storey brick building reflects both the importance of the RAAF and the provision of increased funding for defence during the late 1930s. It illustrates the final recognition of the permanent and prominent role of air power in Australia's defence.

It is located in a precinct that is detached from the rest of the Base, built in landscaped grounds overlooking a golf course, providing a commanding setting for the building.

The restrained streamlining, the symmetry and simple proportions of the building and its landscaped setting establish a sense of formality that would have been considered appropriate to a military building of this type at that time. The interior of the building also demonstrates its original function in providing for the entertainment and accommodation of officers, with large formal spaces on the ground floor and officers' quarters located on both floors overlooking the courtyards and golf course.



The building is constructed of red brick and terracotta tile, formally composed around twin courtyards (Click [HERE](#) to see an aerial view, compliments of Mr Google) and bisected by a tall entrance section that creates a strong north-south axis. The interior of the building comprises a number of impressive formal spaces that feature Art Deco detailing and attractive timber joinery.



Entrance to the Mess.

The entrance lobby opens to an ambulatory library above and the passage is lined with grooved columns. There is also a dining room, ante room, billiard room, reading room, officers' accommodation and service areas, including staff quarters. The no longer used dining room has an exposed timber truss ceiling and wrought iron light fittings, which contrasts with the Art Deco detailing in the adjoining ante room. A squash court is attached to the west of the building for the officers' recreation.

The term "mess" dates back to the old French word "mes", meaning portion of food, which comes from the Latin noun "missus" ("what is sent"), from the verb "mittere" (to send, to put). In English, "mess" was used in the 15th century for a group sitting down to eat a meal together from the same dish.

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In its day, the Tudor-style dining hall could seat up to 120 people for formal meals.



Val Robinson stands under one of his babies, the wrought iron chandeliers. When the Mess was humming, the wooden cabinet at the rear housed the Queen's "Colours" and the RAAF

School of Radio Governor-Generals' Banner. The chandeliers were installed in 1973 and the Colours cabinet in 1984, both compliments of 1 AD.



The Lounge area, the two doors on the rear wall open into the dining room. A large portrait of Richard Williams, popularly known as the “father” of the RAAF, hangs on the wall and keeps a watchful eye on those lounging.



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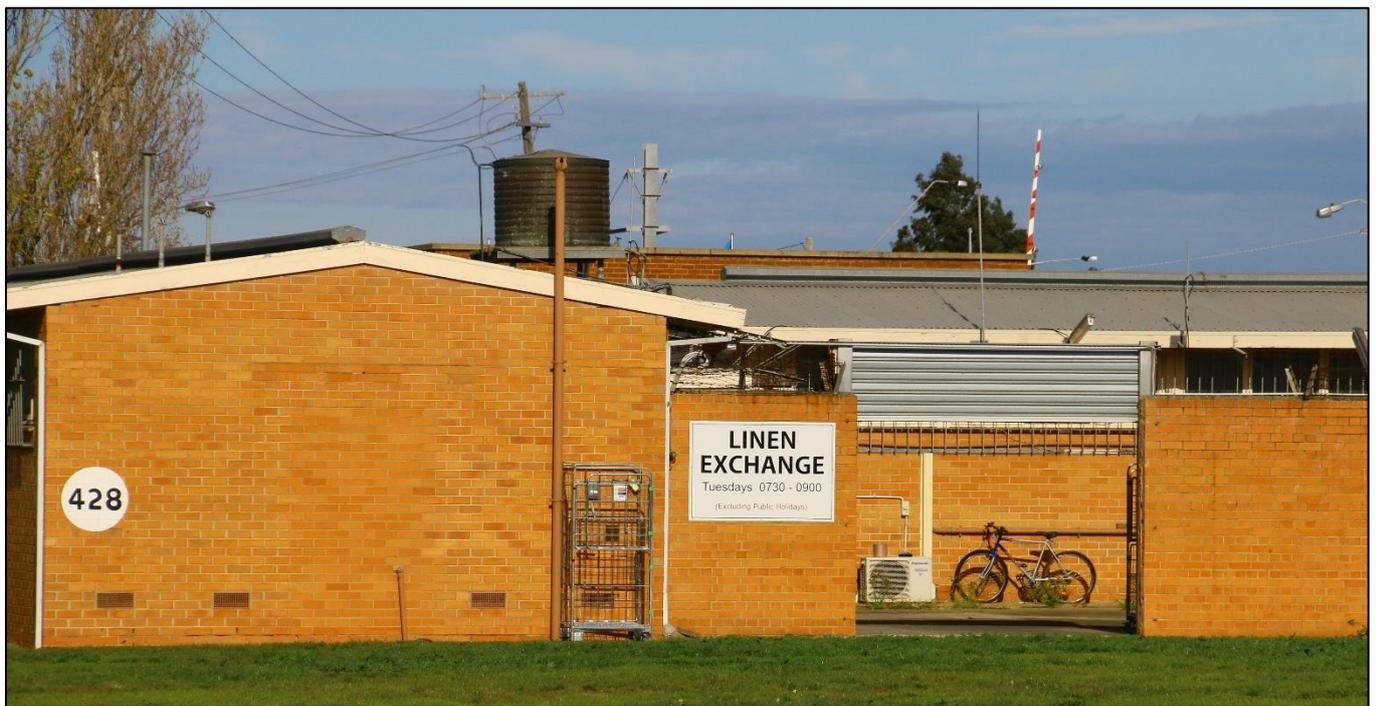
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Williamtown Revisited.

THE RAAF is investing millions of dollars on a 'fly neighbourly' strategy as it spends \$1.5 billion to upgrade its premier fighter jet base.

Taxpayers are devoting more than \$25 billion to modernise the air force and at the sharp end of that outlay will be \$12 billion or so for 72 "fifth generation" stealth Joint Strike Fighters – the F-35 Lightning II (with an option of another 25). Fifty-six of the aircraft will eventually be based at Williamtown with the first two set to arrive in December 2018. The rest will be based at RAAF Tindal, near Darwin. If the option is taken up, a further 28 aircraft could be based at Amberley.



150 of the new fighters are already operational in the US with both the Marine Corps and US Air Force operating them. Hopefully they will have sorted out all the bugs by the time the RAAF get theirs fully operational in 2023.

There are 3 different versions of the aircraft, the F-35A, (the conventional take-off and landing (CTOL) variant intended for air forces), the F-35B (short take-off and vertical landing (STOVL) version) and the F-35C (carrier variant with larger wings and foldable wingtip sections.)

Lockheed-Martin and associated companies will build a total of (about) 3,300 F-35 aircraft by the year 2035. What a contract, with each one worth about \$100M.

Air Forces committed to operate the F35 are:

Country	No ordered	County	No ordered
Australia	72 + 28 opt	Norway	52
Denmark	27	South Korea	40 + 20 opt
Israel	75	Turkey	120
Italy	30 + 30 opt	UK	138
Japan	42	USA	2,663
Netherlands	37		

On Thursday 7th September, John Broughton and myself were treated to a tour of Williamtown, thanks to Wing Commander Amanda Cornell, the CO of 26 Squadron (the old Base Sqn).



Amanda was most hospitable and couldn't do enough for us and thanks to her we got to see most of the Base which is in the middle of a huge re-vamp. Blokes (and blokettes) who were posted to Willytown back in the 70/80's would be hard pressed to recognise a lot of it.

Williamtown, which doubles as Newcastle's main civil airfield, is the RAAF's second largest Base, having overtaken Richmond some time ago and is now second only to Amberley. There are 2,500 blue shirts on the Base along with about 1,000 support staff and civvy contractors (BAE, Boeing etc) and this contributes about \$280 million pa to the local community in wages alone. It is home to a large number of various types of aircraft and different operating Squadrons and is primarily a RAAF airfield, not a joint user like Canberra. Jetstar, Virgin and regional airlines, (REX, FlyPelican, QantasLink etc) lease a 23 hectare section of the airfield for their operations which are allowed subject to RAAF aircraft movements. Civvy aircraft, which must carry an extra 30 minutes holding fuel (Inter) when planning into Williamtown, carry 1.2 million passengers a year, so it is also an important civvy asset.



RAAF wise, it is the home base for the tactical fighter element of the Air Combat Group (ACG) and the Airborne Early Warning and Control (AEW&C) element of Surveillance and Response Group (SRG).

The following squadrons are based at Williamtown:

- Headquarters Air Combat Group.
- No 81 Wing.
- No 78 Wing.
- No 453 Squadron Williamtown Flight.
- No 3 Squadron operating F/A-18 Hornet aircraft.
- No 2 Operational Conversion Unit operating F/A-18 Hornet aircraft.
- No 76 Squadron operating Hawk Mk127 aircraft.
- No 4 Squadron operating PC-9/A Forward Air Control aircraft.
- No 2 Squadron operating AEW&C E-7A Wedgetail aircraft.
- No 2 Expeditionary Health Squadron, Headquarters.
- No 1 Combat Communication Squadron Flight Williamtown.
- No 453 Squadron Headquarters.
- No 26 (City of Newcastle) Squadron - Airbase Operations.
- No 381 Squadron - Contingency Response.
- No 1 Security Force Squadron, Headquarters.



RAAF Williamtown began life in 1941 as a joint US-Australian base during the dark days of WW2 to provide protection for the strategic port and steel manufacturing facilities of the Hunter Region. The base was initially served by four runways, three of which has long since been decommissioned but the remains of one is still visible today (see the arrow in the pic below).



The war time flying school consisted of 62 buildings which accommodated 366 officers and men. A number of Australian Empire Air Training Scheme squadrons were formed at the Base before proceeding overseas and No. 4 Operational Training Unit was located there from October 1942 until the unit was disbanded in April 1944. Following World War II, Williamtown was retained as the RAAF's main fighter base and was equipped with squadrons of the Gloster Meteor and later the F-86 Sabre.

In 1958 most Meteors were retired and replaced by the Sabres which themselves began to be replaced by the Dassault Mirage in 1964-65. In 1971, the RAAF finally retired the Sabre. During this time, the on-base facilities were gradually expanded and in 1983 the role of Williamtown was upgraded to a tactical fighter base in preparation of the eventual replacement of the Mirages with 75 F/A-18 Hornets in 1989. The following year Williamtown became headquarters for the Tactical Fighter group and acquired new headquarter buildings, hangars, workshops, stores, medical facilities and a base chapel.

Over the years, Williamtown had grown in a fairly ad-hoc fashion to the point where offices are separated and important jobs are undertaken in rundown 50-year-old besser block buildings or demountables dating from the 1980s.

Much of the huge spend will go to fixing the infrastructure and providing the RAAF's Air Combat Group with state-of-the-art facilities. It is also funding a 650-metre (25 per cent) extension to the base's 12/30 runway, (part of which is already completed) and which, when finished, will increase the runway length from 2,438 M (8,000 ft) to 3,048 M (10,000 ft) resulting in aircraft seldom having to use after-burners during take-off resulting in a major drop in noise.



With the Base "just over the road", passengers in the civvy airline lounge get a good view of the RAAF aircraft operating at the base.

Residential communities around the base have grown dramatically in recent years and despite strong advice to the contrary, the local Port Stevens Council insisted on creating a subdivision within a few kilometres of the end of the runway. People came out on the weekend when the RAAF were not flying and bought their block of land and then got a huge shock after they moved into their homes only to discover Classic Hornets and BAE Hawks screaming low over their roof-tops.



The RAAF has since introduced several procedures to reduce the noise impact including altered flight paths and cutbacks in night flying but it is and will remain a fighter base and modern fighters are loud. Moving the Base to a less populated area would require a spend of about \$15 billion – a prohibitive cost and with some of the Hornets and about 300 people deployed in the Middle East requiring pilots to be well prepared, flight training at Williamtown must and will continue by day and by night.

After we had finished our extensive and very informative briefing from Amanda Cornell, we were bundled into one of the RAAF's vehicles by her hardworking Cpl Rob XXXX who "reluctantly" had to stop work, get out of the office for the day and drive two old blokes around.

Lunch at Willytown is served in the Messes from 11.30am to 12.30pm and as our briefing finished about 1.00pm we were too late to partake, but we had a good look around. John Broughton, who was stationed at Willytown in the early 1970's assured us that the Mess was pretty well unchanged from his time on base.



Everyone had eaten and was long gone by the time we got there but as usual, the place was inviting and spotlessly clean.





Although we'd missed out on a meal, we could see not a lot has changed over the years, the only major difference being the food is prepared and served up by civvy contractors not RAAF cooks who are now employed only at Amberly and (we think) Tindal.



Situated next to the Airman's Mess, which can be just seen to the right, is the new Base Theatre (above). At a lot of other Bases, the Cinemas are closing or have been closed, due to the expensive upgrade to digital facilities, Willytown seems the exception.



Next to that again is where the old parade-ground once took pride of place. These days parades are not the all-important feature of RAAF life they once were, these days the RAAF is a very sophisticated and technical enterprise and focuses more on encouragement in getting the job done than on the old spit and polish methods of yesteryear. These days the old parade ground has a very useful and materialistic purpose, it's the covered car park for those living on Base.

Sense at last!

Next to the car park are the old Airman's Quarters, some of which are not used. We had a look inside one and found quite a few changes there too, mainly doors on the shower cubicles and carpet on the floor – wonder what happened to all those thousands of floor polishers the RAAF once had.

Below, a couple of the renovated Airman's Blocks.



Block 223



Although the Sergeant's Mess (below) is relatively unchanged, it is probably only a matter of time before it, along with the other Messes, are brought into line with the more efficient and

economical concept where the three Messes are built around a single mass kitchen. This concept has gradually crept into Service life over the years and odds on it will happen at Willytown once the operational modifications are completed. It will be a shame when they do go as there is a lot of history and a lot of memories in those walls.





The Officers Mess (below) is also as it was many years ago. It too, if able, could tell a lot of stories.



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After we'd seen all the messes, it was time for some late lunch so we headed for the place to which RAAF blokes and blokettes have been heading for years, the AAFCANS (Nee ASCO) canteen. This canteen was similar to but better stocked than the one at Laverton and like Laverton, resembled a 7-Eleven with the addition of a hot food counter.

As a single bloke/blokette, if you lived on, there wouldn't be much of a need to head off base for essentials as nearly everything was available from the AAFCANS. You wouldn't need to see the inside of a Coles or Woolies, the only real requirement to shop with the masses would be for clothing.



The Airman's "Boozer" is definitely not the place it used to be, these days it only trades for 2 hours a day, from 5.00pm to 7.00pm, hardly worth the trouble really. The "beer-garden" which would be chockers on a pay night no longer sees the "urgent" disagreements it once did, instead it is a place to enjoy a snack bought from the AAFCANS.



The barber shop is still there, as are two banks, the dry cleaners and of course the mandatory ATM.



The big and obvious change at Willytown is the facility being built to handle the F-35 Lightning II. These works are enormous. Once the aircraft are delivered to the RAAF and are operational, they will require the most advanced sustainment facilities and servicing to keep them maintained, repaired, overhauled and upgraded (MROU), but sadly, not a lot of blue shirts will be employed within these hangars when they are finished.



Some time ago, BAE Systems, which do most of the work on the BAE Hawk, won significant regional MROU assignments on F-35 components across avionics, digital mission systems and electrical systems. In winning that assignment, BAE Systems became the lead provider of global sustainment services for life support components.

These huge facilities are being built and configured to only accept F-35 aircraft and will become a significant F-35 maintenance depot for the aircraft from all over the world. These facilities have been assigned as a regional depot for the F-35 aircraft and are designed so they can also service the fleets that belong to other countries.

All components on the F-35 are owned by the US Department of Defence and repairs of them are a "hole-in-the-wall" operation – that is, if a component fails, you hand it back to the US which replaces it with a Serv item. Techs working on the aircraft will, in effect, be "black box changers".

When considering maintenance costs, a rough rule of thumb is "manufacturing costs are one third of the total through-cost for an aircraft's life". If the RAAF's F-35s are expected to remain in service until 2050 and each aircraft costs \$100M, a total of \$14.4 B will be spent in the Newcastle area over the next 32 years on the RAAF's aircraft alone. Should BAE pick up the service contract for the US Marine's aircraft which will be based in Darwin, the amount of money flowing through Williamtown will be enormous.

Steve Drury, BAE Systems Australia's director – aerospace, says “Australia has moved away from aircraft manufacturing and had instead become 'kings of sustainment', helping governments get the most out of their fleets”. He said “Australia's Hornets will have been in service for 35 years by the time they're retired, the Australian government started to receive them from 1985 and BAE recently did upgrades to take them to 2020. The fighter jets before the Hornet, the Mirage and the Sabre, were in service for just twenty years.”



In the modifications that saw the F/A-18 Hornets returned to service in 2010, the aircraft even had its centre fuselage refurbished, and in the case of 10 of the Hornets, the fuselage was replaced.” *(That’s a bit like the woodman’s axe, it’s had three heads and two handles, a damn good axe though! – tb)*

North-east of the current BAE buildings at Williamtown is a vacant site on which a multi-level Common User Facility will be built. This will house some of the most sophisticated and top-secret testing equipment in the world and is likely to be used by other prime contractors such as GE and Northrop Grumman. BAE has a partnership with the University of Newcastle and a number of TAFEs where at least 200 people will be trained to work on the most advanced aircraft in the world.

In early 2018, BAE Systems Australia will send a team of engineers and technicians to the United States for four and a half months to be trained on the F-35 by Lockheed Martin. They will become the trainers back in Australia. BAE says “Only the world's best technicians will work on the F-35 and BAE at Williamtown are one of three non-US depots – a wonderful opportunity for Australians.” *(but sadly, not for RAAF techs – tb)*

Steve Drury says "The move away from general manufacturing in Australia, to advanced engineering and manufacture, is suited to the defence industry where security and political stability are in demand. Whereas deep maintenance and repairs in the civil aviation industry are now carried out in Asia, the F-35 depot at Williamtown will be co-located with the RAAF, which will share deep maintenance workloads on the F-35 and be always available."

"You can go to a lower-price maintenance model in civil aviation, because the cycles are predictable and they're booked in advance, but in defence, you have to be 24/7 available and satisfy all the security and quality criteria of the parties."



In the case of the F-35, the servicing criteria to be met comes from the US Department of Defence, the ADF, the Australian Commonwealth and Lockheed Martin. At Williamtown, BAE Systems must have a designated sole-use facility for the F-35 with its own inner fence and its own security team. The depot also has to install a special internet system allowing the F-35 network to connect globally without risk of interception.



Apple is supporting windows now.



We would hope Willytown has a good defence system, it seems to us to be a lot of eggs in the one basket, you can bet the badies have their eyes on it.

Another big change you would notice, if you haven't been to Willytown for quite a while (or to any RAAF Base for that matter) is the open ground where once stood a number of married quarters.



Years ago, the married quarters were demolished as it was thought the noise on Williamtown was not conducive with family life and married blokes/blokettes were encouraged to find accommodation off base. The developing township of Medowie as well as Raymond Terrace are close to the base and many marriedies live in these areas.

As far away as possible, to the north of the base, is the weapons loading area where substantial cement structures or bunkers have been constructed inside which aircraft are loaded with weapons. The thinking behind this is if a weapon is accidentally discharged while

being loaded, it will (or should?) slam into the bunker and not roar off into some populated area, although it wouldn't do the poor old gunny or the pilot or even the aircraft much good.



Most of the old hangars are still on the base though we're not sure of their current use. We're not too sure of their past use either, but someone will for sure.



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So, when is this “Old enough to know better” supposed to kick in?

The building below, with the low set windows, is the old Cyrano radar workshops.



Below - the Civvy terminal looking from the RAAF side – they are only separated by a runway.



3 Squadron will be the first to receive its F-35s, currently operating the F/A-18 Hornet, it is intended to be fully operational with its new aircraft by 2021.

With the arrival of the F-35 Lightning II, the Base at Williamtown is assured of a long, important and exciting future and a part of the huge revenues generated as a consequence of the operation of the aircraft will flow into and improve the Newcastle economy.

The following day, after we had left the Base, we had a look around Newcastle. We can remember being in Newcastle some years prior and remember Newcastle as being a tired old city, languishing after the closure of BHP. Things are starting to change.

You can see new work everywhere with a major project being the Coats Hire V8 Supercars road track upgrade being prepared for the finale of the Championship which will be held from the 24th November to the 26th November this year.

Newcastle will replace Sydney as host of the season-ending V8 Supercars race from this year. The race will take place around some of the city's iconic landmarks including Nobbys Beach and [Fort Scratchley](#). The Coates Hire Newcastle 500 will be the first Supercars race ever held in Newcastle and is contracted for the next five years. The race is expected to inject more than \$57 million to the Hunter region each year and will attract 81,000 visitors from Australia and overseas.

The town is a "work in progress" with metal temporary fences everywhere throughout the City while the roads are being resurfaced.

Another improvement is the old and derelict industrial land on the Hunter River, called Honeysuckle, which has been transformed into a well patronised waterfront residential, restaurant and bar precinct.



If you do get to visit Newcastle, another place you should visit is the United Service Club in Watt St, Newcastle City. It is one of the oldest Clubs in Australia and was formed in 1927. The building now housing the Club was erected in 1884 as the first Council Chambers for the Borough of Newcastle and the Club first leased the premises from the Council in 1931 and went on to purchase the property in 1953.

Normal bar trading hours are Thursdays 4:00pm to 9:00pm and Fridays 4:00pm to 10:00pm.



A plaque outside the Club says: "Sabalterns Barrack. Quarters for junior military officers stationed at the Penal Settlement were erected here in 1818 under the direction of Captain James Wallis Commandant."





Catherine Fidock-James is the very exuberant manager of the Club and she would welcome you with open arms.



John Laming.

Aircraft and other stuff.

First Encounters

It all started with Captain Lamb and Dick Nye in 1939, the year that World War 2 began. I was seven years old and lived with an old uncle and aunt who took care of me while my father was at war. We lived in a lovely house called "The Oaks" situated on the edge of Angley Woods near the village of Cranbrook in that beautiful part of England called Kent. My Uncle Alf, a veteran from the first world war of 1914-18, had built the house practically single handed, despite being crippled in one leg by machine gun fire from a Turkish soldier during the battle for Beersheba.

Old Alf – he was all of 55 in those days – took me to meet Captain Lamb, a retired sea captain who lived down the road in a small cottage with a lovely hawthorn hedge and a garden full of roses. As Alf and the captain talked in the garden, I peeped through the bay windows of his charming Kentish cottage and saw a model of a sailing ship inside a bottle standing on top of a weathered mahogany writing desk. Wandering around the back of the house I stood on tip-toes and peered through another window and spotted a portrait of the old captain dressed in uniform, with a telescope under his arm and four stripes on his sleeve. He looked younger than now but tall and handsome with a trim beard. Nowadays of course the picture would not be complete without a pair of aviator sunnies... The background of the portrait showed a three masted clipper in full sail. Out in the front garden, Alf and the trim bearded captain with his white hair and startlingly blue eyes, talked of the gathering war clouds.



Each day as I passed by the captain's house on the way school, he would give me a wave and a smile as he acknowledged my polite schoolboy good morning. Once after he had asked me how old I was I privately guessed his own age as being somewhere Before Christ (BC). When I



overheard my uncle telling my aunt that the captain was born around 1870, I realized that my judgement of age was a bit out. Either way, he was to me indeed the Ancient Mariner.

The primary school that I attended was run by the stern Mrs Wheatcroft. This formidable old biddy brooked no nonsense from the fifty or so small children that attended her school. She wielded a mean wooden ruler with which to discipline any child that lacked manners or who dared answer her back in class. Teaching French, she would emphasize the use of the grave and acute accents, by swishing the ruler with a downwards cutting motion from right to left saying that this is how you remember which direction the symbol of the accent went – adding darkly it would be the same motion she would take when hitting us with the ruler across the palm of the hand if we got it wrong. I never did, after that.

The model of the ship in the bottle fascinated me - as did the model aircraft that belonged to my friend Dick Nye. Dick was one year older than me and I first met him when my uncle, who knew Dick's father, prevailed upon him to show me the way to school until I was confident enough to go solo. Dick lived in a house called "The Gardens" at the end of a narrow road bordered by a line of majestic English Oak and Poplar trees. In 1940 those trees camouflaged British tanks hidden under cover, waiting to repel the threatened Nazi invasion of England following the British defeat at Dunkirk.

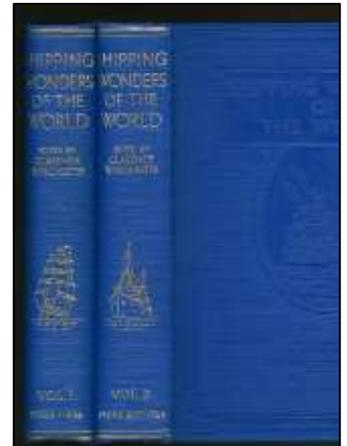
His parents owned a red Morris Eight saloon car that had leather upholstery. The aroma was wonderful. Dick had an air-gun, an older brother who teased him unmercifully, and among other goodies a Frog plastic model kit of a Miles Magister. On the roof of his parent's house, Dick's brother John, who was eleven, had built a hide-away from where he would sit and watch the skies for enemy aircraft. I thought he was frightfully brave.



Dick thought his brother was just plain stupid and they squabbled endlessly when John refused his brother access to his cubby house on the roof. In later years Dick grew up to be a bank manager and I became a pilot. I don't know what happened to John or the cubby house. But I shall always be grateful to Dick for showing me how to build my first model aeroplane and to that ancient mariner Captain Lamb for revealing to me the beauty and romance of the tall ships.

Shortly before war started, my mother became very ill with tuberculosis – in those days a terminal disease. During one of my visits to see her in hospital she gave me a Dinky toy aeroplane. It was the Short S.20 and S.21 Mayo and Mercury Composite, and consisted of a large four engined flying boat with a smaller four engined float plane attached piggy back on top. Today the same model is a rare collector's item and worth a small fortune. Sadly my mother's last gift to me was stolen from my desk at school a few years later.

In my study among other treasured books, are two rare volumes of the book Shipping Wonders of the World. I found them at a garage sale a few years ago and purchased them for \$20 each. Each has over 900 pages of text and illustrations of long gone sailing and steam ships. The first chapter starts with the lines “The story of the sea is not drawn from musty libraries, but from the song of the wind in the rigging and the crash of the bow cleaving the wave”.



All very romantic I suppose and if Captain Lamb had been alive today he would have treasured those books as well. Apart from a six weeks journey by ship from England to Australia when my family migrated in 1947, my most memorable experience of the sea was hurling my heart out for three hours in Port Philip Bay during a yacht race where I came along as an observer. The skipper was an airline pilot who achieved fame as an international yachtsman. At the time, we both worked in desk jobs in the Department of Civil Aviation. He had flown Boeing 707's with South African Airways and migrated to Australia in 1970.

Over one of the interminable coffee breaks which was a characteristic of those frustrated pilots that were employed to run DCA, I had shown an interest in learning to sail a one man yacht in a large local pond. An offer was made for me to learn the ropes, so to speak, and my desk mate took me out on a triangular fifteen-yacht race on Port Philip Bay. There were four crewmembers on our yacht. The weather was appalling with wind gusts to 35 knots and heavy seas. Wisely, most of the other yachts pulled out of the race leaving three idiots to battle it out. Despite having swallowed numerous seasickness tablets, I was crippled with pain from vomiting but the show went on for four hours of hell until the last yacht, HMS Ulysses I declare, entered the haven of Brighton Mariner. Never ever have I been tempted to yacht again. I may admire cute little ships in bottles but that's as far as I go.

And now in the twilight of my life I often reminisce on the good old days. Feet up in my warm study, my eyes rest on the various model aircraft in a glass showcase next to the bookshelf. Soon I doze off. And my mind wanders back in time to when I first saw each one of these aircraft. Take the Spitfire, for instance.

June 1940. It was summer in England. Massed formations of German bombers and their escorting fighters on their bombing runs to London flew high over my village in Kent. The sky seemed full of white contrails – some circular – others in straight lines of close formation. The Battle of Britain had started. I was eight years old and walking in Cranbrook village when I heard the unmistakable noise of a Merlin engine and then a long burst of machine-gun fire. Looking up between St Dunstan's church and its surrounding beech trees I saw a Messerschmitt 109 on fire with a Royal Air Force Spitfire closing rapidly behind. The Spitfire pilot took careful aim and fired several more short bursts into the doomed enemy aircraft. At each burst, fresh gouts of flame would appear from the engine of the Messerschmitt and it

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started into a gentle dive. The pilot must have been dead at the controls, as the aircraft never attempted to evade the Spitfire. A few seconds later and both aircraft passed out of view. Later it was revealed that the Messerschmitt had crashed a few miles away.

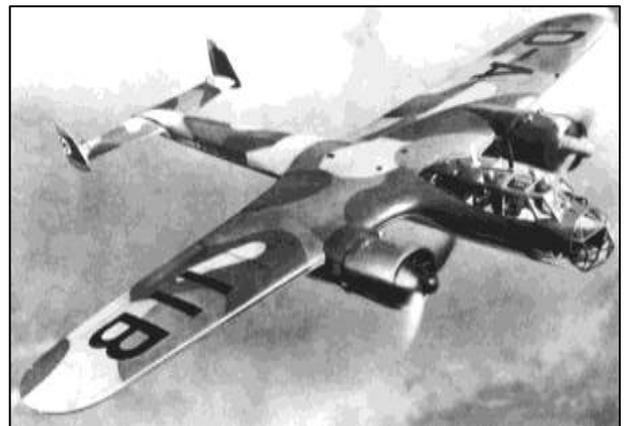


There is a Heinkel He111 in the corner of the show case. It has two bombs slung underneath the fuselage and the squadron identification V4-M. It has black and white crosses on the wings and a menacing swastika on the tail. I had seen lots of German bombers at high altitude – massed formations of silver dots sending out a unsynchronised beat from their Daimler Benz and BMW engines which was quite scary especially at night. When the Germans flew at 15,000 feet above Kent you needed binoculars to spot the differences between Heinkels and Dorniers, although even at my tender age I knew from pictures the obvious difference between the two types.

My first Heinkel did not carry two bombs under its belly (they had probably been jettisoned) and I didn't see the identification number but it certainly had two big crosses on its wings and the trademark swastika on its tail. My uncle and I were manning a Royal Observer Corps post watching for enemy aircraft when this Heinkel appeared just above a nearby wood, and going

like a bat for hell in the direction of France. One propeller was turning over slowly, the other at high rpm and a thin trail of black smoke from its exhaust. I was mesmerized at the sight of a real enemy bomber close up and personal. My uncle blazed away at it with an old Lee-Enfield rifle but must have missed by a mile. By now, the Heinkel was down to 200 feet and just holding height. Within seconds he was out of sight.

One day I must find a Dornier 217 for my show case. The one I saw in 1943 had me tossed. The air-raid siren had sounded and like most English school boys, I ignored it. Having heard sirens daily for the past three years and so far I hadn't been killed, made one dangerously complacent. A few minutes after the warning, I had a head-on view of a twin engine, twin tailed aircraft streaking at low level towards the railway marshalling yards at Tonbridge. I was pretty good at aircraft identification in those days and wondered why an Avro Manchester was so far south when most of the RAF bomber bases were 100 miles north of our town. When suddenly the aircraft steep turned to follow the main London to Dover railway line I realized my aircraft identification was dead wrong this time. The Avro Manchester and Dornier 217 had similar profiles except the sight of more black crosses, swastika's and a salvo of 100 kilogram bombs tumbling from open bomb doors, convinced me that this was a Dornier looking for trouble.



There was a burst of machine gun fire from somewhere on the aircraft and then a series of large explosions as the bombs straddled the railway yards. Then the Dornier done gone, as the busty Dolly Parton would surely have said! A few minutes later an RAF Beaufighter snorted over the town at low level obviously chasing the Dornier. I didn't trust my aircraft identification skills anymore and hid behind a bush until the Beaufighter had disappeared in the distance.

Now to the Thunderbolt. It's a big single engine fighter designed in USA and first used by the United States Army Air Force against the Germans around 1944. They were easily confused with the German Focke-Wulfe 190 fighter and there were several instances of Thunderbolts being shot down by friendly fire. Again, I had seen many Mustangs and Thunderbolts at high altitude escorting B17 Flying Fortresses to and from bombing raids into Europe, however my first close up view of a Thunderbolt was one that I hope never to repeat.





It was late 1945 and the war was over. The only aircraft over my little part of the world, were friendlies. That day it was misty and overcast as I was walked back from school in Tonbridge. There had been aircraft heard flying overhead all day – all unseen because of the mist. Then came a terrifying sound of an aircraft in a terminal dive and very close. I had heard the same sound many times during the war. In those days, it was the sound of a mortally wounded Allied or enemy aircraft.

It was then that I saw a Thunderbolt spinning down vertically in flames and with one wing missing. My guess now, was the cloud base was about 1500 feet. Less than a mile away another aircraft was also going down and there was a parachute gently descending towards the green English countryside. The Thunderbolt disappeared from my view and shortly afterwards there was an explosion and black smoke rising from nearby woods. I grabbed my bike and a friend and I pedalled furiously in the direction of the noise of an ambulance speeding past the Vauxhall Inn towards the village of Pembury. We arrived breathless and leaving our bikes on the side of Pembury Road, ran through the woods towards the sound of fire and people shouting. Bullets were going off in all directions and yet we were not scared – just horrified at the sight of the wreckage of the silver Thunderbolt engulfed in flames. Fire fighters were there as was the ambulance, but there was little to save.

There is a Lockheed Hudson perched on an ash-tray in my study. It is there because my first flight was a Hudson, registration VH-SMK. The pilot was a well known Australian pioneer airman named Captain Harry Purvis AFC. While Harry died over thirty years ago, VH-SMK died on a hill overlooking Camden aerodrome on a drizzling New Year's Day in 1950. [It had stalled on take off](#), killing both crew members. One of those pilots was my idol in those days, a swashbuckling young pilot called Dick Cruickshanks. He was only 24. By eerie coincidence, another of my best friends met his maker in almost the same spot 53 years later. This time the aircraft was a Duchess and the cause of his accident appears to have been a practice engine failure at night gone horribly wrong.



Harry Purvis had flown with Sir Charles Kingsford Smith – or “Smithy”, as he was better known to the Australian public in 1934. In 1948, I was a 17 year old general hand working at Camden aerodrome. The Sydney Morning Herald newspaper operated a DC3 and a couple of Lockheed Hudsons on newspaper deliveries to various destinations in NSW. My job was to load the papers and dispatch the aircraft each night.

Harry Purvis was the SMH Flying Services manager and he employed several ex wartime RAAF pilots to fly the freight. One day, a test flight was required following an engine change on



one of the Hudsons. Harry invited several of the ground staff along for the flight and I jumped at the opportunity. Without sound proofing, the Hudson was incredibly noisy inside the cabin and I spent most of the 15 minute test flight covering my ears, while looking in wonder through the windows at the green countryside far below. A few weeks later I sat in the co-pilot's of VH-SMK with Dick Cruickshanks, as he ferried the aircraft from Camden to Sydney single pilot, prior to a freight run that evening.

Earlier, I told him that I wanted to join the RAAF as a pilot – just like he had been. I think he must have looked at my scruffy appearance and pondered my future before saying to me that I would never make a pilot. Poor Dick was killed a few weeks later in the same Hudson that we had flown together, and two years later in December 1952 I graduated as a RAAF pilot on number 8 Pilot's Course.....



Among other exotic aircraft my display case contains a Japanese Zero, Lockheed Lightning, Boeing 737, Lancaster, and the Sea Fury. I first saw a Sea Fury – in fact lots of them – at the Royal Australian Naval Air Base at Nowra in NSW. They, along with several Fireflies, were lined up on the tarmac when I landed there in a Lincoln bomber in 1954. I had flown Mustangs previously and therefore was used to flying a high performance fighter. But the Sea Fury was something else. It was significantly larger and heavier than a Mustang and at one stage was the fastest piston engined fighter in the world.





During a free day from an anti-submarine course I was attending at Nowra, I wandered down to the flight line and sat in the cockpit of a Sea Fury. I marvelled at the height of the tiny cockpit above the ground. After the local RAN flight commander discovered that I had flown Mustangs (actually he didn't really discover as such – I merely mentioned the fact while trying to impress him) he very kindly offered a Sea Fury for me to fly that afternoon. Hesitating less than a nano second, I took him up on this once-in-a-lifetime offer. Thus on 20th October 1953 I flew my first flight in a Sea Fury.

Apart from some minor drama trying to close the canopy after take-off and losing my flying goggles overboard in the process, and then nearly flick-stalling while attempting a limit turn to avoid another aircraft (actually it was a squashed bug on the windscreen which I mistook for a fast closing fighter), and then a heavy landing because I was given wrong advice on airspeed by a snotty nose Sub-Lieutenant, the flight went without a hitch. That first Sea Fury flight of mine was unforgettable for many reasons.

Which leads on to my first sight of a Lancaster. There were a thousand or more Lancasters in England when I was there during the war, but strangely enough I do not recall actually having seen one. So the first time I saw one was in 1953. Actually, it was a Lincoln – previously known as the Lancaster Mk 4 – but later the name was changed.



I had been posted to No 10 Squadron RAAF Townsville to fly as a copilot on Lincolns.

I had seen a Flying Fortress and a Liberator close up – in fact both had belly-landed at an emergency airfield called Penshurst near where I lived in Kent. But the Lincoln was much bigger and heavier, although not as well armed with cannon and machine guns as the American types. My first flight in a Lincoln was with Flight Lieutenant Sid Gooding DFC, and



was from Townsville. An engine failed on that trip and that was the first time I had seen a feathered propeller. I was to see many more over the next 3,000 hours I flew on the type.

Tucked away in the shadows of the showcase is a Mitsubishi Zero-Sen (Type O Fighter) known popularly as the Zero. It was used over the Pacific during World War 2, with many being destroyed during kamikaze attacks on Allied ships. It was during an airborne search for a missing Canberra bomber in 1954 that I had my first sighting of a Zero.



The Canberra had disappeared after taking off from Port Moresby in Papua New Guinea for the US base at Kwajalein in the Marshall Islands. The Americans were conducting atom bomb tests in the Central Pacific and Great Britain had been offered the opportunity to observe the tests. The RAF sent a Canberra for this purpose. The Canberra never reached its destination and it was thought that it may have entered a thunderstorm and broken up.

In the event, a large search carried out by RAAF Lincolns over the islands of New Britain, The Admiralties, and New Ireland failed to locate the missing aircraft. At the same time, American aircraft searched the Pacific south-east of Guam with no success.

During low level searches of the beaches of New Britain, our crew spotted several wrecked Japanese and American aircraft which had remained untouched since the end of the war. A Zero was among them.

Twenty five years later I was living on the island of Nauru in the Central Pacific and came across the shattered remains of two Zeros laying among coconut palm trees. Nauru had been a Japanese occupied island in 1941 with an airstrip constructed to accommodate fighters and bombers. An Australian mining engineer who worked for a phosphate company on Nauru was a keen aviation archaeologist. He established a small war museum on Nauru. The local Nauruan population had little interest in such things and so he managed to ship the remains of the Zeros to Australia where they now form part of a Zero exhibited in the [Australian War Memorial](#) at Canberra.

Perhaps the most majestic model of them all is the Shorts Sunderland flying boat which proudly rests on its keel in the centre of one shelf. This model is beautifully crafted with tiny wireless antennae and machine guns fitted to its front, rear and dorsal turrets. The Sunderland was the military version of the Mayo Composite flying boat. You may remember that the Mayo was the Dinky toy that my mother gave to me before she died?



I saw my first real Sunderland, which belonged to the Royal New Zealand Air Force, at Auckland Harbour in September 1959. With several other Sunderlands, it was gently riding at anchor just off the shore of Hobsonville RNZAF base (now a housing estate). The base itself was incredibly beautiful, an all-over green grass field surrounded by white colonial style houses. Harvards snarled around the circuit area while offshore these lovely white Sunderland floated like proud swans in their own patch of harbour.



I had flown a Lincoln from Townsville on a good-will tour encompassing Norfolk Island, Fiji, and now New Zealand where we were entertained right royally by the RNZAF crews at Hobsonville. When we arrived there had been much talk of an incident a few nights earlier where a Sunderland had inadvertently taxied at speed from the harbour and up a concrete slipway to shore. I believe that this particular Sunderland was used for taxiing practice. Apparently it was used as a water taxi on Saturday nights to transport RNZAF aircrew and groundstaff from Hobsonville to the fleshpots of the city some 15 miles away.

During the return journey it seemed that in the absence of a booze bus on the harbour, the operating crew tippled a little too much and misjudged throttle closure approaching the mooring point. The result was the Sunderland found itself climbing the concrete slipway at some knots, remembering of course that the Sunderland is a flying boat, not an amphibian! The New Zealanders were rather good at that sort of thing because several years later I happened to fly an RAAF Viscount with a VIP party from Canberra to Auckland for the opening of the new Auckland International Airport. During the ceremonies, a Sunderland flown by the squadron commanding officer did a wonderful low level beat up along the runway in front of the thousands of spectators and did a good job with its keel. The sparks really flew in more ways than one. It was the ultimate in low flying.

And now to close this story I am looking with great affection and nostalgia at a Boeing 737 sitting proud on the top shelf of the showcase. It was on the Isle of Nauru that I first saw her (with apologies to Gracie Fields of the Isle of Capri fame).

It was 1976 and I had just joined Air Nauru. This particular type was a 737-200 with Pratt and Whitney JT8D-17 engines and there was lots of sheer grunt and noise as it hove into sight joining downwind for runway 12. It looked a squat solid looking beast with a no-nonsense tail that stuck up vertical like at that of a wild boar at full charge. I loved it at first sight.



The runway on Nauru is 5,200 feet long, the Pacific Ocean at both ends leaving no room for greaser landings. The airport terminal is barely 100 yards from the runway and it seems that half the population of Nauru came to watch the arrival of the daily flights. I soon found out why this was such an attraction. Through the window of the crew bus I saw the Boeing curve around the back of the island on close base leg and then suddenly there it was on short final with full flap and smoke streaming from both tail-pipes. At 130 knots it smacked down right on the 1,000 ft marker with a flash of blue smoke from skidding tyres, while at the same time the top surfaces of the wings came alive with ground and flight spoilers. Simultaneously the reversers opened wide with a shattering roar of increasing power. Now that was a man's aeroplane.

A few months later I had a command on the 737 and by the time I moved on ten years later, I had flown over 7,000 hours on type. There were many exciting times flying the 737 – too many to mention here – except perhaps one that often repeated itself.

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Nauru was a tiny phosphate rich island with lots of money. There was no shortage of new cars, powerful motor bikes and beer and inevitably each week-end would see the death of young men wiping themselves out in vehicle accidents caused by speed and alcohol. A favourite sport would be to race a departing 737, either in a car or on a motor bike. The main road around the island paralleled the runway by 50 yards and this gave a mile of straight but narrow road before it curved away from the surrounding ocean reef.

These obese young bloods had 1,500cc Honda Goldwings and other equally massive motor bikes. They would cruise around the island playing loud rock and roll music from loud-speakers mounted on the bikes or on Land Rovers. Occasionally, when the police were looking the other way, one would see a Nauruan sitting astride his Gold Wing abeam the threshold of runway 12, revving the engine while waiting for the departing 737 to take-off. Crash helmets were unheard of, and a T-shirt, shorts and sandals the only protection from a 100mph crash.

Backtracking the departure runway you knew that the race was about to begin. Turning to line up you would see a Nauruan on his big bike casually waiting by the side of the runway. Passengers would wave from their windows and as the brakes were released, the Nauruan on his Gold Wing would open up to full throttle to race us down the runway. At full thrust of 2.18 EPR ([Engine Pressure Ratio](#)) the ground trembled and spectators covered their ears to protect themselves from the incredible crackling roar which was the wonderful characteristic of the JT8D engines. A combined 31,000 pounds of thrust makes an awful lot of noise on a small island. With houses a few paces from the runway, noise abatement was for wimps.

It was quite a sight to see the Gold Wing at full chat with its rider head down and burning rubber a few yards off our wing tip. At the 80 knot call the Gold Wing would be ahead of us by a nose but the game was well and truly over by rotate speed of 130 knots. It was good fun and few got hurt, although I often wondered how many of these riders nearly ended up in the Pacific Ocean as they negotiated the 45 degree bend in the road just a few yards from the end of the runway.

Following my retirement from airline flying at age 60, I have returned to visit Nauru on several occasions. The grunty Boeing 737-200 has been replaced by the quieter and bigger 737-400, but the motor bikes are still the big Goldwings and Yamahas – and now a little rusty from the salt spray of the Pacific rollers. The headstones of their riders gradually fill the cemetery grounds...

One way of finding out if you are too old is to fall down in front of people - if they laugh you are young; if they panic and rush around yelling at each other you are old.

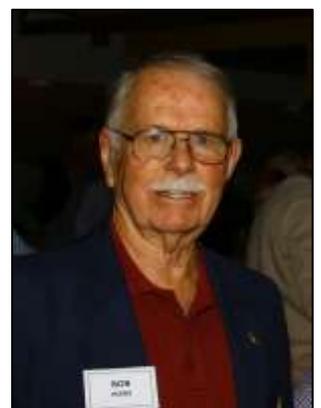
Believe it or not – a wheels-down bombing mission

Bob Howe - Nav

Day 239 of my one year tour in South Vietnam produced one of the more bizarre experiences of my bombing operations, in fact I believe - unique.

It was Tuesday 20th January 1970 and I was teamed with No 2 Squadron Commanding Officer, Wing Commander Jack Boast, tasked for an early morning bombing mission in Canberra A84-247 down in IV Corps.

We duly went through our normal pre-flight briefing, aircraft and bomb-bay checks and clambered aboard. We taxied out and I read out our speed each ten knots as we accelerated slowly down the Phan Rang





runway. Reaching take-off speed Jack pulled back on the stick to leave the ground and once clear of the runway, proceeded to raise the undercarriage.

Uh oh, the cursing from up front told me that we had a problem. Sure enough, we did – the wheels wouldn't come up. Staying in the vicinity, we gradually climbed a few thousand feet as Jack moved the gear lever, hoping that our undercarriage would rise, but to no avail.

Having gone through the whole process of preparing for our bombing sortie, I wasn't pleased to contemplate the fact that we may have to abort the mission and land with a full set of six 750lb live bombs on board. So, I looked up my bombing tables to see if I could extrapolate (i.e. "guess") a suitable bombing angle for what I knew would be a much lower air speed than the normal 270 knots indicated air speed that we were used to.



I knew that, even if we were to contemplate disgorging our bomb-load, then in order not to damage our suspended undercarriage, and open bomb-bay doors, we would have to fly at 150 knots or less. My bombing tables didn't go that far down, but I was able to make what I believed was a reasonable estimate of the correct bomb-sight angle setting for flying at such a low air speed.

We duly notified our ground controllers that we had to cancel our pre-arranged rendezvous with our distant Forward Air Controller (FAC). Most of our 8am take-offs were planned for the IV Corps region, as the USAF's 7th Air Force Tactical Air Command Centre (TACC) staff very much respected the RAAF Canberra's good endurance. It meant that we had the ability to reach the southern tip of the Mekong Delta and still have enough fuel to bomb and return to Phan Rang, without having to divert to another air base to refuel. Most USAF fighter jocks had to have air tankers or land to refuel in order to get back to their home bases.

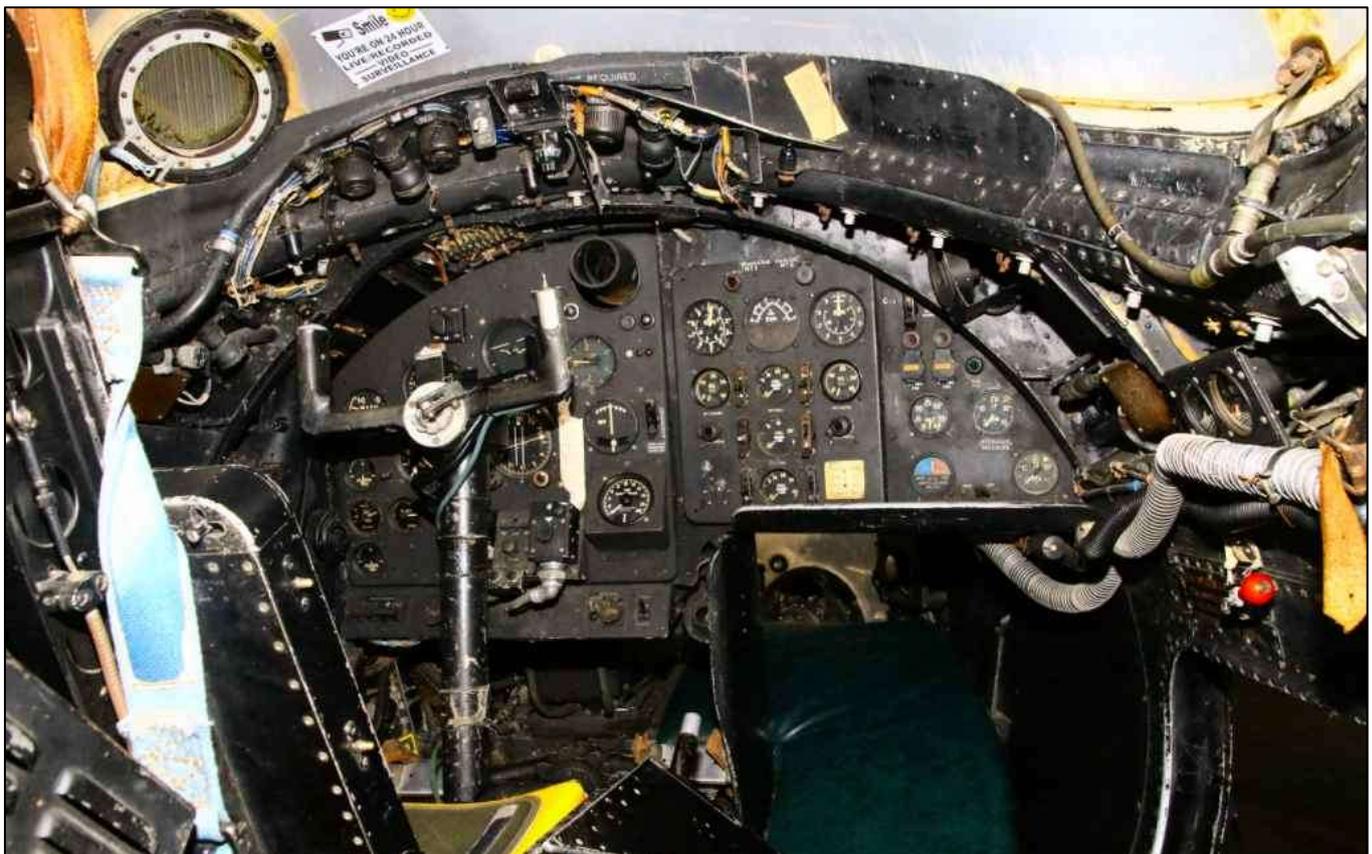
Jack and I discussed our situation as we circled lazily not far off Phan Rang. I was keen to give it a try – bombing with our wheels down, which, as far as we knew, hadn't been done before. Neither of us wanted to return with our bombs unleashed, so we eventually agreed to ask our local tactical controller to see if he could contact our Phan Rang FACs – with call-sign "Walt".

We often bombed close to Phan Rang, enjoying deterring the enemy from raining down mortars and rockets on us at night-time. We knew many of the Walt FACs personally, having shared a

few beers with each other in respective hooches. We also knew that they would probably have on their lists nearby active targets, such as known enemy base camps, which could be suitably attacked.

After a little while, we were called up by a Walt FAC, who was already on stand-by duty, and he led us over to a known target area, not far from our departure base, where we could drop our bombs with some purpose.

Grudgingly willing to give it a go, the CO manoeuvred our lumbering machine into our normal race-track bombing pattern, but at a much lower airspeed than usual. He was worried about too much drag resulting in a stall situation and with the Canberra's nose pointing up so high, compared with normal, he had to rely on my directions as the bomb-aimer lying on my stomach, peering through the adjusted bomb-sight. Once we were into our final approach on the bombing run, Jack couldn't see past the Canberra's nose and sight the target – it was totally up to me.



After several dummy runs to get used to our awkward configuration, we agreed with the FAC to drop a single bomb as a sighter, to see how close we could get to the target. The Walt FAC



rolled in and launched his smoke rocket marker. It was an accurate shot and he told us to aim for the smoke as it started to rise through the undergrowth below. We ambled in on our bomb run at 3,000' above the ground, selecting Start and Stop for Bomb Number One, as I steered Jack towards the smoke source.

He continued to mutter as to whether we should be doing this, but he persevered. With Master Arm Switch ON, I pressed the bomb release button as the smoke passed beneath the cross-hairs of my bomb-sight. Lo and behold! I had guessed right – the result was virtually a direct hit (DH).

This was important to me as I was No 2 Squadron's Bombing Leader, and I was sick and tired of assessing the daily bombing photographs that our crews returned with, to see that they were bombing better than I was. They were denying me the opportunity to be named as "Top Gun" of the month.

We were unique with our Top Gun awards, compared with our fellow USAF brother squadrons who judged their best by the amount of Bomb Damage Assessment (BDA) that was achieved. We preferred to do it based on bombing accuracy and, within No 2 Squadron, competition amongst the bomb-aimers was fierce.

I now knew that if Jack and I could continue to drop the other five bombs with the same degree of accuracy, then I would be able to submit six separate photos, and if they were DHs or close to it, then I (we) would stand a great chance of becoming Top Gun for the month

And this we did, with Jack cursing each time under his breath, we staggered around our race-track bombing pattern and impressed the Walt FAC with our continued accuracy, 4 DHs out of the 6 dropped. Our last bomb gone and results recorded, we returned to base, landed and handed the aircraft back to our hard-working maintenance staff. We left it to them to figure out what might be wrong with the aircraft and also left the bomb camera for our duty photographer to collect and take the film back for over-night processing in the photo lab.



That afternoon I flew on another mission, only this was merely to assist US controllers to calibrate their ground-based radar. So it was a busy day for me, and my diary further notes that as I was walking back from the Mess after dinner, I saw two explosions – sparks and loud bangs. They were not far away and were from incoming enemy 107mm rockets – not very nice.

The following day I was looking forward to receiving the processed photos from Photographic Section knowing that the ones that I would be examining that day would prove beyond all doubt Jack's and my prowess at bombing so well in such an unusual and challenging situation.

To my horror, I discovered that the film processing had been taking place right at the time the rockets came in after dinner. In accordance with standard practice, as the alarm siren screeched away remorsefully, the duty photographer immediately headed for the nearest shelter. When the all-clear signal sounded, he returned to the lab and, sure enough, the film was so over-exposed as it sat in the mixture that there were no photos at all to give me to be assessed. I had been cruelly cheated and thus never became No 2 Squadron's Top Gun for the month.

Moreover, I can't recall whether or not our maintenance guys found out that 247's wheels didn't come up because the locking pins were not removed or due to just another electrical fault, not too uncommon in hot, tropical weather conditions. Perhaps the maintenance records for 20 January 1970, if available, might tell.

Finally, to add to my chagrin, with no records to prove my claim, with Jack now deceased, and with my fruitless efforts to find the Walt FAC who controlled our bombing mission on that day, I am unable to verify the above.

You could be forgiven for considering it all to be just another unbelievable wartime yarn.

A visual definition.





The Harrier Jump Jet.

The Harriers flew their last sortie with the RAF back in [December 2010](#), before being handed over to the US Marines for the equivalent of 2 bob and a pat on the head.

In its day, it was a remarkable aircraft – see the video [HERE](#).



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 tells us that Stew was released from hospital on the 02nd August and allowed to go home. He is still very weak and thin and will need ongoing care and drain maintenance and nursing support will be on a regular rotation.

DVA are carrying out extensive modifications to the house for access and all needs have been, or were addressed before he got home.

Very encouraging news. Get well mate!!

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Where are they now?



John Leeden.

Janet Jordan writes, "You mentioned John Leeden in a recent mag. He was my Warrant Officer on his last posting at Avalon Resident Engineers Office, he was a framie I think.



FIRST PRIZE: AIRMSHL Mark Binskin with the Art first prize winner John Leeden and his painting.
Photos: FSGT John Carroll

He was famous for his art and he left the RAAF to be able to take up his passion for painting. He was a great bloke and a great boss. I think he got out in around 1979.

In 2010 John's painting "The Last Air Strike of World War II" (above) was awarded first prize in the art section of that year's RAAF Heritage Awards which were announced at the Air Power Conference. The painting depicts [100SQN](#) conducting the last air strike undertaken by any air

force in WWII. The biennial awards, established in 1987, are intended to enhance the Air Force's historical records by encouraging individuals to produce original artistic and literary works that record and represent the range of Air Force activities since the inception of the RAAF in 1921.

The 2010 awards were very competitive with a large number of high quality entries being received in both categories. The Heritage Awards were judged by CAF AIRMSHL Mark Binskin, with the assistance of a panel of assessors composed of representatives from the Office of Air Force History, the RAAF Museum and the Australian War Memorial. The Art first prize carried \$5000 winnings The Art second prize (\$2500) went to Drew Harrison's painting "Nowhere to Run" depicting Mustang fighters of [3SQN](#) pursuing an Italian fighter on Boxing Day, 1944.

Does anyone know where John is now??

WOFF Col Hildred.

Janet is also looking for WOFF Col Hildred, he followed John as RAAFENG Avalon.

Barry Hillsley.

Peter Lowen got in touch, he said, "Hi, I was a kiwi apprentice on 30 Intake and I noticed a photo of Barry Hillsley on your site. I would like to make contact with him if you could forward him my email address."

Peter – we don't have a contact address for Barry but someone will have for sure. If you can help, please get in touch with us and we'll pass the info onto Peter.



Bob says: "What rhymes with orange?" Bill says: "No it doesn't"



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.

Arthur Comer.

Trevor, I haven't got round to writing to the RAM before about a subject that I feel all defence personnel should be made aware of. I was reminded by the article in Issue 58 of the insidious, evil influence increasingly of Islam in Australia. So here goes:



Captain Mona Shindy! You've heard the name. Head of the Guided Missile Frigate System Program Office, Captain Mona Shindy, is also the Chief of Navy's appointed Strategic Adviser on Islamic Cultural Affairs.

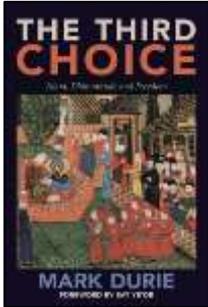
Now people who don't understand Islam may accuse me of bias, or the dreaded Islamophobia, but I say, beyond any doubt, Islam represents a long-term threat to the future peace and prosperity of Australia, and other Western nations as well.

In a letter published in the Melbourne Herald Sun last year, I described Islam as a vile, disgusting caricature of religion, with its child-brides, polygamy, temporary marriages to prostitutes, female genital mutilation, honour killings and cold-blooded murders and massacres of men, women and children. Islam is based mainly on the Quran, a rambling tome most of which was written down by a desert Arab named Muhammad, who heard 'voices' he ascribed to a god he called Allah.



It is instructive to read some of the teachings and commands of the Quran and other 'sacred' Islamic writings. A selection can be found [HERE](#).

A couple of years ago I purchased a book called 'The Third Choice' by Melbourne cleric Dr Mark Durie (Deror Press). I found it such a wonderful revelation of the true nature of Islam I ended up buying and distributing 46 copies. If I'd been a millionaire, rather than a 'thousandaire' I'd have purchased 50,000 copies.



If you want to better understand Islam, its origin, teachings, blood-stained history and practices, I commend this book to every current or ex member of our armed services. I suggest you get your own copy first, read it then buy fifty more for family and friends. A classic dictum is; 'Know your enemy'!

Get the book, get educated. You can contact Mark at mark@markdurie.com you can read reviews of The Third Choice via Google.

If you really care about Australia, and I'm sure you do, get this book. It's not in any sense anti-Muslim, in fact Durie takes a Christian perspective and urges Christians to reach out in love to Muslims.

What is The Third Choice? Based on Sura (chapter) 9, verse 29 of the Quran, Islam offers forced conversion to Islam, death (mostly by beheading), or slavery, paying the jizya (a crippling tax, 50% of your income, for the privilege of keeping your head on your shoulders).

I think most readers will have some idea of the frequency and magnitude of Islamic atrocities. There are numerous websites, such as jihadwatch, Qsociety, etc, where a record is kept.

Back to Captain Shindy. To whom is her first allegiance given? Certainly not to Australia. To Islam first, possibly to Labanon second, with Australia somewhere further down. Sadly, I don't believe any fair-dinkum Muslim should ever be allowed into our defence forces, our police forces, our broadcasters, or our parliament.

Opinion!

It is interesting to see the breakup of religions in Australia (as per the 2016 Census):

Religion	Percentage	Religion	Percentage
Catholic	22.6	Anglican	13.3
Uniting Church	3.7	Christian (Not defined)	2.6
Other Christian	10.5	Islam	2.6
Buddhism	2.4	Presbyterian	2.3



<i>Eastern Orthodox</i>	<i>2.1</i>	<i>Hinduism</i>	<i>1.9</i>
<i>Baptist</i>	<i>1.5</i>	<i>Pentecostal</i>	<i>1.1</i>
<i>Lutheran</i>	<i>0.7</i>	<i>Sikhism</i>	<i>0.5</i>
<i>Other Protestant</i>	<i>0.5</i>	<i>Judaism</i>	<i>0.4</i>
<i>Jehovah's Witnesses</i>	<i>0.4</i>	<i>Seventh-day Adventist</i>	<i>0.3</i>
<i>Latter-day Saints</i>	<i>0.3</i>	<i>Oriental Orthodox</i>	<i>0.2</i>

30.1% of Australians profess to having no religion.

Over the past 50 years, the Christian religions have markedly diminished yet most of the non-Christian religions are on the march. See the table below:

Religion	Percentage 1966	Percentage 1991	Percentage 2016
Christian	88.2	74.0	52.1
Islam	1.7	2.2	2.6
Buddhism	2.1	2.5	2.4
Hinduism	0.7	1.3	1.9
Sikhism	0.1	0.3	0.5

People specifying "no religion" have also markedly increased, see below:

Religion	Percentage 1966	Percentage 1991	Percentage 2016
No Religion	18.7	22.3	30.1

It's my opinion the increase in the number of people following the Islamic and other non-Christian faiths, is due to the number of like-minded people coming to our shores as a result of our current Immigration policy. This is to be expected, people migrating to another country tend to maintain their current customs, beliefs and they stick together.

Their kids don't.

The current problem with "Islamic Terrorists" is just that – current. It is today's problem and as the current immigrants age and fade away, in time the home-grown problem will disappear from our shores. Perhaps the second but definitely the third generation will be moulded into the



Australian way of life through mixing with other kids at school, playing and watching sport, listening to music and watching films and through general socialising, peer pressure is just far too strong to ignore. Religion and old customs will not be such an important part of those "New Australians" kid's lives and just as the Italian and Greek immigrants stood out like sore toes back in the late 50's, early 60's, (remember the Mafia?) today you couldn't pick their descendants if your life depended on it.

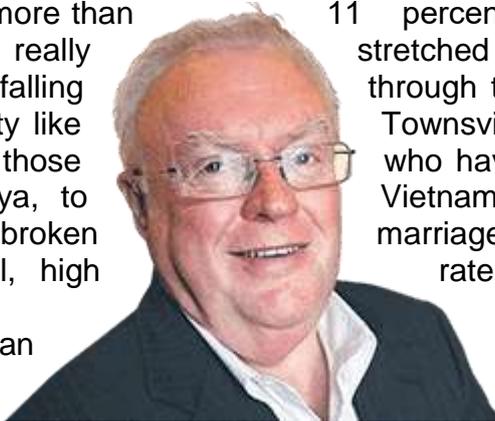
We'll have to put up with the problem for a few more years, but it will heal itself. tb

Our nation's finest now suffering in silence as suicide rates rise

'We have failed to look after those who have served their country'.

Graham Richardson

Among other things, Townsville is a garrison town. Soldiers and their families are doing it tough in a city where unemployment is more than 11 percent, twice the national average, resources there are really stretched to try to give them support. Too many veterans are falling through the cracks there and also in the rest of the country. In a city like Townsville the result of the lousy effort we have made to look after those who have served their country in war zones from Korea to Malaya, to Vietnam, to Iraq and Afghanistan and Somalia and Timor is broken marriages, domestic violence, homelessness and, worst of all, high rates of suicide.



In raw numbers, there are more than 10,000 Army and Air Force personnel in Townsville and an even greater number of veterans and their families. Soldiers have different reactions to post-traumatic stress disorder but few veterans are unaffected. It is difficult to track the number of suicides because while the Department of Veterans' Affairs has 300,000 on their books, there is twice that number not in the system. Veteran support groups have great difficulty in getting exact numbers of suicides. The number most widely used is 78 last year with 39 so far this year meaning little or no improvement this year.

I took an interest in this problem and spoke to a number of veterans about two years ago. Sadly while I communicated with two veterans affairs ministers, I achieved little because I spent the last eight months in hospital after my cancer operation and then had a long recovery. I spoke to men who lived as hermits, abused drugs and alcohol, who had no real hope of being in a good enough mental state to be able to work.



All had one thing in common — they complained the DVA treated too many of them very poorly indeed. When I put some complaints to Stuart Robert during his short tenure as minister, there was some improvement in the way the Department treated its clients. But it wasn't long before their behaviour regressed and I wasn't around to push the envelope a bit further.

Some 11 months ago the Prime Minister announced a trial of methods to reduce the number of suicides. At the time, it was deemed a "priority". It is only over the last month or so that any sign of the promised "priority" trial has been detected. The announcement came just days before a big article on soldier suicides was about to appear. Therein lies the problem. Taking care of veterans is only important when the lack of decent care has a light shone upon it.

Politicians love to stand next to the troops when the cameras are rolling. They bask in the glory that always surrounds those courageous enough to fight for their country. When there are no lights or cameras though, the easiest Australians to forget are the very same ones the polities love to be seen to support. Australia is welshing on its debt to our veterans and it's about time we paid up. If there are real policies to be developed on this front, it would not be a bad idea to throw some of the money in the direction of Townsville where soldiers, veterans and their families make up more than 20 percent of the population.



Old Officers' Mess – Ballarat.

Peter Schoutens.

The Ballarat/Victorian Airforce Association is looking forward to occupying a section of the renovated ex Officers Mess of the late RAAF Base Ballarat.

They have come forward with the following suggestion:-

To erect a Memorial Monument in front of the Officers Mess, remembering the names of graduated WAGS who then went on to do their vital job during WW2 and lost their lives.

Two shapes have been discussed:-

1. Similar to the "[Prisoner of War](#)" memorial at Lake Wendouree. or
2. Similar to the "[Vietnam Veterans](#)" memorial in Seymour.

Any other suggestion would be welcome.



L-R: Peter Schoutens, Carl Schiller, Keith Pitman.

Pete says: "I recently conducted an interview with the Parliamentary Secretary for Regional Victoria, Danielle Green MP, on my radio program here in Ballarat, re the release of 4 Grants by the Victorian Government via the Member for Western Victoria, Jaala Pulford MP. (organized by Craig Wilson, Jaala's media rep.)

The Grant under the heading 'Victoria Remembers' exactly covers the erection of our proposed Monument. The application needs to be in before the 26th Aug 2017.

The members of the Vic/Blt Airforce Assc. would appreciate a meeting with the Council's Representatives involved with the Hut 48 project.

The RAAF School of Radio Association are also very interested in the Hut 48 project, seeing as Ballarat RAAF Base was home to the School of Radio from 1946 till 1961."

Peter Schoutens.
Airforce Assc. Committee Member.
RAAF Radschool Association Member.

Australia Day

Ernie Gimm sent us this:

“The anti-Australia Day campaign has begun, and I need your help to fight back.

On the 26th January, 1788, the First Fleet sailed into Port Jackson. It was the beginning of Western civilisation in our vast, great continent. All the achievements of the West were brought here: the inventions and innovations, the economic development, the arts and architecture, music and literature, and of course, Western democracy and the parliamentary system.

It's been a magnificent success and we commemorate those triumphs by celebrating Australia Day every January 26.



Everyone loves the 26th January, except for the left-wing elites who want to move Australia Day because they claim it is 'culturally insensitive'.

Yet the date is not an offence to Indigenous people.

The date is a wonderful celebration of what makes Australia great. The drive to erase history and move Australia's national day is simply a grab for power. And caving in will not solve any problems -- it will only embolden the hard Left.

2018 will see the biggest anti-Australia Day campaign yet. The Australian Local Government Association has said it will fight for a change, while senior Coalition figures like Ian Macfarlane and Jeff Kennett have said they no longer want Australia Day on January 26.

Imagine if a Shorten Labor Government was elected: the Labor/Green alliance would ditch Australia Day immediately.

We know this grab for power is coming, but we can be ready for it.

It's six months away but we need to begin our defence now. Let's fight back and "[Save Australia Day.](#)"

[Click here to sign the petition](#) to save our history and Save Australia Day!"

All the best,
Mark Latham
The Rebel Australia.

Laverton Met Station.

Leslie Medew got in touch, he said: "Years back I think I can remember a weather balloon facility which was up the back across the road from the Laverton Airbase? Did they launch balloons regularly from there? What I would like to know is was the facility up and running in the sixties, did they supply the weather bureau data and was it tracked with the radar at Laverton airbase. There was a webpage with a bit of history about it but I cannot find it now, then I thought it might be in one of your mags.

The AWM pic at right shows a WAAAF Met Assistant about to release a met balloon from the Met Section at Laverton, but it was taken in 1944. I'd like to know if it was still functioning in the sixties."



If you can help, let us know and we'll pass on your info to Les - tb.

If 40 is the new 30 and 50 is the new 40, why can't Thursday be the new Friday?

Serving in the Military.

Ernie Gimm sent us this too:

"Nobody has a 'right' to serve in the Military – Nobody! What makes people think the Military is an equal opportunity employer? Very far from it.

The Military uses prejudice regularly and consistently to deny citizens from joining for being too old or too young, too fat or too skinny, too tall or too short. Citizens are denied for having flat feet, or for missing or additional fingers. Poor eyesight will disqualify you, as well as bad teeth. Malnourished? Drug addiction? Bad back? Criminal history? Low IQ? Anxiety? Phobias? Hearing damage? Six arms? Hear voices in your head? Self-identify as a Unicorn? Need a special access ramp for your wheelchair? Can't run the required course in the required time? Can't do the required number of pushups? Not really a "morning person" and refuse to get out of bed before noon? All can be reasons for denial.

The Military has one job. War. Anything else is a distraction and a liability.

Did someone just scream "That isn't Fair"? War is VERY unfair, there are no exceptions made for being special or challenged or socially wonderful. YOU change yourself to meet Military standards. Not the other way around. The Military doesn't need to accommodate anyone with special issues. The Military needs to Win Wars.

If any of your personal issues are a liability that detract from readiness or lethality... Thank you for applying and good luck in future endeavours.

Who's next in line?"

Relationships are a lot like algebra. Have you ever looked at your X and wondered Y?

And this!!

‘Self-aware’ Army officers to get coached in ‘cross-cultural competence’



The Australian Army is hiring private “executive coaches” to teach its senior officers “self-awareness”, “emotional intelligence”, “cross-cultural competence” and “interpersonal maturity” in an effort to combat perceptions that they are too “authoritarian, assertive and angry”.

It has also commissioned “psychometric and psychological testing” as part of the Australian Defence Force’s push to transform its culture to fit with modern standards. The Department of Defence has tendered for “executive coaching services” for private and group sessions with its top brass that would not be out of place on the bureaucratic satire Utopia. The top priority referred to in the tender documents is “Self Awareness of Strategic Leadership Style”.

Defence describes this as: “Exploration of personal values, beliefs, attitudes and associations and their impact on personal leadership behaviour.” The 12-month contract — which can be extended for further years — is for a program of up to six sessions for 24 officers, with individual coaching for Brigadiers and Major-Generals and group coaching for Lieutenant Colonels and Colonels. In an accompanying document entitled “Why the Australian Army needs a co-ordinated Executive Coaching Program”, the tender refers to an open letter by Chief of Army Lieutenant General Angus Campbell to his senior leadership group.

“General Campbell reflects that perceptions of Army officers as bureaucratically authoritarian, assertive and angry do not fit with the evolving cultural requirements of Army and are not helpful in a joint strategic environment,” the document states. “General Campbell suggests that what is helpful is ethically informed, values based leadership that inspires, resources and enables subordinates to achieve their best work.”

One characteristic the Army is seeking to instil in its officers is described as “cross-cultural competence”, which it defines as “understand(ing) cultures beyond one’s professional and national boundaries”. Officers will be expected to “work effectively with those from other cultures, generations, departments and gender”.



The Army is hiring private executive coaches to teach ‘emotional intelligence’, but the Australian Defence Association argues there’s no need to change leadership style. Another is called “interpersonal maturity”, which is described as “the ongoing development of self-awareness and emotional

intelligence". It also seeks to develop "small p' political sense", which is "exerting influence across organisations and teams" and communications skills to "succinctly help others to understand complicated issues" and exert "interpersonal influence".

The document also expects officers to know their "identity" which is "understanding of one's own values and how they shape leadership style". Australian Defence Association executive director Neil James said it was a mistake to think the Army needed to change its leadership style.

"You don't want your army to change too much," he said. "You want your army to win wars." Mr James, who served in the army for 31 years, also said it was a popular misconception that the Army was full of officers who were too aggressive. "Armies don't work because people yell at people," he said. "It's teamwork that drives the army, not shouting." He said leadership skills were already taught extensively within the Army and this program seemed to be more directed at officers dispelling that misconception when dealing with other people and organisations, rather than actually changing themselves.

"It doesn't matter what coaching you give, there'll be people out there in society who think that. But that's society's problem, not the army's."

The individual coaching would apply to 10 Brigadiers and/or Major Generals for six two to three hour sessions each in one year. The group coaching would involve six four hour sessions for 14 lieutenant colonels and/or colonels. The tender also asks for providers to have expertise in applying psychometric testing during the coaching sessions.

"It is preferred that the supplier is also able to demonstrate suitable qualifications and expertise in the use of a range of psychometric and psychological testing and assessment tools for use within coaching, as determined by the Australian Health Practitioner Regulation Agency or similar body," it states.

It also raises the question of officers being psychologically re-evaluated over their careers and whether this should be included in the course, stating: "Defence does not have a standardised program that assesses personality styles or psychological types throughout officers' careers."

AND.

The ADF aims to be an inclusive and progressive organization that maximises capability through capitalising on a diverse workforce.

The Strategy identifies immediate diversity priorities for Defence. These priorities align with each stage of the employment life cycle of Defence people - attract, recruit, develop, retain and transition. They also reflect those groups in Defence requiring priority attention, including:



- Women,
- Indigenous Australians,
- People from Culturally and Linguistically Diverse (CALD) backgrounds,
- People with Disability,
- Lesbian, Gay, Bisexual, Transgender and Intersex (LGBTI) persons,
- Mature age and an Intergenerational workforce, and
- Youth.

See [HERE](#).

CRAMMOND CTR20

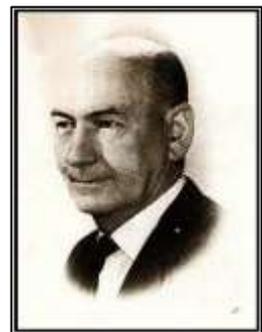
Robert Hyland got in touch, he said: "I recently acquired a transceiver (garage find) and have been combing the HAM forums trying to get info on it. I was referred to this site where you have pictures of the same radio posted. The radio I am referring to is CRAMMOND CTR20 (Crammond Radio MFG. CO PTY LTD. Brisbane. I am hoping to get info on this and am contacting you in the hopes you can shed some light on it. Kind regard Bob (VK5FRLH)".

If you can help Bob, let us know and we'll put you in touch with him.

Bon Hall.

Shirley Paterson (nee Hall) writes: "Uncle Bon was one of my father's younger brothers and I was amazed to see the article about him in your magazine, [Vol19, Nov 2007](#) on the internet.

There is mention of an interview on an ABC programme about his time on the Burma-Thailand railway and although we have his books, Dad lost contact with him after attending a Primary School at Fassifern in 1975. If at all possible could you advise me of the programme - I have tried to contact the ABC however I have been told they are unable to help me.



Any assistance you can give me, either pictures or information would be most appreciated."

If you can help Shirley, please get in touch with us and we'll pass on your details to her – tb

Sometimes all you need is one friend, a cold beer and 5 million dollars.



On 23 September, Defence will sponsor a dinner for DEFGLIS.

DEFGLIS has campaigned for homosexual marriage since 2012. It has also lobbied parliament to remove laws that provide freedoms for religious organisations.

If DEFGLIS gets its way, every private school in Australia will be required to implement the 'Safe Schools' program, which includes having children in year 7 role-play being in a same-sex relationship.

It is completely unacceptable that our taxpayer funds will be diverted to groups supporting the 'Yes' campaign via the Australian Defence Force.

It is completely unacceptable that Defence has no shame in supporting pro-homosexual marriage organisations during the marriage debate. Defence should focus on defending all Australians, not taking sides in the political campaign to redefine marriage.

I have launched a petition calling on the Minister for Defence to stop Defence support and funding of DEFGLIS. The petition is also going to the Shadow Defence Minister and Senator Cory Bernardi from the Australian Conservatives.

[SIGN THE PETITION HERE!](#)



Bernard Gaynor



Lord Howe Island.

I have a friend is doing some research into early aviation history at Lord Howe Island. A 38 Squadron Caribou, A4-140, was apparently sent to the island on a medical emergency evacuation flight to transport a badly injured local to the mainland. This was during August 1974.

Apparently due to lousy weather, five attempts were made to land before achieving success. Once on the ground it had to be tied down to a large roller on the runway - I assume due to strong winds.

He would like to know more general interest details about this incident. If deemed appropriate, could you please distribute to the network to see if anyone has more details they can give me to pass on.

Many regards

Jake



News and Reunions!

Djinnang (Qld) annual Get-Together – new venue.

Gail McDermott, the Djinnang's hard working secretary, advises that the 2018 get together will be held at a new site, across the road from where it was held earlier this year.



The new site is the Hotel Jen (the old Travelodge) and the date is the 26th May 2018.



It is located next to the Roma Street Transit Centre and those flying in can catch the sky train directly from the airport to the Roma St. Transit Centre. The function will be held in the Fraser Room (located on Level 5) which includes a wraparound balcony (smoking is permitted in a small area on the balcony).

For those attending, a special accommodation deal has been booked in a block of rooms. Cost per room per night is \$165 including a full buffet breakfast for 1 person or \$185 per room per night with full buffet breakfast for 2 people. If you don't wish to have breakfast included, deduct \$20 per person from that price.

You MUST use this code when booking "DJI260518" (which is short for Djinnang Assoc. 26 May 2018) and you MUST phone to book your room between 8.00am and 5pm Monday to Friday in order to get this deal. Phone number for the Hotel is 07 3238 2222 and ask for Reservations. Don't ring and book on a weekend as you will not get through to the actual Hotel and you won't get the special deal.



If you're driving, there is a discounted parking rate of \$36 per day (subject to availability), alternatively you can go online at Secure Parking and see if they can offer a better price. There are no stairs at this venue and restrooms are located on the same level.

Patrons will be entitled to 1 free drink and platters of food will be served throughout the afternoon. A coffee/tea station will be set up at no cost to patrons. Dinner is available downstairs in the restaurant if required.

There will be a cover charge the same as this year's reunion. \$20 for non-perpetual members and \$10 for perpetual members.

One of the many things no one tells you about ageing is
that it is such a nice change from being young.

ADF Suicide Rates.

ADF Veteran' Suicide, 01 Jan 2017 to date:	56
Running tally, Jan 2001 thru 31 July 2017:	459

Disgracefil!!



The analysis of circumstances surrounding the suicides of serving and former ADF members, compiled by the Australian Institute of Health and Welfare (AIHW), shows young men leaving the Army are among the most vulnerable.

Between 2001 and 2015 there were 325 certified suicide deaths among people who served in the ADF with discharged men under 24 as the most at-risk age group. These men were twice as likely to die by suicide as young men in the general Australian population.

There were certain groups at a high risk of suicide as well as that age group — they were those who had served in the ADF for less than a year, and those that were discharged involuntarily.

The report focuses on servicemen, as while incidence of women who had served in the ADF taking their own lives was recorded, there was not enough data to form solid conclusions.



While those currently in the Defence Force saw lower rates of suicide than men in the broader population, ex-servicemen were 14 per cent more likely to take their own lives. Neil James from the Australia Defence Association said the report showed not all discharged members were finding the help they needed.

If you or anyone you know needs help:

[Lifeline](#) on 13 11 14

[Kids Helpline](#) on 1800 551 800

[MensLine Australia](#) on 1300 789 978

[Suicide Call Back Service](#) on 1300 659 467

[Beyond Blue](#) on 1300 22 46 36

[Headspace](#) on 1800 650 890

Psychological care people get in the Defence Force is still pretty good, however, the problem with the post-service suicide rate is once you're discharged you're no longer the responsibility of the Department of Defence. This is where the problem occurs, people are still slipping through the cracks so the interaction of Defence Force healthcare and post-Defence Force healthcare through [Department of Veterans Affairs] and in some cases Comcare, has to be knitted together a lot better.

It appears those who were medically discharged from the Defence Force were also at risk and it is not because of depression or PTSD resulting from war service. One of the things that it does point out is that people who are young and involuntarily discharged from the Defence Force on medical grounds are significantly more likely to commit suicide – why this is so is still unknown.

Neil James said "I don't think anyone really knows how you fix it, but certainly putting a lot more time, effort, and resources into it would help'. Perhaps many ADF members and veterans have not sought assistance because they feared doing so might restrict their career opportunities.

RAAF Engineering Apprentices and J.E.A.T. Reunion. 2018.

(J.E.A.T. – Junior Equipment and Administrative Trainees.)

If you were an Appy or a J.E.A.T. and spent some of your early years at Wagga, then block out the dates 23rd to 27th April, 2018 as there will be a reunion at Wagga to which you should attend.

The following has been planned:

Date	Time	Venue	What's on
Monday 23 rd	10.00am – 4.00pm	Commercial Club	Registrations etc
“ “	5.00pm to late	Equex Sports Centre	Welcome, BBQ
Tuesday 24 th		Rest day, sight-seeing.	
Wednesday 25 th	5.30am	Dawn service, Victory memorial Gardens	
“ “	10.00am	Anzac Day March, - Cnr Baylis St and Morgan St	
Thursday 26 th	6.00pm – mid-night	Kyeamba Smith Hall	Official Function
Friday 27 th	9.00am	Equex Sports Centre	Sick parade (Breakfast)

If you intend attending, click [HERE](#), download the form, fill it in and sent off.

35 Sqn 75th Anniversary.

Eamon Hamilton (right) advises a function will be held to celebrate the 75th anniversary of No. 35 Squadron (35SQN). It will be held on the 15th September 2017 in Sydney's northwest and will be an opportunity for past and present members of 35SQN to reunite and celebrate the unit's history.





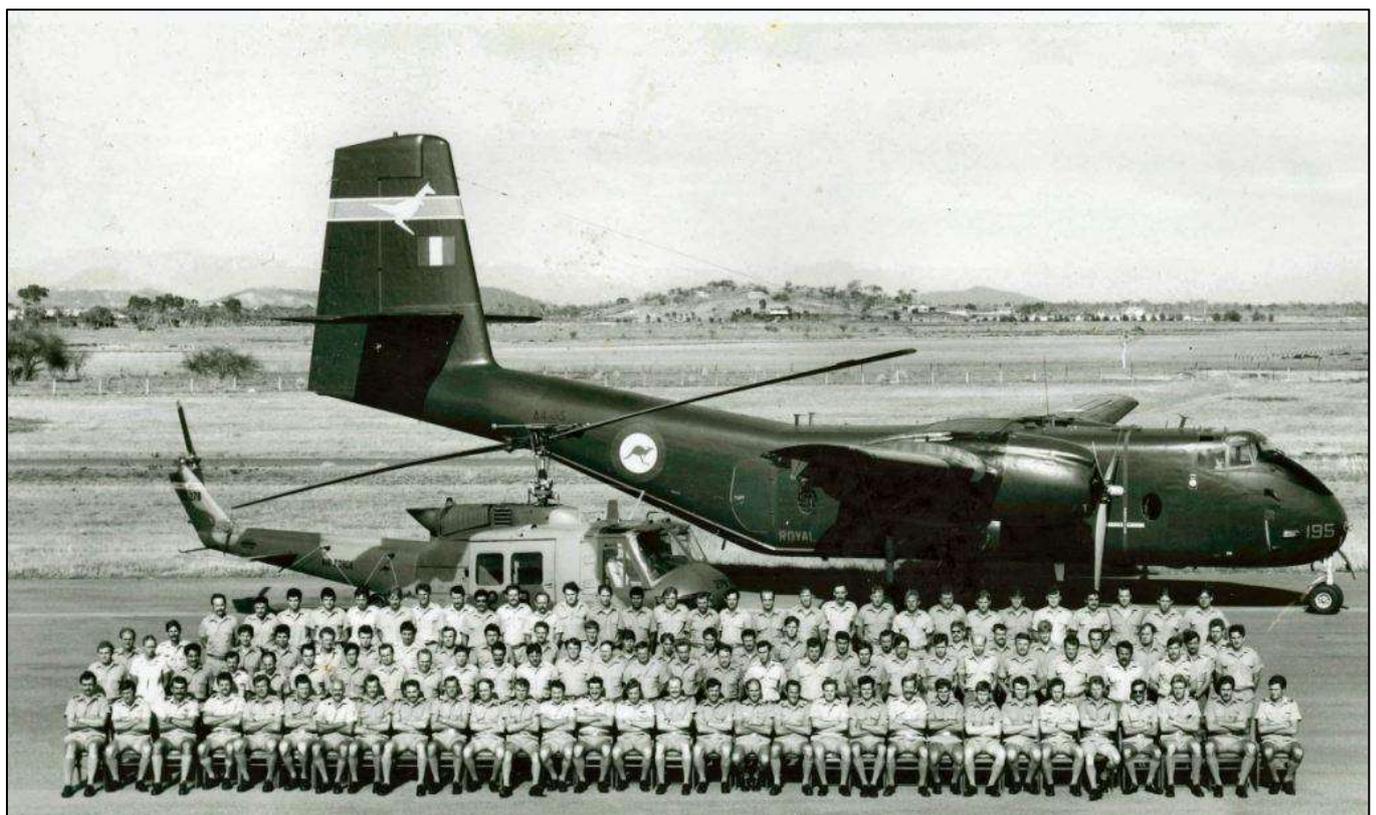
Commanding Officer of 35SQN, WGCdr Jarrod Pendlebury, said the function was open for all past members of the unit, along with those with a strong association to 35SQN.

“There’s been a strong spirit of camaraderie fostered within 35SQN’s ranks throughout our history, and it’s something we are keen to grow with the current generation. All those who have been posted to ‘Wallaby Airlines’ are part of a rich and unique history, which will be celebrated at this function.”

Established on the 11th March 1942 as one of the RAAF’s original four transport units, 35SQN had humble origins at RAAF Base Pearce. It flew an odd assortment of small twin-engine transports, carrying up to eight passengers at a time, on missions across Australia. By the war’s end, it was flying the ubiquitous C-47 Dakota transport on missions into New Guinea and the then Dutch East Indies, before disbanding in June 1946.

The delivery of the DHC-4 Caribou in 1964 – coupled with the type’s deployment to Vietnam that same year – would signal the second coming of 35SQN. In 1966, the RAAF Transport Flight Vietnam was re-designated 35SQN, although it was popularly known by then as ‘Wallaby Airlines’. Following Vietnam, 35SQN operated from RAAF Bases Richmond and then Townsville, where it was again disestablished in 1999.

For much of 35SQN’s time in Townsville, the unit was the only RAAF flying squadron to be equipped with both helicopters and fixed-wing aircraft – it had the Caribou and Iroquois aircraft.



35Sqn now lives at Richmond and flies the new C-27 Spartan aircraft. Shortly (2019) it will up stakes and move to Amberley which will leave an awful lot of room at Richmond for the 12 J model Hercs of 37 Sqn – they could nearly have a hangar each.

Past members of 35SQN, and others with an association with the squadron, are invited to contact ric35sqn75th.birthday@defence.gov.au.

2018 East Sale Reunion.

Next year's reunion for those that were posted to East Sale will be held in Adelaide (Venue to be advised shortly) over the weekend Friday 19th October 2018 to Sunday 21st October 2018. The Calendar is as follows:

Friday 19th October 2018

Meet, Greet and Welcome on Friday afternoon / evening for those who arrive on Friday.

Saturday 20th October 2018

Reunion Dinner Saturday night Venue TBA. Saturday activities of choice to be advised.

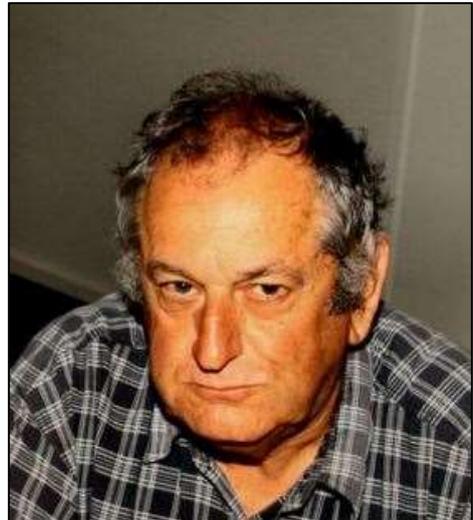
Sunday 21st October 2018

Farewell Breakfast Sunday morning at the Venue TBA.

Available accommodation and activities for the venue area and surrounding area will be advised shortly.

If you have any questions please contact:

Ian Shaughnessy Email: bprince1@internode.on.net



The older we get, the fewer things seem worth waiting in line for, mostly because we forget what we were waiting for in the first place.

Climate Change – Again!!

A number of people sent us this, Miranda Devine had it in the West Australian a couple of years back (on the 5th October 2015) – what we ask is, if this is for real, why is the Climate Change farce still alive??

The story:

Perth electrical engineer's discovery will change climate change debate.

A mathematical discovery by Perth-based electrical engineer Dr David Evans may change everything about the climate debate, on the eve of the UN climate change conference in Paris (30 November – 12 December 2015).

Dr David Evans, a former climate modeller for the Government's Australian Greenhouse Office, with six degrees in applied mathematics, has unpacked the architecture of the basic climate model which underpins all climate science.



Dr David Evans with wife Jo

He has found that, while the underlying physics of the model is correct, it had been applied incorrectly. He has fixed two errors and the new corrected model finds the climate's sensitivity to carbon dioxide (CO₂) is much lower than was thought.

It turns out the UN's Intergovernmental Panel on Climate Change has over-estimated future global warming by as much as 10 times, he says. "Yes, CO₂ has an effect, but it's about a fifth

or tenth of what the IPCC says it is. CO2 is not driving the climate; it caused less than 20 per cent of the global warming in the last few decades”.

Dr Evans says his discovery “ought to change the world”. “But the political obstacles are massive,” he said.

His discovery explains why none of the climate models used by the IPCC reflect the evidence of recorded temperatures. The models have failed to predict the pause in global warming which has been going on for 18 years and counting.

“The model architecture was wrong,” he says. “Carbon dioxide causes only minor warming. The climate is largely driven by factors outside our control.” There is another problem with the original climate model, which has been around since 1896. While climate scientists have been predicting since the 1990s that changes in temperature would follow changes in carbon dioxide, the records over the past half million years show that not to be the case.

So, the new improved climate model shows CO2 is not the culprit in recent global warming. But what is?

Dr Evans has a theory: solar activity. What he calls “albedo modulation”, the waxing and waning of reflected radiation from the Sun, is the likely cause of global warming. He predicts global temperatures, which have plateaued, will begin to cool significantly, beginning between 2017 and 2021. The cooling will be about 0.3C in the 2020s. Some scientists have even forecast a mini ice age in the 2030s. If Dr Evans is correct, then he has proven the theory on carbon dioxide wrong and blown a hole in climate alarmism. He will have explained why the doomsday predictions of climate scientists aren’t reflected in the actual temperatures.



“It took me years to figure this out, but finally there is a potential resolution between the insistence of the climate scientists that CO2 is a big problem, and the empirical evidence that it doesn’t have nearly as much effect as they say.”

Dr Evans is an expert in Fourier analysis and digital signal processing, with a PhD, and two Masters degrees from Stanford University in electrical engineering, a Bachelor of Engineering (for which he won the University medal), Bachelor of Science, and Masters in Applied Maths from the University of Sydney. He has been summarising his results in a series of blog posts on his wife Jo Nova’s blog for climate sceptics. He is about half way through his series, with blog post 8, “Applying the Stefan-Boltzmann Law to Earth”, published on Friday. When it is



completed his work will be published as two scientific papers. Both papers are undergoing peer review.

“It’s a new paradigm,” he says. “It has several new ideas for people to get used to.”

BUT – we also get stories like this:

Has the Arctic sea ice recovered?

Those who have been following [NSIDC](#) and [JAXA](#) sea ice plots have noted that this has been an extraordinary year (2015) so far, with Arctic sea ice hitting the “normal” line on some datasets.

Discussions about the amount of sea ice in the Arctic often confuse two very different measures of how much ice there is. One measure is sea-ice extent which, as the name implies, is a measure of coverage of the ocean where ice covers 15% or more of the surface. It is a two-dimensional measurement; extent does not tell us how thick the ice is. The other measure of Arctic ice, using all three dimensions, is volume, the measure of how much ice there really is.

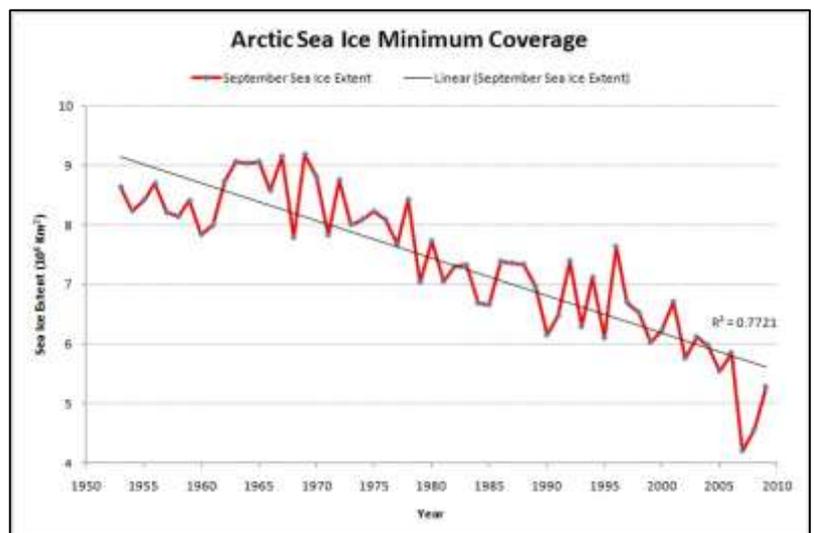
Sea-ice consists of first-year ice, which is thin, and older ice which has accumulated volume, called multi-year ice. Multi-year ice is very important because it makes up most of the volume of ice at the North Pole. Volume is also the important measure when it comes to climate change, because it is the volume of the ice – the sheer amount of the stuff – that science is concerned about, rather than how much of the sea is covered in a thin layer of ice.

Over time, sea ice reflects the fast-changing circumstances of weather. It is driven principally by changes in surface temperature, forming and melting according to the seasons, the winds, cloud cover and ocean currents. In 2010, for example, sea ice extent recovered dramatically in March, only to melt again by May.

Sea-ice is subject to powerful short-term effects so while we can't conclude anything about the health of the ice from just a few years' data, an obvious trend emerges over the space of a decade or more, **showing a decrease of about 5% of average sea-ice cover per decade.**

Where has the thick ice gone?

When we consider the multi-year ice and look at the various measurements of it, we see a steep

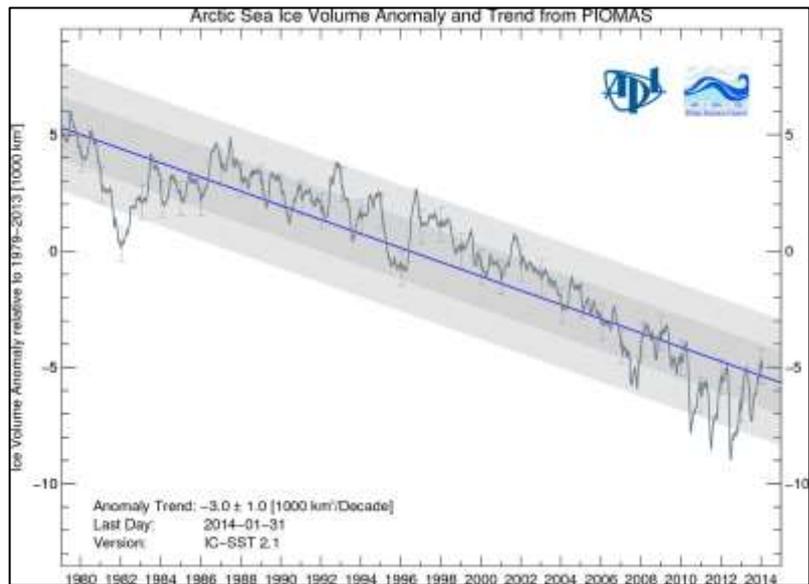




decline in this thick ice. As you might imagine, thick ice takes a lot more heat to melt, so the fact that it is disappearing so fast is of great concern.

It is clear from the various data sets, terrestrial and satellite, that both the sea ice extent and multi-year ice volume are reducing. Sea ice extent recovered slightly during the Arctic winters of 2008-09, but the full extent of annual ice reduction or gain is seen in September of each year, at the end of the Arctic summer. The volume of multi-year ice has not recovered at all, and is showing a steeply negative trend.

Footnote: Although a thin layer of ice doesn't tell us much about the overall state of ice loss at the Arctic, it does tell us a great deal about [Albedo](#), the property of ice to reflect heat back into space. When the sea ice diminishes, more heat passes into the oceans. That heat melts the thick ice and speeds up the melting of thinner sea ice, which in turns allows more heat to accumulate in the oceans.



It seems to us that while there is no argument that the earth's climate is changing, as it always has, what is in dispute is the cause of the change – who knows what to believe. tb.

Being young is beautiful, but being old is comfortable.

Caribou unveiled at Philip Island.

National Vietnam Veterans Museum.

The National Vietnam Veterans Museum (NVVM), which is situated on Philip Island (Vic), just next to the airfield on the main Phillip Island Road, is an independent Australian museum dedicated to the heritage and legacy of Vietnam veterans. Major Gary "Gus" Parker (right) (since deceased) was instrumental in founding the museum which was built by Vietnam veterans to





help and support fellow veterans cope better with their experiences during the Vietnam War (1962-1975) and after their return to Australia.

The NVVM offers an authentic experience. From the moving 'Light and Sound Show', through the galleries showing the experience of veterans in the Vietnam War and from the words of the veterans themselves, the NVVM provides visitors with a fascinating, emotional, rewarding and educational journey through the tumultuous years of the Vietnam conflict. The museum mixes remembrance and reflection with a unique museum environment.



At the museum a few years back, two old Ex Army Engineer mates who did a tour of Vietnam, **L-R:** Geoff Spackman who served from Sept 1965 to Sept 1966 and Gary "Gus" Parker who served from Dec 1969 to Dec 1970. See [HERE](#)

A huge collection of artefacts, including helicopters, vehicles and aircraft, interpreted with information, imagery and audio will keep you, your family and friends engaged for the length of your visit. You will even see the conscription ballot balls used in the system of National Service that divided our nation.

On Saturday, the 5th August 2017, the Museum proudly unveiled its latest exhibit, Caribou A4-231. Everyone was invited to take part in the significant occasion and to commemorate the first flight of the Caribou on the 8th August, 1964, into Vung Tau, Vietnam, by RAAF Transport Flight Vietnam which later became 35 Squadron.



After the Caribous were retired from service in 1999 (see [HERE](#)) a number of them were flown to the Army base at Oakey (west of Toowoomba) for storage until they could be sold to interested parties. 2 were set aside for restoration to air worthiness condition with the remainder being reserved for static display at various museums round Australia.



After years of “haggling”, the aircraft were finally put up for tender with A4-231, which was taken on strength with the RAAF back in June 1965, sold to the Museum in Nov 2015, 50 years after it started work.

After months of hard work by the Museum’s restorations team, guided by Colin Grey OAM, the museums restorations manager, the aircraft was finally put on display.

Click [HERE](#) to see a Channel 7 new items of the aircraft being delivered to the museum.

The Museum is open daily from 10.00am to 5.00pm except for Good Friday, Christmas Eve, Christmas Day, Boxing Day and New Years Day.

Entry costs are:



Adults	\$15.00
Child (5-15 years)	\$10.00
Family (2 Adults, 3 Children)	\$40.00
Concession/Aged Pensioners /Vietnam Veterans	\$12.00
Pre-booked Groups	\$10.00 per head
Pre-booked School Groups	\$8.00 per head

Contact details are: 25 Veterans Drive, Newhaven, Phillip Island, VIC. 3925.
Phone 03 5956 6400

Guided tours are available for groups.

The Nui Dat Cafe is available for refreshments – a choice of delicious home baked cakes, light lunches and daily specials are on the menu.

Eventually you reach a point when you stop lying about your age and start bragging about it.
It's great to hear them say "you don't look that old."

The demise of a legend.

Pan Am, the once mighty airline, with a brand as well known as Coca Cola, Marlboro and or Disney disappeared from our skies in 1991.



Founded in 1927 as a scheduled air mail and passenger service operating between Key West, Florida, and Havana, Cuba, the airline became a major company credited with many

THE RAM

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



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innovations that shaped the international airline industry, including the widespread use of jet aircraft, jumbo jets, and computerized reservation systems. It was also a founding member of the International Air Transport Association (IATA), the global airline industry association.

Identified by its blue globe logo ("The Blue Meatball"), the use of the word "Clipper" in aircraft names and call signs and the white pilot uniform caps, the airline was a cultural icon of the 20th century. In an era dominated by flag carriers that were wholly or majority government-owned, it was also the unofficial overseas flag carrier of the United States. During most of the jet era, Pan Am's flagship terminal was the Worldport located at John F. Kennedy International Airport in New York City.



Pan American Airways, Incorporated (PAA) was founded as a shell company on the 14th March, 1927 by Air Corps Majors Henry H. "Hap" Arnold, Carl A. Spaatz, and John H. Jouett as a counterbalance to the German-owned Colombian carrier SCADTA, which had operated in Colombia since 1920. SCADTA lobbied hard for landing rights in the Panama Canal Zone, ostensibly to survey air routes for a connection to the United States, which the Air Corps viewed as a precursor to a possible German aerial threat to the canal. Arnold and Spaatz drew up the prospectus for Pan American when SCADTA hired a company in Delaware to obtain air mail contracts from the U.S. government. Pan American was able to obtain the U.S. mail delivery contract to Cuba, but lacked any aircraft to perform the job and did not have landing rights in Cuba. It overcame this "minor" disadvantage by merging with American International Airways, a small airline established in 1926, which had a seaplane service from Key West, Florida, to Havana.



The U.S. government approved the original Pan Am's mail delivery contract with little objection, out of fears that SCADTA would have no competition in bidding for routes between Latin America and the United States. The government further helped Pan Am by insulating it from its U.S. competitors, seeing the airline as the "chosen instrument" for U.S.-based international air routes. The airline expanded internationally, benefiting from a virtual monopoly on foreign routes.

From its humble beginnings, Pan Am became a world monolith in the Aviation industry but like others before it, Continental and Ansett as examples, it died a messy death. Click [HERE](#) to see the life and death of a major airline.



P3 Orion.

The P-3 Orion Research Group's website has been updated, new issues of the P-3 Orion Aircraft Location and Aircraft Location History Reports as well as an updated news section have just been uploaded at www.p3orion.nl.

26 Radio Appy reunion.

The 45th anniversary reunion of the [26 intake RAAF radio Apprentices](#) will be held on Queensland's Sunshine Coast over the weekend of 27 - 29 October, 2017. The function will be held at the Maroochy RSL with a bus trip to the hinterland also organised. All members who joined the intake are encouraged to contact the organiser Peter "Pygmy" McAndrew on 07 5444 6165.



27 RAAF Apprentice Intake.

A 45th anniversary reunion of the 27th intake RAAF Apprentices will be held on the Gold Coast in 2018 and Martin "Dutchy" Holland is seeking all original member of the intake, which formed at Wagga in January 1973 to contact him on 07 5522 2255



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