



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 Janette Copeman-Vaughan and we have lots of old time pics.

See Page 3.



Spyware is a real problem, you must protect yourself. We have some useful MS-Office tips

See Page 4

Uranquinty ain't what she used to be and we've got pics from long ago.

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There is some confusion on who can claim War Widows' Pension and what are your entitlements with the DVA Gold Card.

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Jock Cassels continues his story of his exciting life in two Air Forces.

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If you're in Melbourne the Airways Museum at Essendon Airport is definitely worth a visit.

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When driving into Canberra on the Federal Hwy, make sure you stop off at the RAAF Memorial Grove.

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The Djinnang people held their annual get together in Brisbane.

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Do aphrodisiacs work? And is chocolate good for your health?

See Page 11.



Jeff remembers his time flying the old Caribou in Vietnam back in 1966/67. Townsville airport is being upgraded.

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The MCG in Melbourne has a wonderful history.

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ANZAC Day was celebrated by thousands again, old friends got together to reminisce old times.

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3 CRU recently celebrated their 50<sup>th</sup> Anniversary.

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*“The Pot Belly Stove”*. John tells us some more of his enviable and sometimes humorous escapades in the left land seat.

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Sick parade.

See Page 17



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

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

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Bomber Command Commemoration plus all the news, the whole news and nothing but the news.

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## Index.

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

## Opinion.

Most of our readers were proud to have served Australia in one of her Armed Services, be it in the Army, Navy or the Air Force. Some did the minimum term, a lot stayed on for a lot longer, and of those that did serve, the vast majority remember their time in uniform fondly, they made life-long friends and at the drop of a hat they will get together again in large numbers to chat, keep old friendships alive and to recall those “great times.” They would do it all again.

While in uniform they worked on some of the ADF's latest and in some cases very sensitive equipment, they had access to and either flew, sailed, drove, operated or fixed its aircraft, its ships or its machinery, some sent and received sensitive messages, some typed and read secret



correspondence. As promotions were obtained, some made decisions that determined the safety and security of the Nation.

Some made the ultimate sacrifice for the Nation they loved, some were terribly injured while serving in some thankless land, some saw and were involved in terrible and never to be forgotten events, yet all did it willingly as it was “our job” and we were proud to wear the Nation’s uniform.

And then we discharged and were scrapped.

One day we were an important and essential part of a very sophisticated Armed Service, the next day we were pariahs, outcasts, a not to be trusted forgotten people.



It’s disgraceful!!!

But, why is it so?? – Try and get back onto a Base the day after you take off the uniform – you’re treated like a potential criminal and even though you might have spent 20 years of your life serving the nation and in some cases, having spent many years on the very Base to which you’re trying to access, you have to get special permission, sit through a 10 minute safety video, be photographed and once on, be escorted at all times. Most would have spent more time on a Base than those showing the video – it’s degrading.

Do the hierarchy think we all turn terrorist the moment we take off the uniform. Do they think we are hell bent on causing damage to Base personnel or equipment? If we were of that mind, we had 20 years or more with unlimited access in which time to do it.

Readers will know that over the years we’ve been able to access several ADF Bases across Australia and have written on the social, accommodation and messing facilities on these Bases. We don’t include anything of an operational nature as we have served and we’re fully aware of the security issues involved. Each of our stories are very well received as they are nostalgic, they bring back fond memories for our many readers who like to compare today’s facilities to what they enjoyed years prior.



We’re providing a well received service.

Since February this year we’ve been trying to gain access to the Army Aviation Base out at Oakey (west of Toowoomba) on which to do a story. Some will know that Oakey started its life as a RAAF Base back on 1943 and housed Number 6 Aircraft Depot (6AD). After the war it became the civvy airport for Oakey then in 1969 was handed over to the Army. We’ve sent written requests for access to RAAF PR and to ADF Media in Canberra from whom we can’t even get a confirmation of receipt. We’ve rung both many times only to be told “We’ll get back to you” – they never do.



It's not good enough.

In desperation we recently wrote a letter of complaint to the Defence Minister, Marise Payne, who at least had the decency to acknowledge receipt of our letter.

We'll let you know the outcome.

Another sticking point is the access to course photos. For some years we've been cataloguing course photos which are of great interest to our readers. To date, we have had over 227,000 hits on the site and although the site is of interest to our readers, it is not complete, we are missing many many photos. In order to copy and display the missing ones, we have been requesting access to the RAAF's collection of these photos since the end of 2013 only to be fobbed off with one excuse after another.



We've been treated disgracefully.

Once again, in desperation, we have had to approach Minister Dutton for assistance. We'll keep you posted on that too.

All this is completely unnecessary. In the UK, the Government now recognises those that have served the nation. Ex-Service people will have their driver's licenses stamped with the letter "V" to distinguish them as veterans and this will give them easier access to specialist services and to offers, including retail discounts (See [HERE](#)). Our Government should do something similar, our Politicians are only too ready to be photographed with Military personnel when it's beneficial to them, they espouse praise on service personnel in front of the camera but it's all snake oil. Hollow promises.

It would probably not be possible to emboss our drivers' licences as they are State issued, but a card similar to the Proof of Age card would do perfectly well. These could be issued by the relevant Service as part of the members' discharge procedure.



It wouldn't be hard to make ex-Service men and women feel "special" – make them feel as though their lives weren't wasted. There are far too many ex-Service people "doing it tough," these are the forgotten people, they live on the street, in solitary, some take their own lives. A little bit of recognition would go a long way.

Some form of ID would make it easier for Ex-Service men and women to access a Defence establishment too. It is not as though every ex-Service person wants to get onto a Base every 5 minutes, but if and when they do, having a form of recognition would make it much easier and wouldn't make that person feel he/she was a nobody.

We've a long way to go when it comes to looking after our ex-Service people. There are several splinter groups, the RSL, Defence Community Organisations, Welfare, Legacy etc. even DVA, all with the best of intentions but there isn't a national "symbol" that an ex-Service man or woman can produce to show that he/she has served. The general public would get right behind it, look



at the turnout on ANZAC Day – the public are appreciative of the sacrifice their defence men and women have made and businesses could and would direct their marketing to Ex-Service people.

The UK have done it, we should follow. The UK even has a Military based radio network, and it's good, listen [HERE](#).

If you agree or disagree with this, please click [HERE](#) and let us know. We'll pass on your remarks to DVA.

SIGN OVER A GYNAECOLOGIST'S OFFICE:  
"Dr. Jones, at your cervix."

## 2021 Celebration.

Our preparations are going well, if you haven't already let us know you could or would like to be a part of the celebration, please click [HERE](#) and do so – the more numbers we have the easier it is when we discuss our plans with venues and sponsors.



As we're celebrating the 100<sup>th</sup> Anniversary of the Air Force, we've decided to throw it open to anyone and everyone who has served or is still serving in the Air Force – it's not now just for Radschool people.

We must stress though, this is not an official Air Force event, it is being organised by the Radschool Association.

Remember, the Sunday Concert event will be open to all in Melbourne and could look like this below, if you're on the list you'll get a reserved seat. Another good excuse for filling in the [FORM](#).

If you're an ex-WRAAF and you would like a "Girls-own" night on the Thursday 25 March in the Officers Mess at Laverton, we're pretty sure we can arrange this, it will all depend on whether the



RAAF has plans for the night – which at this stage looks like the don't. You'll need to fill in the [FORM](#) though.



We've also arranged to hold a "Sleep Rough" night to be held in the Melbourne Showgrounds to honour and remember those that went before us and fought in WW2. A lot of those brave men and women were billeted or worked at the Showgrounds during the war and this will be our way of remembering them. If you want a rough night out, we ask that you get sponsored as we would like this to be a fund raiser event for the RAAF Association.

Early in 2020 we'll need you to commit and fill in another form with all names, shirt sizes etc and soon after that you'll need to make a payment – but more on that later too. Remember, the cost to everyone will be minimal as we're down the road away with sponsors and it's looking good.

We'll be asking for volunteers later too, people to help with set up, team leaders, crowd management, waiters etc, more on that later too.

Remember, keep an eye on our [UPDATE](#) page for the latest info.

**IN A RADIATOR SHOP:**  
"Best place in town to take a leak."



## Membership.

We've decided to go with the following membership.

- 1 year's full membership for \$12.00. (now till 30 June 2019)
- Full membership for \$40.00 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: \$

Submit

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.

Always be a first-rate version of yourself, instead of a second-rate version of somebody else

## 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.

ON AN ELECTRICIAN'S TRUCK:  
Let us remove your shorts.



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## IN MEMORY OF

### Richard “Stix” Chambers.

Ted McEvoy advises us that Stix Chambers passed away on Thurs 05<sup>th</sup> April, 2018. Ted says “Stix” who was on 14 Appy, and who lived in Cairns, has suffered from Leukaemia and had been crook for a while with that dreadful cancer. Poor bloke has had to put up with bone-marrow transplants, chemo therapy, etc. The cancer had been under control for a while but did flare up from time to time.



The funeral service for our old mate was held in Cairns on Friday 13<sup>th</sup> April at 10am – I’m sure Stix would appreciate the irony of the date!!

### Kevin Duffy.

Noel Roediger advises that Sqn Ldr (retired) Kevin Duffy passed away on the 21<sup>st</sup> March 2018, he was 95 years old. His funeral service was held on the 3<sup>rd</sup> April. The RAAF gave a full contingent, the Ode of Remembrance was read and The Last Post was played. Kevin served as aircrew in the RAAF during WW2, enlisting on Jan 1943 and reached the rank of Warrant Officer before being commissioned.

Click [HERE](#) to see an article in the Nov 2008 edition of the RAAF News, supplied by Noel Roediger.

### Richard George Crawford.

We have been advised that “Rick” Crawford passed away on the 18<sup>th</sup> March after losing a 16 year battle with a brain tumour. Rick was a Radtech and served with 2 Squadron in Phan Rang in Vietnam from April 1968 to April 1969.

Sorry – we don’t have any further details.



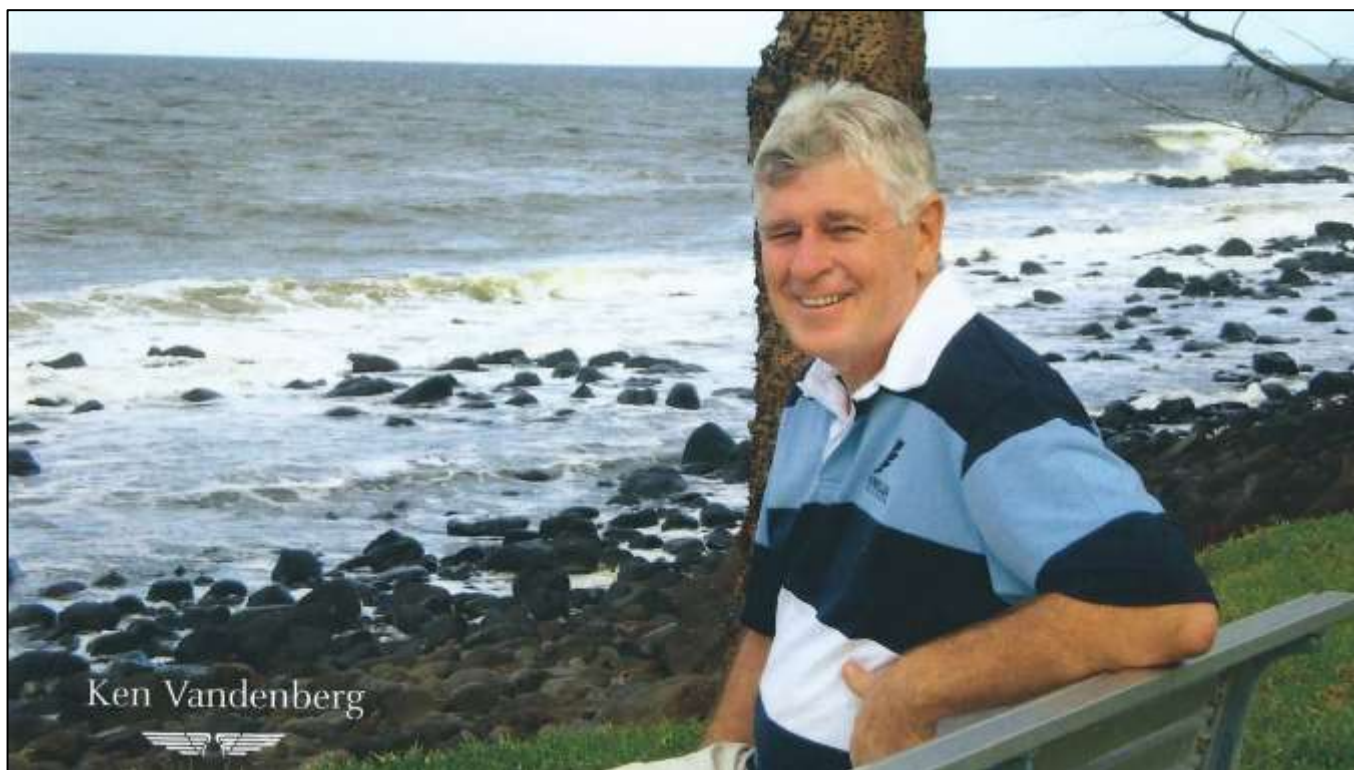
## Ian Cooke.

The Djinnang Association advises that Ian Cooke of Perth passed away on the 5<sup>th</sup> March, 2018. Ian was on 9 CommsOp Admin Course in 1983. Sorry, we don't have any further details.



## Ken Vandenberg.

Peter Nelms advises he recently attended the funeral of Ken Vandenberg.



Ken was a Radtech and worked on the Mirage for many years at Willytown and Butterworth. He was killed in a motorcycle accident on Friday 20<sup>th</sup> April 2018. Ken was the brother of Bill "Bags" Vandenberg, ex-RAAF Apprentice and Sabre and Mirage Pilot, who was killed on the 24<sup>th</sup> June 1976 in A3-61 whilst undertaking a night practice bombing mission.

Ken's funeral was held on the 3rd May at the Leura Memorial Gardens in the Blue Mountains after which family and friends held celebration of Ken's life at the Blackheath Golf Club.



## Max Edward Munro

Bevan Greenwood advises that an old mate of his had recently passed on! Max Edward Munro, an ex Fireman, late of Robina, Queensland, passed away, aged 78, peacefully during his sleep, after a long battle with ongoing Heart problems. Max left adult offspring and his wife Karen, who is tragically suffering from Alzhiemers, and is currently in care. Max was later cremated in Bundaberg, ashes hopefully to be interred in a wall of Remembrance.

Bevan says he found out about Max`s passing when I rang his brother Doug in Cordalba, as I hadn`t heard from Max for some time, and I have been a "bit off" after an accident and have been side-tracked with the recovery process!

## Phil "Tubby" Hughson.

Neil Hunter advises it is his sad duty to inform you of the passing of Phil 'Tubby' Hughson, on Monday,07 May 2018 as a result of a massive heart attack. Phil's Funeral Service was held at the Wyndham Chapel in Werribee on Thursday 17 May 2018.

## Pat Seymour.

Jennie, Pat's wife, advises that Pat passed away on the 9th May, he had an operation in Feb and recovered very well then sadly just recently took a turn for the worst.

He was very disoriented and was admitted to Townsville hospital later that day and we lost him on the Wednesday, they did not seem to know what caused it but think it may have been a reaction to some medication. We held a Poppy Service and a celebration of his life on the 18th May at the Ingham RSL.

Pat joined the Air Force in 1967 he was posted to Radschool at Laverton where he trained as a Rad Tech Ground and on completion was posted to Townsville, then Sale in 1973 which is where Jennie met him in.



Pat and Jennie were married on the 7<sup>th</sup> Feb 1976, after which he was posted to Butterworth. On return to Australia, he was posted back to Laverton in 1979, then to OpsCom a couple of years later. Altogether, Pat and Jennie spent 7 years in Victoria which was good for their kids schooling. In 1986 Pat was posted to Darwin and in 1989 he resigned from the permanent Air Force and the same day enrolled in the active reserve, was posted to 13 Squadron and went into recruiting.

They left Darwin in 1998, by then he was working as a Radio Officer on the Oil Rigs and always had to fly out of Perth, he worked 4 weeks on and 4 off so still was able to spend time in the reserves, which he did until 2005 when they bought a News-agency in Halifax Nrth Qld. They sold that in 2009 and came down the road to Lucinda to retire but being unable to sit still for 5 minutes, Pat joined the Coast Guard, The Lions Club, and became the Area disaster Management Warden. Although seeming to be always busy, he always found time for his Music. He played in a couple of bands and always went to the different Aged Care homes every Friday morning for the past 12 years to play for the oldies

During his service time he went back to school quite a few times and got an Electronics Engineering Degree.

Jennie says: "I could not have wished for a better husband he had a big heart and would do anything for anybody and that's something I will never forget."

## John Francis Etherington

(Warrent Officer Retired) John Etherington, born on the 29th May 1939, passed away, after a brief illness, on the 9th May 2018. Together again with his beloved wife Barb and his canine friends. Much loved father, father-in-law and grandfather. The funeral service for John was in the Chapel of the Norwood Park Crematorium, Sandford Street, Mitchell (ACT) on Friday 18 May 2018.

## James Claude "Jim" Mercer.

John Sambrooks advises the passing of Jim Mercer. Jim served as an engine fitter/loadmaster with RTFV/35Sqn in Vung Tau (Wallaby Airlines) from November 1965 to July 1966. He was born in Maleny in Queensland on the 16<sup>th</sup> October 1939 and passed away on the 16<sup>th</sup> May 2018. He was 78 years old.



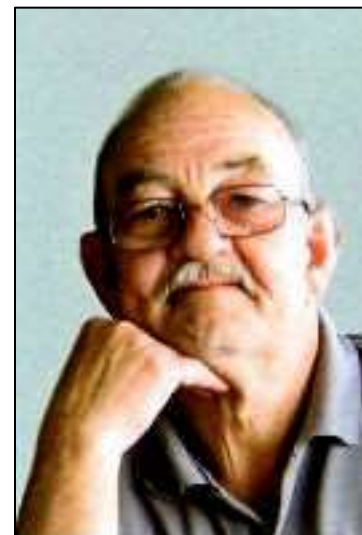
There was no Funeral at Jim's request. Jim had dementia plus liver and heart problems. Hilda, his partner of 38 years, told Sambo it was heart failure that Jim finally succumbed to.



## Phil Hughson.

Neil Hunter told us of the death of Phil Hughson who was a Telstech and who left us on the 7<sup>th</sup> May 2018. Phil passed away from a massive heart attack on Monday, 7<sup>th</sup> May

He served for 20 years and retired as a FSgt. He lived in Wyndham Vale (Werribee), with wife Irene, whom he met while on posting to Butterworth in the early days of his RAAF career. He is survived by his wife Irene, and three daughters.



## Karel “Charlie” Kranenburg.

Charlie left us on the 26<sup>th</sup> April, 2018 – a mere 3 days short of his 80<sup>th</sup> birthday. Charlie was born in Java in 1938, and with his family migrated to Australia. As a young bloke he had an interest in aircraft and so joined the RAAF and was trained as a sumpie. When he got his 3<sup>rd</sup> hook, he was posted to 38Sqn at Richmond and when in late 1967 the RAAF decided to have its aircraft maintenance bods cross trained, Charlie ran the cross training school in the hangar at 38Sqn for bods working on the Caribou. When 38Sqn got its 3 Daks, Charlie also ran the conversion school for the trades.



He did a tour of Vietnam with 35 Sqn from June 1969 to June 1970 after which he was posted to Amberley where he was eventually promoted to Warrant Officer.

When he took his discharge from the PAF, he immediately signed on again in the reserve.

He and his family never left the Ipswich area, and he became very involved in the local gliding club.





His funeral was held at the All Saints' Anglican Church in Booval, near Ipswich, on the 3rd May 2018 after which, in his honour, family and friends enjoyed light refreshments in the Church grounds.

RIP.





## Page 3 Girl.

Our lovely Page 3 girl this edition is Janette Copeman-Vaughan.

Janette was born in Bomaderry, which is down the south coast of NSW near Nowra. She is the only daughter of a dairy-farming family, she had two brothers, one older, one younger, both of whom mother hened her and would check out and criticize her boy-friends when she was in her mid-teens. She said she was the one for whom her parents made the rules.



After she finished High School, she left the family home and went up to Sydney and entered the nursing profession, living in a “Nurses Home” as was the norm back then while studying. She graduated in 1974. In 1975 she got the wander bug and with the nursing certificate under her arm, she left Australia for England and found work as a

Nanny for a rich upper crust family. She said this was a fabulous way to earn and save money, she lived on the property, meals were provided and her only real expenses were for entertainment and travel. She had regular trips over to mainland Europe, travelling back-packer style with two other Australians and saw and experienced most things from Norway right down to Italy.

She stayed in the UK working for various families until 1979 when it was off to Canada, once again working as a Nanny. She gravitated to Ottawa, a city she loved and about which she had serious thoughts about staying. However, she had met an Englishman and in 1980 they came back to Australia to get married.

They were married and moved to Melbourne, Janette was back in the nursing profession but she wasn't happy so started looking for a change. She thought she would like to get into the hospitality game, so she enrolled at the William Angliss College in Melbourne and graduated with a diploma in catering and hospitality. In 1988, while studying, she got some work experience at the George Hotel, AKA the Crab Cooker Hotel in North Melbourne. (It's now called the North Melbourne Hotel). Unfortunately, her marriage didn't work out and she divorced in 1985.



She stayed on at the George Hotel as a waitress and ended up being promoted to the position of assistant manager. In 1987, while visiting some friends in Moree she met her second husband to be. In 1988, with the wander bug still strong and looking for another life change, she moved out to Mungindi in north west NSW, onto a sheep and cattle station. The property was owned by her soon to be second husband and had been in his family for four generations. She was married again in 1989, with the ceremony taking place on the property and where the party continued on for four days.



Life on the farm was far from ideal, at times it was heaven on earth, other times it was hell on a stick – brutal and unforgiven – but she said: “I loved every minute of it!” Both her sons were born there and they grew up with a love of the land seeing it in good times and bad. When the wool price crashed, they got out of sheep, kept the cattle and concentrated their efforts on the concept of rotation grazing which was in its infancy back then (1994). Rotation grazing was a concept of breaking each paddock up into cells, each cell being able to deliver the maximum grazing output. The idea was the stock were always going into a clean cell with max feed growth available to them. With the constant movement of stock from cell to cell, there was no requirement to apply chemicals to kill off worms and other parasites – thus the idea of chemical free grazing was born.



In 1996 “*From the gate to the plate*” was born and they began home delivering their chemical free beef door to door. Their first clients were in Algester (Brisbane suburb) where they started with a 17kg box of beef, called the family pack, roasts, sausages, mince, steaks, silverside etc utilising the entire beast (that was enough meat to last a household a month). They’d get 4-5 boxes from each beast and soon discovered that people wanted to know about their business, their property and life “on the farm” so a regular newsletter was born. They’d ring around the week prior to get orders which would give them an idea on how many cattle to kill. They’d then



slaughter them at a private local slaughter house, (which they eventually bought in 2003), pack the meat, refrigerate it and deliver it down to Brisbane.

As well as the cattle, Janette also raised chemical free chickens which she'd grow out to 2kg. The processing of the chickens was done on the farm and they would be sold along with the chemical free meat. She'd buy the 4 day old chicks and it would take 9 weeks to grow them out to 2.2 kg (live weight). Chickens bought in the supermarket would normally be grown in 4 weeks and would go through 40 chemical washes before they were sold. Hers were in great demand with people commenting on the fabulous taste – "just how they used to taste years ago" they'd say. She was able to sell hers for \$20 per bird and she couldn't keep up with the demand.

***A very proud mum with her two boys.***

In 2004, the family property was sold and the family moved to Oakey where we had their abattoir. They bought a small property in the Bunya mountains and stocked it with cattle to continue the boxed beef business. They'd truck the cattle into Oakey for slaughter. In 2006 they stopped the boxed beef business as we were venturing into other businesses – private stock kills. At that time there was talk of the Toowoomba airport moving out to Oakey and they were looking at subdividing some of the land on which the abattoir stood for light semi-industrial use. They had the only high land in Oakey which was flood free. It all seemed like a good idea at the time.



However, things didn't work out!

In 2014 she accepted her first full time job in 17 years, working FIFO with Easternwell Group, as a chef on a site in the Cooper Basin. Easternwell were a well servicing company and she would cook and deliver meals for the workers, sometimes late at night. She loved it!

After a downturn in the gas industry, she went to TAFE in Toowoomba to upgrade her chef qualifications after which she looked for a full-time job in Brisbane.



She applied to Compass Group for a line chef position at Gallipoli Army Barracks in Enoggera (Brisbane), where she's been for the past 3 years.

She says working at the Mess is a challenge!

"The ad reads – 'An Army marches on its stomach'. I had no idea of what I was about to enter into when I applied for the position of a "line chef" with Compass Group at Gallipoli Barracks? My idea of bulk cooking was a smorgasbord or wedding buffet. Wrong! I knew NOTHING! Before I got through the front gate, I was subject to "baseline" security checks, nothing high risk where I was involved but quite thorough.



What a learning curve I was about to scale.

I do the dinner shift, 1030-1900 although I have done stints on breakfast and lunch (you have to be versatile!) The menu is cyclic (Spring/Summer etc) and is set by "someone" at head office. Our talent at interpreting said menu requires a level of "artistic license" and a sense of humour. The Army sets the portion size per person which we remind personnel of when they engage us in the reasons why they should have more and very rarely, unless they are on double rations, (usually SAS training) do they get extra. The "feeding frenzy" is usually within the first ½ hour of any meal start time. The majority of personnel are polite and friendly and occasionally they need reminding of their lack of command of the English language.

The daily paperwork covers stuff like menu compliance, food temperature monitoring, wastage and dietary requirements and these are just a few.



During my time at Gallipoli, I have completed my Food Safety Supervisor Certificate, I am a Safety Champion and I am undertaking a WH&S Certificate. Several times a year the ranks swell with personnel from USA, NZ, Canada, UK, PNG, Singapore and Nepal participating in combined Defence exercises also personnel competing in sports events, Rugby/Touch etc. I can speak "the lingo" and recognise different units by their badges. Not bad hey?



We get to do “posh” food when there are “Dining in nights” for the units or when we have visiting dignitaries. I took up the challenge of ‘feeding an army’ 3 years ago and I have fed over 1,000 personnel on my shift, it has not been easy by any stretch of the imagination and thinking on your feet is a must along with a few ladylike expletives and a good sense of humour has helped and improving my skills is a daily experience with a fine group of people. I’d be lying if I didn’t say that some days 7 O’clock just doesn’t come quick enough.

This is not my forever after job but it will make for interesting conversation when it comes to being with friends and enjoying a good bottle of red”.



## 113 Mechs course RSTT Wagga - April to June. 1967.

Sorry – not all first names.



**Back Row:** Vider, Tex Hayne, Peter Hurst, George Clark, Frank Mills, Gordon Garry, Gordon Watt, Bruce Hurrell, Graham Jenkin, Jim Hennessy, Craig Loegeier.

**Mid Row:** Ellard, Don Grieves, Bob Fulton, Bob Carpenter, Nigel Howe, Gary Olsen, Rolf Av-Hedenstroem, Harry Neisler, John Harrod-Eagles.

**Front Row:** John Hoskins, Ward, Lockhart, Bill Crouch, Bob Cattell, Hynes, Harry Williams, Goral, Stu Micallef, Kev Thomson.



Bruce Hurrell says this was a Trade Mechanics course where they sorted the wheat from the chaff. The smart ones became general hands and us dumb buggas went to Radschool. This course taught basic electronics and mechanical stuff, filing a block of steel until it was square. Using big bastard files and little xxxxx as well. It lasted three months.

Prior to going on to your "chosen" technical trade, you were required to complete the TM course to assess for which trade you could apply.

## 1/83 J Comms Course.

25<sup>th</sup> July – 5<sup>th</sup> August 1983

(Sorry – not all first names, if you can help, please do)



**Back Row L-R:** Wall, Everett, Bill Roddick, Joy, Abbott, Barr, Pauling.

**Middle Row L-R:** Elstob, Dau, Green, Gray, Paul Garbutt, Alwyn, Hunt.

**Front Row L-R:** Hickman, Petit, Schmidt, Brewer, John Staal, Taylor, Nugent, Hunter, Ruse.

Don't take yourself too seriously...nobody else does.



## Unknown Course.



We don't have any info on the above photo, except to say the bloke in the front row, second from left is Bill Roddick. Can anyone help.?

## 58 Rad Mechs Course

Thanks to Graham Stevens for these 3 pics.



**Standing L-R:** John Bryant, Graham Stevens, Greg Stephenson, Rod Thomas, Ian White, Noel Mackerill, "Herbie", Jerry Millward, Graham McCombie, Keith Lamb, Ron Miles.

**Seated L-R:** John Barbour, Lou Jones, Graham Vertign, Bob Janzen, Col Isascs, Terry Mercer, Ian Mcllvain, Ian Wilson, Ray Denton, Wayne Smith, Bernie Cry, Dick McGoogan.



## 38 Radtech Course.

Sorry – not all first names.



**Standing L-R:** Graham Stevens, John O'Donnell, Ron Miles, Charlie Ashton, Don't know, Allan Herbert, Ken Blinco, Don't know, Graham Weatherspoon, Don't know, Bob Blatchford, Don't know.

**Seated L-R:** Ted Bower, "Big Al" Alison, Mercer, Rigg, Terry Lynch, "Doctor" Proctor, "Shorty" Houghton, Ted rogers, Don't know, Pomford, Don't know.

## RTU – Edinburgh. 1965.



We've only got a few names here, bloke out the front is Don Hudson.

**Front Row L-R:** Allan Herbert, Graham Stevens, Ken Giles, Terry Maher, Ross Catton, John Smith, Steve Alder, Don't know.





## 6 Squadron, Amberley 1989



**If the woman is always right,  
and a man is always wrong.  
Then, if a man tells a woman  
that she's right.**



**Is the man right  
or wrong?**



## RAAF Tottenham.

The RAAF Base at Tottenham (Vic) was situated in Braybrook, a suburb of Melbourne. The site was compulsorily acquired by the Department of Defence on 12 March 1942 and it became the home of No 1 Stores depot (1SD). Strategic industries also located in the area in the war years were the Maribyrnong munitions plant and the explosives plant at Deer Park. The Sunshine Harvester-Massey plant, also in the area, switched from agricultural implements to a war-footing, making radar units and parts for armoured vehicles.



At its peak, 1SD was the workplace for 540 men and women. It was closed down in 1993.

The Tottenham RAAF Stores comprised a complex of large single level warehouses and other smaller service and administration buildings arranged in a grid plan to the north of the Tottenham rail yards. The larger buildings were timber framed with two rows of fabricated riveted iron columns supporting a roof of corrugated asbestos cement sheeting and with perimeter walls of red brick.



The former rail siding branched off the main line just west of Tottenham Station providing direct transport connection to the depot. The Tottenham Yards also included several roads for shunting trains. The main vehicle entrance to the Base was from Ashley Street, with a security office and gatehouse opposite the Barkley Street intersection. For many years a Vampire was displayed on an elevated support at the entrance. The buildings were generally red brick with steel truss roofs clad in fibro-cement sheeting. Some smaller amenities buildings were timber framed and clad in either fibro-cement panels or horizontal weatherboard. More modern (c1960s & 1970s) cream brick





barracks and messes were built on the north west part of the site. Two Nissen/Quonset huts and a number of small timber 'N' or 'P' type timber barracks buildings were also located in this area.

Today the main stores buildings are generally intact, apart from building no. 44 which has been mostly rebuilt. The rest has gone. The old Base has important historical associations with other Air Force facilities such as Laverton and Point Cook and assists in understanding the function and complex interdependence of the numerous defence and munitions supply facilities. The buildings have architectural interest as distinctive examples of functional Commonwealth Department of Works design, adapted to the particular use, in this case storage and inventory control of a vast range of military supplies and equipment. The place has local social significance as a major employer in the district following the Second World War.



The Women's living quarters, Tottenham.

With the absorption of the WRAAF into the RAAF in 1977, the function of training female recruits was transferred to Women's Training Unit (WTU) at Tottenham from where it was later transferred to Laverton. In January 1981 WTU was disbanded and the responsibility of training both male and female recruits was done at 1RTU at Edinburgh.

Click [HERE](#) to see some photos of the old Base.

If love is blind, why is lingerie so popular?



## No. 11 Supply management course, Jul – Aug 1983.



## Cranking up the Lincoln.

3 turning – lucky so far!!



We were sent this – but we don't know where or when it was??



## Butterworth.



This pic was taken at Butterworth many years ago. We recognise Alf Smith, 3<sup>rd</sup> from left.  
Can anyone recognise anyone else??

## 67 Rookies, Laverton. 1 June 1949 – 24 August, 1949.





## Gerry Laws

Gerry Laws says: 50 Years ago on 22 April 1968, I enlisted at RAAF Recruiting Centre, Pirie Street, Adelaide. I remember swearing the Oath late in the morning and being bused to RAAF Edinburgh. All a bit of a blur from then on but it was the usual rush that we weren't used to. Short haircut – like most opted for a crewie.

I was on Recruit Course #927 from 24 April to 15 July 1968. It was then off to 2AD for Safety Equipment trade training, then MNTESL, 11SQN, 75SQN, ARDU, 492SQN, ARDU, ACMFO (Sinai), 5SQN, AMTDU, and HQLC. Many parachutes later, I retired on 30 June 1993 giving me 25 years, plus a bit, of sheer enjoyment.

Very proud to have served my country with unforgettable friends and memories



## 113 Clerk Supply Course. (1977)

Debra Craig-Chuff sent us this pic.



**Rear L-R:** Carol ?, Don't know, Sara Parker, Don't know, Debra Craig, Pat Delff?

**Front L-R.** Doreen Cole. Julie ?, Simon ?, Sgt Derek Maas, Michelle ?, Nina ?



Debra apologizes to those whose names that have escaped her. He says her memory isn't what it used to be. If you can help, please do.

## 916 Rookies (29 Feb 1968 – 20 May 1968)



## Defence Comms.



Glenn Rhodes, Peter Fraser, Daniel Button, Alan Moore, Sarah Graham, Phil Carter, Brian Goodwin, Michael Mildren, and Don't know.



## 205 WRAAF Rookies.



The above girls were on [205 Rookies](#) at Edinburgh, March 1972.  
Sorry gents – can't help you with names/phone numbers.....

If a woman says "Do what you want!"  
Do not do what you want, stand perfectly still, don't blink, don't answer, don't even breath.  
Just play dead!





## Jan Brigg.

Rookies 1969





## 260A WRAAF Rookies.



## 260B WRAAF Rookies.





## Neppies, somewhere, sometime ago.



### Sex and Calories

They say that during sex you burn off as many calories as running 8 miles.  
Who the hell runs 8 miles in 45 seconds?



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## All about spyware



When you go online, don't assume that your privacy is secure. Prying eyes often follow your activity—and your personal information with a pervasive form of malicious software called spyware. In fact, it's one of the oldest and most widespread threats on the Internet, secretly infecting your computer without permission in order to initiate a variety of illegal activities. It's easy to fall prey to and can be hard to get rid of, especially since you're most likely not even aware of it. But relax; we've got your back with all you need to know about what spyware is, how you get it, what it tries to do to you, how to deal with it, and what to do to avoid future spyware attacks.

### What is spyware?

Although it sounds like a James Bond gadget, it's actually a generic term for malicious software that infects your PC or mobile device and gathers information about you, your browsing and Internet usage habits, as well as other data. No big surprise—spyware is sneaky, usually finding its way onto your computer without your knowledge or permission, attaching itself to your operating system and maintaining a presence on your PC. You might have even inadvertently given permission for the spyware to install itself when you agreed to the terms and conditions of a seemingly legitimate program you downloaded without reading the fine print.



But no matter how spyware invades your PC, it runs quietly in the background, collecting information or monitoring your activities in order to trigger malicious activities related to your computer and how you use it. That includes capturing keystrokes, screen shots, authentication credentials, personal email addresses, web form data, Internet usage information and other personal information, such as credit card numbers.

And even if you discover its unwelcome presence on your system, it does not come with an easy uninstall feature.

### How do I get spyware?

Spyware can infect your system in the same ways that any other malware does, by means of a Trojan, a virus, worm, exploit, and other types of malware. Here are a few of spyware's main techniques to infect your PC or mobile device:

**Security vulnerabilities.** Here's a top-of-the-list no-no: clicking on an unfamiliar link or attachment in an email, which either runs an executable attachment or links to a website program that downloads and runs ("executes") a program. Even worse, it's even possible that just visiting

a malicious website and viewing a page and/or banner ad will result in a drive-by download, or clicking some option in a deceptive pop-up window can trigger an infection. Even trading software or documents with friends may result in the stealthy delivery of a spyware program hidden within. That includes executable programs, music files, and documents. All it takes is one bad click.

**Misleading marketing.** Spyware authors love to present their spyware programs as useful tools to download. It might be an Internet accelerator, new download manager, hard disk drive cleaner, or an alternative web search service. Beware this kind of “bait,” because installing it can result in inadvertent spyware infection. And even if you eventually uninstall the “useful” tool that initially introduced the infection, the spyware remains behind and continues to function.

**Software bundles.** Who doesn't love free software (freeware)? except when it's a host program that conceals a malicious add-on, extension, or plugin. They may look like necessary components, but they are nonetheless spyware, which, again, remains even if you uninstall the host application.

**Misc.** Trojans, worms, and backdoors often distribute spyware in addition to their primary malicious intent.

**Mobile device spyware.** Mobile spyware has been around since mobile devices became mainstream. Since mobile devices are small and users can't see activity, these behaviours can run behind the scenes. Both Mac and Android devices become infected when you install an app with malicious code. These apps include legitimate apps recompiled with malcode, straight up malicious apps with a fake name, and apps with fake download links. Apps can also be secretly installed onto devices by abusers who want to stalk unsuspecting victims.



## Types of spyware

In most of the cases, the functionality of any spyware threat depends on the intentions of its authors. For example, some typical functions designed into spyware include the following:

**Password stealers** are applications designed to harvest passwords from infected computers. The types of collected passwords may include stored credentials from web browsers, system login credentials, and sundry critical passwords. These passwords may be kept in a location of the attackers' choosing on the infected machine, or may be transmitted to a remote server for retrieval.

**Banking Trojans** are applications designed to harvest credentials from financial institutions. They take advantage of vulnerabilities in browser security to modify web pages, modify

transaction content, or insert additional transactions, all in a completely covert fashion invisible to both the user and host web application. Banking Trojans may target a variety of financial institutions, including banks, brokerages, online financial portals, or digital wallets. They might also transmit collected information to remote servers for retrieval.

**Infostealers** are applications that scan infected computers and seek out a variety of information, including usernames, passwords, email addresses, browser history, log files, system information, documents, spreadsheets, or other media files. Like banking Trojans, Infostealers may exploit browser security vulnerabilities to collect personal information in online services and forums, then transmit the information to a remote server or store it on your PC locally for retrieval.

**Keyloggers**, also referred to as system monitors, are applications designed to capture computer activity, including keystrokes, websites visited, search history, email discussions, chatroom dialogue, and system credentials. They typically collect screenshots of the current window at scheduled intervals. Keyloggers may also collect functionality, allowing for stealthy capture and transmission of images and audio/video from any connected devices. They might even allow attackers to collect documents that are printed on connected printers, which can then be transmitted to a remote server, or stored locally for retrieval.



## History of spyware

Public references to the term “spyware” date back to late 1996, when it appeared in an industry article. By 1999, it was used in an industry press release, described as we define it today. The term was an instant hit in the mass media and among its audiences. Soon after, in June 2000, the first anti-spyware application was released.

In October 2004, America Online and the National Cyber-Security Alliance performed a survey. The result was startling. About 80% of all Internet users have their system affected by spyware, about 93% of spyware components are present in each of the computers and 89% of the computer users were unaware of their existence. Out of the affected parties, almost all, about 95%, confessed that they never granted permission to install them.

## Mac spyware.

Spyware authors have historically concentrated on the Windows platform because of its large user base when compared to the Mac. However, the industry has seen a big jump in Mac malware in 2017, the majority of which is spyware. Although spyware authored for the Mac has similar behaviours as the Windows variety, most of the Mac spyware attacks are either password

stealers or general-purpose backdoors. In the latter category, the spyware's malicious intent includes remote code execution, keylogging, screen captures, arbitrary file uploads and downloads, password phishing, and so on.

The industry has seen a big jump in Mac malware in 2017, the majority of which is spyware. In addition to malicious spyware, there's also so-called "legitimate" spyware for Macs. This software is actually sold by a real company, from a real website, usually with the stated goal of monitoring children or employees. Of course, such software is a two-edged sword, as it's very often misused, providing the average user with a way of accessing spyware capabilities without needing any special knowledge.

### **Mobile spyware.**

Mobile spyware hides undetected in the background (creating no shortcut icon) on a mobile device and steals information such as incoming/outgoing SMS messages, incoming/outgoing call logs, contact lists, emails, browser history, and photos. Mobile spyware can also potentially log your keystrokes, record anything within the distance of your device's microphone, secretly take pictures in the background, and track your device's location using GPS. In some cases, spyware apps can even control devices via commands sent by SMS messages and/or remote servers. The spyware can send your stolen information via data transfer to a remote server or through email.



Also, it's not just consumers that mobile spyware criminals target. If you use your smartphone or tablet in the workplace, hackers can turn their attack to your employer organization through vulnerabilities in mobile devices. Moreover, your corporation's incident response team may not detect breaches that originate through a mobile device.

### **Spyware breaches on smartphones commonly occur in three ways:**

***Unsecured free wi-fi, which is common in public places such as airports and cafes.*** If you log onto an unsecured network, the bad guys can see everything you do while connected. Pay attention to warning messages your device may give you, especially if it indicates that the server identity cannot be verified. Protect yourself by avoiding such unsecured connections.

***Operating system (OS) flaws,*** which open up vulnerabilities that could let attackers infect a mobile device. Smartphone manufacturers frequently release OS updates to protect users, which is why you should install updates as soon as they are available (and before hackers try to infect out-of-date devices).





**Malicious apps**, which hide in seemingly legitimate applications, especially when they are downloaded from websites or messages instead of an app store. Here it's important to look at the warning messages when installing applications, especially if they seek permission to access your email or other personal information. Bottom line: It's best to stick to trusted sources for mobile apps and avoid any third-party apps.

### Who do spyware authors target?

Unlike some other types of malware, spyware authors do not really target specific groups or people. Instead, most spyware attacks cast a wide net to collect as many potential victims as possible. And that makes everyone a spyware target, as even the slightest bit of information might find a buyer. For instance, spammers will buy email addresses and passwords in order to support malicious spam or other forms of impersonation. Spyware attacks on financial information can drain bank accounts or can support other forms of fraud using legitimate bank accounts.

Information obtained through stolen documents, pictures, video, or other digital items can even be used for extortion purposes, so, at the end of the day, no one is immune from spyware attacks, and attackers usually care little about whom they are infecting, as opposed to what they are after.

### What do I do if I get infected?

If your spyware infection is working as designed, it will be invisible unless you're technically savvy enough to know exactly where to look. You could be infected and never know. But if you suspect spyware, the first order of business is to make sure your system has been cleaned of any infection so that new passwords are not compromised. Get yourself a robust cybersecurity program with a reputation for aggressive spyware removal technology. Aggressive spyware removal thoroughly cleans up spyware artifacts and repairs altered files/settings.



### How do I protect myself from spyware?

The best defence against spyware, as with most malware, starts with your behaviour. Follow these basics of good cyber self-defence:

- Don't open emails from unknown senders.
- Don't download files unless they come from a trusted source.
- Mouse-over links before clicking on them and make sure you're being sent to the right webpage.



But as people have got smarter about cyber self-defence, hackers have turned to more sophisticated spyware delivery methods, so installing a reputable cybersecurity program is necessary to counter advanced spyware.

Look for cybersecurity that includes real-time protection. Real-time protection automatically blocks spyware and other threats before they can activate on your computer. Some traditional cybersecurity or antivirus products rely heavily on signature-based technology—these products can be easily circumvented, especially by new threats.

You should also look out for features that block the delivery of spyware itself on your machine, such as anti-exploit technology and malicious website protection, which blocks websites that host spyware. The [premium version of Malwarebytes](#) has a solid reputation for spyware protection but there are others. Digital life comes with ubiquitous dangers in the daily online landscape. Fortunately, there are straightforward and effective ways to protect yourself. Between a cybersecurity suite and common sense precautions, you should be able to keep every machine you use free from spyware invasions and their malicious intent.

## RETIREMENT BONUS

The Army found they had too many officers and decided to offer an early retirement bonus. They promised any officer who volunteered for Retirement a bonus of \$1,000 for every inch measured in a straight line between any two points in his body. The officer got to choose what those two points would be. The first officer who accepted asked that he be measured from the top of his head to the tip of his toes. He was measured at six feet and walked out with a bonus of \$72,000.

The second officer who accepted was a little smarter and asked to be measured from the tip of his outstretched hands to his toes. He walked out with \$96,000. The third one was a non-commissioned officer, a grizzly old Warrant officer who, when asked where he would like to be measured replied, 'From the tip of my weenie to my testicles.'

It was suggested by the pension man that he might want to reconsider, explaining about the nice big cheques the previous two Officers had received. But the old W.O. insisted and they decided to go along with him providing the measurement was taken by a Medical Officer.

The Medical Officer arrived and instructed the W.O. to 'drop 'em,' which he did. The medical officer placed the tape measure on the tip of the W.O.'s weenie and began to work back. "Dear Lord!", he suddenly exclaimed, "Where are your testicles?" The old W.O. calmly replied, "Vietnam".

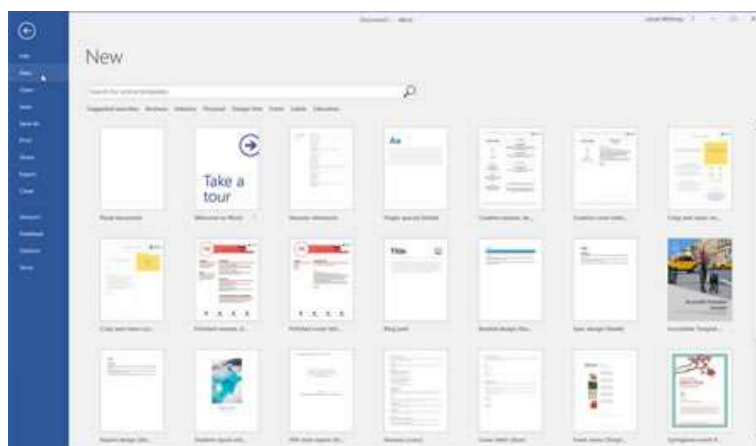
## Format your Microsoft Word documents with **Windows Secrets** Templates.

Do you sometimes struggle to format your Word documents a certain way? Maybe you're trying to create a resume or a report or a brochure but are having trouble with the design. Well, here comes Word to your rescue. The software offers one key feature that can help you in your goal, namely templates. Templates give your documents a certain look and layout right from the start. By using a preformatted template, all you need do is add your text. Let's check out templates to see how they can enhance your documents.

Although these tips relate to Word 2016, they also apply to the past few versions of Word.

The purpose of a template is to provide you with the necessary layout and design so you can more quickly and easily create a specific type of document. Word comes with several templates, including ones for resumes, cover letters, blog posts, reports, flyers, brochures, and thank-you cards. Each template contains certain design and layout elements already created. You can leave the existing elements in place or tweak them to your own preferences. You then just add your text and other content to the document. You can access templates one of two ways depending on how Word is configured. If Word is set to show the Start screen when it launches, the page of template thumbnail images automatically appears. If you set Word to bypass the Start screen, (If you want, we'll show you how to do this later) then click on the File menu and select New to view the list of templates.

You'll find a few basic templates to get you started. But what if you don't see the template you need? You can conjure up more from Microsoft's online collection. Click on one of the categories at the top, such as Business, Industry, Personal, or Education.



You can also hunt for a specific template by typing a key word or phrase in the field to "Search for online templates." In return, the list refreshes based on your selection or search phrase. When you find a template you like, click on it to preview it and then click on the Create button to open it.

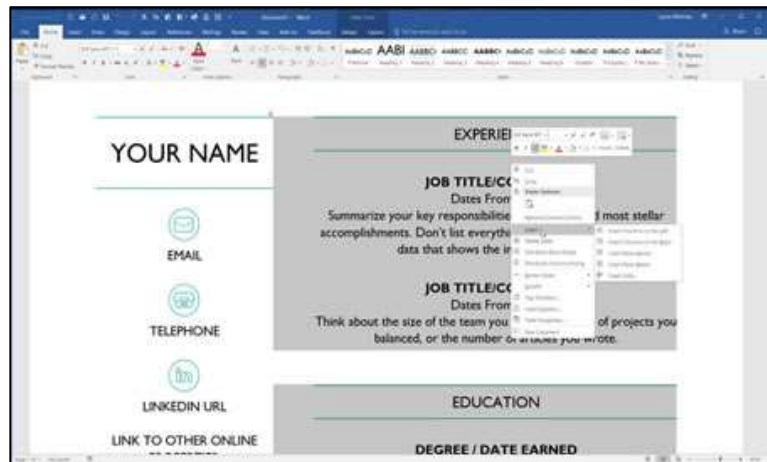


A typical template may contain tables or columns to organize your text, images to flavour your document and placeholders for inserting your text. You can change the built-in layout elements but the trick is to find a template that requires little or no modification so all you have to do is add your text. If you need to edit any existing elements, though, you can do that as you normally would in Word. We'll explain how to do that, but for now let's assume you want to keep all the design and layout elements just as they are.



If you're fine with the layout of the template, your job now is to add the text. Click or double-click on each piece of placeholder text and type the replacement text. As you type, the placeholder text should disappear. After you've added your text, save the document, and you're done.

Okay, now let's say you want to change some of the design and layout elements in a template. In some cases, the task is relatively simple. For example, to replace an image, right-click on it and choose the command to Change image from the popup menu. To alter the properties of a table, right-click anywhere in the table and choose the appropriate table command from the menu.

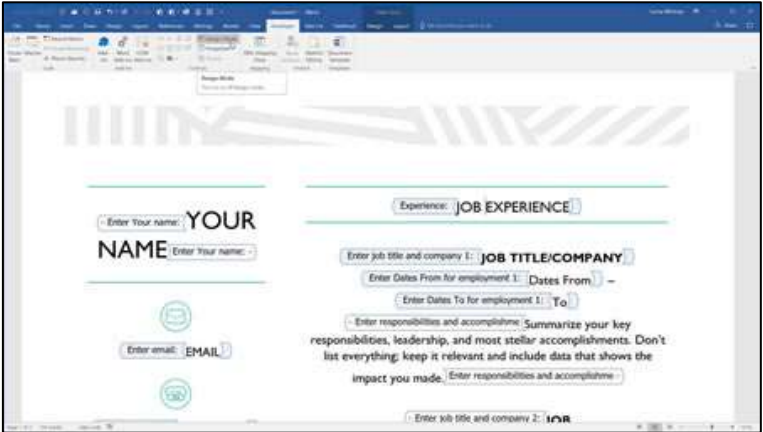


However, you may bump into trouble trying to edit the placeholder text fields as they're likely constrained by [content controls](#), which restrict what you can do with the content. How can you tell if a placeholder field has a content control? Right-click on the placeholder. If you see a command to "Remove Content Control" in the popup menu, then that's the tipoff.

The process for changing the text or other properties in such controls are involved, but here are the steps. You first need to enable the Developer toolbar. To do this, click on File, then click on Options, and then click on Customize Ribbon. From the "Customize the Ribbon and keyboard shortcuts" window, click on the checkmark for Developer in the right sub window. Then click OK to close the Customize Ribbon window. You'll now see a new tab for Developer. Click on that tab to display the Developer ribbon. Then click on the Design Mode icon on the Developer ribbon.

Your document switches to design mode so you can now change any of the placeholder items that have content controls.

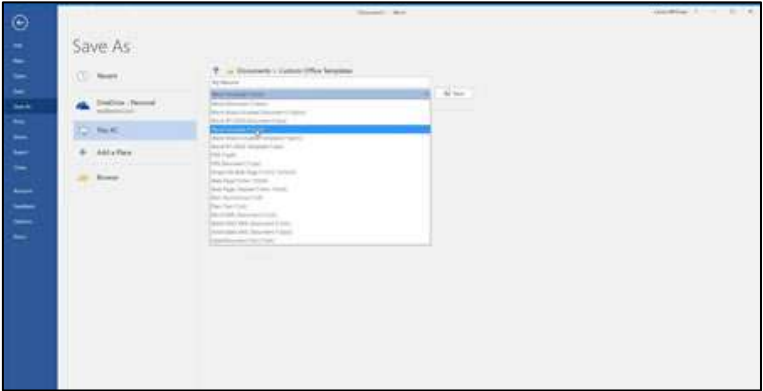
You can also modify the properties for a content control. To do this, click on a placeholder item and then click on Properties from the Developer ribbon. From the Properties window, you can change the title, tag, colour, and other attributes for the item you selected. When done, click on the Design Mode button to switch back to normal view. Add your text and save your document.



There's more you can do with templates.

You can modify an existing template and then save it as a new template. To do this, open an existing template and alter the design elements, such as the images, tables, and placeholder text. Now when you want to save it, click on the File menu and then click on Save as. Name your template. In the Save field, change the format from Word document to Word template. Then click the Save button. By default, Word saves your template in your Documents folder in a subfolder called Custom Office Templates.

Another option is to create a template from scratch using tables, images, placeholder text, and other design elements. But you may find it easier to modify an existing template. Either way, if you want to use your new template to create a document, make sure you're at the Startup page showing the built-in templates. Then click on the link for PERSONAL. Word then displays any templates stored in your Custom Office Templates folder.



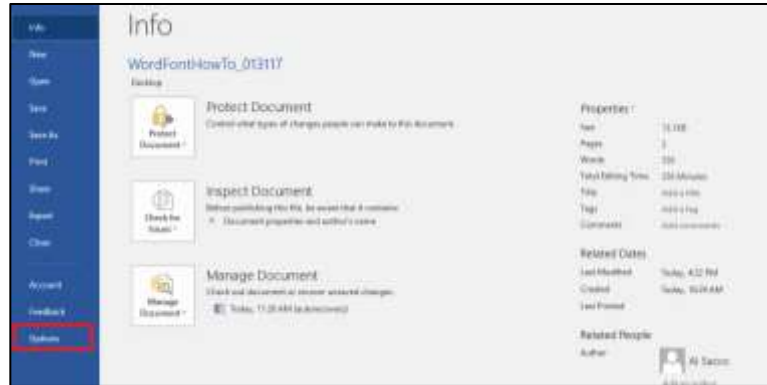
Finally, you can share your customized templates with other people so they can use them to create their own documents. One way to do that is to save your template on OneDrive. From there, you can share the template with others by emailing them a link or generating a link that you can send to anyone.

I need to re-home a dog. It's a small terrier and tends to bark a lot. If you're interested, let me know and I'll jump over the neighbour's fence and get it for you.

## How to by-pass the Start screen in Word.

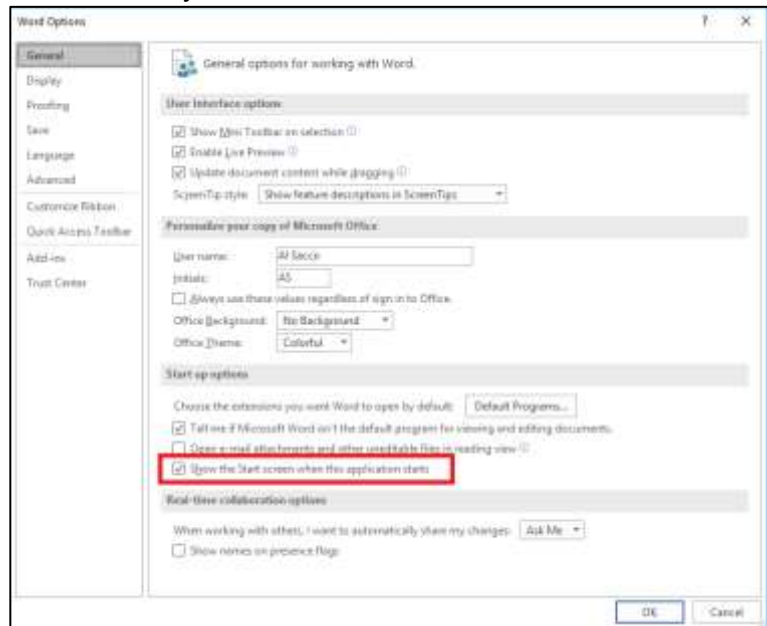
Microsoft [Word 2016 for Windows](#) automatically shows an annoying Start screen every time you open it, to provide quick access to a variety of document types. However, the majority of Word users use the same type of document 99 percent of the time, most likely the trusty "blank document." If you fit this bill and want to disable Word's default Start screen, a simple fix exists.

- Open any Word document, then click the File tab at the top of your screen, all the way to the left.
- Click Options in the vertical menu on the left of your screen.
- In the General section, scroll down to Start up options and remove the checkmark from the box next to Show the Start screen when this application starts.



Click OK to save your changes.

That's it. If ever you want to re-enable the Word Start screen, just follow this process again and recheck the Start screen box.



I saw this girl today at the Coffee Club, she had no phone, no tablet, no laptop. She just sat there drinking coffee. Like a psychopath!

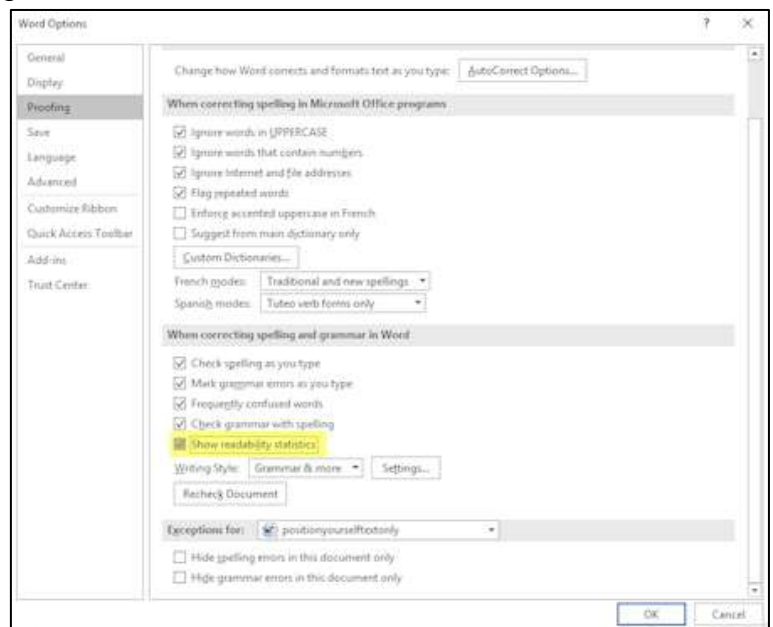
## Tips for using Word.

If you use Microsoft Word as your core application for creating and editing documents, you may find that performing certain tasks takes too long or is too awkward. Fortunately, there are steps you can take to enhance Word to make it faster, more powerful, and more efficient. Let's look at several ways of refining your daily experience in Microsoft Word 2016.

### Tweak the Readability Setting in Word

This is a good feature to use when working with technical documents, to check them for how well they read. The Readability function is a step above the normal checking you get with Word.

To enable it, go to File: Options: Proofing and under the heading When correcting spelling and grammar in Word, enable the checkbox beside Show Readability Statistics and click on OK. Next, go to the Reviews tab and click on the Spelling and Grammar icon on the left. Potential errors in your document will show up in a pane on the right side of your document.



### Browse the Web Within Word.

You can conduct searches and look up information without having to switch applications. To do so, click the References tab then click on Researcher. This opens a pane on the right side of your document and you can do searches for relevant topics. When you do a search, it will open a list of topics, click on one and it will fill the entire screen.

### Customize the Ribbon

Some people may hate the Ribbon, but I find it a handy way to access frequently used features, especially since you can add your own commands to it. The ribbon is the "blue bit" across the top of the page and contains tabs such as *Home*, *Insert*, *Design*, *Layout* etc.

To tweak the Ribbon, right-click on the Quick Access Tool-bar (this is above the ribbon and contains small icons) until you see its popup menu. From the menu, click on the command to Customize the Ribbon. On the right side of the Word Options window are all the Ribbon tabs; on the left side are all available commands in Word. Click on the tab that you wish to customize and then click on the area where you wish to place your new Ribbon tab. Click on the New Group

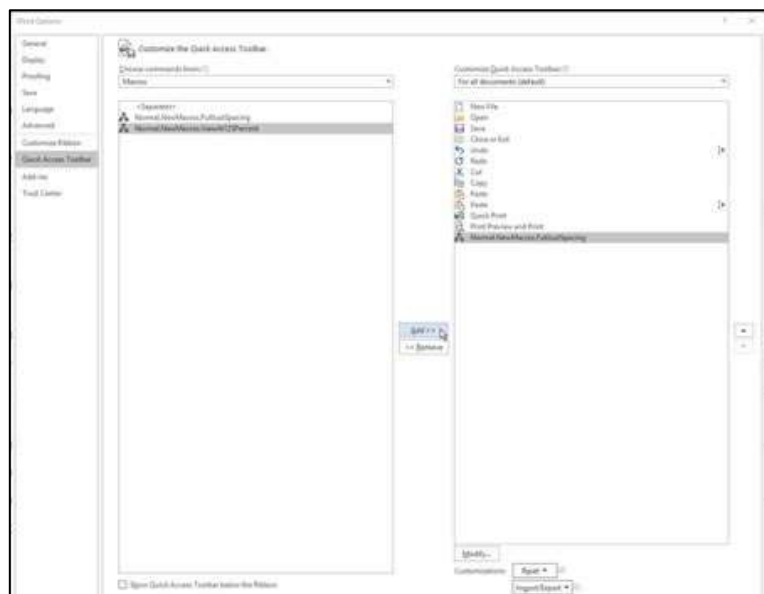
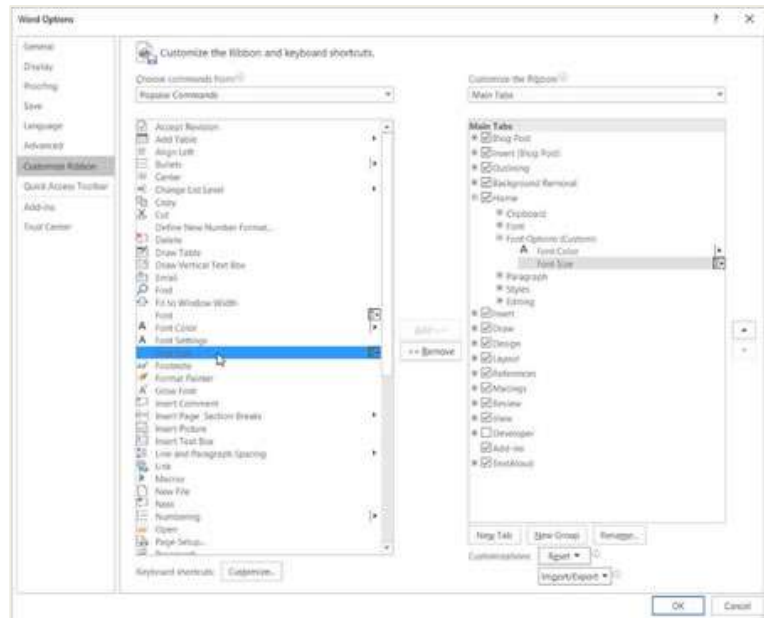
button at the bottom of the right pane. Click Rename to name the group and choose an icon if you wish. Then from the left pane, click on a command you want to add to the new tab and click Add. Do that for each command you wish to add. When you're done, click OK. Back in Word, click on the Ribbon that you customized and you'll see your new tab group with the commands you added.

## Customize the Quick Access Toolbar

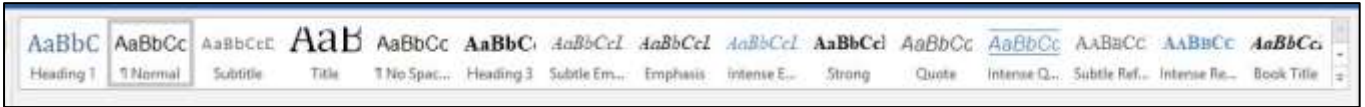
The Quick Access Toolbar rests at the top of your Word screen, just above the Ribbon. You can access existing commands from the toolbar and add new ones. As one example, I've added Table which will allow me to add a table anywhere in a Word doc. To add to it, right-click on the Quick Access Toolbar, from the popup menu, click on the command to Customize Quick Access Toolbar. The Word Options window appears and points to the Quick Access Toolbar. By default, the left pane displays popular commands that you can add to the toolbar, but you can change that view. Click on the field that says: Popular Commands. You can change the view to Commands not in the Ribbon, All Commands, Macros, and more.

## Use Styles and Themes.

Styles and themes are two great ways to quickly format text and other content in Word. You can use Word's built-in styles or create and apply your own. You can use styles on a single word or a whole paragraph. If you want to format an entire document, then themes are the way to go as they can alter all parts of your document. Click on the Home tab and by default some of the built-in paragraph styles appear on the toolbar via a Style Gallery. Hover your mouse over one of the Style icons, and you'll see a preview of how the style would change your current paragraph.

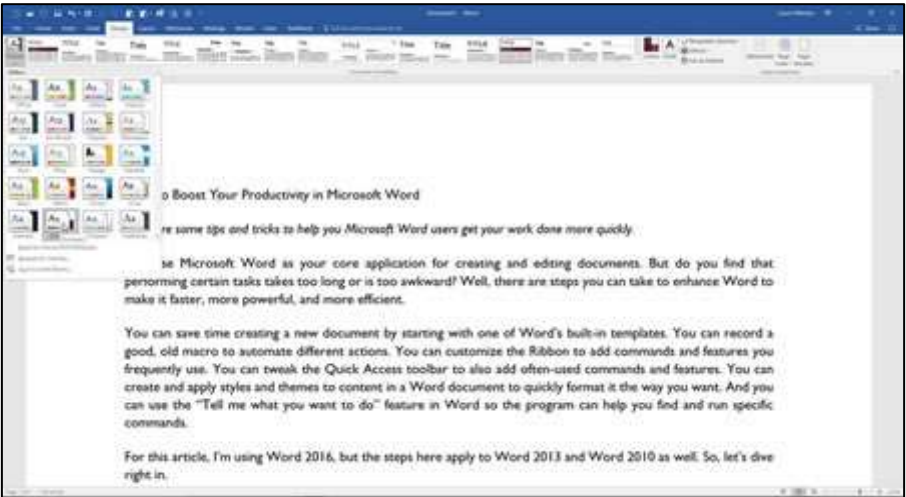






Right-click on any of the styles on the gallery, and a menu pops up with commands to update the style based on your current selection, modify the style, rename it, or remove it from the gallery. To create a new style, format a word or paragraph with specific attributes, such as bold, underline, or full justification. Select the word or paragraph. Click on the small arrow icon in the bottom right corner of the Style Gallery. From the Styles menu, click on the first icon at the bottom for New Style. At the Create New Style from Formatting window, name your style and change any of the other settings if you wish. Click OK, and your new style is created.

To apply a theme, click on the Design menu. Click on a theme from the Theme Gallery or click on the down arrow under the Themes button and click on a theme from the list. That theme is then applied to your entire document.



To create a new theme, format your document a certain way. Click on the Theme button and then click on "Save Current Theme". Name your theme and then click Save.

**Tell Me What You Want To Do.**

Here's a cool feature that many Word users may not know exists. If you want to run a certain command or task but have forgotten where or how to access it Word can help you. At the end of the Menu tabs is a field that says: "Tell me what you want to do". Type the task you want to perform in that field. Word conjures up a list of commands that match what you're trying to do. You can choose the matching command, which hopefully will help you run the task. You can also get help on how to perform the task or run a Smart Lookup, which delivers more details on how to run that task.



**Create a Table of Contents.**

While not a new feature, this is something that can save you a lot of time. MS Word allows you to create a table of contents using several pre-defined options, but those can create problems. A

better way is to customize a table of contents: Go to References, then click on the Table of Contents tab at the far left. At the bottom of the drop-down menu, click on Custom Table of Contents.

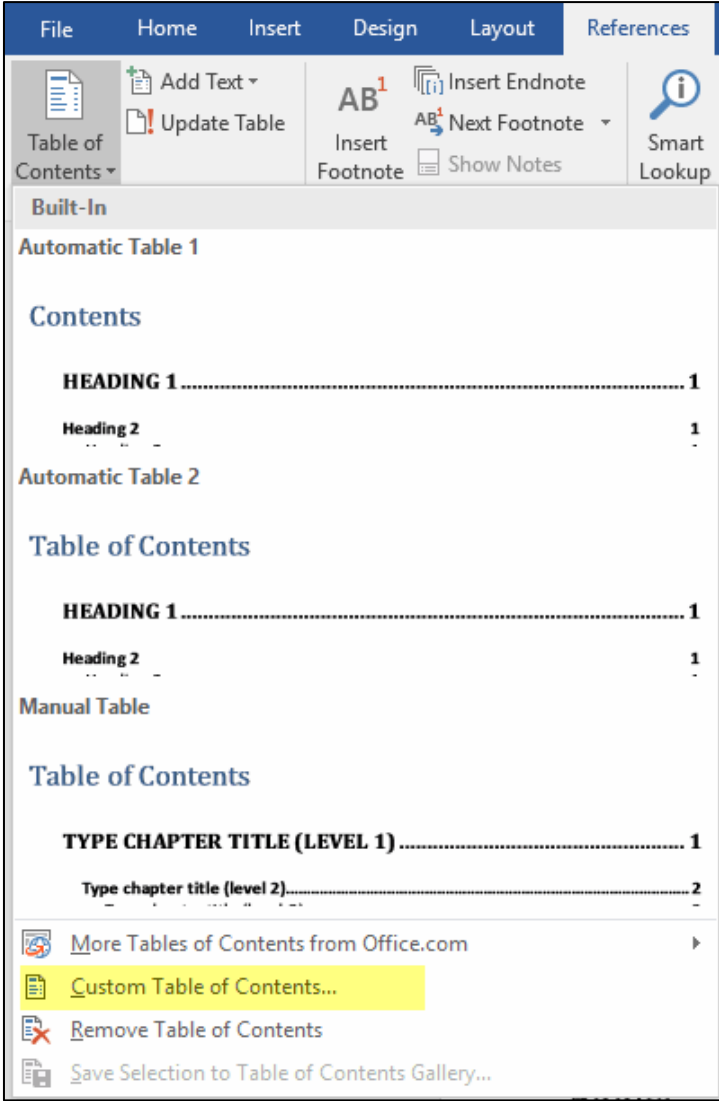
In the Table of Contents dialog box, you can choose to show the page numbers, right-align them, choose the format, and the number of levels. This controls how many table of contents headers will be displayed. This depends on how many headers you have used throughout your document.

In the case of the Table of Contents at right, only two levels were used. The process took only minutes.

**Browse the Web Within Word**

This is very handy. You can conduct searches and look up information without having to switch applications.

To do so, go to References and click on Researcher. This opens a pane on the right side of your document and you can do searches for relevant topics.



O'Leary, your glass is empty, will you be having another one?"  
And what would I be doing with two empty glasses?" O'Leary replied.

**Top Add-Ins for Microsoft Word**

Microsoft Word packs a lot of features and functionality into one single application. But there's always room for more. Perhaps you wish Word included a built-in dictation feature that converted



your speech into text. Or maybe you'd like a Word feature that reads your documents aloud to you. Or perhaps you'd like a built-in translator that can translate your text from one language to another. Well, Word may not include these items, but you can tap into them by installing an add-in. Add-ins provide greater functionality and flexibility to an Office application, so you can do so much more with the program.

You'll find an array of Word add-ins through Microsoft's online [Office Store](#), but here are some of the top and most interesting add-ins to give you a head start.

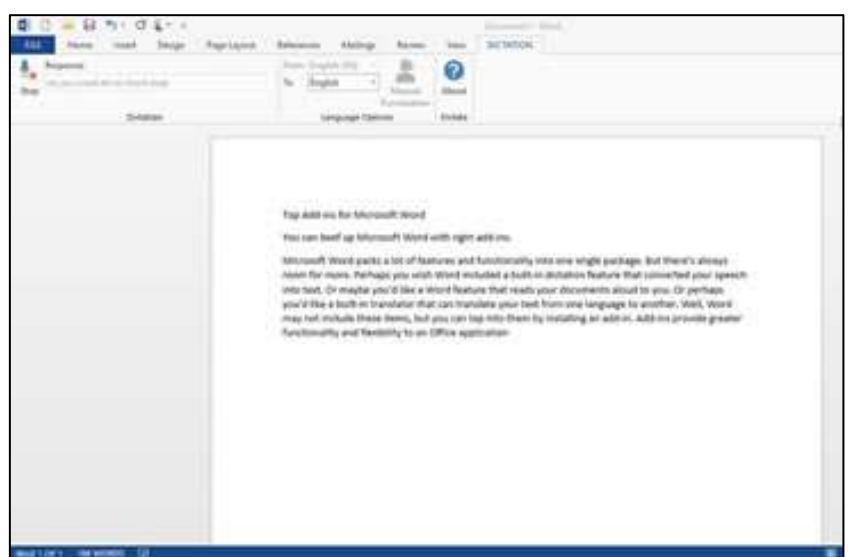
- **Dictate** is an add-in that lets you dictate your documents directly into Word;
- **TextAloud** is an add-in that reads your text aloud to you;
- **Read My Document** is another add-in that reads your text to you;
- **Translator** is an add-in that can translate text in your document between different languages; **Collins Dictionary** is an add-in that offers a dictionary, a thesaurus, and a translator with audio pronunciation; and
- **Wikipedia** is an add-in that lets you access the online encyclopedia site without leaving Word.

## Dictate

Windows 10, 8.1, and 7 already come with built-in speech recognition and dictation. But now there's a new kid on the block. A Microsoft Garage project, Dictate is a free add-in designed for Word, PowerPoint, and Outlook. Tapping into the technology behind Cortana, Dictate uses speech recognition to convert your words into text. After installing this add-in, launch Word and you'll see a new menu called Dictation. Click on that menu to display the Dictation toolbar.

Click on the Start button in the Dictate toolbar and begin speaking. As you dictate, you can see the text as interpreted by the Dictate add-in appear in the Response field next to the Start button. You can speak punctuation marks and other non-alphanumeric items, such as periods, commas, and quotes. You can say "new line" or "new paragraph" to move to a new line or paragraph.

The add-in supports 29 spoken languages and can handle real-time translation to 30 languages, so you can speak your text in one language and have it





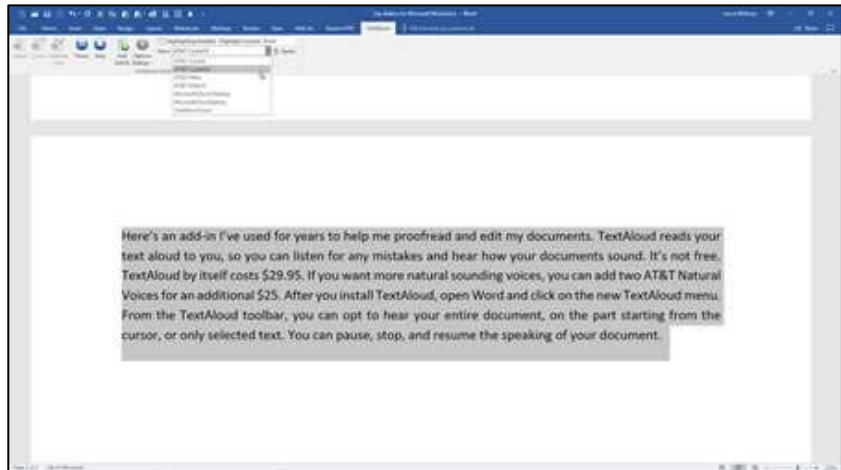
converted into the text of a different language. Initially you'll find that Dictate will get a few words wrong but the more you use it and it gets used to your voice, you'll find it is pretty good.

Windows 8.1 and 10 have their own Speech Recognition feature which you access from the search panel. Just type Speech Recognition – it does work but Dictate is better.

## [TextAloud.](#)

This App is very handy when you want to proofread or edit your documents. TextAloud reads your text aloud to you, so you can listen for any mistakes and hear how your documents sound. After you install TextAloud, open Word and click on the new TextAloud menu. From the TextAloud toolbar, you can opt to hear your entire document, the part starting from the cursor, or only selected text. You can pause, stop, and resume the speaking of your document. You can also alter the speed at which the voice speaks.

TextAloud isn't free. The software by itself costs \$29.95. If you want more natural sounding voices, you can add two AT&T Natural Voices for an additional \$25. But if you need a reliable tool to help you listen to and verbally proofread your documents, TextAloud is worth the price.



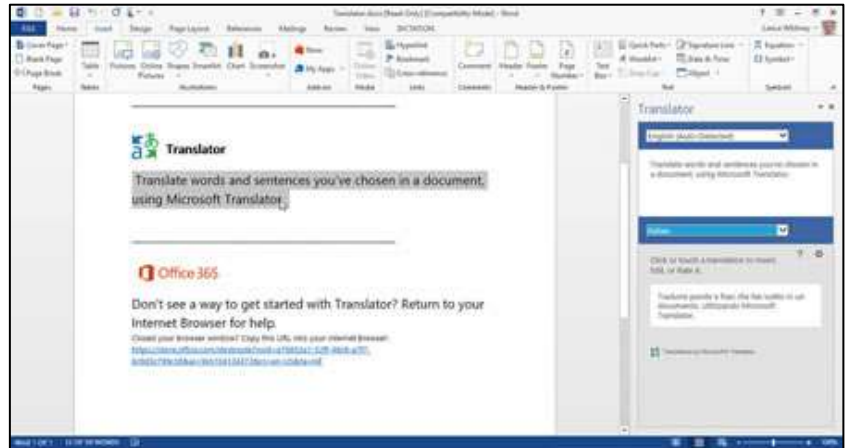
## [Read My Document](#)

If you want a no-frills but free add-in that can read your documents then download "Read my Document." Add Read My Document to Word. You have to trust the add-in and follow a few more steps. You then control it from the right pane and can access it by clicking on the Insert menu and selecting My Apps from the Add-ins button. Select the text you wish to hear or select the entire document and then click on the Read selected text button. You can pause or play the reading. The voice used by Read My Documents doesn't quite have the smoothness of the AT&T Natural Voices but it's not bad. It has a certain accent to it that makes it pleasing to the ear. You can't switch voices or control the speech as you can with TextAloud. But for a free program, Read My Document is quite effective.

Young Teresa came home with some dreadful news. "I'm pregnant" she cries.  
"And how do you know it's yours?" shouts her father.

Translator

Using the power behind Microsoft's own Translator app, the free Translator add-in can translate text in a document into a different language. After adding Translator, you're prompted to open Word and trust the program. You can then access it by clicking on the Insert menu and selecting My Apps from the Add-ins button. The program pops up in the right pane. Choose the source and target languages. Select text in your document or

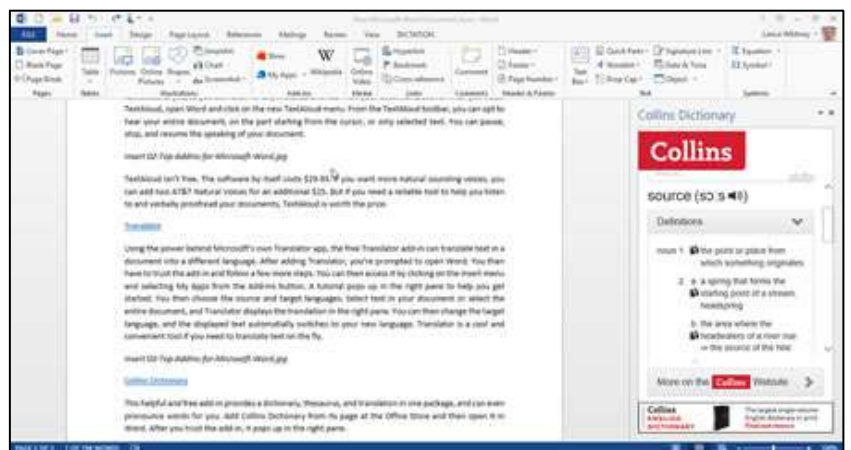


select the entire document, and Translator displays the translation in the right pane. You can change the target language, and the displayed text automatically switches to your new language.

Translator is a cool and convenient tool if you need to translate text on the fly.

Collins Dictionary.

This helpful and free add-in provides a dictionary, thesaurus, and translator in one package, and can even pronounce words for you. Add Collins Dictionary from its page at the Office Store and then open it in Word. After you trust it, the add-in appears in the right pane. Select a word in your document, and the dictionary serves up a definition. In some cases, you can click on a speaker icon to hear the word spoken aloud.



Click on the link for the Thesaurus, and Collins offers synonyms for the word you selected. Then click on the Translator link, select a source language, and Collins translates the text into your chosen language, courtesy of Microsoft Translator.

PADDY: "Hey Shaun, what's Mick's surname?" SHAUN: "Mick who?"

## [Wikipedia](#)

Yes, you can always access Wikipedia directly from the Web, but this free add-in provides access to the online encyclopedia within Word. After you add Wikipedia, the usual right pane pops up. Writing about a specific topic, and want to learn more about it? Just type a word or phrase in the search field and click on the search icon, or just select text in your document. The program displays the Wikipedia entry about your subject. Scroll down the pane and you'll find more information and a link to expand the article to get even more details. Clicking on a link within the article brings you to a new article corresponding to the link, and all within the same pane. If you use Wikipedia as a source of information, you'll find this a helpful and handy add-in.

Mrs Murphy said: "I don't tink me husband has been faithful to me".  
"Why's that?" said Mrs O'Toole.  
"Me last child don't look anything like him".

## How to Recover a Lost Word Document

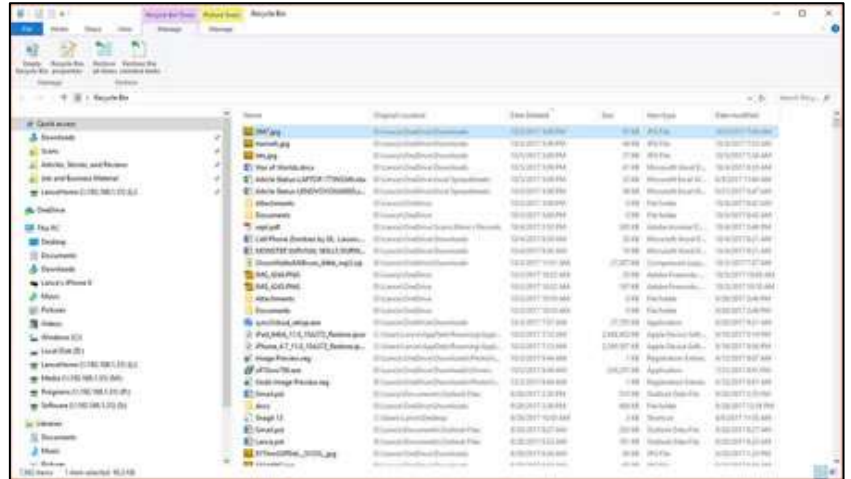
Uh, oh. That Word document you spent the past few hours writing has mysteriously vanished. Do you have to start it from scratch? Not necessarily. Your Word documents can sometimes either disappear completely or just lose the latest changes. Those scenarios can occur if a document crashes or freezes or just doesn't save properly.

So how can you find the document? You have a few options. You can scour the Recycle Bin. Depending on your settings in Word, you may be able to dig up a backup or an AutoRecovered version of your document. If those searches come up empty, you can look for temp files and files with the tilde (~) character. Let's check out the different ways to recover a lost Word document.

Let's start by assuming that you'd been working on a document and now can no longer find it, or maybe you've opened your document only to discover that none of your recent changes appear. You've been saving it regularly or perhaps you neglected to save it at all.

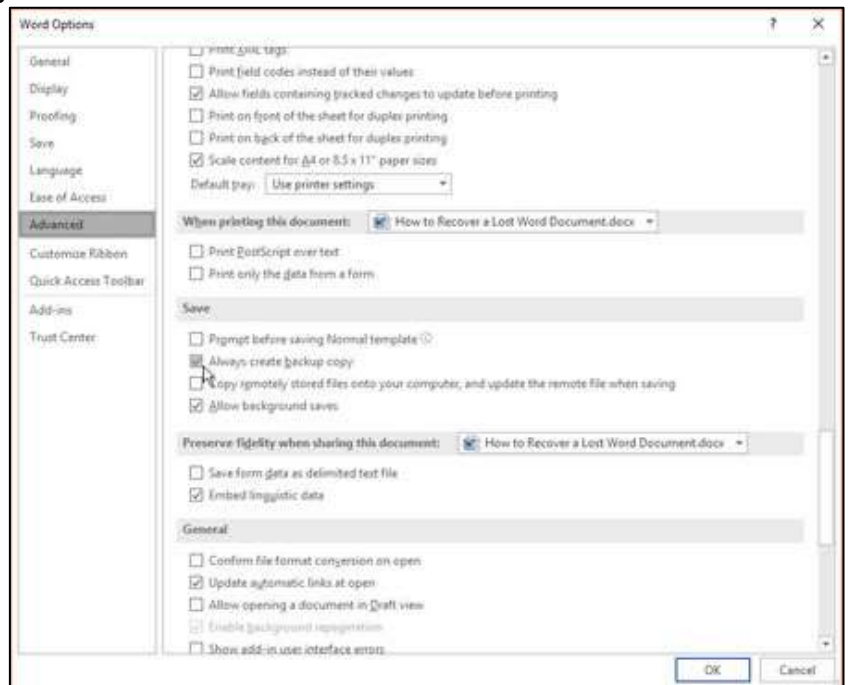
Open File Explorer and look in the default document location and other locations throughout your hard drive for the file. If you use a file backup service, such as OneDrive, search your online storage as well as any synced computers for the file. Don't forget to look in the OneDrive Recycle bin. If you run Windows 10 or 8.1 and have enabled File History, check the location of your file backups for the missing document. Still coming up empty? Okay, let's move on.

The next spot to look is the Windows Recycle Bin. Open the Bin from your desktop and search for the document. If the Bin opens in icon view, click on the View menu and change the view to Details. You can now sort the list of deleted items by name, location, date deleted, or date modified. You can also run a search for the document by specifying its filename or at least its extension, e.g., \*.doc or \*.docx. If you find the file, great. Just right-click on it and click on Restore to bring it back to life. If not, let's go to the next step.



If you configured Word to always save a backup copy of your documents, you may be able to recover the backup file. To check this setting, click on the File menu and select Options. At the Word Options window, click on Advanced. Scroll down to the Save section and make sure the option to Always create backup copy is checked.

If the option is turned off, then check it to avoid trouble in the future. If it is checked, then open File Explorer and navigate to the default file location for your Word documents. Look for files with a .wbk extension by specifying \*.wbk in the Search field. If a backup of the file exists, it will pop up with the words Backup of at the beginning of the filename. Open that file, and you should be in business. If not, let's try the next step.



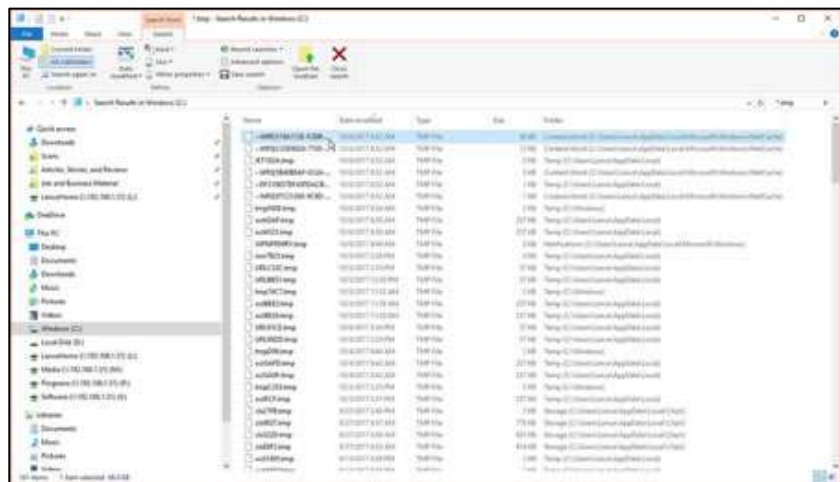
By default, Word saves backups of your current document into an AutoRecover location. This even includes documents that you neglected to save on your own. To confirm the location, click on the File menu and select Options. At the Word Options window, click on Save. In the Save documents section, you should see an entry for AutoRecover with the interval for saving a document and the location in which the document is saved. Select and copy the path for the AutoRecover file location.

There are two locations that could house a lost or unsaved document. Close the Word Options window. Click on the File menu and (in Word 2016 or 2013) click on the Manage Document button and then select Recover Unsaved Documents. In the Open window look for any files with an ASD extension. Open any of those files with Microsoft Word to see if your lost document appears.



If not, close Word. Open File Explorer and paste the path for the AutoRecover file location in the address field. Search through the different folders in that location for the missing document. Again, look for any documents with an ASD extension and open them with Microsoft Word.

If you're still coming up empty, you can search for temporary files in the hopes that one of them might be your missing document. This is the way I managed to find the document that had lost all my recent changes. Open File Explorer. Select your primary drive and include the entire drive in the search to cover all locations. Change the view to Details so you can sort the files. In the search field, type \*.tmp. After all the file results appear, click on the Date Modified header to sort the files by date, starting with the most recent ones first.



Assuming you started work on the document today, limit yourself to checking just files with today's date. You can also bypass any files with a 0KB size. Then open each qualifying file with Microsoft Word to see if you recover your lost document. If not, then run another search, this time specifying ~\*. \* as the search parameter. If you still can't find the file, you may want to try a [file recovery tool](#), such as Recuva. Such programs can dig deep to hunt down files you may not be able to find otherwise.

Losing an important document that you slaved over for hours can be frustrating. But by following these steps, hopefully you'll be able to recover such a document the next time it goes missing.





## Twitter Problem.

### What's happened?

As a precaution, Twitter is urging more than 330 million users to change their password after a glitch left log-in details exposed in the company's internal computer system.

When you set a password for your account, Twitter uses technology that masks it, so no one can see your password. The company recently identified a bug that stored unmasked passwords in an internal log. Twitter found this error itself, removed the passwords and is now looking at how it can prevent this from happening again. Twitter has advised it has fixed the bug, and has no reason to believe the passwords left Twitter's systems or were misused by anyone.

### Does it affect me?

If you have a Twitter account, you should you change your password on that account and on all accounts where you've used the same password. You can change your Twitter password anytime by going to the password [settings](#) page.

### How do I stay safe?

There are a few simple steps you can take to help keep your account safe:

- Change your password on Twitter and on any other accounts where you may have used the same password.
- Use a strong password and don't reuse the same password on other websites.
- Use two-factor authentication so your account is protected by a second layer of security.
- Use a password manager to keep stock of all your passwords and login details.

### More information

Read more about [creating strong passwords](#) and [two-factor authentication](#).

Shaun and Molly sat up all night, on their honeymoon,  
waiting for their conjugal relations to arrive.



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## Uranquinty.

RAAF Base Uranquinty was a RAAF base located at Uranquinty which is about 15 km south west of Wagga, on the Olympic Way. In 1940, during the Second World War, land was requisitioned as part of the Empire Air Training Scheme and a base was built for the purpose of forming No. 5 Service Flying Training School (SFTS). After basic training, successful pilots would go on to an SFTS for further instruction that focussed on operational (or "service") flying techniques. No. 5 was one of eight Service Flying Training Schools established by the RAAF to provide intermediate and advanced flying instruction to new pilots as part of Australia's contribution to the Empire Air Training Scheme.



No. 5 SFTS began flight training in February 1942 using 28 Wirraways. The unit grew over the next two years and by early 1944 was operating 128 Wirraways, two de Havilland DH.84 Dragons, two de Havilland Moth Minors and a CAC Wackett. It typically graduated one course of pilots each month, although the wastage rate sometimes exceeded 40 per cent



The course at SFTS typically consisted of two streams, intermediate and advanced, and included such techniques as instrument flying, night flying, advanced aerobatics, formation flying, dive bombing, and aerial gunnery. The total duration of training varied during the war as demand for aircrew fluctuated. Initially running for 16 weeks, the course was cut to 10 weeks (which included 75 hours flying time) in October 1940. A year later it was raised to 12 weeks (including 100 hours flying time), and again to 16 weeks two months later. It continued to increase after this, peaking at 28 weeks in June 1944.



The "main street" of No. 5 Service Flying Training School at Uranquinty in 1943.

No.5 SFTS reached a strength of some 2,000 personnel during the war and graduated 1,515 pilots. The rate of flying conducted at the school declined during 1945 and, by November, its aircraft were being readied for storage. In February 1946, No. 5 SFTS was disbanded and its staff and equipment used to re-establish No.1 Flying Training School (No.1 FTS), which had operated during the war as No.1 Service Flying Training School prior to disbanding in 1944. No.1 FTS was allocated 55 Wirraways, two de Havilland Tiger Moths, and one Avro Anson, though in the event it undertook little flying before relocating to Point Cook in August 1947. Post-war demobilisation saw the establishment of several RAAF Care and Maintenance Units (CMU), which were responsible for the upkeep of surplus equipment prior to disposal. No.5 SFTS spawned Care and Maintenance Unit Uranquinty to look after aircraft stored at the base. These were auctioned off in November 1948, and CMU Uranquinty was dissolved the next month.



The control tower was dismantled by No. 2 Airfield Construction Squadron (2ACS) and shipped to Woomera, the airbase supporting the operation of the RAAF Woomera Test Range.

After the RAAF left, the base was used as a migrant centre until September 1951, when the RAAF required the base to be reopened and No. 1 Basic Flying Training School operated there until 19 December 1958, when the base was finally closed down.

Today there is nothing left of the old base, which was sold to a private buyer many years ago. A memorial consisting of a Wirraway engine and a number of information panels can be found in the nearby town.



Peter Taylor who was sent there in 1965 (or 66) to maintain the base, remembers the best thing about Uranquinty in his time was the Sunday session at the pub. He remembers a singer there that had a disability, something to do with her legs he thinks. What a great voice and lovely person she was. Anyone remember her name??

Seems the Uranquinty pub was a Tooheys pub, the one down the road, the Rock Hotel, was a Carlton Pub – Uranquinty was the beer territory boundary.

**What's left:**





## 9 Squadron chopper.

Iroquois helicopter machine gunners from No 9 Squadron, check their weapons after a mission in support of Australian troops in the rubber plantations near the 1st Australian Task Force (1ATF) Headquarters, near Vung Tau, South Vietnam, known as Operation Bribie. During a reconnaissance run over the Long Tan area, the RAAF men spotted three Viet Cong (VC) moving through the rubber trees. They swept into the attack and the three VC guerrillas were believed killed.

Draped in machine gun 7.62mm ammunition belts, the crewmen are Brian Vincent Taylor, of Rockhampton, Qld (left), and Brian Boyd (Ron) Hill, of Subiaco, WA (right). These men along with Flt Lt Robert Andrew Macintosh, and co-pilot Geoffrey Alfred Banfield, flew the Iroquois A2-1019 during Operation Bribie. This aircraft is now part of the Australian War Memorial's collection.

This aircraft was considered a write-off after it had been crash landed in the jungle about 8 miles from the Australian Task Force last April. It dropped into a clearing from a height of 25 feet after a total engine failure and was air lifted back to Vung Tau by US Army Chinook. 9 Squadron's crew decided to rebuild the crippled aircraft and planned to have it "flying" within a month using parts from another damaged aircraft. "It's a tribute to the skill of the tradesmen in the Squadron" Flt Lt Cotter said as he inspected the aircraft."

This aircraft was taken on strength by 9 Squadron at Fairbairn in October 1964. In May 1966 it was flown to Richmond then transported via HMAS Sydney to Vung Tau, arriving on 6 June 1966. It returned to Australia in October 1968 and was issued to 5 Squadron at Fairbairn. From 1975-1979 the aircraft was used at Williamstown and later issued to No 2 Flying Training School at Pearce where it was used in Search & Rescue Operations. On 21 May 1985 it was flown by Wing Commander Mick Haxell DFC to the Australian War Memorial and presented to the Memorial by Air Marshal Evans AC DSO AFC. This aircraft was stored at Fairbairn from 21 May 1985 until 18 May 1988 when it was transported to AWM Mitchell store. It is currently on display in the Vietnam Gallery.



AUSTRALIAN WAR MEMORIAL

VN/67/0022/02



9 Squadron blokes working on the aircraft in the hangar at Vung Tau.

Mrs O'Leary" said the Doctor, "Do you smoke after intercourse?"  
"I've never looked", she replied.

## 481 Mntce – back when the RAAF used to fix stuff.

John Jelovic sent us this pic, he says: It was taken in 1987 I think at 481 Avionics Squadron at Williamtown. I only remember a few names. The civilian contractor in the middle (Rod Lord), was assigned from Litton in Canada to help with the new ELATS (Expanded Litton Automated Test Set), the 2 machines in the photo. Automated testing of F/A18 Systems, mainly the onboard Inertial Navigation System. Spent most of my 6 years there.





**Back row L-R:** Don't know, John Jelovic, Neil Pilz, Rod Lord, Shane Parkinson, Don't know, Adrian Hughes, Darren Clarke.  
**Front row L-R:** Bob Park, Don't know, Scott Caban.

## 481 Cyrano Williamtown, 1986.



## 481 Mntce Sqn, 1976.



Father O'Flaherty asked Mrs O'Reilly how many children she had. Four was the reply. "That's a good Catholic woman you are, and when will you be having the next? He asked. "I'm not Father", she replied. "I read that every fifth child born in the world is Chinese".



Mick Laws, Greg Brand. 481 Williamtown, 1976

## Remember these??





## 5-87 OTS



**Standing L-R:** S Wemyss, SR Hardy, S Unwin, N Ford, DJ Wedding, M Peters, GR Oakes, GW Flatley.

**Seated L-R:** JA Toohey, DJ Dinon, SM Burling, EJ Bright, LE Colquhoun, DA Jackson, RM Horn.

## Darwin Sergeants Mess – 1989/90





## 2 Squadron Radio, Phan Rang, 1971.



George Clark and Graham Jenkins.

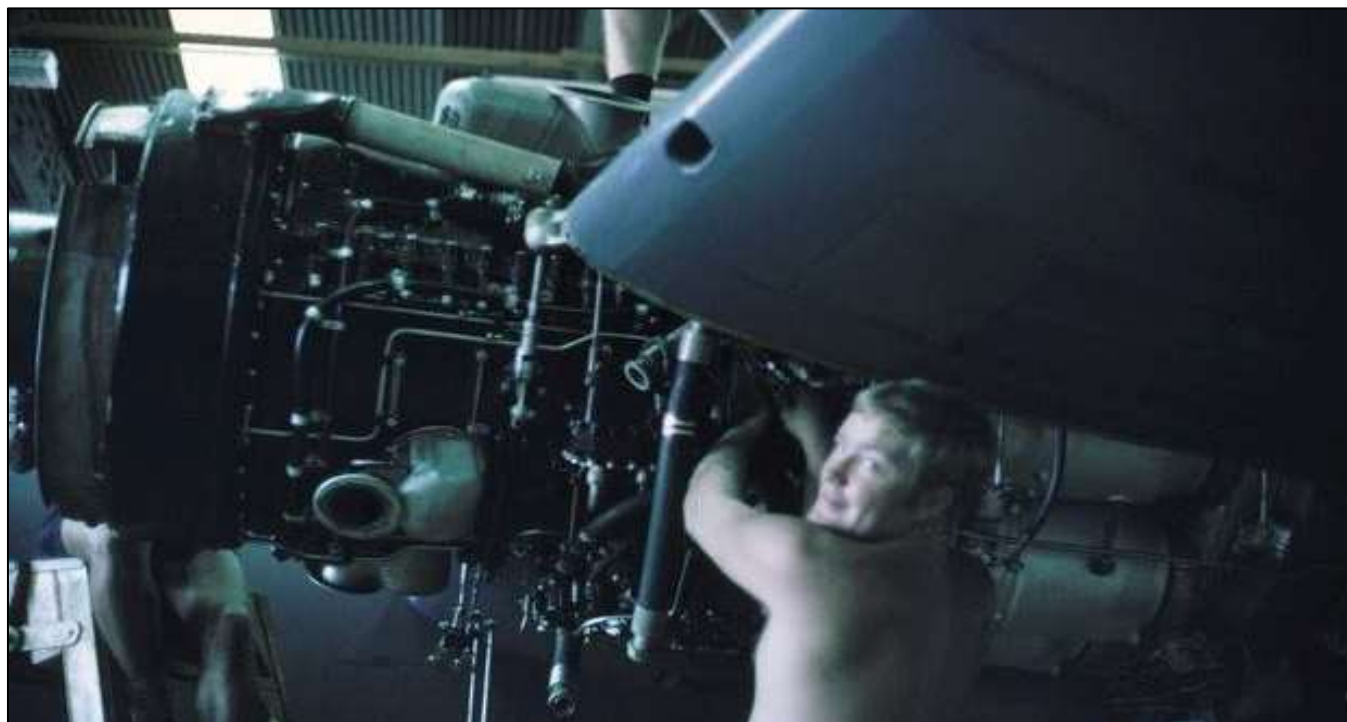
## Pre-fighting the Canberra.

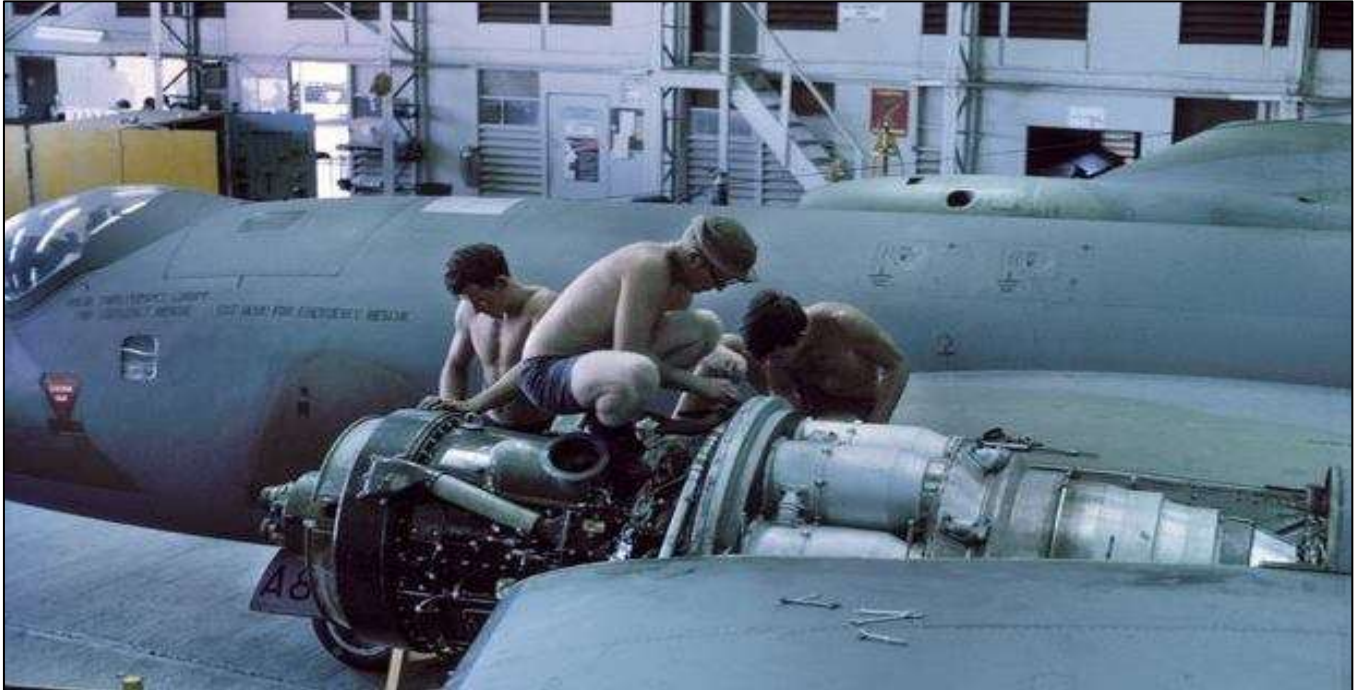




## Canberra engine change, Phan Rang. 1970

Photos provided by Ken Marks.





**Gunnies loading the Canberra.**





**Carolyn Turner-Lamaro sent us these pics.**

**Home!**



Ronda Joel, Carolyn Turner-Lamaro.



# THE RAM

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



Vol 62

Page 5



Carolyn – with the latest in photographic equipment.



## Dave Edwards – pondering the meaning of life!



Well – it was a hot day.



Some lovely WRAAFs  
somewhere, doing what  
they do best!



## WRAAFs Fairbairn.

Fiona Lamb, who was Fiona Waller back in 1967/68 sent us this. It was taken at Fairbairn when she was a CLKG and Secretary to the OC HQFBN.



**Back Row L-R:** Heather Barrett, Don't know, Sue Greer, Aileen Newberry, Chris Brown, Don't know, Don't know.

**Seated L-R:** Nancy ??, Fiona Waller, Sonja Pryor, Joan Grant, Beryl Free, Don't know, Carol ??, Pam Bridgeman.



Fairbairn – as she was in 1965. Click [HERE](#) for a bigger view and click [HERE](#) to see her in 2016.



In 1963 HRH Queen Elizabeth and HRH Prince Phillip the Duke of Edinburgh toured Australia. The RAAF Directorate of Public Relations covered tour of and produced a video of the event. The video starts showing the arrival of the royal couple at RAAF Base Fairbairn via a Qantas Boeing 707 aircraft. The Royal couple are greeted by Prime Minister Menzies and the Governor General. Then the Queen and Duke inspected apprentices from RAAF School of Technical Training Wagga followed by a parade of Officer Cadets at Manuka Oval.

Following scenes show:-

- The Royals greeted by the Minister of Defence the Honourable Athol Townley, Air Marshal Sir Frederick Scherger Chairman of the Joint Chiefs of Staff, Air Marshal Sir Valston Hancock Chief of Air Staff, Vice Admiral Sir Wilfred Hastings Harrington Chief of Naval Staff and Lieutenant-General Sir John Wilton Chief of the General Staff.
- Flypast of Sabre jets,
- Inspection of the Cadets and demonstration of precision drill. Squadron Leader Hicks directed the band.
- Arrival at Port Philip Bay aboard the Royal Yacht Britannia. RAAF launch and the RAN destroyer HMAS Anzac (D59) escorted Britannia.



- Concert at the Myer Music Bowl by the RAAF Central Band.
- Hobart Regatta and Black Diamond Sabre aerobatic team take off for a fly past over the regatta.
- Alice Springs, the Royal couple arrive by RAAF Conqair (A96-353).
- Canberra bomber sent back with exposed cine film for TV news release.
- The Royal Roll Royce loaded into RAAF Hercules.
- RAAF Darwin, Mr Roger Knot the Territory Administrator and Group Captain Henderson greet the Royal visitors.
- RAAF Richmond, aerial salute from representative squadrons C-130s and Neptunes of No. 11 Squadron.
- Canberra Parliament House, King George Memorial the scene of formation fly past by Hercules, Neptune, Canberra and Sabre aircraft.
- Crew of the Conqair honoured by the Queen.
- Leave taking by Prime Minister Menzies as the Royals board the RAAF Conqair.

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

## Spotted at the Launceston Casino.

I was in Launceston recently and as one does, decided to try my luck at the Casino only to spot an old mate, John Broughton, who had the same idea and had been in Tassie nomading with wife Josie for the past month or so.

The poor old Casino is starting to show its age. Opened in 1982, not a lot has been done to the place since way back then except for the introduction of a heap of poker machines. After we had a meal in the very ordinary downstairs Links Buffet (an old Coles Cafeteria would beat it by heaps) we headed for the pokies.

I did alright but poor old John paid for a few bricks and part of the furniture and while he still had the shirt on his back, I grabbed a wheel chair and got him out of the place while he was still in shock.

We got him back to his motor home and after a few McWilly's Cream Sherries he regained his composure, after which Josie put him to bed and tucked him in. We heard he was back to normal next day.



## 36 Sqn Herc's wing rehabilitation.



Back in the 1970's, the A model Hercs belonging to 36 Squadron started to develop wing problems. These aircraft were by then only 12-15 years old, the first having arrived at Richmond in December 1958. Australia at that time was the first country outside of the US to operate the Herc but it wasn't long before the rest of the world realised what a magnificent aircraft it was and the orders poured in to the Lockheed sales office.

One by one, 36Sqn's Hercs were sent down the tarmac to 2AD which was given the job of rehabilitating (what sort of a word is that??) the wings. Some years later there was a legal battle before the Admin Appeals Tribunal with questions raised concerning the safety standards employed during the work.

The A's were retired in 1978 but by then they had done a ton or work.

Apparently there are people out there who wash, dry, iron and put away their clothes all in one day. Yeah, I know, I'm confused too.



## At it again – lunching!!

If you live in Brisvegas, where the weather is beautiful one day, perfect the next, why wouldn't you make the most of it, get out in the sun, head for the Jade Buddha, mix with friends, have a drink or two and "do lunch".



**L-R:** Thai Dang, John "Sambo - the People's champion" Sambrooks, Jaelle Winter (Promotions Manager, Jade Buddha), Susan Smith, Katrina Puranik, Prasanna Puranik, Trev Benneworth (world's best Radtech), Diamond Dang.

As "lunching" has become the "Sport du Jour" in Brisvegas, the People's Champion has decided to form "The Wallaby Lunch Club" where like-minded people can come together at the Jade Buddha on the second Thursday of each month (except January) and can eat, drink and be merry – while we still can!.

If you'd like to join, go [HERE](#), fill in the form and Sambo will keep you up to date. You don't have to be an ex-Wallaby person – membership is open to warm bodies who like to lunch.

The Club had its first get together on the 10<sup>th</sup> May – from small things, big things grow!



## Inaugural Wallaby Lunch Club Meet.



**L-R:** Katrina Puranik, John “Sambo” Sambrooks, Andrea Butler, Sue Trimmer, Trev Benneworth, John McDougall, John Donohue.

The next one is in June – join now, while you still can!!

**I ALWAYS CARRY A  
KNIFE IN MY PURSE. YOU KNOW,  
IN CASE OF CHEESECAKE OR  
SOMETHING.**





## Williamstown – 1966



There has been a lot of changes since then – Click [HERE](#) to see what it was like in 2017.

## Ubon.



A sign denoting 79 Squadron marks the entrance to the Squadron Headquarters at the Royal Thai Air Force (RTAF) base at Ubon, Thailand. The Squadron was despatched to Thailand in 1962 as an Australian military commitment, under the SEATO agreement, in support of a fellow member country, Thailand, which was facing instability from communist insurgency in neighbouring countries. The RAAF presence lasted from inception in 1962 until its withdrawal in 1968.'

Andrew the drover from a huge cattle station in the Australian outback appeared before St. Peter at the Pearly Gates. "Have you ever done anything of particular merit?" St. Peter asked. "Well, I can think of one thing," the drover offered. "Once, on a trip to the back blocks of Broken Hill out in western New South Wales , I came across a gang of bikers who were threatening a young Sheila. I told them to leave her alone, but they wouldn't listen. So I approached the largest and most heavily tattooed bkie and smacked him in the face, kicked his bike over, ripped out his nose ring, and threw it on the ground. I yelled, "Now, back off!! Or I'll kick the hell out of the lot of ya!" St. Peter was impressed, "When did this happen?" "A couple of minutes ago."



## Army 161 Reconnaissance Squadron.



During the Vietnam War, RAAF ground crew, who are posted to the Australian Army's No 161 Reconnaissance Squadron at Vung Tau, regarded themselves as a 'queer kettle of fish', because although they are RAAF, they lived and worked to Army rules.

No 161 Squadron flew Bell Sioux helicopters, nicknamed 'possums' because they operated at tree top height with a Cessna forward air control aircraft to spot Viet Cong artillery posts. Originally the RAAF carried out all the maintenance on the squadron's aircraft, but eventually they were phased out and only eight RAAF men remained.

In the pic above, taken in 1966, RAAF Warrant Officer Richard Ronald (Ron) Pickering, of Oxford Park, Qld (left) talks over an engineering problem on a Sioux helicopter with Flight Sergeant Edward Ian (Ted) Ramsay, of Geelong, Vic. Ron Pickering and Ted Ramsay were both from 9 Squadron.

There once was a religious young woman who went to Confession. Upon entering the confessional, she said, 'Forgive me, Father, for I have sinned.' The priest said, 'Confess your sins and be forgiven.' The young woman said, 'Last night my boyfriend made mad passionate love to me seven times.' The priest thought long and hard and then said, 'Squeeze seven lemons into a glass and then drink the juice.' The young woman asked, 'Will this cleanse me of my sins?' The priest said, 'No, but it will wipe that smile off your face.'



## Kokoda.

76 years ago, the Australian Army met the Japanese Army on the Owen Stanley ranges north east of Port Moresby. The campaign consisted of a series of battles fought between July and November 1942 in what was then the Australian Territory of Papua. It was primarily a land battle, between the Japanese South Seas Detachment under Major General Tomitarō Horii and Australian and Papuan land forces. The Japanese objective was to seize Port Moresby by an overland advance from the north coast, following the Kokoda Track over the mountains of the Owen Stanley Range, as part of a strategy to isolate Australia from the United States.

Japanese forces landed and established beachheads near Gona and Buna on 21 July 1942. Opposed by Maroubra Force, then consisting of four platoons of the 39th Battalion and elements of the Papuan Infantry Battalion, they quickly advanced and captured Kokoda and its strategically vital airfield on 29 July. Despite reinforcement, the Australian forces were continually pushed back. The veteran Second Australian Imperial Force (AIF) 21st Brigade narrowly avoided capture in the Battle of Mission Ridge – Brigade Hill from 6 to 8 September. In the Battle of Ioribaiwa from 13 to 16 September, the 25th Brigade under Brigadier Kenneth Eather fought the Japanese to a halt but ceded the field to the Japanese, withdrawing back to Imita Ridge.



The Japanese advanced to within sight of Port Moresby but withdrew on 26 September. They had outrun their supply line and had been ordered to withdraw in consequence of reverses suffered at Guadalcanal. The Australian pursuit encountered strong opposition

from well prepared positions around Templeton's Crossing and Eora Village from 11 to 28 October. Following the unopposed recapture of Kokoda, a major battle was fought around Oivi and Gorari from 4 to 11 November, resulting in a victory for the Australians. By 16 November, two brigades of the Australian 7th Division had crossed the Kumusi River at Wairopi, and advanced on the Japanese beachheads in a joint Australian and United States operation. The Japanese forces at Buna–Gona held out until 22 January 1943.

Australian reinforcement was hampered by the logistical problems of supporting a force in isolated, mountainous, jungle terrain. There were few aircraft available for aerial resupply, and techniques for it were still primitive. Australian command considered that the Vickers machine gun and medium mortars were too heavy to carry and would be ineffective in the jungle terrain. Without artillery, mortars or medium machine guns, the Australians faced an opponent equipped with mountain guns and light howitzers that had been carried into the mountains and proved to be a decisive advantage. Australian forces were unprepared to conduct a campaign in the jungle environment of New Guinea. The lessons learned during the course of this campaign and the

subsequent battle of Buna–Gona led to widespread changes in doctrine, training, equipment and structure, with a legacy that remains until the present day.

In consequence of the rapid Japanese advance and the perceived failure to quickly counterattack, a "crisis of command" resulted, in which manoeuvring by General Douglas MacArthur, Supreme Commander of Allied Forces in the Southwest Pacific Area, and General Sir Thomas Blamey, commander of Allied Land Forces, resulted in the sackings of three high-ranking Australian officers. The generalship of MacArthur and Blamey has been criticised for unreasonable and unrealistic perceptions of the terrain and conditions under which the campaign was fought – to the detriment of the troops committed to the fighting. The Kokoda Track campaign has been mythologised as Australia's [Thermopylae](#) and incorporated into the Anzac legend even though the premise of a vastly numerically-superior enemy has since been shown to be incorrect.

Fact - Australians fought well, but without the help of the United States, would not have defeated the Japanese!

Strength:

**Allies:** 30,000. **Japan:** 13,500

Casualties from the conflict were:

| <b>Allies</b> |       | <b>Japan</b>     |       |
|---------------|-------|------------------|-------|
| Killed        | 625   | Killed           | 2,050 |
| Wounded       | 1,055 | Wounded and sick | 4,500 |
| Sick          | 4,000 |                  |       |

Click [HERE](#) to see a Pathe news report on the conflict.

An elderly man walks into a confessional. The following conversation ensues: Man: 'I am 92 years old, have a wonderful wife of 70 years, many children, grandchildren, and great grandchildren. Yesterday, I picked up two college girls, hitch-hiking. We went to a motel, where I had sex with each of them three times.' Priest: 'Are you sorry for your sins?' Man: 'What sins?' Priest: 'What kind of a Catholic are you?' Man: 'I'm Jewish.' Priest: 'Then why are you telling me all this?' Man: 'I'm 92 years old.....I'm telling everybody!'

## 2 Squadron Instruments – Amberley, 1981?

We don't have any names of the bods in the pic but we think it was taken in 1981 – someone will know some of the bods though, if you can help, please do!

# THE RAM

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



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An elderly man goes into a brothel and tells the madam he would like a young girl for the night. Surprised, she looks at the ancient man and asks how old he is. 'I'm 90 years old,' he says '90?' replies the woman. 'Don't you realize you've had it?' 'Oh, sorry,' says the old man. 'How much do I owe you?'



## DVA Pension Rates.

On the 20th March 2018, Veteran pensions increased in line with the biannual indexation process. Pension recipients including veterans, their partners, war widows and widowers across Australia received the increased payments from 20 March 2018. The next review will take place on the 20<sup>th</sup> September, 2018.

| Pension   | Old Fortnightly rate | New Fortnightly rate | Increase |      |
|---|----------------------|----------------------|----------|------|
| Special rate (TPI) Pension/MRCA Special Rate Disability Pension | \$1,373.80           | \$1,394.20           | \$20.40  | 1.5% |
| Extreme Disablement Adjustment                                  | \$758.80             | \$770.20             | \$11.40  | 1.5% |
| 100 per cent General Rate of Disability Pension                 | \$488.40             | \$495.70             | \$7.30   | 1.5% |
| 50 per cent General Rate of Disability Pension                  | \$248.00             | \$251.70             | \$3.70   | 1.5% |
| Intermediate Rate Disability Pension                            | \$932.70             | \$946.60             | \$13.90  | 1.5% |
| Service Pension - Single  | \$894.40             | \$907.60             | \$13.20  | 1.5% |
| Service Pension - Couples                                       | \$1,348.40           | \$1,368.20           | \$19.80  | 1.5% |
| War Widows/ers Pension  | \$909.10             | \$922.50             | \$13.40  | 1.5% |
| Income support Supplement                                       | \$268.50             | \$272.60             | \$4.10   | 1.5% |

Carers' Allowance is \$127.10 each fortnight. This will be reviewed on the 1<sup>st</sup> January, 2019. Click [HERE](#) to see if you're eligible for Carers' Allowance.

## Compensation for veterans under scrutiny.



Veterans will get their say on whether the system of compensation and rehabilitation available to them is adequate through a major new inquiry.



The Productivity Commission will spend the next 15 months examining whether the system of compensation and rehabilitation for veterans is fit for purpose, and reviewing the Veterans Affairs governance arrangements, administrative processes and service delivery.

"As we mark 100 years of repatriation and continue caring for the next generation of veterans, this inquiry will help inform how we deliver services for our ex-servicemen and women and their families into the future," Veterans Affairs Minister Darren Chester said in announcing the inquiry on Wednesday.

If you want to have your say – click [HERE](#).

## War Widow(er)'s Pension and Orphan's Pension.

DVA has a Factsheet which provides a description of war widow(er)'s pension and orphan's pension available under the Veterans' Entitlements Act 1986 (VEA), it sets out who can claim, and how to make a claim. You can print the form out [HERE](#).

What are war widow(er)'s pension and orphan's pension?

These are pensions that are paid under the VEA to compensate widowed partners and dependent children of veterans who have died as a result of war service or eligible defence service. War widow(er)'s pension and orphan's pension are not affected by other income, except from other compensation payments.

For information on the current rates of war widow(er)'s pension and orphan's pension payable under the VEA, see [HERE](#)

### Who can make a claim?

The following people can claim this pension:

- a widow or widower – a person who was legally married to, or was in a de facto relationship with, an Australian veteran immediately before the veteran's death and has not since remarried, married or entered into a de facto relationship with another person;  
or
- a dependent child – the natural or adopted child of a veteran, or a child who was wholly or substantially dependent on the veteran. The child must be under 16 years, or under 25 years and still undertaking full-time studies. Orphan's pension may not be payable if the child is aged 16 years or over and is in receipt of Commonwealth educational assistance through Youth Allowance; Assistance for Isolated Children Scheme; ABSTUDY; Post-Graduate Awards Scheme; or the Veteran's Children Education Scheme.





## **When are they automatically paid?**

A pension will be granted to a dependant automatically, without regard to whether the death was caused by war or eligible defence service, if the veteran was:

- an ex-prisoner of war, or
- receiving the Extreme Disablement Adjustment, or
- receiving a disability pension at the Special Rate (including a veteran who was in receipt of a Special Rate disability pension for blindness in both eyes), or
- receiving a disability pension at the Intermediate Rate, or
- receiving a disability pension at the Temporary Special Rate, or
- receiving a disability pension at an increased rate for a condition specified in any of items 1 to 8 of subsection 27(1) of the VEA (these items relate to double amputees who may also be blind in one eye).

## **When are they not automatically paid?**

- In all other cases a claim needs to be lodged with the Department before any pension is granted.
- A pension will be paid to an eligible widowed partner or dependent child once the veteran's death is determined to have been caused by war or eligible defence service.
- Individuals who lodge a claim for the war widow(er)'s pension within six months of the death of the veteran and are deemed eligible, have their pension backdated to the day after the date of death of the veteran. If the claim is lodged more than six months after the death of the veteran, the pension is backdated three months.
- When a veteran passes away their Gold Card is not transferred to the surviving partner or any other dependant. Partners and other dependants who are eligible to receive the Gold Card are issued with one in their own right.

## **How do you claim?**

Unless the war widow(er)'s pension and/or orphan's pension is automatically payable, you need to complete [DVA Form D2663](#) and return it to DVA. DVA Forms can be obtained from your nearest DVA office or from the DVA website at [www.dva.gov.au/dvaforms](http://www.dva.gov.au/dvaforms).

When completing the form you must state the reason you think the veteran's death was related to service. You should provide as much information as you can about the doctors and hospitals that treated the veteran. You should also provide a copy of the veteran's death certificate if you have it.

## **What if you need help filling out the form?**

Preparing a claim for war widow(er)'s pension or orphan's pension can be complex, it is strongly suggested that you seek assistance.



Ask your ex-service organisation, as most have pensions officers or advocates who can help you with the claim. Alternatively, you can contact DVA for assistance.

## **How are claims for war widow(er)'s pension or orphan's pension decided?**

When you lodge a claim for a war widow(er)'s pension or orphan's pension, the delegate of the Repatriation Commission will obtain evidence about your claim. The evidence includes documents of the veteran's service history, medical history and, in some cases, personal history. The delegate of the Repatriation Commission will examine this evidence to see whether the circumstances of the veteran's case satisfy the relevant Statements of Principles. Where there is no Statement of Principles for the condition that caused the veteran's death, the delegate will determine your claim by reference to the best medical evidence available.

If the claim satisfies one or more of the factors in the Statements of Principles, and those factors can be related to the veteran's service, the delegate will determine that the veteran's death was war or defence-caused. For more information, please see [DVA Factsheet DP22](#).



## **How long does it take to consider a claim?**

Claim processing can take up to two months or longer depending on the complexity of the case, particularly where there is a requirement to obtain coroner's notes or hospital and/or nursing home records.

This processing time is required to:

- obtain copies of service documents if the veteran had not previously claimed a benefit;
- obtain information from the veteran's doctor about the conditions being treated prior to death; and
- ask you, or your representative, for information about the veteran's personal history, if it is relevant to the claim.

## **How will I be told of the decision on my claim?**

The delegate of the Repatriation Commission will write to you to tell you what the decision is on your claim. In the letter, the delegate will explain how he or she reached the decision. The letter will also tell you what to do if you are not satisfied that the correct decision has been made on your claim.

## **Are these pensions taxed?**

War widow(er)'s pension and orphan's pension are not taxed. There is no need to declare them as income in your tax return.

### **What happens to the pension if I remarry or enter into a de facto relationship?**

If a person who is receiving a war widow(er)'s pension re-marries or enters a de facto relationship in the future, the pension will not be affected.

### **What other benefits and services are available?**

Recipients of war widow(er)'s pension and orphan's pension are issued with a DVA Health Card, All Conditions (Gold Card). This card entitles the holder to a range of health care for all conditions within Australia. For further information regarding the Gold Card, please see [DVA Factsheet HSV60](#).

War widows and war widowers may be entitled to income support supplement, an income and assets tested pension that provides additional regular income. For further information, please see [DVA Factsheet IS03](#). War widows and war widowers may also be entitled to receive Energy Supplement. For further information, please see [DVA Factsheet CEP01](#).

War widows and war widowers may also be entitled to concessions on the costs of public and private transport services and public utilities. Contact the office of the service provider to enquire about entitlement to concessions.

Dependent children of veterans whose death has been accepted as war-caused may be entitled to a range of benefits, including financial assistance and counselling from the Veterans' Children Education Scheme. For further information, please see [DVA Factsheet MRC47](#).

A funeral benefit may be payable to assist with the cost of the funeral of a veteran whose death has been accepted as war-caused. For further information, please see [DVA Factsheet BR04](#).

A veteran whose death has been accepted as being war-caused is entitled to official commemoration. For further information, please see [DVA Factsheet WG02](#).

## **Unfair level of Compensation for TPI/SR Veterans.**

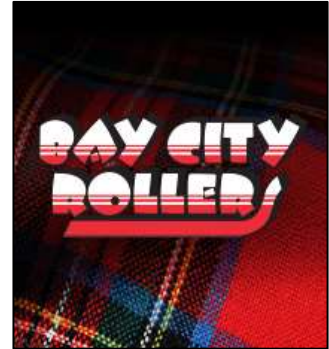
Earlier this year the Australian Federation of TPI Ex-Servicemen and Women released a brief to inform concerned vets the action being taken by the TPI Federation on the issue of unfair compensation.



You can read it [HERE](#).

## Bay City Rollers featuring Les McKeown:

Legendary Scottish pop band the Bay City Rollers are coming to the Kedron Wavell Services Club for an amazing live show! Don't miss your favourite hits at this rare event on Sunday 29th July! VIP Meet & Greet Packages also available from \$161.90, including your VIP ticket, meet and greet with the artists, commemorative VIP Laminate, 2 items signed by the band, PLUS a photo with the band!



To purchase tickets, visit [ticketmaster.com.au](http://ticketmaster.com.au) or visit the Club.

Details:

| Date                         | Time            | Cost         |
|------------------------------|-----------------|--------------|
| Sunday 29 <sup>th</sup> July | 3.00pm – 5.30pm | From \$61.90 |

## Consumer Guarantees

When you buy goods or services and they break too easily, don't work or don't perform as generally expected, you have rights under the law.

The Australian Consumer Law creates a basic set of guarantees for consumers who acquire goods and services from Australian suppliers, importers or manufacturers. These are intended to ensure that you receive the goods or services that you have paid for. When you have a problem and one of the guarantees has not been met, you are entitled to a remedy.

The type of remedy depends on the circumstances but may include a repair, replacement, refund or having the service performed again. The consumer guarantees only apply to goods and services purchased on or after 1 January 2011. Purchases made before this time may be covered by the laws that applied before 1 January 2011.

Know your rights but remember that the law aims to give consumers and sellers a fair go—it is not designed to protect you if you are careless or make unreasonable demands.

The Federal Government has produced a booklet in which you will find answers to some of the questions most commonly asked by consumers, such as what rights you have when something you buy breaks or fails to perform as expected, and when you may be entitled to a refund or

exchange. It explains the law in simple language but is no substitute for the legislation or legal advice.

You can get a copy [HERE](#).

## Gold Card Entitlements. (WEF 01Jan2018)

The **Gold Card** - 'DVA Health Card – All Conditions within Australia' and 'DVA Health Card –Totally & Permanently Incapacitated' gives you access to a wide range of public and private health care services, for the treatment, at the department's expense, of all your health care conditions whether war or service related or not.



### When do I use my Gold Card?

Your Gold Card identifies you as being eligible for treatment and care for all clinically required health care treatment at DVA expense. You should present your Gold Card whenever you visit: a doctor, medical specialist, dentist, pharmacist, dental prosthetist, optometrist or other health care professional who provides services under DVA arrangements, or a hospital or day procedure facility. Most healthcare providers in Australia accept DVA Health Cards. If you have not used a provider before (for example, when your General Practitioner (GP) refers you to another provider), it is worth confirming they accept the DVA Health Card as full payment for treatment. This will ensure you will not have any unexpected out-of-pocket expenses.

### What health care services can I access?

For a full list of services you can access using your Gold Card please see Factsheet [HSV01 - Health Services Available to the Veteran Community](#).

### Can I use my Gold Card anywhere in Australia?

Yes, you can use your Gold Card anywhere in Australia. If you need treatment while travelling within Australia, you may check with the local health provider if they accept the Gold Card.

### Can I use my Gold Card overseas?

No, you can only use your Gold Card within Australia. You must contact DVA before you travel overseas for information about arrangements for treatment overseas. For more information, please see Factsheet [HSV65 - Medical Treatment while Overseas](#).

### Are there any limits or restrictions?

Yes, there are limits that apply to some services. For example, medical services are subject to the requirements of the Medicare Benefits Schedule (MBS). Therefore, DVA does not fund alternative therapies. Some treatments require prior approval from DVA. Your doctor or health care provider will arrange this for you. A referral from your doctor is also required for some



services, such as services provided by a specialist or allied health provider. DVA will not pay for treatment of a disease or injury if you are entitled to compensation or damages, from another party, for that disease or injury.

### **Do I need to pay for treatment?**

Generally no, you should not pay for any treatment received under DVA arrangements, but there are a few exceptions, such as for Veterans' Home Care, certain partially subsidised hearing devices, and some dental treatment. If you are billed by your health care provider do not pay the account and advise DVA immediately. DVA may not be able to reimburse the cost of the treatment in some instances.

### **Do I need to pay for my prescriptions?**

Yes. You have to pay a patient contribution charge (co-payment) for each prescription. For detailed information on the amounts payable, please refer to Factsheet [HSV92 - Repatriation Pharmaceutical Benefits Scheme](#).

### **Can I choose to be treated as a Medicare or private patient?**

Yes, you can choose to be treated as a Medicare or private patient, however if you take one of these options, DVA will not pay for any services that have been paid in part or full by Medicare, private health insurance or a third party compensation benefit. If you do choose to be treated under Medicare, you may still receive, at DVA's expense, additional health care services that are not covered by Medicare.

### **When does my Gold Card expire?**

The expiry date is shown on the front of your Gold Card. You will receive a replacement card about one month before the expiry date. If you don't receive your replacement card, please contact DVA. If you are no longer eligible for a Gold Card, DVA will notify you and ask you to return the card. If you change your address, please contact DVA to ensure your replacement card is sent to the correct address.

### **What do I do if my Gold Card is lost, stolen or damaged?**

If your Gold Card is lost, stolen or damaged, you must contact DVA immediately so your card can be cancelled and a new Gold Card issued. You should receive your replacement card within two weeks. DVA will provide a letter of authority for this period if you need one, or your health provider may phone DVA for information about your eligibility and entitlements.

On the 1<sup>st</sup> January, 2018, DVA released a revised list of Pharmacy Mediations available to Veterans who hold the Gold Card. These medications are now available to Veterans under the RPBS scheme. Remember, after you have received 60 prescriptions at \$6.40 per script, commencing from the 1<sup>st</sup> January each year, thereby reaching the safety net, (\$384 per annum) all future prescriptions, until 31 December that year, are free. If, however, you have opted to pay the discount \$5.40 per script, you will not reach the safety net until you have received 72 scripts (\$399.80).

You can download the list of medications available [HERE](#).

## The Heartbreaking story of the UK flying mathematicians of World War 1.



Keith Lucas was killed instantly when his BE2 biplane collided with that of a colleague over Salisbury Plain on October 5, 1916. As a captain in the Royal Flying Corps, Lucas would have known that his death was a very real risk of the work he was doing in support of Britain's war effort.

But Lucas wasn't a career pilot, he was a physiologist, and a rather good one at that, having been elected a fellow of the prestigious scientific organisation the Royal Society in 1913. So what had enticed him from the relative safety of his laboratory in Cambridge into the air and, eventually, to his untimely end?

This is an interesting story, you can print it out [HERE](#) or listen to it being spoken [HERE](#)

Ya gotta laugh at [THIS](#) – how true it is!!



## The Fortunes – at Kedron Wavell Services club..

Hailing from Birmingham, England, The Fortunes first came to prominence and international acclaim during that Golden Era of Popular Music – the ‘swinging’ mid-sixties. Following in the wake of Merseybeat and R&B of The Stones, etc, The Fortunes added another dimension to the sound of the classic pop song with their special ingredients of sophisticated orchestration, dual lead vocals and stylish counter-melodies. The result was a succession of distinctive and distinguished hit records including

[‘You’ve Got Your Troubles’](#),  
[‘Here It Comes Again’](#)

and continuing into the seventies with more successful releases such as:

[‘That Same Old Feeling’](#) and  
[‘Freedom Come, Freedom Go’](#).

These songs have stood the test of time becoming household favourites permanently on play lists worldwide. The Fortunes remain as one of the UK’s premier harmony groups and are constantly in demand worldwide. From the initial success in 1964 of [‘Caroline’](#), which was used as the signature tune for the influential Pirate Radio station of the same name, The Fortunes had a steady succession of worldwide hits.

The Fortunes charted in America in 1970 with [‘Rainy Day Feeling Again’](#) and in 1972 with the release of [‘Storm In A Teacup’](#). The Fortunes were also the voices for the US Coca Cola adverts (It’s [“The Real Thing”](#)) still to be seen and heard in the US today. Hits in mainland Europe followed.

[‘Seasons In The Sun’](#) and [‘This Golden Ring’](#) were huge hits. As a testament to The Fortunes’ continued popularity you need look no further than the Gold Disc they were awarded for over 100,000 sales of the ‘All The Hits And More’ album. The group remains as popular as ever and are constantly in demand to do TV and radio shows along with their live shows.



Their touring schedule takes them to the USA, Canada, Sweden, Holland, Belgium and Germany on an annual basis and they still find time to tour 80-90 dates in the UK!!

The Kedron Wavell Services Club is lucky to have them perform for members and guests.





**Date**  
Saturday 18<sup>th</sup> August

**Time**  
8.00pm till

**Cost**  
From \$42.90

To purchase tickets visit [ticketmaster.com.au](http://ticketmaster.com.au) or visit the Club.

## Potatoes.

A man sees his wife busy in the kitchen and says: "Can I help?". She says: "Sure, take this bag of potatoes, peel half of them and put them in a pot to boil.

No matter what men do, somehow we still get yelled at.....



## Rehabilitation Appliances Program (RAP)

The Rehabilitation Appliances Program (RAP) assists entitled veterans, war widows and widowers and dependants to be as independent and self-reliant as possible in their own home. Appropriate health care assessment and subsequent provision of aids and appliances may minimise the impact of disabilities, enhance quality of life and maximise independence when undertaking daily living activities.

The program provides safe and appropriate equipment:

- according to assessed clinical need;
- in an effective and timely manner; and
- as part of the overall management of an individual's rehabilitation and health care.

Behind every angry woman stands a man who has absolutely no idea what he did wrong.



The equipment should be:

- appropriate for its purpose;
- safe for the entitled person; and
- Likely to facilitate the independence and/or self-reliance of entitled persons based on an assessment of clinical need by an appropriately qualified health professional.



Where an entitled person is on a vocational rehabilitation plan, any aids or appliances that they require to assist them with retraining, study or work will need to be provided through the rehabilitation provisions. The RAP is designed to address clinical needs rather than vocational needs.

You can download a booklet [HERE](#) which will set out eligibility rules and how to go about obtaining help.

## Afghanistan – the story.

The following is an interesting read from a Recon Marine in Afghanistan; an insider's view of what is really going on. This Marine is articulate, has a flare for colourful language and descriptive prose regarding scorpions, chiggers (mites) and sand fleas:

"It's freezing here. I'm sitting on hard cold dirt between rocks and shrubs at the base of the Hindu Kush Mountains, along the Dar'yo'i Pamir River, watching a hole that leads to a tunnel that leads to a cave. Stake-out, my friend, and no pizza delivery for thousands of miles. I also glance at the area around my ass every ten to fifteen seconds to avoid another scorpion sting. I've actually given up battling the chiggers and sand fleas, but the scorpions give a jolt like a cattle prod. Hurts like a bastard. The antidote tastes like transmission fluid, but God bless the Marine Corps for the five vials of it in my pack.

The one truth the Taliban cannot escape is that, believe it or not, they are human beings, which means they have to eat food and drink water. That requires couriers and that's where an old bounty hunter like me comes in handy. I track the couriers, locate the tunnel entrances and storage facilities, type the info into the hand held, and shoot the coordinates up to the satellite link that tells the air commanders where to drop the hardware.



We bash some heads for a while, and then I track and record the new movement. It's all about intelligence. We haven't even brought in the snipers yet. These scurrying rats have no idea what they're in for. We are but days away from cutting off supply lines and allowing the eradication to begin. But you know me; I'm a romantic. I've said it before and I'll say it again: This country blows, man. It's not even a country. There are no roads, there's no infrastructure, there's no government.

This is an inhospitable, rock-pit shit-hole ruled by eleventh century warring tribes. There are no jobs here like we know jobs. Afghanistan offers only two ways for a man to support his family, join the opium trade or join the army. That's it. Those are your options. Oh, I forgot, you can also live in a refugee camp and eat plum-sweetened, crushed beetle paste and squirt mud like a goose with stomach flu, if that's your idea of a party. But the smell alone of those 'tent cities of the walking dead' is enough to hurl you into the poppy fields to cheerfully scrape bulbs for eighteen hours a day.



I've been living with these Tajiks and Uzbeks, and Turkmen and even a couple of Pashtus, for over a month-and-a-half now and this much I can say for sure; these guys are Huns, actual, living Huns. They LIVE to fight. It's what they do. It's ALL they do. They have no respect for anything; not for themselves, their families, or for each other. They claw at one another as a way of life. They play polo with dead calves and force their five-year-old sons into human cockfights to defend the family honour. Just Huns; roaming packs of savage, heartless beasts who feed on each other's barbarism. Cavemen with AK-47's. Then again, maybe I'm just a cranky young bastard.

I'm freezing my ass off on this stupid hill because my lap warmer is running out of juice, and I can't recharge it until the sun comes up in a few hours. Oh yeah! You like to write letters, right? Do me a favour, Bizarre. Write a letter to CNN and tell Wolf and Anderson and that awful, sneering, pompous Aaron Brown (right) to stop calling the Taliban "smart." They are not smart.



I suggest CNN invest in a dictionary because the word they are looking for is "cunning." The Taliban are cunning, like jackals, hyenas, and wolverines. They are sneaky and ruthless, and when confronted, they are cowardly. They are hateful, malevolent parasites who create nothing and destroy everything else.

Smart? Bullshit! Yeah, they're real smart. Most can't read, but they've spent their entire lives listening to Imams telling them about only one book and it's not a very good one as books go. They consider hygiene and indoor plumbing to be products of the devil. They're still trying to figure out how to work a Bic lighter. Talking to a Taliban warrior about improving his quality of life is like trying to teach an ape how to hold a pen. Eventually he just gets frustrated and sticks you in the eye with it. Okay, enough. Snuffle will be up soon, so I have to get back to my hole. Covering my tracks in the snow takes a lot of practice, but I'm good at it.



Please, I tell you and my fellow Americans to turn off the TV sets and move on with your lives. The story line you are getting from CNN and other news agencies is utter bullshit and designed not to deliver truth but rather to keep you glued to the screen so you will watch the next commercial. We've got this one under control. The worst thing you guys can do right now is sit around analysing what we're doing over here. You have no idea what we're doing, and you really don't want to know. We are your military, and we are only doing what you sent us here to do.

PS: Why would any civilized country want to bring these barbarians into their cities or states. To do so is total suicidal insanity!"

Arguing with a woman is like getting arrested.  
Everything you say can and will be used against you.

And **THIS** is true too.



## Kedron Wavell - Dining & Bars



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## Breath.

Recently I watched the excellent Ozzie movie “Breath”. The movie is based on Tim Winton’s novel of the same name, albeit, some of the controversial chapters in the book have been condensed in the movie. To my mind, it is much more that those well-done, over-cooked, boy-coming-of age movies. The film highlights the wild and beautiful SW corner of WA – many of the scenes are familiar.

I give it 4½ surfboards.



You can see its review [HERE](#)



## Supporting the troops.

The US of A certainly knows how to gee up its troops who are operating overseas. We could learn a lot. Have a look at [THIS](#). It was filed in Iraq at a USO tour of a US Base.

## Hand-eye co-ordination.

This is the most incredible demonstration of hand to eye coordination skill I have ever seen of a pro golfer playing with his golf club. Now we know why he is so good on the course.

Tiger was good and so is McIlroy at this play stuff, Dustin is far better and more coordinated. Have a look at [THIS](#).

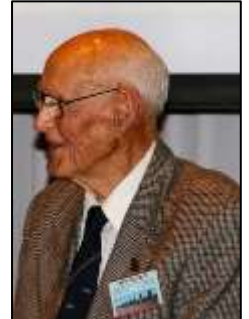
What has 4 letters, sometimes 9 letters, but never has 5 letters.

## MY SERVICE YEARS.

**Jock Cassels.**

**RAF - 1941-1966**

**RAAF - 1966-1979**



## AIR FORCE SERVICE AFTER THE WAR.

At this time I didn't know what my future would be and the Air Force left me on indefinite leave. Demobilisation of the Armed Services started and it was a case of first in first out. I can't remember when my "demob" date was but it certainly wasn't in the near future. After several months I became a bit tired of the inactivity and I'm not sure whether I contacted the RAF or they contacted me but I indicated that I wished to remain in the RAF and eventually I was told to report to No 7 Flying Instructors' School at RAF Upavon in Jan 1946 for training as a Flying Instructor.



## No 7 Flying Instructors School.

No 7 FIS was located at RAF Station Upavon in Wiltshire. It was one of the original RAF airfields and originated just after the first World War. It was a grass airfield and was used mainly for training purposes. The course was unusual in that the students were mainly from the French, Dutch and Belgian Air Forces and those personnel who had been fighting alongside the Allies in the latter stages of the war. In fact, of the 20 students on the course only 2, myself and another officer, were in the RAF. All the instructors were, of course, RAF officers. Fortunately, all the foreign students spoke very good English so I had no problem when the students had to fly together. The aircraft involved was a Harvard 11B an aircraft with which I was well acquainted, having trained on it.



Halfway through the course there was a re-organisation of Flying Training Command airfields and the course moved to Central Flying School at RAF Little Rissington. This delayed the finish



date for the course and it was not until the end of June that we graduated as Flying Instructors after approx 100 hours training.

## **No 22 Service Flying Training School.**

In July 1946 I started instructing at 22 SFTS. This was located at a place called Ouston which was near Newcastle in the North of England. The students were Royal Navy officers who were training to become pilots in the Fleet Air Arm and the RAF had the responsibility for training their aircrew.



Quite a number already had air experience having been Observers/Navigators in the Fleet Air Arm and were no strangers to aviation. Being single I lived in the Officers Mess (above), as did all the students and in no time flat, naval jargon had me going "ashore" when I left the base. I had no idea then but this was to be the start of a 5 year period as an instructor during which I would return to where I began my flying career - Rhodesia, and where an event would occur that would alter my life.





I soon settled down to life as an instructor and enjoyed my association with the Naval types. The only interruption to normal routine was when I was sent to No 1 Beam Approach School, RAF Watchfield in December 1946 for a week's course in Instrument Flying using the Beam System to make an approach and let down to an airfield in bad weather. Shortly after my return to Ouston I was attached to Empire Flying School at RAF Hullavington and started an Instrument Rating Course in January 1947.



### **Empire Flying School, RAF Hullavington.**

Shortly after the end of the war the RAF realised that the force had to become more proficient in flying in bad weather conditions and instituted an Instrument Rating Scheme. This involved checking pilots on their Instrument flying ability and issuing them with a Green or White Instrument Rating Card. A Green card allowed a pilot to operate in more restrictive weather conditions than the holder of a White Card. The system required training pilots to be Instrument Rating Examiners and the first course was held at EFS which was the place where all Test Pilots were trained. The course I was on was the first course.



The weather conditions for the first course couldn't have been better, or worse, depending on how you look at it. The weather at the beginning of 1947 in the UK was awful - snow, low cloud and freezing temperatures. The first indication of how bad things were, was when the first aircraft, a Harvard, tried to take off. The pilot tried unsuccessfully to lift off but couldn't and abandoned the take off, he braked and ended up sliding off the runway and ended up just short of a parked Lancaster. Examination of the aircraft found that the wings were covered in a thin

film of clear ice which disrupted the airflow over the wings; this meant that there was insufficient lift at take off speed. Thereafter the wings of all aircraft were closely examined for clear ice before flight and the training continued.

The emphasis on instrument flying to the limit resulted in the death of two pilots. The instructor was a bomber pilot with a DFC and the student, also a bomber pilot had the DFC and bar. They put their aircraft, a Harvard, into a deliberate spin when in cloud and failed to recover. Another student was killed when low flying in a Spitfire.

It was an unusual course in that apart from concentrating on instrument flying the students had the opportunity to fly six different types of aircraft. They were -- Harvard, Spitfire, Oxford, Buckmaster, Lancaster and the Meteor Jet. We were given the Pilots Notes (details on how to fly the aircraft) for each aircraft and where necessary some dual instruction. Having flown the Harvard and Spitfire before I only had to be given dual instruction on the Oxford and Buckmaster (similar to but bigger than a Beaufighter) but I only had one flight in the Lancaster.



The Meteor was a different proposition for it had jet engines and a tricycle landing gear, both new to me. Being a single seat aircraft it was a case of reading the Pilots Notes and convincing the instructor that you knew your way round the cockpit i.e. where every switch, button and lever was located. In spite of the fact that I was a little apprehensive as I had never flown a jet aircraft and the weather was bad, I thoroughly enjoyed my first flight in a jet. The course finished at the end of March after 60 hours flying and I returned to my instructing duties at No 22 SFTS.

**No 22 SFTS**



I resumed my QFI duties on return to RAF Ouston and apart from the additional task of carrying out all Instrument Rating Tests, life settled into its previous pattern. I was to remain at 22 SFTS until the end of 1947 but before I move on to my next posting I feel I should relate an incident which occurred in October of that year. At the end of the war most communities held functions to welcome home the local servicemen. I was invited to attend a Welcome Home Dinner in my home town of Kirkintilloch on 29 October. Being midweek and very busy the only way I could attend was if I flew to Abbotsfield airfield near Glasgow. I had two student flights that morning and not having time to flight plan I asked the Navigation section to work me out a course and time to Glasgow. They left the information on the flight notice board which I memorised before hurrying to get my gear before take-off. If I remember correctly the course was 329 degrees and time 41 minutes.

When airborne I set course on 341 degrees. I was above a layer of cloud for most of the trip and still above cloud when it was time to let down. Through a small break in the cloud I glimpsed open countryside when it should have been city dwellings. I decided to continue on my heading for another 5 minutes and a good break in the cloud appeared so I let down through it. To my amazement I was in hilly country and in the vicinity of a large Loch. I had a feeling I had overshot Glasgow and when I saw a railway line heading South East I followed it. I saw a small railway station and lowering my wheels and flaps flew low enough to read the name on its large nameplate. It was Aberfeldy near the top of Loch Tay a long way north of Glasgow. Putting the wrong heading on my compass had taken me East and North of Glasgow. To add to a host of errors Glasgow was at the top edge of my map so I had no map for the territory I was in. Previously I had tried to call Abbotsinch control tower but had no success, no doubt due to being low and out of radio range. I knew Aberfeldy was north of Glasgow so keeping below cloud I headed South.

In the distance away to my left I saw a large castle which I soon recognised as Stirling Castle. Anyway, I was now in my home territory and soon after landed at Abbotsinch after a 90 minute flight which should have taken 40 minutes. When he asked why I was late I hadn't the guts to tell the Air Traffic Control Officer the truth. Why do I go to a lengthy explanation of this episode? Well it highlights the fact that when planning a flight make sure it is done properly in accordance with procedures and not a hurried last minute unprepared event.



My mistakes:

- I did not do any flight planning,
- did not check the en-route weather and
- had insufficient map coverage.

I deserved a "must do better" mark for this episode. My total flying hours while at 22 SFTS were 420.

Before I leave my time at Ouston, I must also mention that I had purchased my first car. I bought it from a fellow instructor for 100 pounds during a Christmas Mess function and planned to drive home for Christmas leave the next day. It was the same age as me, a 1923 Vauxhall 14 HP two seater with a "Dickie" seat in the back. It had an aluminium body and as I found out later the brakes were not the best. I set off late in the afternoon and it was dark when I found the road blocked by a large parked lorry. I went to pass it but another vehicle was coming towards me so I had two choices - swing back to the left and hit the lorry (the bad brakes) or swing right off the road. I chose the latter and hit a large telegraph pole. They obviously built strong chassis in those



days for the only damage was a busted radiator, in spite of the high impact speed. To cut a long story short the car was taken to a local garage and I continued my journey in the car of a fellow instructor who fortunately was following me. I later sold the car to one of the naval students who drove it to London and on arrival had an accident - he went over a roundabout instead of around it. Probably those brakes again!

Now onto my next posting which to my delight was to No 4 Flying Training School (FTS) in Rhodesia.

### **No 4 FTS, RAF Heany, Rhodesia.**

When I was posted to Rhodesia in 1942 I travelled by troopship and it took 6 weeks, this time I travelled first class by the Union Castle Line and it took two weeks. No need to say which voyage I preferred. On 30 December 1947 I arrived at RAF Heany which was located about 20 minutes drive from Bulawayo in the southern part of the country. It was while in Rhodesia that I bought a new car - a Morris 10, costing, I think, 400 pounds.



Flying Instruction in Rhodesia was quite different to that in the UK. Because of the heat and the resulting air turbulence, flying started at 0600 hours and finished at 1300 hours. This allowed the students better flying conditions in which to absorb their tuition. There were two stages of training at 4 FTS - Elementary on Tiger Moth aircraft and Advanced on Harvard aircraft. My duties were mainly confined to giving students their final Instrument Flying test on Harvards and examining the instructors for reissue of their Instrument Rating.



Apart from my instructional duties I had the opportunity to visit Livingstone and Lusaka in Northern Rhodesia to take part in an Air Display and to the Caprivi Strip in Namibia to search for a lost civilian aircraft. In the latter part of my posting I made quite a few week-end trips to Salisbury, landing at Cranbourne where I had gained my wings during the war. The reason for these trips I'll explain later.

On my return to Rhodesia I renewed my association with the Brown family, staying with them when on leave and whenever I visited Salisbury. This was the family who had been so kind to me during the war and I had great pleasure in meeting them again after 4 years. One of their daughters, June, was a nurse and she introduced me to her friend, another nurse named Maureen Stiles. In March I was due some leave and with a fellow instructor, Graham Baxter, we drove to South Africa in my car. One of our stops was in Durban where we spent a fair time on the lovely beaches. On return to the car one day who should be standing beside it but June and Maureen. They had recognised my car from the Bulawayo number plate and decided to wait beside it until we arrived. We had no idea they were in South Africa and neither did they know that we were also there. Talk about coincidences! We teamed up together and spent a lot of time on the beach and at dances and night functions. A very pleasant 7 days and it was during this time that I became attracted to Maureen and, I think, she to me. On return to my duties I decided to get to know Maureen a bit more, hence my frequent weekend trips to Salisbury. Through these Salisbury visits and correspondence I got to know Maureen well, so well in fact that I found myself in love with her. I drove to Salisbury on my last visit and in my car proposed to her. I can't remember how she said it but she obviously accepted and we discussed how we were going to organise our future. She wanted to finish her training as a nurse and I had to return to the UK. That's how things stood when I arrived at my next posting as an instructor at a Flying Refresher School (FRS).



## **Flying Refresher School.**

The Flying Refresher School was located at RAF Finningley just outside Doncaster. Qualified pilots who had been serving in Administrative or ground jobs and who were returning to flying posts had to be given a period of refresher training and this was done at FRS. The aircraft used were the ubiquitous Harvard and the twin engined Wellington T10 a training version of the



Wellington Bomber used in the early part of WW2. There was also a Spitfire XV1 which I had the opportunity to fly and a Meteor 7 which was a twin seat version of the Meteor I had flown at EFS Hullavington in 1947. When I first flew the Spitfire and the Meteor there were no twin seat versions. I spent 5 months on the Harvard Flight and 5 months on the Wellington Flight. One of my "students" was a staff officer from Flying Training Command Headquarters and I mentioned to him about having been instructing for 5 years and that I would like a change. He said that he would contact a friend in the posting section of Flying Training Command Headquarters. Three weeks later I got a change. And what a change it was: to No 235 Operational Conversion Unit (OCU) to convert onto Sunderland Flying Boats and the start of one of the most satisfying periods in my flying career. It was all different. Flying a large 4 engine aircraft which was also a boat - no wheels !

## No. 235 Operational Conversion Unit

235 OCU was based at RAF Calshot and located at the bottom end of Southampton Waters, opposite the Isle of Wight. It had been the home of all Flying Boat and Seaplane activity in the RAF for many years, dating back, I believe, to the mid twenties. It was a unit in RAF Coastal Command. My course was not due to start until May and having a couple of months to wait I was attached to the current course as supernumerary crew. This involved flying as 2nd pilot to a crew under instruction. The young pilot under instruction, who I was crewed with, was a Pilot Officer (rank) Chesworth who had just got his wings and when he finished the course was posted to a Flying Boat Squadron in Japan and served in the Korean War. I mention this for George Chesworth had a distinguished career in the RAF, retiring as an Air Vice Marshal.



My course started in May and finished in July and apart from the conversion onto type, involved operational training in Coastal Command activities such as Ship Interceptions, Radar Homings, Bombing and Gunnery. By the time the course finished I had flown about 200 hours on the Sunderland 5. and was ready for posting to a Squadron. However, before I leave the training phase I must mention the difference between operating a land-based aircraft and a flying boat.



In a land-based aircraft you sign the necessary papers, walk or drive to the aircraft, start up, taxi to the runway and off you go. On landing you park the aircraft, sign the necessary paper work and the flight is over and your work done. On flying boats, after signing the paper work, you take a boat trip to the aircraft, ensure the crew has disconnected the anchor chain from the mooring buoy thus leaving the aircraft secured to the buoy by the bow rope and then start the engines. As the aircraft is subject to both wind and tide these have to be taken into consideration before casting off and taxiing to the take off point. Needless to say, the state of the sea is also a factor to be considered on take-off. On landing the aim is to approach the mooring buoy as slowly as possible with both inner engines shut down so that the crewman in the bow can attach the bow



rope to the buoy. This is not an easy job as the outer engines cannot be stopped until the aircraft is securely moored to the buoy, for if the buoy is missed, the engines are required to manoeuvre for another approach.

At night when there is a strong wind and the tide is running at right angles to the wind, getting onto the buoy can be a really difficult manoeuvre. Once moored, some of the crew, one of whom must be a pilot, have to stay behind to refuelling the aircraft. This is done by dropping back on the anchor chain a long way, to allow the refuelling boat to tie up to the buoy, and the refuelling lines are then passed to the aircraft from the stern of the refueller. Only when the aircraft has been refuelled and securely moored can the crew then call for a boat to get ashore.



The crew of a Sunderland usually totalled 10 - 2 Pilots, 2 Navigators, 2 Engineers, 2 Wireless Operators and 2 Wireless Op/Gunners. The large crew was necessary as the aircraft was employed on long range maritime duties involving flights of up to 10-12 hours. The crew was divided into watches (Port and Starboard) so that non-flying tasks such as refuelling was shared. When airborne, domestic duties e.g. cooking and cleaning was usually undertaken by the off duty crew members. I found life as a flying boat pilot quite demanding, exciting, different, very satisfying and a posting to an operational squadron was exactly what I wanted. This was to be to No. 230 Flying Boat Squadron.

## **230 Squadron, RAF Pembroke Dock, Wales**

RAF Pembroke Dock, located in West Wales and known in the RAF as "PD", was home to two Flying Boat squadrons - No 201 and No 230. It was a flying boat base during WW2 with the aircraft operating in the Bay of Biscay and the Eastern Atlantic sea approaches to the British Isles. Anti submarine patrols and convoy protection were the main tasks.

During the war, 230 Sqn had operated in the Far East being based in Ceylon and Singapore and this was reflected in the officially approved squadron badge which shows a tiger with a palm tree in the background. This was an exact copy of the insignia on the beer bottle of Tiger Breweries, the local beer company, and squadron members helped greatly in keeping the company profitable. Hence the connection.





To gain a captancy depended on the posting out of existing captains to other units and it was 9 months before I gained my captancy. This was in May 1952 and I was fortunate to inherit a good bunch of chaps and we stayed together as a crew for most of my remaining time on the squadron. After nearly 60 years I still keep in touch with a couple of the crew. Apart from the usual training flights around the British Isles we spent many happy times together in a number of foreign places:

- To Gibraltar on Navigation training trips;
- To Malta to exercise with the British Mediterranean Fleet;
- To Norway for NATO exercises and
- To Greenland to support the British North Greenland Expedition.

A couple of anecdotes about these trips. While in Norway we were based on an American depot ship based in a fiord near Trondheim and adjacent to a town named Hell. So, when we had a day off we had to catch a train and go through Hell to get to Trondheim!! While in Malta in May 1953 our exercises with the British Fleet were interrupted because of trouble in Egypt. It was





urgent that a Commando Unit of Royal Marines, which was based in Malta, be air lifted to the Canal Zone and as we were the only aircraft available we were given the task of flying them to Fanara near Ismailia on the Bitter Lakes to reinforce the forces there. As we couldn't remain in Egypt we had to refuel and immediately return to Malta, it was a long day. The Squadron involvement with the British North Greenland Expedition took place in the summer of 1953 and I'll describe this in more detail later but I must go back to December 1951 when I returned to Rhodesia to attend a major event in my life - my marriage.

On my return to the UK from Rhodesia in 1950 I had continued my courtship of Maureen Stiles by mail but so far had not given her an engagement ring. As I hadn't a clue about rings we decided that I would send her money and she would choose the ring. This she did and we considered ourselves formally engaged. Her family home was in Gwelo and I had only met her family once and that was just before I left Rhodesia when I had attended an Air Display at RAF Thornhill near Gwelo. I didn't tell them of our plans but visited them only as a friend of Maureen. It was when Maureen bought the ring that she told them of our engagement and it was then that I wrote to her father seeking permission to marry his daughter.



## Getting Married.

Being a serviceman the first thing I had to do was get permission from the RAF to get married which was to be on 8 December. This was done by writing a formal letter to my Commanding Officer seeking his approval - things have changed since then and this formality is no longer necessary. Of interest is the fact that my CO at the time was Squadron Leader Jimmy Higgins who had married a Rhodesian girl during the war. The next thing I had to do was get myself to Rhodesia and bring Maureen back with me to the UK. This required a fair bit of money and I had to sell my car to pay for my air fare to Rhodesia and our honeymoon boat trip back to the UK. I applied for the necessary leave and set off for Rhodesia by BOAC on 3 December. I had to leave the international flight at Livingstone, N Rhodesia to catch a local flight to Bulawayo in S Rhodesia and from there I got a lift to Gwelo in an RAF Harvard flown by a friend.

While delighted to be reunited, I suppose that it would be fair to say that not having seen each other for 18 months, and 3 days away from getting married we were both a little nervous about what lay ahead. But we were sure of our feelings for each other and when her father asked us if we were certain that we wanted to go ahead with the wedding and not cancel, even at that late stage, we assured him that we did. So we were married on Saturday 8 December 1951 at St Cuthberts Church in Gwelo. None of my family in Scotland attended the wedding, mainly



because of the travel expense involved, but there were many congratulatory telegrams. The best man was George Gellatly the fellow student from my training days in Rhodesia in 1942/3 and who had returned to Rhodesia after the war to continue his trade as a plumber. After the reception we left that night by train for the three day journey to Capetown. Following two days sightseeing in Capetown we embarked on the liner "Stirling Castle" and set sail for our 14 day honeymoon voyage to Southampton. We had Christmas on board and arrived in Southampton



on 27 December. Another night on the train and finally I was home in Scotland introducing my new wife to the Cassels' family. As my leave was running out we only had a few days to celebrate the New Year at home before leaving to take up residence in our first home, which was a rented furnished house in Tenby, a coastal town near Pembroke

Dock.

I needed a car to get to and from work and I had only enough money left from the sale of my first car to buy a little old Austin 7 from a local farmer, but it served the purpose. So back to work. at 230 Squadron.

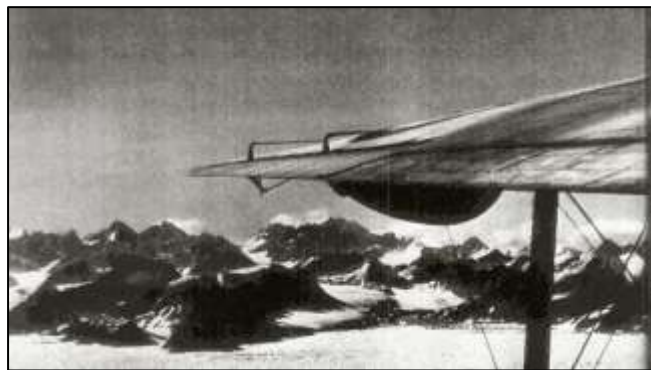
## Greenland.

The routine activities continued until July 1952 when the squadron was given the task of supporting the British North Greenland Expedition (BNGE). The BNGE was a 2 year project whose object was to establish the depth of the Greenland Icecap, make Seismic and Gravity surveys of unexplored land and gain experience of living, travelling and operating in Arctic regions which would be of value to the Services.

This was an exciting and a very demanding task for the squadron as it required operating flying boats in a remote part of the Arctic.



MV Tottan, Off East Coast of Greenland.



The Barrier Sturstrummer Glacier.



Commander CJW Simpson RN, Leader of  
British North Greenland Expedition  
1952-1954.



Zachenberg - Young Sound 1952  
Stores awaiting airlift.



Meal time at Young Sound, Self & CO (backs to hut).

Before the task of the BNGE could begin a base had to be established on the East Coast of far north Greenland. In 1950 the expedition leader Commander C J W Simpson, a Royal Navy Officer, was a member of a Danish expedition exploring the East Coast of Greenland and during an aerial reconnaissance of the area, had spotted a small lake on the edge of the icecap. He established that it was usually free of ice for approx 6 weeks in the year. He named it Brittainia Lake and its position was 77 N, 24 W and 888 miles from the North Pole.



Because of its proximity to the icecap he reckoned that this was an ideal spot to establish the base if he could get all the necessary stores and equipment transported there. The problem was that the Lake was about 50 miles inland from the coast and in between there was a glacier, the Storstrommer glacier, over which it would have been impossible to transport the heavy equipment and stores. A spot in an ice-free inlet on the coast was chosen to unload all the equipment from the MV Tottan a Norwegian ice strengthened ship which had previously been engaged in Antarctic expeditions. The inlet, called Young Sound, (190 miles from Britannia Lake) was only ice free for several weeks during the summer so time was a critical factor in getting the equipment to the Lake. This is where 230 Sqn enters the story, as an airlift was essential to move the equipment from Young Sound to Britannia Lake.

The first 2 aircraft (the CO and myself) flew to Reykjavik, Iceland on 28 July and waited there for news of the arrival at Young Sound of the MV Tottan. This came through two days later and on 30th both aircraft flew up the ice strewn coast of Greenland and landed at Young Sound beside the Tottan which had already laid aircraft moorings for us. A tented camp had been established ashore by the expedition members and the unloading of the supplies had commenced. More aircraft moorings were laid and 2 days later the remaining 3 aircraft arrived. A flight over the lake revealed that the ice had not completely cleared and it was another 4 days before the Airlift commenced on 7 August. Aircraft loads were assembled on shore, taken out on a pontoon and loaded into the aircraft through the bomb-bay doors in the side of the aircraft.



One load was the expeditions dogs who didn't take too kindly to the trip. Each load was between 3 and 4 tons. On the lake a pontoon had been assembled and initially the stores were hauled ashore by a connecting rope. Then a small dinghy with an outboard motor was used but this proved unsuitable in the strong winds. However this had been anticipated and arrangements had been made for a Lancaster aircraft to drop an airborne lifeboat onto the lake as it was too big to be airlifted by the Sunderland. This occurred on the 8th August but with disastrous results. The lifeboat had a parachute at the bow and stern but in this case one of the parachutes failed to open and on hitting the water the bow was torn right off and the boat was a wreck. This was a serious blow but had more serious consequences which deserves mention.

## **The Lifeboat Disaster.**

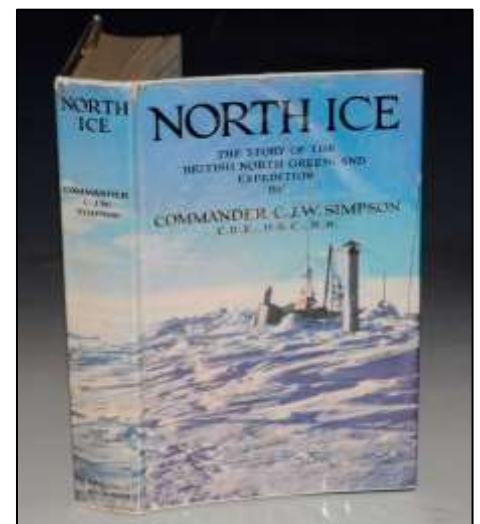


When the Lancaster arrived over the lake a strong wind, known as a Katabatic wind, swept down from the glacier lashing the exposed surface of the lake into a short steep sea which looked nasty for a small dinghy. When the Lancaster was preparing to drop the lifeboat Commander Simpson was on a moored Sunderland, captained by Flt.Lt Stavert, discussing if Stavert would be prepared to use the aircraft to recover the lifeboat if necessary. Stavert said he was prepared to use the Sunderland if there was no other way but he did not like the idea. Simpson agreed that it was vital not to hazard the aircraft and as the wind had moderated a little he thought the situation justified him using the small dinghy. When the drop took place he was in the dinghy trying to get the outboard motor started but it was wet with spray and would not start. He asked an expedition member and the aircrafts engineer, Flt.Sgt Shelton Smith, to accompany him (the Flt.Sgt was familiar with the lifeboats engine).

They rowed out to the now dropped lifeboat but not having seen the drop did not know of the disaster. When they got to within 30 metres from the lifeboat they saw that it was a wreck. Just then the wind increased and they decided to go back to the Sunderland but a curling sea broke on board and the dinghy capsized and they were all in the icy water. Fortunately, they were close to windward of the lifeboat and managed to swim to it and scramble aboard. The lifeboat was waterlogged and the parachutes had failed to detach and were acting like drogues under the water holding the boat against the sea which was washing over it. Meanwhile Stavert had sized up the situation and had slipped his moorings.

After several attempts he skilfully manoeuvred the aircraft upwind of the wreck and close enough to heave a line on board. The line was attached to the boat and Simpson thought that Stavert was going to tow the boat, not realizing that the parachutes were acting like anchoring drogues and line would certainly break. When the line sprang out of the water and became taut he told the other two to jump in and haul themselves to the aircraft. They managed to do so but when it was Simpsons turn the line was so taut that he thought it would break at any moment so he undid the rope and jumped in holding the rope, hoping those on board would see what was happening and haul him on board. By now the aircraft was moving fast downwind and he was dragged through the water and forced to let go. At this point I'll let Simpsons words take up the story as he described it in his book on the Greenland Expedition called "North Ice".....

"About what happened in the next ten minutes, my mind is a little blurred. I am normally a confident swimmer, but for now, for the first time since childhood, I realised that conditions were too much for me and I was near being drowned. Heavy arctic clothes drew me down and made swimming impossible. Desperately I trod water trying to keep my face above the surface, as waves washed over my head. Dimly I was conscious that the aircraft was approaching, then it sheered away again and receded. I saw the flurry of spray as a wing engine roared to turn the boat quickly. The end was very near now; I seemed to have





lost all my strength and knew I could not last much longer. Once more I was conscious that the aircraft was approaching. Its bows seemed to loom overhead, and I saw that the bowman was reaching down to me with the picking-up rope. I was just able to hook my arm through the rope; then I was washed against the bow door. Hands reached out and I was grabbed by the scruff. The next instant I was landed and lay gasping like a fish in the aircraft. Once before only, in a mountain accident, have I been so near my end. Ten minutes later, in dry clothes, and wrapped in somebody's sleeping bag, I thawed out and came to rapidly, as did also the others; but for half an hour I shivered violently and uncontrollably. None of us suffered any ill effects, and a few hours later we were all back at work with the rest. But there is no doubt that we owed our lives to Stavert's skillful handling of his aircraft"

The airlift continued for the next 2 weeks and it was a round the clock effort as we had 24 hours continuous daylight, the sun never going below the horizon. My last trip was a parachute drop of stores onto the icecap which later were to be picked up by the sledge parties on the way to establish a base in the middle of the ice-cap.

A few days before the airlift completion a major problem occurred when one of the aircraft had an engine failure on the No 4 outer starboard engine. This meant that a 3 engine take off would have to be made if the aircraft was to be saved. Normally this is not a major problem when the failed engine is an inner engine but directional control is impossible on take off with a failed outer engine. The solution was to remove both No 3 and No 4 engine and swap them over. Back at Pembroke Dock the aircraft would have been taken ashore and the problem easily fixed but in a remote Arctic location it was a monumental task. Using the pontoon, the ground crew, operating with minimal technical facilities, somehow removed both engines and swapped them over while the aircraft was at its mooring. A truly magnificent effort on their part for if they hadn't succeeded the aircraft would have been lost when the Sound froze over. With minimum fuel on board, to reduce weight, the aircraft did get off and returned to PD via Reykjavik.



The weather, which throughout the airlift had been fine, began to deteriorate and ominously large pieces of ice began floating up the Sound. The captain of the Tottan advised the CO that we had better get out before the ice situation got worse. On 22 August there were three aircraft left and we made preparations to leave. The CO got off just before a bank of fog rolled in and prevented Flt.Lt Stavert, the Flight Commander, and myself following. The fog lifted slightly, but not sufficiently to see if the take off path was clear of ice. I positioned myself near the ship and using a gyro compass heading, taxied along my chosen take off path. It appeared clear so I returned to the ship and took off on the same heading. A few seconds after we got airborne we cleared the fog and to our amazement looked down on a huge patch of solid ice coming up the Sound. I called Stavert and advised him of the situation and what I had done and he quickly



followed. A night stop in Iceland and we were back at PD the next day 27 August. I don't think I am exaggerating when I say that we got out just in time.

I've gone to great lengths to describe the part Sunderlands played in the BNGE, for our involvement was critical to the success of the project and it was the first time that flying boats had operated to the extent that we did, at such high latitudes, in such a remote area and under difficult conditions.

The remaining months of 1952 were taken up with routine training and involvement in the NATO exercise in Norway. But there was a major change on the domestic scene in November when I was allocated a married quarter and we moved onto the base. At the same time our first daughter Carol Stiles Cassels was born in the local hospital on 4 Nov 1952. So, the year ended with a happy event. Another major event occurred in 1953, when to celebrate her coronation, the Queen reviewed a major fly past of the RAF on 15 July at RAF Odiham. This involved hundreds of aircraft - slow piston to fast jet - from all over the country arriving at a precise spot, precise time and in precise order and consequently required many rehearsals - 14 rehearsals over a period of 5 weeks. The squadron provided 3 aircraft, flown by the CO, the Flight Commander and myself and after the Fly Past we retired to the bar to drink the Queens health. It was my final flight with the squadron for on 1 July 1953 I had been promoted to Squadron Leader and posted to Air Ministry, London.



You can see a video of the event [HERE](#).

I've written a lot about my time on flying boats, for I left the Squadron with great regret as it was the happiest and most rewarding flying appointment of my career. While at Pembroke Dock I had flown Sunderlands to many different countries, taken part in many interesting and exciting operational tasks, loved the life of a flying boat captain and at the end got promoted. On the domestic scene my time at Pembroke Dock was also rewarding for while there I got married and had my first daughter. Altogether a rewarding and interesting period of my service career. So off to Air Ministry, but this time to fly a desk !

## **Air Ministry, London.**

I was posted to the Organisation department in the Directorate of Administration Planning with the job title of Organisational Planning 3 (OP3). The job involved maintaining the details of all airfields in regard to their structural suitability for operating various types of aircraft and which units were located on these airfields. A lot of the information was contained on large wall maps which were covered with draw curtains and because the work involved classified information access to our offices was restricted. I was like a fish out of water to start with and must confess that, while I eventually settled down and got on top of the job, I never really liked it. Also, I didn't really take to my boss, a Wing Commander in the Administration Branch.



Jimmy Higgins, my old CO, had been promoted to Wing Commander and arrived at Air Ministry a few months after me so we met occasionally for lunch. One of these occasions landed me in an awkward situation for it was the habit of my Director, an Air Commodore, when he went to lunch to always leave the keys to his office with one of the officers in our secure area. This day, I forgot to pass the keys to another officer before I went to lunch, a rather long lunch with Jimmy Higgins, and when I got back my irate Wing Commander advised me that his boss, the Air Commodore, was very upset about being locked out of his office. I have no doubt that this incident was not forgotten by my boss when he filled in my annual confidential report.



While at Air Ministry pilots were expected to avail themselves of any opportunity to maintain their flying proficiency. The nearest unit for Air Ministry was the Communication Flight at Hendon where I got myself checked out on Anson aircraft. Every few months I would get a day off and have a few hours in the air. Rather than just fly around the local area I would often fly to Jersey in the Channel Islands, have lunch and return with a couple of bottle of "duty free"; On several occasions I did this trip with Jimmy Higgins. In April 1954 I returned to Pembroke Dock for 2 weeks for what was called "refresher training" and had 25 hours flying my favourite Sunderland. I looked forward to getting back in the air as it was a pleasant break form the dull routine of organising airfields.

We lived in a RAF hired civilian flat in Enfield, North London for a year but as it was a bit damp and affecting Carols health we got permission to move to another place in Tottenham, this time to a house near an underground station with reduced the travel time to my office. Around this time, I bought one of the cheapest new cars available, a Ford Popular, having sold my little Austin 7 while at Pembroke Dock, so we were mobile once again. While at Tottenham another major family event occurred when our second







daughter Anne was born on 30 May 1955 at a Maternity home which had previously been the home of Gracie Fields the famous music hall singer. We weren't without friends while in London for I had an Aunt (my mother's sister) who lived in Palmers Green and a cousin, her daughter, who lived in Waltham Cross, both places very adjacent to Tottenham. We exchanged many visits with each other.

Towards the end of 1955 Maureen wanted to return to Rhodesia to see her parents and show them their first grandchildren so we arranged a return passage by boat and she left in December for a 6 month visit. I moved into RAF Kidbrook, East London, which was the nearest unit for officers working at Air Ministry. I didn't enjoy being separated from my family but I was comforted with the knowledge that my time at Air Ministry was coming to an end.

In June my posting came through and it was to RAF Habbaniya in Iraq to be Officer Commanding a Flying Wing. Needless to say, I was delighted that it was a flying appointment and an overseas posting. This required me to undergo a two week Jet Refresher course on Vampire aircraft at RAF Oakington which I did in July. In the meantime, Maureen had returned from Rhodesia in early June to be greeted with the unhappy news that she would not be able to accompany me overseas until a Married Quarter was available at my new station. This was a bit of a blow but being part of Service life it had to be accepted. In situations like this, the RAF provides accommodation at vacant Married Quarters at temporary inactive stations and we were allocated a Married Quarter at RAF Middleton St. George which was near Darlington in Yorkshire. After the Jet Refresher Course, I went on pre-embarkation leave which we spent in Scotland before travelling to our new married quarter in Yorkshire. (When I said farewell to my father then, little did I realize that I would never see him again). I spent a week getting Maureen and the children settled in the new house, drove to London, quickly sold my Ford Popular, jumped on a RAF Transport plane and arrived in Iraq in the middle of September. I often reflect on this period and how unfair the situation was - me very busy settling into my new post with lots of company and Maureen, living on her own in an unfamiliar area and having to look after two small children.



## **RAF Staging Post, Habbaniya, Iraq.**

RAF Habbaniya, located about 60 miles West of Baghdad, was an active airfield before and just after the 2nd World War but by the late forties or early fifties it became a staging post for RAF Heavy Transport aircraft flying between the UK and the Far East. From memory the route was UK - Cyprus - Habbaniya - Ceylon - Singapore. After the Suez crisis in 1956, Syria closed its airspace between Cyprus and Habbaniya so aircraft had to fly via Turkey. While glorifying in the title of OC, Flying the only aircraft I had direct control over were 1 Pembroke and 1 Meteor Jet. My primary task was to ensure that the necessary staging and flying facilities for the transiting aircraft were available.

The Pembroke was a twin engined Light Transport plane (10 Passengers) used as the station communication aircraft and the Meteor was used mainly by the CO and myself for local flying. The most frequent use of the Pembroke was flying passengers and mail between Habbaniya and Baghdad. The Commanding Officer of the station was Group Captain Hughie Edwards VC, an Australian in the RAF who eventually, when he retired as Air Commodore, became Governor of West Australia.



The base was located beside the Euphrates River and there was plenty of water for irrigation of trees and lawns so the base really was an oasis in the desert. There were plenty of social amenities available for all ranks and many sporting activities catered for. Because of the heat the working day began at 0600 hrs and finished at 1300 hrs so there was plenty of time to pursue leisure activities.

There were two airfields at Habbaniya. The original airfield was controlled by the Iraqi Air Force and the Staging Post airfield, located on a plateau beside Lake Habbaniya was built and controlled by the RAF. The Iraqi Air Force used the "lower airfield", as it was called, as a Jet training unit (Vampire and Venom aircraft) and had several seconded RAF pilots as instructors. These pilots had no connection with the Staging Post but on a few occasions I helped out by flying their Meteor aircraft towing a target drouge for their air to air firing practice. The co-operation between the two air forces was part of the Baghdad Pact.



In December 1956 my Instrument Rating was due to be renewed and I had to go to Cyprus to be examined. As it was near Christmas and me being in Cyprus, the CO gave me permission to take 2 weeks leave which enabled me to get a return ticket by civil aircraft to London and then onto Middleton St George to have Christmas with my family. It was a most welcome break and I managed to do a bit of shopping for the Group Captain, bringing him back two shirts from his London tailors. It was another 7 months before I was allocated a married quarter and Maureen and the children arrived by Hastings aircraft via Cyprus on a fairly normal 40C day. She said that as she stepped out of the aircraft it was like stepping into an oven, however, she and the children soon settled into their new abode and me to my usual service duties. Apart from flying to many areas within the country occasionally I had to fly to places outside Iraq like Jordan, Bahrain and Aden. I enjoyed these breaks from routine and on one occasion I visited Bahrain with Maureen and the children and met up with Jimmy Higgins who was now the CO of the RAF base there.

One event which got me into a spot of bother was when 3 Venom aircraft were transiting from Aden to Cyprus and night stopped at Habbaniya. Their route to Cyprus required a refuelling stop at Diyabakir in Turkey and although the formation leader was responsible for his own pre-flight briefing, as he was unfamiliar with this airfield and the route, I decided to attend and advise him. About mid morning a call from the Iraqi authorities in Baghdad advised us that they had received information that some aircraft had crashed landed near the Syrian border in northern Iraq. This was later confirmed to be the 3 Venoms. What had happened was that when they reduced altitude for landing at Diyabakir they were unable to find the airfield because of cloud so decided to climb back up and return to Habbaniya. Unfortunately, having let down and spent some time looking for the airfield they had insufficient fuel to make it back to Habbaniya so they tried to divert to Kirkuk, an oilfield airfield North of Habbaniya, but were unsuccessful and running out of fuel, were left with no option but crash land in the desert. The pilots were uninjured but at the subsequent Court of Inquiry the formation leader was held to be responsible for the loss of the aircraft. The Inquiry also found that as the weather forecasters at Habbaniya were uncertain of the conditions at Diyabakir I should have interfered to prevent the flight taking off. It recommended that I be reprimanded. The result was that I had to fly to Cyprus to receive the reprimand from the Air Officer Commanding. I have a suspicion that the AOC (an Irishman) was somewhat sympathetic towards me for after the formalities he invited me to sit down and we had a very pleasant chat about family life in Habbaniya and other generalities.



My job in Habbaniya wasn't very demanding and I had plenty of time to enjoy the social life with Maureen and the two girls. Each married quarter was provided with an Iraqi servant, so Maureen had ample opportunity to engage in the camp social life and Carol's education was catered for at the station school. Life went along smoothly until March 1958 when I learned of the death of my father, who died on 14 March 1958, but to my regret I was unable to return to Scotland for his funeral. A little later two other events happened. One was pleasant the other not so.



The first, a pleasant event, which brought us great joy, was the arrival of our son who was born in the station hospital on 3 July 1958 and whom we named Charles after my father. The second event was an uprising in Iraq in which the pro British government was overthrown and resulted in the removal of the RAF from Iraq.

### **The end of RAF Habbaniya.**

On 14th July I went to Flying Wing Headquarters to start the day only to find Iraqi soldiers guarding the building and refusing me entry to my office. It quickly transpired that the whole base had been taken over by the local Iraqi garrison and that we were locked in. News soon arrived that there had been a coup d'etat in Baghdad during which the King, Faisal 11, had been murdered along with his uncle the Crown Prince and that the Prime Minister Nuri a Said had fled. The coup was carried out by the Ba'ath party whose leader eventually became Saddam Hussein. Later news revealed that the Prime Minister, having fled disguised as a woman, had been caught then murdered and the body of the Prince Regent had been towed naked through the streets of Baghdad behind a Jeep with his genitals secured in his mouth. Other than being denied exit from the base and access to the airfield and certain buildings, the Iraqi soldiers did not interfere with any RAF personnel or their families. The base Armoury and the Communication Centre had been seized and contact with Middle East Air Force Headquarters in Cyprus cut. Later, communication was restored but all traffic was censored.



The Iraqi Brigadier in charge of the soldiers assured the CO that no harm would come to any personnel and that we would have to wait further negotiations. However, Hughie Edwards had a problem. Some of the airmen were becoming restless and were baiting the Iraqi troops, which was a worry, for he had 1200 men women and children to look after, keep safe and keep occupied. After about a week he called a meeting of Department heads and said he was going to hold the annual Garden Fete and that they were to keep their men busy preparing for the event. While initially being a bit skeptical about the idea we soon realised that it was the sensible thing to do and set about the task. Admin Wing had to prepare the venue on the large Sports arena, Tech Wing had to organise the swings, roundabouts, flying fox cables and side shows, and Flying Wing, my job, was to provide suitable venues for refreshments.



I obtained a large Marquee from the Equipment store, rearranged the shape and painted it to look like an English pub and called it the Prince of Wales Arms. An appropriately large sign was erected with the POW in large letters and the rest in very small letters. A hint of barbed wire in the background finished it off. When the CO inspected our efforts he stood for a minute in front of the sign, gave me a bit of a look, stifled a small grin then walked away. With tables and chairs outside and plenty of refreshments, obtained from the NAAFI stores, ours was a pretty popular venue. In a masterful touch the CO invited the Brigadier and his officers to attend but they declined. However, all afternoon the Iraqi soldiers were peering out from behind the bushes, no doubt wondering how these stupid British people could be having such a good time - didn't they realize that they were locked up !!



Finally, arrangements were made to allow us to be evacuated by civil aircraft from Baghdad, small groups at a time. The first to go, after about 3 weeks, were those who had been at Habbaniya the longest. My turn came shortly after but not before a rather anxious event arose. When Maureen arrived in Iraq in 1957 her passport had the names of our two daughters on it but of course not that of Charles. Normally his birth would have been notified to the British Embassy and the passport annotated accordingly. But the British Embassy had been burned down in the rebellion, so we had a problem, for we couldn't take our son out of Iraq as he was not on Maureen's passport and we had no proof that he was our son. The Swiss Embassy meantime had taken over the task of looking after British interests and luckily were in possession of the seals and stamps necessary for the certification of official documents. Permission was obtained for an officer to take the hospital certification of birth and the passport into Baghdad and the problem was solved. Our journey into Baghdad by coach was not without problems for we had to pass through a town near the base called Fallujah whose occupants were very hostile and stoned the bus. Unfortunately our aircraft was cancelled so we had to return to Habbaniya that day, ducking more stones. The following day we repeated the process and finally left Baghdad on a Middle East Airline Viscount and got back to London via Beirut. I didn't realize it at the time but my job in Habbaniya was my last full time flying appointment in the RAF.

## **Headquarters 19 Group, RAF Mountbatten.**

After a short period of leave in Scotland I completed an Intelligence Course at Air Ministry in London and took up my new appointment which was as Group Intelligence Officer at HQ 19 Group RAF Mountbatten, Plymouth. Fortunately, there was a vacant Married Quarter available and we soon settled into our new abode which was at Plymstock a small village just a few miles from the base. RAF Mountbatten overlooked Plymouth Sound and was a most pleasant place to be stationed, being close to beaches and the congenial Devon countryside. Our Married Quarter was large and well furnished and suited our requirements admirably. Altogether a most welcome change from Iraq.



My job was more routine than demanding and I took every opportunity I could get to visit the 19 Group Communication Flight, located nearby, and keep my hand in by flying the Anson aircraft. I also managed to get a month's break from my desk when I attended a Joint Anti Submarine Course at Londonderry in N. Ireland. While on this course I had the opportunity to spend a day on a Royal Navy submarine on an exercise which involved the submarine, while submerged, trying to avoid detection by a searching aircraft. While it was quite an experience to be a submariner for a day I'm glad I joined the Air Force and not the Navy.

While I was not very enthusiastic about my job, from a family point of view it was a very pleasant posting and we enjoyed our two and a bit years near Plymouth and the pleasant Devon countryside. Towards the end of my tour I had an opportunity (unofficial) to speak to the posting branch at Air Ministry and casually mentioned that while my previous posting had been overseas I would be quite happy to have another overseas posting. To my great surprise when my posting came through, not only was it overseas but it was to a location which, if I had been given the chance to select, would have been my first choice. It was to RAF Kia Tak in Hong Kong which at that time was one of the better overseas postings in the RAF. My appointment was to be Officer Commanding Administrative Wing and, while not a flying appointment, it was one which I was happy to receive.



## **RAF Station Kia Tak, Hong Kong.**

This time there would be no family separation, for the appointment carried with it an ex-officio married quarter, so Maureen and the children were with me when I embarked on the troopship HMT NEVASSA at Southampton in August 1961. The ship was built as a troopship and carried 1500 service personnel and families. While the term troopship is usually associated with hardship travel, in this case the voyage for us was more like a voyage on a cruise liner, everything first class. What a difference from the troopship I sailed in on my way to Rhodesia in 1942 - six weeks in a hammock below deck. Our stops on the way to Hong Kong were at Naples, Suez, Colombo, Penang and Singapore. When in Naples I had the opportunity to show the family the house I stayed in when there in 1944 and we also climbed to the top of Mount Vesuvius and visited the ruins of Pompeii. While in Singapore I caught up with an old fellow instructor from my days in Rhodesia in 1948 who was serving at Far East HQ. Altogether a most enjoyable 4 week voyage at Government expense.



The airfield at Kia Tak was the main airport for Hong Kong and had been developed by the civil authority after the war. RAF Kia Tak was located adjacent to the main runway which was used by both service and civilian aircraft. The only RAF aircraft at Kia Tak was a squadron of Venom fighter aircraft which were later replaced by the much more up to date Hunter aircraft. There were a few other non flying units located in the colony for which RAF Kia Tak provided administrative support.



Air Force HQ Hong Kong was located on Hong Kong Island itself while Kia Tak was on the mainland at Kowloon. Although it was a non-flying appointment, OC Administrative Wing was a demanding job and I relished the task and thoroughly enjoyed the challenge. The fact that there was a flying unit on the Base, No 28 Squadron, was a bonus, for I had the opportunity to fly both the Venom and the Vampire aircraft although not quite as often as I would have wished.

About 30 mins drive from the base there was a small boating harbour called Hebe Haven where I had a small 5 meter boat built which was powered by an outboard engine. We spent many enjoyable weekends sailing to nearby islands which had lovely swimming beaches. Unfortunately, the boat, named Shoofiti, was destroyed by a typhoon which I will mention later.



I had another boat built (Shoofiti 2) at the insurer's expense and we continued our pleasant sailings. The name Shoofiti was Arabic for "have a look" which we did a lot of while in Hong Kong.

Two events occurred which resulted in the deaths of two members of the base. One was the death of a pilot of 28 Sqn who inexplicably crashed into a hillside in good weather in his Venom aircraft. The other was a young airman when he was taking part in the annual Round the Island foot race between the Services. This was a marathon run over a long hilly course and in this case during hot weather. The young lad collapsed and died on a hillside from dehydration.

## **Typhoon Wanda.**

Being somewhat isolated there was no place for unmarried personnel to go to when they had leave. This mainly affected the young airmen who would spend their time in down town Kowloon or on the Island and the dubious attractions they offered. I got permission from the CO to set up a campsite on one of the remote seaside spots where the men could spend a few days swimming and fishing in the more healthy atmosphere of the outdoors. The marine craft section was used to transport the men and supplies between the base and the campsite. The site chosen was near an old deserted stone building with no roof and because of the intervening hills communication with the camp had to be via a radio link with a Signals unit located high on a hillside near Kia Tak.

On Saturday 1 September (1962) a devastating Typhoon named Wanda swept down on Hong Kong with extremely high and destructive winds which gusted to 140 knots. Click [HERE](#). Being a Saturday both the CO and myself were at home but decided the situation required us to be on hand to deal with any problems should they arise. We managed to get to the base before conditions prevented any outside travel. Later when inspecting the base in a car the conditions became so dangerous, with flying sheets of corrugated iron, that we had to retreat to the Headquarters building for safety. There was not much anyone could do except seek shelter indoors. The storm lasted well into the night and it was not until the next morning that we were able to make an assessment of the damage. While quite a bit of damage had been done it was not as severe as expected and the base got off lightly compared to the rest of the colony which suffered severely. There was tremendous damage to property, 130 people killed and over 600 injured. 20 small ships were also driven ashore.



My immediate concern was the fate of our 6 airmen on the campsite for we had had no communication from them. It was decided to send the Mountain Rescue Team, led by the station doctor, to make contact. As the route was over rugged terrain it took the team several hours to reach the camp but when they radioed their findings it was devastating news. All six airmen were dead. They were found under the collapsed walls of the stone building where they had



sought shelter after their tents had been blown away. The resulting Court of Inquiry found that the deaths of the airmen was due to an accident caused by a severe weather event. The bodies of the airmen were returned to the UK. The wrath of Nature can result in terrible events and the words of Robert Burns might seem appropriate in this case when he said "The best laid schemes o' mice and men Gang aft agley" (Go often wrong).

## Leaving Hong Kong.

In 1961 while at HQ 19 Group in Plymouth I had been advised that unless selected for promotion to higher rank, I would be retiring at the age of 43 which was then the retiring age for a Squadron Leader in the GD (Pilot) Branch. I obviously was not being considered for further promotion, my unhappy posting at Air Ministry and the loss of the 3 aircraft in Iraq didn't help - so, before I left Kia Tak I received my final appointment in the RAF which was to be Operations 2 at HQ 18 Group, RAF Pitreavie Castle in Scotland.

I was sorry to leave RAF Kia Tak for it was one of the best posting in my RAF career. I was happy in my job and had a great social life and which my family also enjoyed. So, in June 1964 back to the UK in a chartered aircraft, operated by Eagle Airways.



## HQ 18 Group, Coastal Command, RAF Pitreavie Castle.

As usual a new posting involved the usual problem of domestic issues; housing, schools for the children and getting settled after an overseas posting being some of the things. Fortunately, we were able to stay in my sister's house for a few weeks while I negotiated the purchase of a house in Dunfermline. This was done fairly quickly, as in Scotland house purchase and mortgage is done through a solicitor, so when my leave ended we were settled in the house before I went back to work. This was the first house we had ever owned so it was with great excitement that we took possession. We bought the house from Jock Stein who was the manager of Dunfermline Athletic Football Club and who was moving to take up the job of manager of a more famous Scottish Football Club, Glasgow Celtic. The house was a fairly new bungalow style house which we partly furnished with items of furniture we had bought in Hong Kong. Once the children were enrolled in local schools in Dunfermline I was ready to take up my new appointment.

The job was fairly routine and not nearly as satisfying as my previous appointment in Kia Tak, however it still enabled me to keep my hand in at flying as there was an Air Experience Flight (for Air Training Corps Cadets) at Turnhouse, the civil airport for Edinburgh. The aircraft were Chipmunks, a low wing 2 seat light aircraft and I spent a lot of time giving the cadets air



experience. At one point I did manage to free myself from my desk when the CO of RAF Macrihanish, a small holding unit near Campbelltown on the Mull of Kintyre, wanted to take leave and I took over his job for 2 weeks. This was a nice break for I took Maureen and the children with me and they had two weeks at the seaside.

As retirement was looming I had to think of the future and what I was going to do. I still wanted to fly so I decided to get my Commercial Pilots Licence and try my luck in Civil Aviation. I had obtained my Civil Private Pilot's Licence in 1965 and in early 1966 went to an Aviation school near Perth to sit the ground subjects for the Commercial Licence - Navigation, Aviation Law, Meteorology, Flight Planning, Radio Aids. I passed these subjects but had to have a flight test. I did this on a Chipmunk with an examiner and obtained my Commercial Licence just before I retired. I now had to obtain a job and I applied for two. One was with the BOAC and BEA flight training school at Hamble near Southampton, staffed mainly by ex RAF Flying Instructors. I had an interview and was told I would be contacted later. I also applied for a job as First Officer on Viscount aircraft with BEA and after submitting my details was advised that they would accept me but the chances of promotion to Captain were unlikely because of my age I didn't fancy sitting in the co-pilots seat for years to come so I turned this down.

A few days before my 43rd birthday I was "Dined Out" of the RAF at a Dinner held in the Officers Mess and on 11th August 1966 I finally retired from the RAF after 25 years' service, having enlisted on 9 September 1941. During those 25 years I had served in Europe, the Middle East, Far East, Africa and Greenland and during that time had experienced many high points and many low points but it was a great venture and I certainly had no regrets in joining and remaining in the RAF for those years.

**Next issue, Jock leaves the UK for the RAAF at Richmond.**



## The People I meet.

The other day I was in our fair city, Brisbane, accepted widely by one and all as the best city south of the North Pole. I was dressed in one's finest as one does in order to blend in with the State's movers and shakers who constantly roam our fair City's streets, alone and unaided, while eating rye bread sandwiches and drinking mochaccinos from cardboard cups. I had ventured forth into the bright lights on this day to purchase some HB pencils which are hard to find in the suburbs where the Bic ball point rules supreme and after searching far and wide, high and low, I was able to purchase several of Staedtler's creations, (those with the little rubber on one end), from an elderly blue haired matron who had a small stall tucked away in one of the City's many alley-ways.

I passed over a dollar coin to settle the purchase and was mildly surprised to discover I was due eleven cents in change and being in a pleasant mood that fine day and as I am a kind and generous person, I informed the elderly matron she could keep said change as a form of gratuity in recognition of her splendid service. I must say I was a bit surprised when she bowed her thanks to me in public, one would have thought I had tipped her a whole twenty cents.

**L-R: Thien Khuong,  
Honourable person,  
Van Pham**

Being thoroughly satisfied with my purchase of the day, I thought it only fitting to favour myself with some nourishment so I headed for Brisbane's finest, the Jade Buddha café restaurant on the Brisbane River where I knew I could find wonderful food and beverage at affordable prices and where I could find a private booth and not be adorned and worshipped as is normally the case when I appear in public in the one place for any length of time. That day I had also liberally applied considerable amounts of white Mum deodorant paste, Californian Poppied the hair and splashed my face and





neck with Old Spice in an attempt to hide the Radtechitis that normally would flow freely from my person.

Sadly, and unbeknown to myself, some of that irresistible magic allure did escape and wafted forth only to be detected some twenty or so miles away by two lovely young ladies who were going about their normal daily duties. Immediately all natural reasoning and thought left them and they were overtaken instead by raw instinct. Unable to resist, they donned their helmets and leapt aboard their 12 geared treadlies and forsaking the bike lanes, hit the highway as fast as possible in search of some Radtechitis.

I was just starting into my second Sars on the rocks when those lovely ladies burst forth and hurled themselves onto my person, much to the astonishment of the other patrons and try as I might, I was unable to dislodge them inside of 97 minutes by which time they had ingested sufficient quantities of Radtechitis to last them for some time.

Both Thien and Van are part of the Vietnamese Community in Brisbane, they are lovely and friendly young ladies, always ready to help old ADF Veterans who went to the aid of the South Vietnamese people all those years ago, and as can be seen here, damn good sports too with a healthy sense of humour.

## The Airways Museum – Essendon Airport.

If ever you fly into Melbourne on a Tuesday and you were involved in the aviation game at one time in your life, on your way into the city you should divert into Essendon airport and have a look through the Airways Museum.

The Airways Museum is an aviation museum, but with one difference - there are no aircraft! Instead, the Museum houses a collection of national importance that traces the development of Australia's civil aviation airways system through innovation and technical development from its beginnings in the 1920s to today. The story is told through artefacts and photographs and illustrates how Australia has often played a leading role internationally in aviation development.



The Museum is housed in Building 44 at Essendon airport, an old workshop built in 1942 for Australian National Airlines (ANA). The building was subsequently taken over by the Department of Civil Aviation (DCA) and in 1984 the basement was used to store the collection of equipment

which now comprises the Airways Museum. The building is today owned by Essendon Airport Ltd. and the Airways Museum rents the space.

The Museum shows how the invisible radio highways of the sky guide aircraft safely to their destination and keeps them separated from one another. It is the museum's aim to explain how this complex system has evolved.

Its collection had its origins in 1973 when it was realised that much airways equipment that had been in service since the War, or before, was being replaced and would soon disappear altogether if not preserved. The purpose of the collection is to preserve for posterity examples of airways equipment which were once in common use.

In doing so, the significant contribution of Australia over the years to the development of safe and reliable civil aviation is also highlighted. The collection contains a number of Australian innovations and inventions that have led the world, and of which we can be justly proud.



The Aeradio (air-radio) room (above), is one of the 17 standardised Aeradio Stations constructed for DCA by AWA Ltd from 1938 to service the eastern trunk routes of Australia. At left are three racks of radio and audio equipment. The middle rack holds a Stowger Relay, used to change the frequency of the remotely-sited J2876 HF radio transmitter associated with these stations. Other aerodrome functions such as turning on and off lights could also be performed remotely using the Stowger relay. The right hand rack holds three HF radio receivers.



On the desk to the left are the controls for a Bellini-Tosi Medium Frequency (MF) Direction Finding (DF) receiver and in the centre a control box with receiver selection, indicator lamps, volume controls and the dial for transmitter function selection.

Major areas covered in the museum include:

- Air Traffic Services:
  - Tower Control
  - Approach Control
  - En-route Control
  - Aeradio/Flight Service
- air/ground & ground/ground communications equipment
- radio navigation beacons & radar
- airport lighting & visual approach guidance
- flight calibration of navigation aids

Below - part of the museum's visual displays.



Although always known as the 'Airways Museum', funding for many years only covered the cost of transporting and storing obsolete equipment for the collection.



In a very few cases money was also made available for restoration work, usually by Departmental apprentices. The equipment comprising the collection came from the many Departmental airports and remote navigation and communications sites around Australia.

With the breakup of the Department, commencing in the late 1980s, the Airways Museum collection was eventually inherited by the newly-formed Airservices Australia, considered to be the most appropriate branch of the former Department to retain it. A review of priorities in 2000 resulted in museum consultants from Deakin University confirming the significant historical value of the collection. As a result, Airservices Australia continues to significantly fund the Airways Museum, which is operated on its behalf by the Civil Aviation Historical Society (CAHS).



The Airways Museum was first opened to visitors in 1997, although much work occurred over 2002-3 to re-organise exhibits following a consultant's report on the most appropriate layout. A dedicated band of volunteers continue to work on the restoration of equipment and the improvement of displays using audio-visual materials from the extensive CAHS archive.

The photo below shows a rather shabby Building 44 as it was in the 1980s. At that time the Museum's collection was stored in the building but it was not open to the public.



After World War 1, the repatriation of a large number of trained pilots and the importation of a number of aircraft for civil use caused the Australian Government to make provision for the regulation of civil aviation in Australia. Accordingly, the Air Navigation Act 1920 was passed by Parliament, granted Royal Assent on 2 December 1920, gazetted on 11 February 1921 and came into force on 28 March 1921.

Regulations were drawn up under the Act to provide for the registration and periodical examination of aircraft, licensing of aerodromes, examination and licensing of personnel engaged in flying and in the maintenance of aircraft, and rules of the air.

The organisation established to administer the Act and Regulations was the Civil Aviation Branch of the Department of Defence. This organisation grew and evolved over time, changing its name and function along the way. In 1938 the organisation became a Government Department in its own right, the Department of Civil Aviation (DCA).



From 1973 onwards, DCA began a series of changes that saw it amalgamated with other Government Departments and parts broken away to form other, independent organisations. Regardless of what it was called at a particular point in time, for the sake of ease of use we'll use the term "the Department" to identify all branches and iterations of the organisation in a generic sense unless a specific organisational name is quoted.

Click [HERE](#) to see a list of organisational acronyms used by DCA and its successors.

## History.

With the development of commercial air services (and radio) in the 1930s came the need for a supporting ground organisation. This need was reinforced by the tragic losses of the first ANA's [Avro X Southern Cloud](#) in 1931, Airlines of Australia's [Stinson VH-UHH](#) in 1937 and the second ANA's [DC2 Kyeema](#) in 1938. At first marine radio stations were used for communication with aircraft, but soon a dedicated air traffic services organisation was established, one that continues to play a vital role in safe air transport today.

In 1948-49, Australian National Airways (ANA) published a brochure describing in terms designed for the lay person showing how the Air Traffic Control system of the day functioned. Communication with ATC (or the Tower at least) is by VHF radio and formalised instrument approach procedures had also made an appearance. The basic en-route separation standards for aircraft were 1,000 ft vertically or 20NM longitudinally. Most of that system that was developed years ago is still used today although terminologies have changed somewhat over the years. The brochure also features ANA's then flagship, the Douglas DC-4 VH-ANA Amana, which was delivered in January 1946 and lost in a [tragic accident](#) in June 1950.





Click the pic above to read the brochure.

The Wireless Telegraphy Act 1905 gave control of all wireless communications to the Commonwealth Government. In 1909 the House of Representatives resolved that wireless telegraphic stations should be established around the coasts of Australia and that merchant ships should be equipped with wireless installations to:

1. gain intelligence of the appearance in Australian waters of hostile forces, and
2. assist in saving life and property imperilled by accidents upon the sea.

The Australasian Wireless Co. of Sydney won the tender to install, on behalf of the Postmaster General, wireless stations at Perth and Sydney. This company virtually established Australia's radio industry by taking the initiative of installing radio equipment in merchant ships and operating experimental shore stations. In 1910 they were granted a licence to operate a wireless station and conduct telegraphy tests with ships at sea. Their station was located in the Hotel Australia, Sydney. The aerial mast was attached to the hotel's chimney. Thus in 1911 the first coastal radio station was established. The transmitter had a range of 520 kilometres.

The permanent network of stations initially involved the two high powered (25 kW) stations at Sydney (Pennant Hills) and Perth (Applecross), and a network of 17 low powered stations. These were installed between 1912 and 1914.

A consequence of the loss of the British liner Titanic was the Navigation Act 1912 which required any ship carrying more than 50 persons in Australian waters to be fitted with a wireless communications apparatus. It also required a suitably qualified operator to work the equipment. At that time, the Marconi and Telefunken companies were in strong competition for the world telecommunications market. Marconi sued the Australasian Wireless Company for infringement of its patents. The dispute was settled when, in 1912, the companies agreed to exchange patents, and the Australian Wireless Co. merged with the Australian branch of Marconi to form Amalgamated Wireless (Australasia) Ltd. (AWA).

The aim of the original network was to ensure that all ships in Australian waters would be in contact with at least one station at all times. The range of the transmitters was soon increased to 700 km by day and up to 3,500 km at night. The operating frequency was 500 kHz.

In 1922 AWA was granted exclusive rights to operate an expanded network of 27 stations which comprised the Coastal Radio Service (CRS), which they continued to do for the next 25 years.





These included stations in New Guinea, which had been hurriedly installed when Japan entered World War II. The Overseas Telecommunications Act 1946 resulted in the creation of the Overseas Telecommunications Commission and ownership of the CRS was transferred to this new organisation on 1 October 1946.

The first passenger aircraft to be fitted with wireless communications was the Tasmanian Aerial Services DH84 Dragon VH-URD Miss Launceston, in 1934. By the end of 1937, about 24 Australian aircraft had been fitted with radio equipment. Prior to the creation of the Aeradio service in 1938-39, the Civil Aviation Board arranged for AWA to provide an interim ground-to-air communications service. This was achieved through a combination of Coastal Radio Stations and temporary stations at aerodromes. Frequencies of 333 kHz and 325 kHz were allocated for the service. The Coastal Radio Stations provided a ready-made network for communication with aircraft in flight.



The Marconi S.W.B.8W HF Radio Transmitter (1950s – 1980s)



The first flight across the Pacific in 1928 was by Charles Kingsford Smith, Charles Ulm, Harry Lyon and wireless operator Jim Warner. It was the first overseas flight to be equipped with radio communications equipment. Sydney Radio kept contact throughout the flight.

The mobile communications and direction finding facility which had been used at Charleville during the 1934 Centenary air race from England to Australia was later moved to Western Junction (Launceston) to aid aircraft crossing Bass Strait from the mainland. A temporary station was also established at Darwin airport for the 1934 air race, and this continued to operate until 1940. Darwin also provided radio communications with aircraft on the Australia to England airmail service. Communications could be maintained as far as Kupang in Timor.

The first permanent aeronautical communications facility provided by AWA was at Essendon Airport in 1935. It was sited near the reservoir on the eastern side of the field and was connected via a PMG landline to the CRS transmitter station at Ballan. Other interim stations were set up at Canberra, Forrest and Groote Eylandt. In conjunction with some rural broadcast stations, the coastal service also collected and conveyed meteorological information for aircraft pilots planning their flights.

AWA was contracted by DCA to design, install and staff a network of permanent Aeradio stations along the major air routes in Australia and New Guinea. As the Aeradio stations progressively came into operation from late 1938, CRS operators were invited to resign from AWA and join DCA as Aeradio Operators. Many of the Department's early Aeradio Operators were also lured away from the unsociable life at sea to the relative comforts of being land-based. Thus began the progressive separation of Aeradio from the CRS, although the CRS continued to provide a service at Townsville until 1942 and Thursday Island until 1977.

At right is the final amplification stage of the Marconi S.W.B. 8W HF radio transmitter. The final valves (left and right), with aluminium radiators above, generated the final power amplification which was fed into a tuned circuit (behind and at top). The black knob at centre bottom controlled the tuning condenser (capacitor) - the horizontal plates between the two valves - which formed part of the tuned circuit.



High power output (up to 3.5 KW) was required to overcome atmospheric noise at the lower frequencies used. The power amplification process was quite inefficient, with a great deal of waste energy produced in the form of heat.

With time Aeradio operators came to acquire additional duties and responsibilities, and in 1966 the service was restructured to become Flight Service. The duties of the Flight Service Officer were:

- pre-flight pilot briefing,
- sending and receiving traffic and operational information to and from aircraft in flight,
- search and rescue alerting,
- weather observations and reporting and
- monitoring of navigation aids.

A typical Flight Service Unit Console – this one from Mildura.



The console is of fairly typical 1960s and '70s vintage design common to many of the outstation Flight Service Units (FSUs). The Mildura FSU was closed down in 1990 as part of a program to consolidate all outstation units into major capital city Centres (sadly). With the loss of outstations went the face to face contact between Flight Service Officers (FSOs) and pilots. It removed the "human" factor which was very important - knowing the pilot, knowing the aircraft, knowing the weather could sometimes alert the FSO to a potential problem before it happened.



## Distance Measuring Equipment (DME).

The Department has an enviable record of invention and innovation within its Airways Engineering and Airways Operations organisations. Most prominent, among many other smaller-scale innovations, are the Australian Distance Measuring Equipment (DME) system, the [T-VASIS](#) visual landing aid, and the [Interscan landing system](#). All of these met, and exceeded, ICAO standards of performance and were hailed for their engineering and operational achievement.

The Australian DME system gave over forty years of valuable service to Australian civil aviation between 1955 and 1995 with Australia being the first country in the world to have a civil DME system in service. DME works by the aircraft transmitting a pulse to the ground station which instantly replies. The equipment in the aircraft then measures the time interval between the pulse going out and the return pulse being received. From that time interval it can compute the distance between the aircraft and the ground station. It could also compute speed over the ground.

### *DME ground station.*

The first post-war conference aimed at regulating international air transport was the Chicago Convention, held in November 1944. It was here that the "Five Freedoms of the Air" were drafted and are still the cornerstone of international air travel. The agreements propose that for scheduled international air services each nation grant to all others, with the possible exception of former enemy countries, these "freedoms are:"

- To fly across its territory without landing.
- To land for nontraffic purposes.
- To put down passengers, mail, and cargo taken on in the territory of the country whose nationality the aircraft possesses.
- To take on passengers, mail, and cargo destined for the territory of the country whose nationality the aircraft possesses.
- To take on passengers, mail, and cargo destined for the territory of another agreeing nation and to put down passengers, mail, and cargo coming from any such territory.

One of the many draft Annexes produced was Instrument Aids to Navigation, which include Annex B, defining a radio beacon station as "a special station, the emissions of which are





intended to enable an on-board station to determine its bearing or a direction with reference to the radio beacon station, and in some cases, also the distance which separates it from the latter". In other words, it confirmed the need for some form of distance measurement along an airway. Up to that time whilst continuous azimuth guidance on airways was provided by various types of radio beacons, progress along track could only be measured by station passage of a beacon - in other words, by flying over it.

***Early DME cockpit indicators were of the analogue type. The needle showed the distance from the DME beacon on the inner scale. Pushing the button at lower right caused the ground speed to be displayed on the outer scale.***



Immediately after the Chicago Convention, a Commonwealth Air Transport Council was established to monitor and share views, information and developments of a civil aviation nature. An extension of this body, with responsibility for radio technical matters, was the Commonwealth and Empire Conference on Radio for Civil Aviation (CERCA). This body first met in Canada in November 1944, and produced specifications for suitable radio navigation aids, based on wartime inventions. In particular, it looked at developing a form of distance measurement, based on the Rebecca-Eureka 'Identification Friend or Foe' (IFF) secondary radar system, and operating in the 200 Mhz band.

The Australian demonstration was at Ottawa on 28 and 29 October 1946, and was of a DME system and a [Multiple Track Radar Range](#), both being adaptations of the Second World War radar systems mentioned earlier, and both of which were based on the findings of the 1945 CERCA London meeting. The great amount of operational experience which had been gained during the war years with secondary radar systems operating in the 200 Mhz band promised a technically successful operation of DME at that frequency, however, this was countered by the USA proposal for a system operating at 1,000 Mhz.

The Australian Domestic DME network eventually encompassed at least 84 beacons. These included en-route beacons on major air routes such as at Dederang in NSW, beacons at major airports and beacons at many regional airports such as Wittenoom Gorge in WA and Roma in Qld. From the 1960s the Australian system was known as DME(A) to distinguish it from the 'international', or DME(I), 1000 MHz system. The system continued in operation until 7 December 1995 when all the DME(A) beacons were withdrawn. Only a much smaller number of DME(I) beacons remain in service. The sticker at left was produced and distributed to industry in late 1995 as a reminder of the forthcoming closure of the network.





## Gibson Girl.

One piece of equipment we did see in the museum, a piece that we knew pretty well, was the Gibson Girl survival beacon. As a fresh faced Rad Mech posted to 2AD at Richmond, I can remember servicing these things. Named "Gibson Girl" because of their hour glass shape, these things were carried by aircraft and ships and were meant to be used to tell one and all that you were in trouble and needed assistance and/or rescue.

During World War II, Germany developed a hand-crank 500kHz rescue radio, called the "Notsender" (emergency transmitter) NS2. It used two vacuum tubes and was crystal-controlled. The radio case curved inward in the middle so that a user seated in an inflatable life boat could hold it stationary, between the thighs, while the generator handle was turned. The distress signal, in Morse code, was produced automatically as the crank handle was turned.

In 1941, an NS2 unit was captured by the British who produced a copy which they called the Dinghy Transmitter T-1333. Britain gave a second captured unit to the United States, which produced its own copy, the SCR-578. United States Army Air Forces aircraft carried the SCR-578 on over-water operations, it was supplied with a fold-up metal frame box kite, and a balloon with a small hydrogen generator, for which the flying line was the aerial wire. Power was provided by a hand cranked generator. It transmitted on 500 kHz at 4.8 watts, giving it a range of about 200 miles. Keying could be automatic SOS, or manual. Crystals were a scarce item for the U.S. during the war and the SCR-578 was not crystal-controlled.



A post-World War II version, the AN/CRT-3, which added a frequency in the 8MHz range, was in use by ships and civil aircraft until the mid 1970s.

It was the hardest thing to crank , definitely not what you would want if you were injured.

## ATC Dual 'Bright Display' Approach Radar Console.

The dual 'Bright Display' Approach Radar console was in use in the first Melbourne/Tullamarine Area Approach Control Centre (AACC) from the mid-1960s until it was retired in October 1988. This console was used for the Departures North and South positions. The Approach/Departures cell also comprised a single radar console for Approach Radar and a strip board for Approach Procedural (known as the 'Inky').

On the outboard sides of the console are banks of intercom buttons and, on the desktop below them, joysticks which controlled the Inter-Console Marker (ICM). Using the ICM, one controller could cause an arrow to be displayed on another controller's console. By moving the arrow via the joystick, the controller could designate particular targets (aircraft) for the purposes of handoff or identification.

Above the console is mounted the TV display for the Terminal Area Severe Turbulence (TAST) advice. This was a hand-drawn picture of areas of likely severe turbulence transmitted from the Bureau of Meteorology and based on weather radar returns. Since the Bright Display equipment was weather-suppressed, the TAST was used for controller situational awareness and to provide limited advice to pilots of thunderstorm activity.







Tours of the Airways Museum are available on Tuesdays 9am-3pm and at other times by appointment. Groups are welcome and a meeting room is available. Entry is by gold coin donation for individuals, \$4 per head for group tours (including tea/coffee & bikkies, and a guided tour).

### Where Are they?

The Museum is located at Essendon Airport, Melbourne, Victoria, at the rear of Building 44. Enter via Edgar Johnston Lane.

The Museum itself is accessible by ramp, however, toilet facilities require the ability to climb stairs. The nearest ramp-accessible toilets are at the Passenger Terminal.

Parking around the Airways Museum is subject to various restrictions. In addition to permit parking zones, there are ticketed places in the carpark immediately to the north of the Museum (free on weekends). There are also a number of free 3h and 12h places in Wirraway Rd adjacent to the northern carpark.

We can recommend it, allow yourself at least a couple of hours to check it all out, there is a heap of material, the volunteer staff are very knowledgeable and very proud of their museum, if you're interested in Airways Ops – this is the place for you.



An attractive young woman on a flight from Ireland asked the Priest beside her, 'Father, may I ask a favour?' 'Of course child. What may I do for you?' 'Well, I bought my mother an expensive hair dryer for her birthday. It is unopened but well over the Customs limits and I'm afraid they'll confiscate it. Is there any way you could carry it through customs for me? Hide it under your robes perhaps?' 'I would love to help you, dear, but I must warn you, I will not lie.' 'With your honest face, Father, no one will question you.' When they got to Customs, she let the priest go first. The official asked, 'Father, do you have anything to declare?' 'From the top of my head down to my waist I have nothing to declare.' The official thought this answer strange, so asked, 'And what do you have to declare from your waist to the floor?' 'I have a marvellous instrument designed to be used on a woman, but which is, to date, unused.' Roaring with laughter, the official said, 'Go ahead, Father. Next please!'



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## Wheel Studs Versus Wheel Bolts: What's the Difference?

The advantages and disadvantages of having one or the other.



Most street cars come from the factory with either wheel studs or wheel bolts. There are also centre-lock wheels, but those are usually reserved for top-tier race cars and high-end performance street cars. So, what exactly is the difference?

Wheel bolts are standard on many German-built cars and use a threaded stem (a bolt) attached to a tapered head that matches to the wheel insert. This is a nuisance as not only do you have to lift the heavy wheel you have to line it up with its bolt holes in line with the holes in the hub. Perhaps not such a big problem on a small car in daylight, but it's a different story with an SUV with its large heavy wheels and at night.

Wheel studs are different in that, instead of using a single piece that screws into the hub, the studs are mounted in the hub, and stick out beyond the brake rotor. The wheels are mounted using nuts which are screwed onto the stud. This makes it easier to mount tyres without having to worry about lining everything up.

But that's just a simple explanation. Watch this [video](#) which will explain all the differences between wheel bolts and studs.



## RAAF Memorial Grove.

When you're driving into Canberra, along the Federal Highway (from Goulbourn) once you pass into the ACT, on the left hand side, you'll pass the RAAF Memorial Grove.



The RAAF Memorial Grove is an area designated by the National Capital Authority to be used as a memorial park for the RAAF Association (ACT Division). The park, located at the intersection of the Federal Highway and Majura Road, forms part of the Canberra-Sydney Remembrance Driveway.

In 1953 the then National Capital Development Commission (NCDC), in concert with the Remembrance Driveway Committee, designated Territory land for the RAAF Association (ACT Division) to develop as a memorial grove. The Remembrance Driveway Committee determined the landscape tree planting in accordance with the Remembrance Driveway Master Plan. (Click the pic at right to read it)

The Remembrance Driveway Committee (RDC), RAAF Association (ACT Division), National Capital Authority (NCA) and the ACT Government are the principal stakeholders in the Memorial Grove. In addition, the RAAF Association (ACT Division) is the approving authority for the installation of commemorative plaques in the Grove within the framework agreed by the NCA.





The Memorial Grove was formally consecrated on the 22nd February 2002 by the Principal Air Chaplains in the presence of the then Chief of Air Force Air Marshal Angus Houston, Chief Minister of the ACT Mr Jon Stanhope, the Chairman National Capital Authority, Air Marshal David Evans and distinguished visitors. Members of the Division have supported the Grove for many years. In 2000 the Group Captain Hughie Edwards VC Memorial Park was established on adjacent Territory land. With the co-location of the Edwards VC Memorial Park and the RAAF Memorial Grove, the ACT Government assumed prime responsibility for maintenance. The RAAF Association (ACT Division) and community groups continue to assist.

The RAAF Memorial Grove, with its central memorial cairn, is not intended as a substitute for the Australian War Memorial (AWM), the RAAF National Memorial on Anzac Parade or the Canberra Garden of Remembrance.



However, it does offer an alternative location for commemorative ceremonies and for the installation of plaques that do not meet the eligibility criteria for mounting at the AWM or the ACT Garden of Remembrance. Such plaques include those dedicated to groups, units or members of the RAAF, ex-AFC, ex-RAAF, ex-WAAAF, ex-WRAAF, RAAF Assn, ex-RAAF Assn or similar persons or groups.

Organisations, units, squadrons, groups or events that qualify for commemoration elsewhere may also be commemorated in the RAAF Memorial Grove.





The Royal Australian Air Force Association (ACT Division) Memorial Grove is surrounded by a pathway leading to a number of plaques commemorating Royal Australian Air Force (RAAF) units, schools and schemes. In the centre of the grove is a sandstone plinth topped with a metal cross. On the plinth is the badge of the RAAF Association (ACT Division) and a plaque commemorating the service of the men and women of the RAAF.



The two black granite blocks at the entrance to the grove are from the Royal Australian Air Force Memorial on Anzac Parade, Canberra. They were transferred when the Anzac Parade memorial was redesigned in 2002.

The Royal Australian Air Force Memorial Grove is a prominent testimonial to those who served and those who died as well as being a historical record of the Royal Australian Air Force's strong link with the national capital and the people of Canberra.



Central to the Grove is a sandstone circular area which features 7 all-weather signs, each of which tells an interesting story.

Click the pic above to read the signs.

The Memorial Cairn is the focus of the RAAF Memorial Grove and was established to:

*"Honour all Persons who are serving in the RAAF or Who Have Served in the AFC, RAAF, WAAAF or WRAAF"*

The Cairn was designed, funded and built by the members of the then ACT Branch of the NSW Division of the RAAF Association, now the ACT Division of the RAAF Association. To ensure that developments do not detract from the original intention and purpose of the Memorial Cairn, the RAAF Association (ACT Division) is the principal approval authority for memorial change proposals. The NCA acknowledges that the Memorial Cairn is owned by the RAAF Association but requests to be informed of any proposed changes as the cairn is listed in the NCA Register of National Memorials.



## Categories of Plaques.

Three categories of commemorative plaques qualify for installation in the Grove:

### Memorial Cairn Plaques.

- The existing marble dedication plaque mounted on the Memorial Cairn is part of the original design and was installed by the then Canberra Branch of the NSW Division of the RAAF Association.
- Plaques proposed for mounting on the cairn must complement and accord strictly with the intention, ie, the original dedication plaque, future re-dedication or identification plaques or plaques proclaiming ownership of the cairn or acknowledging events of historical significance.

### Group Plaques.

- Group plaques are those that commemorate RAAF Association groups, AFC, RAAF, ex-RAAF, WAAAF, WRAAF, Squadrons, Units, groups or similar organisations. Plaques may also be installed to mark events/reunions of historical significance involving any of these groups or organisations.

Group plaques are normally of two sizes:



**Large Plaques** - made of polished granite or other agreed material, 51cm x 36cm in size, normally mounted on a stone plinth which is offset or setback from the circular surround wall to the lookout, the Upper Memorial Walk, Lower Memorial Walk or the Return Path to the front entrance to the Grove.

**Medium Plaques** - made of polished granite or other agreed material, 30cm x 21cm, normally mounted on the designated stone/concrete memorial wall.

### Individual Plaques.

- Individual plaques commemorate individuals who were serving AFC, RAAF, WAAAF or WRAAF members at the time of death as well as ex-members of the AFC, RAAF, WAAAF or WRAAF and members/ex-members of the RAAF Association.
- Small or Individual Plaques, made from cast bronze, 20cm x 16cm in size with raised lettering/inscription, are normally mounted on the memorial wall or on a concrete plinth located at the base of tree within the Memorial Grove.



In special circumstances the RAAFA may approve installation of sandstone benches for mounting of group plaques.

19 Radio Appy has an application into DVA for a grant which will enable them to erect a plaque at the Grove. They hope to hear soon that their application is successful and then they will erect a cast bronze plaque which will be seated on a sandstone plinth.

If you wish to erect a Plaque in the Grove to commemorate your Squadron or your unit or group etc, you first have to get the approval from the RAAF Association (you can get the form [HERE](#)), once completed, post it to the Director, Commemoration and Honours, RAAFA (ACT Division), PO Box 111, Campbell, ACT, 2612. Once approval has been obtained, submit a claim to DVA under their "Saluting their Service" grants scheme for funds to have it made and erected. You can find all that info [HERE](#).



One company that is familiar with the design and size of approved plaques and which can make them for you, is "Ball Plaques Pty Ltd". You can contact them on 1300 217 527 or via their web site [www.plaques.com.au](http://www.plaques.com.au)





## Canberra

If you haven't been through Canberra Airport for a while, you'll get a shock. What was once a bit of a shed is now one of the best, though not the biggest, airport terminals in Australia.



Canberra is the 8<sup>th</sup> busiest airport in Australia, the top 10, in passenger movements, are:

|    |        |            |   |           |            |   |             |            |
|----|--------|------------|---|-----------|------------|---|-------------|------------|
| 1  | Sydney | 42,600,000 | 2 | Melbourne | 34,875,000 | 3 | Brisbane    | 22,655,000 |
| 4  | Perth  | 12,455,000 | 5 | Adelaide  | 8,090,000  | 6 | Coolangatta | 6,455,000  |
| 7  | Cairns | 4,900,000  | 8 | Canberra  | 2,995,000  | 9 | Hobart      | 2,440,000  |
| 10 | Darwin | 2,095,000  |   |           |            |   |             |            |

Over the period 2009-2014, Canberra Airport invested more than \$500 million on a complete redevelopment of its terminal precinct. This redevelopment, termed 'AirVolution', was the largest private sector investment in Canberra's history and delivered a world-class terminal.

This included the development of four new aircraft parking positions plus the gradual reconstruction of the entire aircraft parking apron to increase its bearing strength allowing for use by larger aircraft. The staged construction of the new 55,000m<sup>2</sup> terminal building provided for:

- A tripling in check-in counters to 44;
- A quadrupling of the size of the baggage handling system;
- 10 new aerobridges;
- Expanded security screening area;



- Over 7,000m2 of club lounge area; and
- New retail and food and beverage outlets.

The finished result has delivered a terminal that is the best of its kind in the region, if not the world. This is seen in the detail and scale of the landscaped areas, the stunning water features and world-class sculptures that adorn the roadside, courtyards and terminal building itself.



The integrity of the planning, style of architecture and attention to detail in the finish have been matched with quality inclusions across the board; terrazzo flooring from Italy, granite security benches, stone check-in counters, durable yet comfortable coach hide leather seats, tailor made light fittings, engineered security solutions, custom glazed aerobridges and bronze sculptures.

With over 55,000m2 of terminal building and a 24 hour airport and with Canberra also being the Green Capital of Australia, it was of course a crucial feature that the new terminal was one of the most carbon dioxide friendly in Australia. This environmentally sustainable development uses a combination of initiatives in water and energy saving. The roof of the new terminal can collect a massive amount of water that is then used in toilets, air-conditioning and landscape irrigation. Energy is saved by the use of two tri-generation plants that produce electricity on-site from gas and capture the waste heat to cool and heat the building. This has reduced the building's carbon dioxide emissions by 75 per cent compared to the old terminal facility.



Back on the 13th August 1940, in what became known as the Canberra air disaster, a RAAF Lockheed Hudson flying from Melbourne crashed into a small hill to the east of the airport. Four crew and six passengers, including the Chief of the General staff and three Federal Government ministers, were killed in the accident. James Fairbairn, Minister for Air and Civil Aviation, was one of those killed and the Fairbairn Airbase, the eastern component of the airport, was subsequently named after him. In 1962 the military side of the airport was renamed RAAF Base Fairbairn. The North-East quadrant of the airport still retains the Fairbairn name.



The RAAF area in the distance, looking from the civvy terminal.

in 1998 the RAAF area was sub-leased back to the Department of Defence and it was decommissioned as a RAAF base in 2003, although 34 Squadron remains based there, and the RAAF area was renamed Defence Establishment Fairbairn.

Two Glasgow boys, Archie and Jock, are sitting in the pub discussing Jock's forthcoming wedding. 'Aye, it's all going like magic,' says Jock. 'I've got everything organised already: the flowers, the church, the cars, the reception, the rings, the minister, even ma stag night...' Archie nods approvingly. 'Hell, I've even bought a kilt to be married in!' continues Jock. 'A kilt?' exclaims Archie, 'That's grand, you'll look pure smart in that! And what's the tartan?' 'Ach,' says Jock, 'I imagine she'll be in white.'



## Lockheed Hudson Bomber, on display at Canberra Airport



A piece of Australian aviation history, painstakingly restored by conservators at the Australian War Memorial, is on display at the Canberra Airport. The project to display the aircraft (A16-105) was made possible by collaboration between the War Memorial, Canberra Airport, and the Virgin Australia Group.

The Director of the Australian War Memorial Dr Brendan Nelson said “This Hudson bomber and the brave young men who flew it during the dark days of the Second World War defended our nation’s freedoms and vital interests. The aircraft then played its part in expanding commercial aviation in the post-war era.

The Hudson, faithfully restored and positioned alongside the Virgin Australia check-in counters, reminds us of those who came before us and that Canberra is home to Australia’s number one landmark – the Australian War Memorial.”

The Lockheed Hudson, created by parent company Lockheed Martin Australia, was one of the most versatile aircraft used by Allied air forces in the early part of the Second World War. It was the first to see action in the Pacific, when the Japanese attacked Malaya before the raids on Pearl Harbor.



Based on a civilian airliner, A16-105 made its first flight in 1938, modified to include a bomb bay, positions for an operational crew of five, and defensive armament. It arrived in Australia in early December 1941 and was used to train RAAF aircrews. Between December 1942 and January 1943 it saw operational service in Papua and New Guinea, carrying out supply flights during the Allied advance on Buna, on Papua's north coast. After the war, A16-105 was flown as a photographic survey aircraft. It completed its last flight in 1998 and was purchased by the Australian War Memorial in 2001.

The Memorial set about restoring the aircraft to its wartime configuration of December 1942. The project took four years to complete and involved the fabrication of more than 5,800 parts and tools, extensive research on the colour scheme and internal fit-out, sourcing of replacement parts and spares through the aviation heritage network, and reconditioning of the airframe.

Hudson A16-105 will be on display at the Canberra Airport until the end of 2018.

A man goes to a shrink and says, "Doctor, my wife is unfaithful to me. Every evening, she goes to Larry's bar and picks up men. In fact, she sleeps with anybody who asks her! I'm going crazy. What do you think I should do?" "Relax," says the Doctor, "take a deep breath and calm down. Now, tell me, exactly where is Larry's bar?"

## Mid Air refuelling.

It's been around for a while, the following video shows a USAF Boeing KB-29 aircraft refuelling two USAF F84 fighters over RAAF Laverton and Pt Cook during Airforce week in the early 1950s. It's historic footage in itself but, throw a RAAF Mk.30A Lincoln into the mix, then that makes it as rare as the proverbial "Hen's Teeth"! or that rocking horse stuff!!

See [HERE](#).

## Why Pushrod Engines have a low Redline.



The reciprocating mass associated with pushrods means the spring on the valve can't keep up at high RPMs.



Pushrod engines are great for a lot of reasons. They're compact, they're simple, and if done right, they sound good. But one drawback of the pushrod design is that it can't rev as high as a comparable overhead-cam engine.

Pushrod engines are unique in that the camshaft is inside the cylinder block—not on top in the cylinder head. This makes engine height shorter, allowing for a more compact design. The downside is that the camshaft rotation has to travel through a pushrod and a rocker arm, which pushes a spring down to open the valves. This generates a considerable amount of reciprocating mass.

When an engine reaches higher RPMs, the spring that pushes the valve back into place can't keep up, and eventually valve float (valve bounce) will occur. Most pushrod engines use just two valves per cylinder which at high RPM makes getting enough air into the cylinder is also a challenge.





But that's just a simple explanation. The video below describes the inner workings of the pushrod engine and its limitations <https://youtu.be/S9E2nCXNHU8>

Civilian Friends: Never ask for food.  
Military Friends: Are the reason you have no food.

## You should upgrade the driveshaft when adding power to your car.



Doubling your horsepower won't do any good if the thing sending power to your wheels is too weak to handle it.



From the factory, a car's driveline is meant to withstand a certain amount of power. If you upgrade your car's engine to push beyond that limit, things will start breaking. Technology has changed since 1930, when Raymond Mays' Bugatti, shown above, lost its wheel. Today, most cars use constant-velocity joints, which can cause an entire wheel to come off if they fail.

A car's half-shafts (axles) connect the differential to the driven wheels. Each shaft is rated to a certain amount of power it can transfer from the transmission (or differential) to the driven hubs.

An informative video has been put together explaining how these shafts work, where the weak points are, and how to make sure you never break one while behind the wheel.

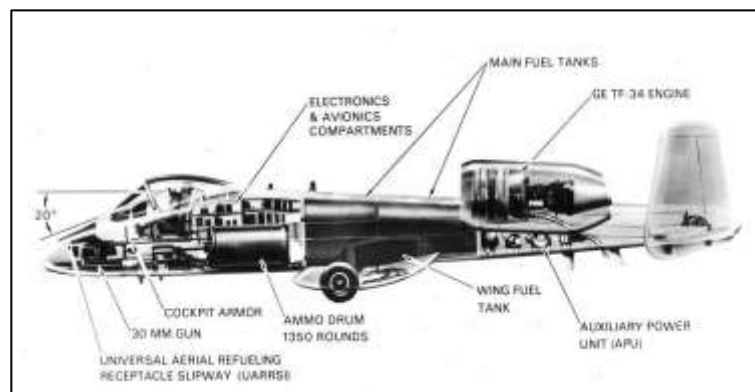
Though adding massive amounts of power to your car is a sure-fire way to rip a stock driveshaft in half, there are some other things, such as adding a race clutch, that could put more driveline shock into the tubes and cause them to break.

Watch for yourself to see how CV joints operate, and what steps you can take to make sure yours don't fail on you. See [https://youtu.be/tkukG\\_J2ZzE](https://youtu.be/tkukG_J2ZzE)

## The Fairchild Republic A-10 Thunderbolt II (Warthog).

The Fairchild Republic A-10 Thunderbolt II is a single-seat, twin turbofan engine, straight wing jet aircraft developed by Fairchild-Republic for the United States Air Force (USAF). Commonly referred to by the nicknames "Warthog" or "Hog", its official name comes from the Republic P-47 Thunderbolt, a World War II fighter-bomber effective at attacking ground targets. The A-10 was designed for close air support (CAS) of friendly ground troops, attacking armoured vehicles and tanks, and providing quick-action support against enemy ground forces. It entered service in 1976 and is the only production-built aircraft that has served in the USAF that was designed solely for CAS. Its secondary mission is to provide forward air controller – airborne (FAC-A) support, by directing other aircraft in attacks on ground targets. Aircraft used primarily in this role are designated OA-10.

The A-10 was intended to improve on the performance of the A-1 Skyraider and its lesser firepower. The A-10 was designed around the 30 mm [GAU-8 Avenger rotary cannon](#). Its airframe was designed for durability, with measures such as 540 kg of titanium armour to protect the cockpit and aircraft systems, enabling it to absorb a significant amount of damage and continue flying. Its short take-off and landing capability permits operation from



airstrips close to the front lines and its simple design enables maintenance with minimal facilities. The A-10 served in the Gulf War (Operation Desert Storm), the American intervention against Iraq's invasion of Kuwait, where the A-10 distinguished itself. The A-10 also participated in other conflicts such as Operation Urgent Fury in Grenada, the Balkans, Afghanistan, Iraq, and against Islamic State in the Middle East.

The A-10A single-seat variant was the only version produced, though one pre-production airframe was modified into the YA-10B twin-seat prototype to test an all-weather night capable



version. In 2005, a program was started to upgrade remaining A-10A aircraft to the A-10C configuration, with modern avionics for use with precision weaponry. The U.S. Air Force had stated the F-35 would replace the A-10 as it entered service, but this remains highly contentious within the Air Force and in political circles. With a variety of upgrades and wing replacements, the A-10's service life can be extended to 2040; the Air Force has no planned retirement date as of June 2017.

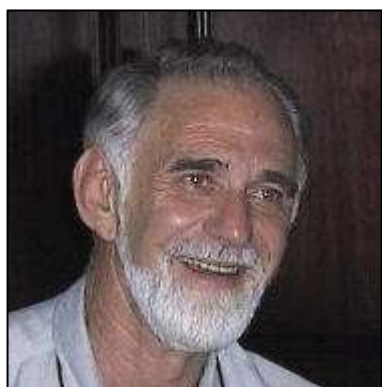
You can watch a video showing its capabilities here [https://youtu.be/-q2T6M\\_pzes](https://youtu.be/-q2T6M_pzes)

During training exercises, the Sergeant, who was driving down a muddy back road encountered another car stuck in the mud with a red-faced Sqn Leader at the wheel. "Your jeep stuck, sir?" asked the Sergeant as he pulled alongside. "certainly not," replied the Sqn Leader, coming over and handing him the keys...." Yours is"

## Electron Theory.

Back in [Vol 61](#), we pondered the "new" thinking on electron theory and wondered how electrons work these days. It was well above our pay scale so we asked Frank Alley who a lot will remember took a lot of us young fellas, all wet behind the ears, and at Radschool all those years ago, tried to teach us electric and stuff.

He replied, "Here is some sort of an explanation:



In studying chemical bonding, [ionic](#) and [covalent](#) bonds are relatively easy to understand. You'll find ionic bonds in such solids as salt (sodium chloride) and pure covalent bonds between carbon atoms in diamond. The carbon-carbon bonds in diamond have no polarity, that is the electron pair making up the bond is equally shared between the two carbon atoms. In the covalent bonds in carbon dioxide the carbon-oxygen bond is polarised with the bonding electrons having a higher probability of being closer to the very electro-negative oxygen atom. In an ionic bond such as with sodium chloride the electrons forming the bond are virtually held by the very electro-negative chlorine atom.

All of this is of course a simplification (suits me in my old age).

Metallic bonding is a beast to understand. The grossly oversimplified idea that the valence electron is passed from one atom to the next to constitute an electric current is patent nonsense, but that is how it is taught to kids in high school because better explanations are horrid.

The outer electrons in metals are referred to as the valence or conduction electrons and they exist as a three-dimensional sea around the nucleus sites. And they are in constant movement...why? In nature there are two basic forms of particle:

- bosons (named after the Indian physicist Bose who worked with Einstein) and
- fermions (named after Enrico Fermi).

Bosons are the particles that carry the forces of nature. For example, the electric force is carried by photons (light particles). By the way, the magnetic force is the effect of relativity on moving charges. The nuclear force between atoms is carried by mesons and the particles holding the quarks of atoms together is carried by gluons (physicists can have quite a sense of humour).

Matter is made of fermions, such as protons, neutrons and electrons. Now an Austrian physicist Wolfgang Pauli (right) developed and exclusion principle (named after him) which states that no two fermions can have the same set of quantum numbers (in effect the same energy). Lord Rutherford upon hearing of the principle apparently said 'now all chemistry is understood.' Pauli was a bit scary in the science world and researchers were grateful if Pauli did not read their research papers. He was once heard to say after reading a paper 'this is so bad it isn't even wrong!'



Anyway, back to electrons (fermions). Because they are not bound to any one nucleus in a metal they have to keep moving so that they have different energies. Fermi described this in some horrendous mathematics and these electrons are sometimes referred to as 'fermi gas' because their behaviour can be related to the motion of gas particles. That is one explanation, so when an electric field is applied, the fermi gas being negatively charged is forced to move. You remember Lorentz's Law  $F=qE$  which defines the force that acts on moving charged particles in an electromagnetic field?? But then what is the path of movement in three dimensions? Well one explanation is to say they move on equipotential surfaces known as Brillouin zones. Physicists being like they are need to write mathematical equations explaining nature and simple x,y,z space coordinates cannot be used to explain Brillouin zones, so that invented 'inverse space' coordinates, I,J,K space. The whizzes amongst you will remember that 'I' is the square root of -1....an imaginary number. My nose is starting to bleed....

What is also worth remembering is that an electron bound to an atom cannot be a particle moving around in an orbit about the nucleus. If that were the case, because the electron is accelerating (changing direction....how radio waves are generated) it would lose energy and spiral into the nucleus. So, if electrons are particles then matter cannot exist in any structured form. Which means that electrons can be explained as waves when bound in an atom and they exist in resonant states which allows them not to radiate energy in their orbits. You know what microphone to speaker feedback is like....resonance.



Which leads to the concept of 'there is no truth, only our perceptions and scientists develop theories to explain those perceptions. Neils Bohr and Irwin Schroedinger each had contradictory theories of atomic structure, quite different, but both gave the same answers when tested.

It's such a long time ago since I sat in a university lecture on solid state physics, in awe of the professor who nearly won the Nobel prize and was apparently involved in the development of Britain's first hydrogen bomb.

So, understanding the motion of electrons in a metal is anything but simple....and I'm out of my depth here.....nose bleeding again (LOL).

Hope you are well."

Happy now??

A man goes to see the Rabbi. "Rabbi, something terrible is happening and I have to talk to you about it." The Rabbi asked, "What's wrong?" The man replied, "My wife is poisoning me." The Rabbi, very surprised by this, asks, "How can that be?" The man then pleads, "I'm telling you, I'm certain she's poisoning me, what should I do?" The Rabbi then offers, "Tell you what. Let me talk to her, I'll see what I can find out and I'll let you know." A week later the Rabbi calls the man and says, "Well, I spoke to your wife. I spoke to her on the phone for three hours. You want my advice?" The man said yes and the Rabbi replied, "Take the poison."

## BitCoin.

Back in [Vol 43](#) we had some info on Bitcoin, what it is and how it works. Back then 1 Bitcoin was worth US\$120, now, as at the 19<sup>th</sup> May, 2018, 1 bitcoin was worth AUD\$10,937.25 [HERE](#)'s some more info.



## A fishy story.

Each year, a few individuals in China were drowning or just disappearing mysteriously in Huadu's Furong Reservoir.

It was not until recently, when the son of a government official went swimming in the reservoir and was drowned, that the secret was revealed. What was discovered in the waters was a 3 meter (9.8 feet) long "man-eating" catfish whose head alone is 1 meter (3.3 feet) wide!.

After cutting up the catfish, area residents were shocked to find the remains of another missing man inside! Swimming in the reservoir is now forbidden because it is feared other similar man-eating catfish are still lurking in the waters.



## The top 15 most trusted brands in Australia

- Band-Aid
- Dettol (First Aid)
- Colgate (Toothpaste)
- Gillette
- Dulux
- Dyson
- Energizer
- Cadbury
- Weber
- Bridgestone
- Panadol
- Aerogard (Body Insect Repellent)
- Listerine
- Vegemite
- Cancer Council (Sunscreen)



## Djinnang 2018.

The Djinnang Association (Queensland) held their 2018 AGM/Reunion at a new venue this year. Instead of the Transcontinental Hotel (the Trans), this year they moved across the road to the Hotel Jen - which started life many years ago as the Travelodge and which has been bought and sold a few times. The Jen is part of the Shangri-La group which has its head office in Hong Kong.

Like the Trans, the Hotel Jen is on Roma St Brisbane, next to the Roma Street railway and bus station. This makes it a very easy, very safe and very legal method to get to and from the reunion. At the end of day, attendees can just wobble downstairs, walk 50 metres along the foot-path and hop on either a train or bus.

The reunion was held in the 5<sup>th</sup> floor function room and this year about 110 people braved the rainy old day and joined their mates for good food, good cheer and a great time.



Those present were (All names left to right):



Lynn Beilby, Warren Foder, Brian Webb, Jeff Wessells.



Anne Ellis, Linda Conyard, Lesley Bannan.



"Aunty" Joy Mc Pherson, Trev Benneworth.



Barry Leadbitter, Darren Wyatt.



Collen Jollow, Karen Belford, John O'Loughlin.



Dave Grant, Shane Buckley, Gail McDermott, Liz Wright, Daryl Henderson.



Delrae Gaddes, John Darling.





Dianne Hoopert, Marie Henson.



Elaine "Love my red wine" Hillebrand



Dave Grant, Steve Ellis, Pat Bannan.



Geoff White, Ron Bellert.



Glen Walton, Jenny Bell.



Jack and Margaret Khan.



Jeff Wessells.



John McAllister, Marie Henson, Jeff Wessells, Ros Curran.



## The Committee.

President Gavin Smith had suffered a fall a few days before the AGM and was not able to attend, Treasurer Alyn Hawkes chaired the meeting instead and mid afternoon, he closed the bar and opened the meeting.

First motion was a spill of all positions on the committee with nominations called for. The current Committee was re-elected in full, unopposed.

Committee members are:

|                  |                 |                     |                |
|------------------|-----------------|---------------------|----------------|
| <b>President</b> | Gavin Smith     | <b>Secretary</b>    | Gail McDermott |
| <b>Treasurer</b> | Alyn Hawkes     | <b>Publications</b> | Brian Webb     |
| <b>Committee</b> | Tracey Stephens | Barbara Watson      | John Isaacs    |



Tracey Stephens, Alyn Hawkes, Gail McDermott, John Isaacs, Barb Watson, Brian Webb.



**Rear:** Neil Hunter, Dave Weston, Graeme Brownrigg, Kym Justin, Noel Quarrell, Neal Miller, Daryl Henderson.

**Front** Bob May, Buzz Sbizzirri, Barrie Powell, Wayne Ussher, Gary Bidgood, Dennis Greig.

Today i went to toilet  
without my phone



There are 124 tiles in  
the bathroom



Di Webb, Trev Benneworth – this is a tough job, someone has to do it!



Kathy Barthelson.



Kev "Hinchy" Hinch, Dave Peters, John Goss.



Lalee Jagiello, Shirley Watson, Sandy Faber.





Laurie Murray, Ian O'Brien, Karen Downs, Dianne Hoopert.



Leanne Watson, Carolyn Wilson.



Lisa Williams, Steve Ellis.



Liz Wright, Yolanda Lever.



Lynton Clarke, Noel Quarrell.



Marie Browner, Marie Henson, John Findlay.



Michael Maloney, Susan Nicholls.



Mike Downs, Mike Roberts.



Murray Crome, Chris Watson, Mike Stewart.



Pat Green, Geoff White.



Rod and Annie Taylor.



Trevor Horne, Ros Curran.



Ron "Moose" Amos, Ray Thompson.



Ron Bellert, Elaine Hillebrand, Ken Hillebrand.



Rod Taylor, John Sobott.



Ray Green, Col Mallett.





Lalee Jagiello, Sandy Faber, Shirley Watson.



A single sperm has 37.5MB of DNA information in it. That means a normal ejaculation represents a data transfer of around 1,587GB in about 3 seconds... and you thought 4G was fast.

It was then time to get the groups together.



The Amberley mob.



The CommsOps



Darwin-ites



Glenbrook-ites



Radtechs Air – the A Team.



Telegs



Telstechs



Townsville-ites.

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## Alcohol: If you drink, keep it moderate.



Moderate alcohol use has possible health benefits, but it's not risk-free.

It sounds like a mixed message: Drinking alcohol may offer some health benefits, especially for your heart yet on the other hand, too much alcohol may increase your risk of health problems and damage your heart.

When it comes to alcohol, the key is definitely moderation. Certainly, you don't have to drink any alcohol and if you currently don't drink, don't start drinking for the possible health benefits. In some cases, it's safest to avoid alcohol entirely — in no way do the possible benefits outweigh the risks.



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

### Moderate alcohol consumption may provide some health benefits, such as:

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

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

### Guidelines for moderate alcohol use

Moderate alcohol use for healthy adults means up to one drink a day for women of all ages and men older than age 65, and up to two drinks a day for men age 65 and younger.

Examples of one drink include:

|                               |                            |
|-------------------------------|----------------------------|
| Beer:                         | 375 ml – one can or stubby |
| Wine:                         | 150 ml                     |
| Distilled spirits (80 proof): | 45 ml                      |

Moderate alcohol use may be of most benefit if you have existing risk factors for heart disease, however, you can take other steps to improve your heart health besides drinking — eating a healthy diet and exercising, for example, which have more robust research behind them.



Keep in mind that even moderate use isn't risk-free. For example, drinking and driving is never a good idea.

An elderly man went to his doctor and said, 'Doc, I think I'm getting senile. Several times lately, I have forgotten to zip up.' 'That's not senility,' replied the doctor. 'Senility is when you forget to zip down.'

## Do natural aphrodisiacs actually work?

There's little evidence to support the effectiveness of most substances thought of as natural aphrodisiacs.

Although certain foods and supplements — such as chocolate, spicy food, oysters and strawberries are sometimes claimed to affect libido, research has shown them to be largely ineffective at producing a sexual response in either men or women. Some preliminary evidence is slightly more encouraging for a few natural supplements, such as ginkgo, ginseng and maca, but more research is needed.



While there's no harm in experimenting with most foods to see if they're effective natural aphrodisiacs, be aware that some supplements containing insect or plant extracts can be toxic. For example, [Spanish fly](#), a commonly touted natural aphrodisiac, can cause kidney damage and gastrointestinal bleeding. Certain products marketed as natural aphrodisiacs have also been found to contain prescription drug ingredients such as sildenafil, the active ingredient in the erectile dysfunction drug Viagra. These ingredients can be dangerous if you have certain medical conditions or you're taking particular medications.

If you're looking for an effective way to increase your sexual desire, consult your doctor. He or she may suggest proven strategies for enhancing sexual health, such as communicating with your partner, making healthy lifestyle choices and treating any underlying medical conditions. It may also help to consult a counsellor or therapist who specializes in sexual concerns and relationship issues.

A newly married man asked his wife, 'Would you have married me if my father hadn't left me a fortune?' 'Honey,' the woman replied sweetly, 'I'd have married you, no matter who left you a fortune!'



## Trans fat is double trouble for your heart health.

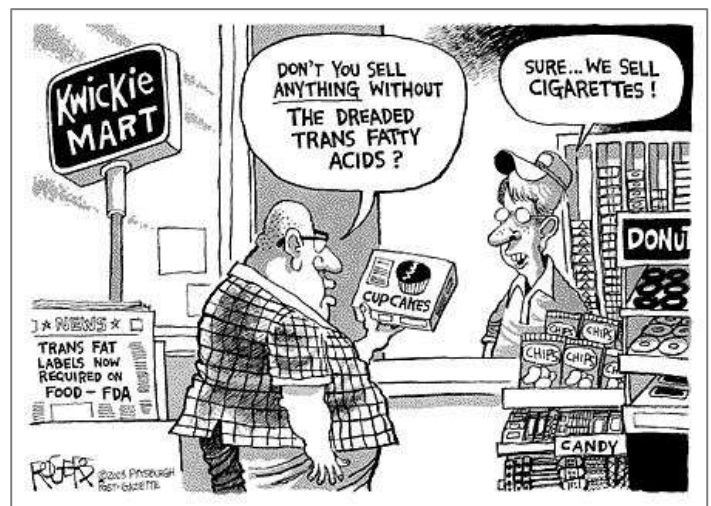
Trans fat raises your LDL ("bad") cholesterol and lowers your HDL ("good") cholesterol.

Trans fat is considered by many doctors to be the worst type of fat you can eat. Unlike other dietary fats, trans fat, also called trans-fatty acids, both raises your LDL ("bad") cholesterol and lowers your HDL ("good") cholesterol.

A diet laden with trans fat increases your risk of heart disease, the leading killer of men and women. Here's some information about trans fat and how to avoid it.

### What is trans fat?

Some meat and dairy products contain small amounts of naturally occurring trans fat, but most trans fat is formed through an industrial process that adds hydrogen to vegetable oil, which causes the oil to become solid at room temperature. This partially hydrogenated oil is less likely to spoil, so foods made with it have a longer shelf life. Some restaurants use partially hydrogenated vegetable oil in their deep fryers, because it doesn't have to be changed as often as do other oils.



### Trans fat in your food.

The manufactured form of trans fat, known as partially hydrogenated oil, is found in a variety of food products, including:

#### Baked goods:

Most cakes, cookies, pie crusts and crackers contain shortening, which is usually made from partially hydrogenated vegetable oil. Ready-made frosting is another source of trans fat.

#### Snacks:

Potato, corn and tortilla chips often contain trans fat. And while popcorn can be a healthy snack, many types of packaged or microwave popcorn use trans fat to help cook or flavour the popcorn.

#### Fried food:

Foods that require deep frying — french fries, doughnuts and fried chicken — can contain trans fat from the oil used in the cooking process.

#### Refrigerator dough:

Products such as canned biscuits and cinnamon rolls often contain trans fat, as do frozen pizza crusts.

#### Creamer and margarine:

Non-dairy coffee creamer and stick margarines also may contain partially hydrogenated vegetable oils.



## Reading food labels

In Australia, manufacturers are not required to declare TFAs on the label, although they can provide this information voluntarily. However, TFAs must be declared on a label if the manufacturer makes a nutrition content claim about cholesterol or saturated, trans, polyunsaturated, monounsaturated, omega-3, omega-6 or omega-9 fatty acids.

## How low should you go?

Trans fat, particularly the manufactured variety found in partially hydrogenated vegetable oil, appears to have no known health benefit. Experts recommend keeping your intake of trans fat as low as possible. Monitoring of TFAs in the Australian and New Zealand food supply has found that Australians obtain on average 0.5 per cent of their daily energy intake from TFAs and New Zealanders on average 0.6 per cent. This is well below the WHO recommendation of no more than 1 per cent. It is also below the levels in many other countries. However, the monitoring study also found that intakes of saturated fatty acids are higher than recommended for the Australian and New Zealand populations

## How trans fat harms you:

Doctors worry about trans fat because it increases the risk for heart attacks, stroke and type 2 diabetes. Trans fat also has an unhealthy effect on your cholesterol levels — increasing your LDL and decreasing your HDL cholesterol. There are two main types of cholesterol:

- **Low-density lipoprotein (LDL):** LDL, or "bad," cholesterol can build up in the walls of your arteries, making them hard and narrow.
- **High-density lipoprotein (HDL):** HDL, or "good," cholesterol picks up excess cholesterol and takes it back to your liver.

If the fatty deposits within your arteries tear or rupture, a blood clot may form and block blood flow to a part of your heart, causing a heart attack, or to a part of your brain, causing a stroke.

## What should you eat?

Foods free of trans fats aren't automatically good for you. Food manufacturers may have substituted other ingredients for trans fat that may not be healthy either. Some of these ingredients, such as tropical oils — coconut, palm kernel and palm oils — contain a lot of saturated fat.

Saturated fat raises your total cholesterol. In a healthy diet, 20 to 35 percent of your total daily calories can come from fat, but saturated fat should account for less than 10 percent of your total daily calories.

Monounsaturated fat, found in olive, peanut and canola oils, is a healthier option than is saturated fat. Nuts, fish and other foods containing unsaturated omega-3 fatty acids are other good choices of foods with healthy fats.



A man was sitting reading his paper when his wife hit him round the head with a frying pan. 'What was that for?' the man asked. The wife replied, 'That was for the piece of paper with the name Jenny on it that I found in your pants pocket'. The man then said 'When I was at the races last week, Jenny was the name of the horse I bet on.' The wife apologized and went on with the housework. Three days later the man is watching TV when his wife bashes him on the head with an even bigger frying pan, knocking him unconscious. Upon re-gaining consciousness, the man asked why she had hit again. Wife replied. 'Your horse phoned'

## What is a stroke?

A stroke occurs when there's bleeding into your brain or when blood flow to your brain is blocked. Blood is carried to the brain by blood vessels called arteries. Blood contains oxygen and important nutrients for your brain cells. Blood may be interrupted or stop moving through an artery, because the artery is blocked (ischaemic stroke) or bursts (haemorrhagic stroke). When brain cells do not get enough oxygen or nutrients, they die. The area of brain damage is called a cerebral infarct. If you are in the vicinity of someone who is showing indications of a stroke, don't delay, seek immediate medical assistance. A stroke is a true emergency. The sooner treatment is given, the more likely it is that damage can be minimized. Every moment counts.

Recognise **STROKE** Think **F.A.S.T.**

**F**  
Has their **FACE** drooped?

**A**  
Can they lift both **ARMS?**

**S**  
Is their **SPEECH** slurred and do they understand you?

**T**  
Call 000, **TIME** is critical

Stroke FOUNDATION

If you see any of these symptoms  
**Act FAST**  
call 000

In the event of a possible stroke, use F.A.S.T. to help remember warning signs:

- Face.** Does the face droop on one side when the person tries to smile?
- Arms.** Is one arm lower when the person tries to raise both arms?
- Speech.** Can the person repeat a simple sentence? Is speech slurred or hard to understand?



**Time.** During a stroke every minute counts, if you observe any of these signs, call 000 or your local emergency number immediately.

Other signs and symptoms of a stroke, which come on suddenly, include:

- Weakness or numbness on one side of the body, including either leg.
- Difficulty swallowing.
- Dimness, blurring or loss of vision, particularly in one eye.
- Severe headache, a bolt out of the blue, with no apparent cause.
- Unexplained dizziness, unsteadiness or a sudden fall, especially if accompanied by any of the other signs or symptoms.

Risk factors for stroke include having high blood pressure, having had a previous stroke, smoking, having diabetes and having heart disease. Your risk of stroke increases as you age.

The signs of stroke may occur alone or in combination and they can last a few seconds or up to 24 hours and then disappear. When symptoms disappear within 24 hours, this episode may be a mini stroke or Transient Ischaemic Attack (TIA). If you or someone else experiences the signs of stroke, no matter how long they last, call 000 immediately.

### **What is your stroke risk?**

The Stroke Foundation has a web site where you can answer a few questions and find your stroke risk, see [HERE](#).

A father buys a lie detector robot that slaps people when they lie. He decides to test it out at dinner one night. The father asks his son what he did that afternoon. The son says, "I did some schoolwork." The robot slaps the son. The son says, "Ok, Ok. I was at a friend's house watching movies." Dad asks, "What movie did you watch?" Son says, "Toy Story." The robot slaps the son. Son says, "Ok, Ok, we were watching porn." Dad says, "What? At your age I didn't even know what porn was." The robot slaps the father. Mom laughs and says, "Well, he certainly is your son." The robot slaps the mother.

Robot for sale!

## **Can chocolate be good for my health?**

Healthy chocolate sounds like a dream come true, but chocolate hasn't gained the status of health food quite yet. Still, chocolate's reputation is on the rise, as a growing number of studies suggest that it can be a heart-healthy choice.



Chocolate and its main ingredient, cocoa, appear to reduce risk factors for heart disease. Flavanols in cocoa beans have antioxidant effects that reduce cell damage implicated in heart disease. Flavanols, which are more prevalent in dark chocolate than in milk chocolate, also help lower blood pressure and improve vascular function.

In addition, some research has linked chocolate consumption to reduced risks of diabetes, stroke and heart attack. But more research is needed to confirm these results.

In the meantime, if you want to add chocolate to your diet, do so in moderation. Why? Most commercial chocolate has ingredients that add fat, sugar and calories. And too much can contribute to weight gain, a risk factor for high blood pressure, heart disease and diabetes. On the other hand, cocoa itself, unlike chocolate, is low in sugar and fat while offering potential health benefits. If you enjoy chocolate flavor, add plain cocoa to your low-fat milk or morning oats.

I've been to a lot of places, but I've never been in Cahoots. Apparently you can't go alone, you have to be in Cahoots with someone. I've also never been in Cognito either. I hear no-one recognises you there. I have however, been in Sane. You can't fly there, you have to be driven there. I've made several trips.

## Slow or fast weight loss?

Why do doctors recommend a slow rate of weight loss? What's wrong with fast weight loss?

The concern with fast weight loss is that it usually takes extraordinary efforts in diet and exercise, efforts that could be unhealthy and that you probably can't maintain as permanent lifestyle changes. A weight loss of one half to one kg a week is the typical recommendation. Although that may seem like a slow pace for weight loss, it's more likely to help you maintain your weight loss for the long term.

Remember that one kg of fat contains 7,000 calories. So, to lose one kg a week, you need to burn 1,000 more calories than you eat each day. Also, if you lose a lot of weight very quickly, you may not lose as much fat as you would with a more modest rate of weight loss. Instead, you might lose water weight or even lean tissue, since it's hard to burn that many fat calories in a short period.



In some situations, however, faster weight loss can be safe if it's done the right way. For example, doctors might prescribe very low calorie diets for rapid weight loss if obesity is causing serious health problems. But an extreme diet such as this requires medical supervision. In addition, it can be difficult to keep this weight off.

Some diets include an initiation phase to help you jump-start your weight loss. For example, the [Mayo Clinic Diet](#) has a quick-start phase in which you might lose 3 to 5 Kg in the first two weeks. You can lose weight quickly with an approach like this because it combines many healthy and safe strategies at once, no gimmicks or extreme dieting.

After the initial two-week period, you transition into the recommended weight loss of up to one Kg a week, which gives you time to adopt the necessary lifestyle changes, such as eating a healthy diet and increasing your physical activity, necessary for maintaining weight loss over the long term.

Paddy and Murphy are working on a building site. Paddy says to Murphy "I'm gonna have the day off. I'm gonna pretend I'm mad!" He climbs up the rafters, hangs upside down and shouts "I'm a light bulb! .. I'm a light bulb!" Murphy watches in amazement! The Foreman shouts "Paddy you're mad, go home" So he leaves the site. Murphy starts packing his kit up to leave as well. "Where the hell are you going?" asks the Foreman. "I can't work in the friggin' dark!" says Murphy.

## **Which spread is better for my heart — butter or margarine?**

Margarine usually tops butter when it comes to heart health. Margarine is made from vegetable oils, so it contains unsaturated "good" fats — polyunsaturated and monounsaturated fats. These types of fats help reduce low-density lipoprotein (LDL), or "bad," cholesterol when substituted for saturated fat.

Butter, on the other hand, is made from animal fat, so it contains more saturated fat.

But not all margarines are created equal, some margarines contain trans fat. In general, the more solid the margarine, the more trans fat it contains. Trans fat, like saturated fat, increases blood cholesterol levels and the risk of heart disease. In addition, trans fat lowers high-density lipoprotein (HDL), or "good," cholesterol levels.

Look for a spread that doesn't have trans fats and has the least amount of saturated fat. When comparing spreads, be sure to read the Nutrition Facts panel and check the grams of saturated fat and trans fat. Limit the amount you use to limit the calories.



If you have high cholesterol, check with your doctor about using spreads that are fortified with plant stanols and sterols, such as Benecol and Promise Activ, which may help reduce cholesterol levels.

## Foodswitch.

If you're a person who watches what you eat, there is an excellent free to download and use App that you get for your iPhone or Android mobile phone which will show you which packaged food is good or bad for you.

You're at your local supermarket. The many brand choices of packaged food can be overwhelming, and these products are often surprisingly high in salt, added sugar, saturated fat and kilojoules. So how can you decide what to put in your basket and make healthier choices for you and your family?



The free FoodSwitch app, developed by Bupa and The George Institute, can help you find out what is in the food you're eating and suggest simple, healthier switches for you and your family. Get immediate, easy-to-understand information about packaged food products as well as a list of similar foods that are healthier choices.

Each product you see in FoodSwitch has been rated using either a colour-coded 'traffic-light' labelling system or the new Health Star Rating system. It's easy to see at a glance how healthy a food is! You can then save this information to a healthier shopping list and share with friends and family.

You can see more info [HERE](#) and you can download the free App from the App Store or from the Google Play Store.

**Amazing new  
lipstick that  
helps you lose  
weight...**





## Hair Loss.

### Overview.

Hair loss can affect just your scalp or your entire body. It can be the result of heredity, hormonal changes, medical conditions or medications. Anyone can experience hair loss, but it's more common in men.

Baldness typically refers to excessive hair loss from your scalp. Hereditary hair loss with age is the most common cause of baldness. Some people prefer to let their hair loss run its course untreated and unhidden. Others may cover it up with hairstyles, makeup, hats or scarves. And still others choose one of the treatments available to prevent further hair loss and to restore growth.

Before pursuing hair loss treatment, talk with your doctor about the cause of your hair loss and treatment options.

### Symptoms

Hair loss can appear in many different ways, depending on what's causing it. It can come on suddenly or gradually and affect just your scalp or your whole body. Some types of hair loss are temporary, and others are permanent.

Signs and symptoms of hair loss may include:



Male-pattern baldness



Patchy hair loss (alopecia areata).





Traction alopecia.



Female-pattern baldness

Hair loss can appear in many different ways, depending on what's causing it. It can come on suddenly or gradually and affect just your scalp or your whole body. Some types of hair loss are temporary, and others are permanent.

### **Signs and symptoms of hair loss may include:**

Gradual thinning on top of head. This is the most common type of hair loss, affecting both men and women as they age. In men, hair often begins to recede from the forehead in a line that resembles the letter M. Women typically retain the hairline on the forehead but have a broadening of the part in their hair.

### **Circular or patchy bald spots.**

Some people experience smooth, coin-sized bald spots. This type of hair loss usually affects just the scalp, but it sometimes also occurs in beards or eyebrows. In some cases, your skin may become itchy or painful before the hair falls out.

### **Sudden loosening of hair.**

A physical or emotional shock can cause hair to loosen. Handfuls of hair may come out when combing or washing your hair or even after gentle tugging. This type of hair loss usually causes overall hair thinning and not bald patches.

### **Full-body hair loss.**

Some conditions and medical treatments, such as chemotherapy for cancer, can result in the loss of hair all over your body. The hair usually grows back.

### **Patches of scaling that spread over the scalp.**

This is a sign of ringworm. It may be accompanied by broken hair, redness, swelling and, at times, oozing.



## **When to see a doctor**

See your doctor if your child or you are distressed by hair loss and want to pursue treatment. Also talk to your doctor if you notice sudden or patchy hair loss or more than usual hair loss when combing or washing your or your child's hair. Sudden hair loss can signal an underlying medical condition that requires treatment.

## **Causes.**

People typically lose about 100 hairs a day. This usually doesn't cause noticeable thinning of scalp hair because new hair is growing in at the same time. Hair loss occurs when this cycle of hair growth and shedding is disrupted or when the hair follicle is destroyed and replaced with scar tissue.

Hair loss is typically related to one or more of the following factors:

### **Family history (heredity).**

The most common cause of hair loss is a hereditary condition called male-pattern baldness or female-pattern baldness. It usually occurs gradually with aging and in predictable patterns — a receding hairline and bald spots in men and thinning hair in women.

### **Hormonal changes and medical conditions.**

A variety of conditions can cause permanent or temporary hair loss, including hormonal changes due to pregnancy, childbirth, menopause and thyroid problems. Medical conditions include alopecia areata, which causes patchy hair loss, scalp infections such as ringworm and a hair-pulling disorder called trichotillomania.

### **Medications and supplements.**

Hair loss can be a side effect of certain drugs, such as those used for cancer, arthritis, depression, heart problems, gout and high blood pressure.

### **Radiation therapy to the head.**

The hair may not grow back the same as it was before.

### **A very stressful event.**

Many people experience a general thinning of hair several months after a physical or emotional shock. This type of hair loss is temporary.

### **Certain hairstyles and treatments.**

Excessive hairstyling or hairstyles that pull your hair tight, such as pigtails or cornrows, can cause a type of hair loss called traction alopecia. Hot oil hair treatments and permanents can cause inflammation of hair follicles that leads to hair loss. If scarring occurs, hair loss could be permanent.



## **Risk factors.**

A number of factors can increase your risk of hair loss, including:

- Family history of balding, in either of your parent's families
- Age
- Significant weight loss
- Certain medical conditions, such as diabetes and lupus
- Stress

## **Prevention.**

Most baldness is caused by genetics (male-pattern baldness and female-pattern baldness). This type of hair loss is not preventable.

These tips may help you avoid preventable types of hair loss:

- Avoid tight hairstyles, such as braids, buns or ponytails.
- Avoid compulsively twisting, rubbing or pulling your hair.
- Treat your hair gently when washing and brushing. A wide-toothed comb may help prevent pulling out hair.
- Avoid harsh treatments such as hot rollers, curling irons, hot oil treatments and permanents.
- Avoid medications and supplements that could cause hair loss.
- Protect your hair from sunlight and other sources of ultraviolet light.
- Stop smoking. Some studies show an association between smoking and baldness in men.
- If you are being treated with chemotherapy, ask your doctor about a cooling cap. This cap can reduce your risk of losing hair during chemotherapy.

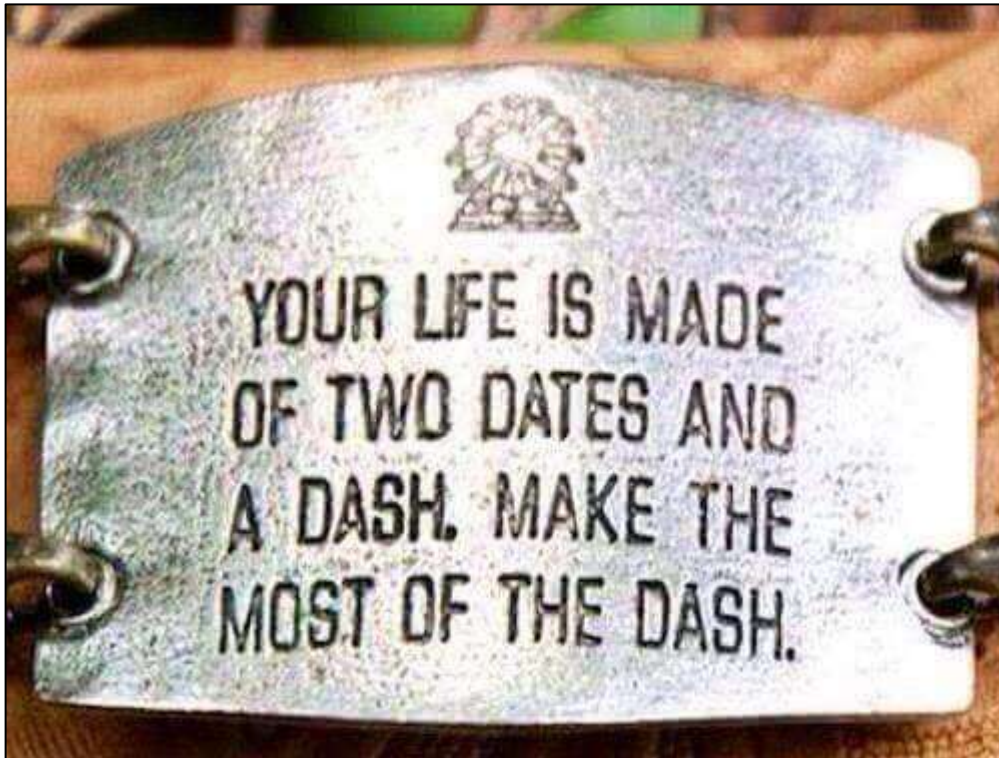
# THE RAM

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



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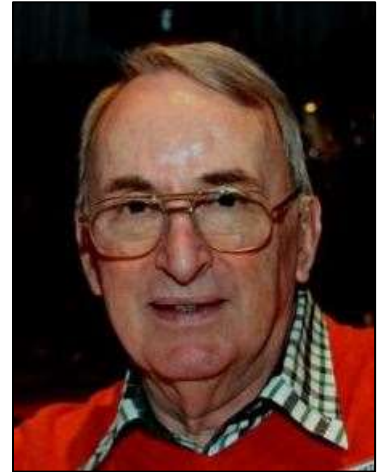


## Pedro's Patter.

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

## Pleiku and the Trail, Nov – Dec 1966

Towards the end of 1966 the Special Forces resupply effort shifted north to the Pleiku area, following the current increased activity on the Ho Chi Minh Trail. Nha Trang Transport Movement Control (TMC) began sending us up to operate out of Pleiku for some or all of each detachment. It was often easier to stay overnight rather than waste a couple of hours in transit.



The city of Pleiku was the traditional capital of the Montagnard people. Situated on a windy plain nearly 2,500 feet above sea level in the heart of the mountainous north-west, it was only 35 miles from the Cambodian border, making it a handy command and supply centre for search and destroy operations in the area. Its location also rendered it vulnerable to attack from the west. There were two main bases in the Pleiku area. One, called Pleiku Holloway, was an Army base and the centre of intensive helicopter operations. Large choppers, such as Chinooks and Flying Cranes, were based here, along with hundreds of 'Hueys', the workhorses of the search and destroy mission. It was a good place for fixed-wing aircraft to avoid although not easy, since the other airfield, Pleiku City, was only two miles away, and the circuit areas overlapped.



The Aerodrome Directory warned pilots about hazardous traffic under Aerodrome Remarks:

- CAUTION: Reduced runway separation standards are in effect ...
- Cross Pleiku area (Holloway) at or above 3500 feet due to heavy helicopter traffic ...
- Use extreme caution during approach and departure due to extensive helicopter operations in local area not controlled by Tower.

As if the swarms of choppers were not enough to keep us on our toes there was an additional remark:

- Report specific location of ground fire encountered to Tower.

In other words it was a 'bunfight' and, being close to the action, we may get shot at in the circuit. Most of the fixed-wing traffic came to the USAF base at Pleiku City, which was presently undergoing a painful transformation from a small support airfield to a major supply base. The



small ramp was chock-a-block with cargo, completely inadequate to accommodate the haphazard piles of materials that sprawled halfway up the grassy hill behind the camp, almost to the VHF phone patch antennae that connected the base with Danang, Cam Ranh Bay and Bien Hoa.



Much of the stuff was now brought in direct from Japan or the States by C-141 or C-130. A TMC unit had been set up, but at this stage it was just a small tin shed with a radio, a harassed and youthful lieutenant and a handful of troops with walkie-talkies. Right now, the incoming supplies were arriving faster than they could get them out on the C-123s and Caribous at their disposal. I first operated out of Pleiku as a base in November when I went there with Dave Marland. To begin with, the TMC lieutenant was not sure what to do with us. The USAF had recently taken over all the US Army Caribous and was far from happy about some of the jobs they were being called on to do.



Pleiku was surrounded by difficult outposts, with dangerous approaches and short strips, all high above sea level—places like Plei Me, Mang Buk, Dak Seang and Dak Pek. After a recent fatality at Dak Pek, in which a Caribou had crashed and burned at the end of the strip, the USAF had banned Caribou operations there. Maybe they needed extra time to check out their pilots. Plei Me and Dak Seang were already on the black list. Wallabies had been operating to all of these places for some time. When TMC found that no bans applied to us, they wasted no time allocating to us a big backlog of cargo. Our first two days were spent shuttling into two of the 'banned' fields, Plei Me and Dak Pek, and also Kontum and Dak To, the latter bristling with choppers.

At Dak Pek, the burnt out shell of the crashed USAF Caribou lay upside down near the threshold



of runway 02, where it had come to rest, reminding us that this was one of our more dangerous strips. There was plenty of action going on around the area. Two VC infantry divisions had been located across the border from Dak Pek, and an anti-aircraft division across from Pleiku. On hearing about this we were even more cautious getting into the camps along the

Poko River, which ran down from the mountains near Dak Pek past Dak To and Dak Seang to the plains around Ban Me Thuot.

At Holloway, Operation Paul Revere, a big Air Cavalry operation, was in full swing with choppers buzzing about everywhere. On our first day at Pleiku, two were shot down, and a third took a direct hit while trying to rescue the grounded crews. The preceding B-52 bombing sorties, designed to soften up the VC before the heliborne assault operation, had obviously not cleaned out all resistance. At this time statistical bulletins were showing that the Americans had lost over 1500 aircraft since the beginning of Vietnam involvement, over a thousand of which were helicopters.

A lot of the foodstuffs we carried to the Special Forces camps, especially the livestock, were for the Montagnards, primitive mountain people ethnically different from the lowland Vietnamese. Prior to the war, the Montagnards had lived a tribal existence, hunting game and defending their villages from enemy attack with crossbows. The Americans had discovered that these warlike attributes could be used to good effect in an anti-guerrilla warfare campaign in the highlands, based on a network of fortified villages run by the US Army Special Forces. While the Montagnards had no love for the lowlanders, they had even less time for the Viet Cong who had burned their houses and looted their food supplies. They were therefore quite happy to help the Americans hunt them down. But the Montagnards, like all mercenaries, would not fight for nothing. They had to be paid and since money had no value and their hunting activities had been curtailed, they were paid with food. That is where we came in. Each Special Forces camp was a



fortified village in which lived not only the Special Forces team but also the entire Montagnard population. A few villages still used the original circular huts, made from bamboo and thatched palm leaves, which had served their inhabitants for generations. But most had been relocated and rebuilt by the Special Forces in more defensible areas, using timber and galvanised iron flown in from the nearest supply base. Another job for us.



Plei Me was one of the latter kind. The Special Forces advisers here were embarrassingly friendly. We knew they had been well served by Wallabies in the past, but due to changing allocations by TMC, no Wallaby had been in for some time. Because American Caribous did not come in here, they had to rely on smaller aircraft, with their obvious load limitations. And so we were showered with hospitality, even having to politely decline the offer of cans of beer in the middle of the day. We settled for coffee and listened patiently as our hosts praised the squadron and solicited our support. On our first night in Pleiku, after finding our beds and depositing our gear, we sat down to a rather dull meal, followed by an equally dull evening in the Officers' Club, where there were only two or three other officers present. Next day, we mentioned this to a sergeant from Plei Me who was hitching a ride with us back to Pleiku. 'Goddamn, Aussie!' he exclaimed. 'No one here drinks at the Officers' Club. Come on down to the Enlisted Men's Club tonight.'

Sure enough, when we arrived at the timber, galvanised iron and flywire building, dressed for the occasion in clean flying suits and polished boots, the place was crammed and noisy. We were





welcomed into the club by Paddy O'Reilly, a beefy master sergeant who must have been 6 foot 6 inches tall and 20 stone in weight. He explained that tonight was entertainment night. A belly dancer was due to perform at eight o'clock. Obviously, the evening would be anything but dull. Paddy, like many other Special Forces people we had met, showered praise on the squadron, it certainly enjoyed a good reputation in this area, and instructed the barman that we were not to pay for any drinks. He left us in the hands of our friend from Plei Me who, having temporarily escaped from the collection of sandbags and roofing iron that had been his home for the last six months, was getting quietly stoned.

Master Sergeant O'Reilly returned to another guest, a greying but quite attractive lady in the jungle green uniform of a half colonel. To our surprise, she turned out to be Martha Raye, one of



many US entertainers on private or sponsored visits to Vietnam. Our large host shouted for quiet, announced pride in his Irish extraction and his desire to hear Martha sing 'Danny Boy'. As Martha moved forward, a commotion broke out next to us. Our friend from Plei Me, no longer quiet, was brawling with a fellow sergeant. Paddy, furious at this sacrilegious interruption, marched over to the offenders, picked each up in turn by collar and trousers, and threw them bodily through the inward opening flywire door, which commenced to flap ineffectually in either direction. Having established order in this way, his expression transformed into gentle rapture as Miss Raye put her heart and soul into the Irish ballad. Next it was time for the hired entertainment. The belly dancer swept in, veils floating, bangles jangling. Conscious of the act she was following, she put everything into her performance, and soon held a captive audience. She noticed Dave, almost falling off his barstool with each flutter of a veil. To his embarrassment, she took his hand and pulled him into the centre of the floor. The mock seduction that followed had everybody, Dave included, laughing until they were sore. Dave ended up on the floor with the well-endowed dancer gyrating over him until he disappeared under her skirts. He still will not tell me the colour of her underwear, or even if she had any. Now the dancer tried to steal some of Martha's thunder by bringing her into the act. But

Martha upstaged her. Skinny as a beanpole, she brought the house down with an exaggerated parody of the voluptuous dancer's routine, following her wildly gyrating hip movements and come-hither facial expressions.



In the morning, the Plei Me sergeant, little the worse for the previous night's ordeal, arrived to hitch a ride back to his camp with our first load. He seemed unusually protective of the pallets, which contained foodstuffs and building materials, and in a hurry to get away. When pressed, he revealed that he had scrounged it all. According to his story, the US Army provided Special Forces advisory teams with only the barest essentials. To improve their lot, they had to beg, borrow or steal. This was expected, even condoned in some quarters, as long as it was someone else's supplies that disappeared. And so, with TMC, we became accessories after the fact.



After three days operating out of Pleiku, TMC sent us back to Nha Trang. We only just got in, as the towering afternoon build-ups were about to bring torrential rain which would close the airfield. It rained throughout the night and continued next morning. Nha Trang and its valley were completely socked in with low cloud and rain. Although the south-east monsoonal weather in the Delta had cleared, Nha Trang and the mountain region were now in the grip of a north-east monsoon which would last through until February. We spent most of the day staring glumly at the cloud and rain. Then we packed our bags and decided to get out and back to Vung Tau at the first opportunity. During a temporary improvement, we fired up the Caribou and were soon hurtling down the main runway, windscreen wipers at full speed, straining to see the runway ahead. Halfway down, the right engine began coughing and spluttering. One magneto, waterlogged after the torrential rains, had given up the ghost. We aborted the take-off and taxied back to the ramp, determined to try again in the morning.

The Special Forces Mess at Nha Trang was rather dull after the lively evenings at Pleiku. The only disruption to the staid murmur of conversation was the rattle of ice cubes in glasses and the intermittent hiccupping of a popcorn machine, the latest creature comfort to be installed in this well-equipped mess. A couple of Otter pilots we were drinking with asked us what was going on in the Delta. We were not much help. I had the strangest feeling that, due to our busy routine and wide-ranging activities, we did not ever follow through on what was going on in any one place. We probably knew as little about the war as did any other transport pilots.



Next morning, Stew Bonett, our resourceful crew chief, had us all helping him with the right engine. We took the magneto and high-tension leads off the engine and cleaned and dried them. After replacing the components and dropping the engine cowl back into place, the engine ran up normally. Now, however, a power check on the left engine showed a magneto defect, so we had to repeat the process on that engine. Meanwhile, the rain continued remorselessly, so that each time we got an engine going, the opposite one began to play up. Frustrated, Stew scrounged around the base and managed to borrow two covered engine stands. After drying out one engine, we placed a cover over it until we had the other one running smoothly. At long last, we had two good engines. As soon as the weather cleared, we whipped the covers off the engines and got airborne before either the weather or the magnetos could stop us again. This was the one and only time I was glad to get out of Nha Trang and back to Vung Tau.

It was not long before I was back at Pleiku. On subsequent visits our efforts were focused on artillery bases to the west. In addition to Chu Dron, firebases were operating at Plei Djerang, Plei Mrong and Polei Kleng, a string of bases a few miles inside the border. All were operating full blast to counter the VC traffic on the Trail. In the monsoonal weather the red highland dirt turned into red mud. With our moulded-sole flying boots it was hard to keep it out of the aircraft. New strips, capable of taking C-130 in dry conditions, were under construction, but at this stage, with the strips only half-finished and larger aircraft not available, Caribous were still needed to carry in pallets of artillery shells and mortar bombs. Wallaby Airlines was again doing its part in stopping the southerly march of the Viet Cong.





## Townsville Upgrade.



A multi million dollar runway upgrade at Townsville Airport will boost the city's Defence capabilities as well as create up to 150 jobs during construction. It's set to be a game-changer for Townsville.

The three-part project at RAAF Base Townsville includes a 407m runway extension, a redevelopment of two existing aprons and a new aircraft rinse facility (bird bath). Construction was expected to start in 2016 after parliamentary approval in 2015, but the Bulletin can reveal the airfield works are now scheduled to commence late next year with completion expected by late 2020.

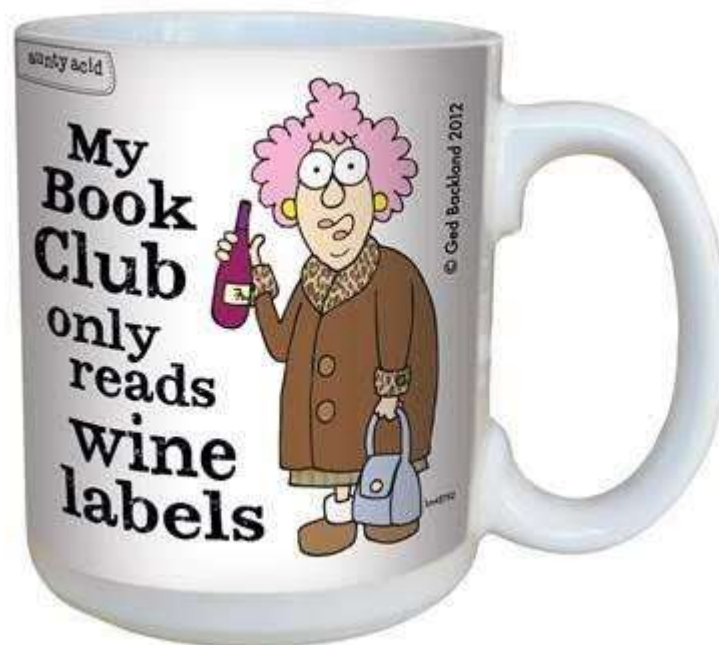


A Department of Defence spokeswoman said a construction contractor had not been appointed for the airfield works. "The tender for a contractor to carry out the works is expected to be released in either late 2018 or early 2019," she said. "It is anticipated between 100 and 150 workers will be employed and the majority of the works, including supply of materials, will be sourced from the local region."

The runway extension work has an estimated value of \$33.1 million.



The existing Townsville runway is 2,438m long (8,000ft) and 45m wide but will become about 2,845m (9,350ft), with no change to its width. (Williamstown's runway was 2,438 m in length but was recently increased to 3,048 metres). The upgrade is needed to accommodate the military's new fleet of surveillance planes, the P-8A Poseidon, to operate at maximum take of weight (MTOW). "While (RAAF) Base Townsville can accommodate a P-8A Poseidon, the base's present runway length is not sufficient to allow the aircraft to take off at its maximum weight," the Defence spokeswoman said.



A recent study has found women who gain extra kilos live longer than men who mention it.

## Lockheed Martin.

Lockheed Martin's Advanced Development Programs, better known as Skunk Works, has released concept images of its MQ-25 'Stingray' design, an unmanned carrier-launched tanker plane. The refuelling drone will compete against designs from Boeing and General Atomics for a Navy contract to build a fleet of the aircraft.



The Navy's MQ-25 program seeks a refuelling drone that can perform catapult-launched take-offs and arrested landings on aircraft carriers.



The tanker should be capable of passing 14,000 lbs. of fuel to other planes at a range of 500 nautical miles from the carrier. Such a tanker could significantly extend the operating range of carrier-based fighter jets like the F/A-18E/F Super Hornet and F-35C Joint Strike Fighter. A Super Hornet, for example, has a strike range of about 450 nautical miles. The Stingray could extend that range to more than 700 nm.

Right is a concept image of a Lockheed Martin Skunk Works' prototype tanker for the U.S. Navy MQ-25 'Stingray' competition taking off from a carrier flight deck. The Navy is currently evaluating the tanker design from Skunk Works, as well as a [drone from Boeing's Phantom Works known as the T-1](#) and a joint project between Boeing Autonomous Systems and General Atomics Aeronautical Systems on [another MQ-25 prototype](#). Boeing's T-1 prototype is currently conducting flight deck testing on a painted runway.



Lockheed's single-engine flying wing design is somewhat reminiscent of the B-2 Spirit, though with only a slightly longer wingspan than a fighter jet. It will need to be compact and equipped with folding wings, to operate in the tight confines of an aircraft carrier flight deck.

Though the program does not call for stealth capabilities, Skunk Works' MQ-25 prototype's low profile could have modest stealth benefits. A spokesperson for Lockheed Martin said that it is working toward the Navy's requirements and stealth is not one of them, but Lockheed "can absolutely rapidly integrate stealth into additional mission systems." The tanker, however, is designed to carry gas, and the concept images from Lockheed show the aircraft flying with a fuel pod mounted on its belly.



The aircraft appears to have a camera and possibly sensors on its nose, likely for a remote pilot to fly the drone. It's possible that the Lockheed MQ-25 design also calls for some autonomous systems, such as collision avoidance or an automatic recall to the carrier.

Skunk Works [also revealed its X-44A prototype at the Los Angeles County Airshow](#), a never-before-seen UAV demonstrator from the early 2000s that Lockheed says was part of a family of test vehicles. The timing of the unveiling is likely intended to showcase Lockheed's history of UAV aircraft designs ahead of the MQ-25 competition.



The Navy is expected to award a contract for the MQ-25 in around September of this year, with the first deliveries coming in the early or mid-2020s.

Generally speaking, women are generally speaking

## Dam Busters.

Laurie Lindsay sent us this.

On the 17<sup>th</sup> May 2018, 75 years after 617 Sqn of the RAF attacked and damaged the Sorpe, Mohne and Edersee dams in Germany, the last surviving member of the Dambusters raid, George "Johnny" Johnson, now 96, flew over the Derwent Valley dam in a Lancaster bomber. The only other surviving Dambuster is Canadian, Fred Sutherland.



The Derwent Valley dam was significant as that is where the Sqn trained before heading into Germany for the raid.

Johnny Johnson flew in the bomb aimer's position on the mission back in 1943 where important factories and mines were damaged and destroyed. The aircraft dropped their 4 ton bombs a mere 60 ft above ground, travelling at a speed of 210 knots. Altimeters at that time were not accurate enough to give the pilot/bomb aimer the correct altitude from which to launch their bombs so two spotlights were fitted to each aircraft, one under the aircraft nose and the other back under the fuselage. These lights were angled so that at exactly 60ft, the beams would converge on the surface.

An estimated 1,600 civilians, about 600 Germans and 1,000 mainly Soviet forced labourers died in the attack. Of the 133 aircrew that took part in the raid, 53 were killed and 3 were captured.

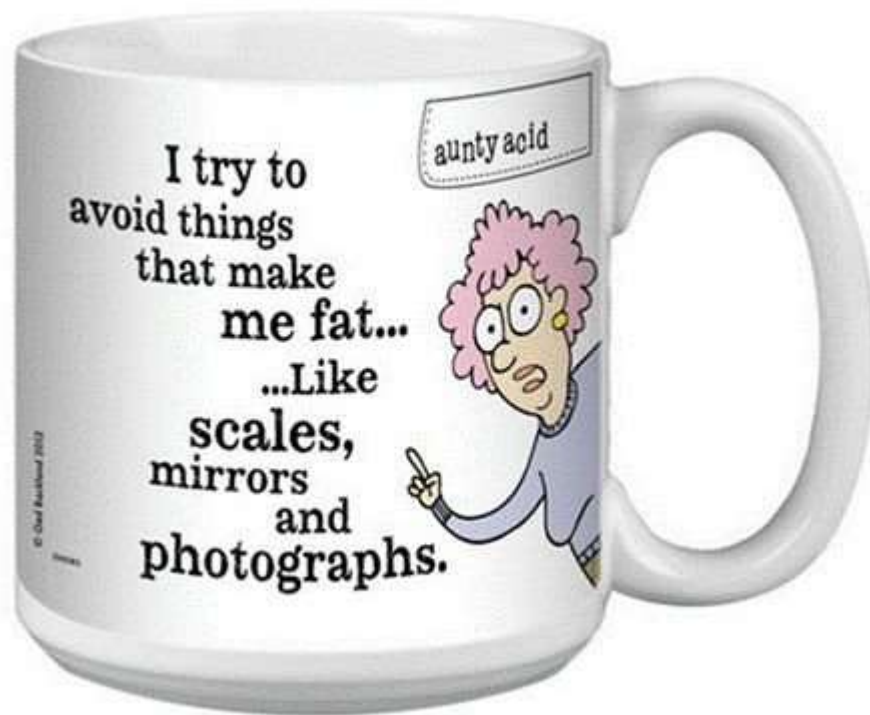


George "Johnny" Johnson, far left, part of 617 Sqn.

Codenamed Operation Chastise, the raid was immortalised in the 1955 film "**The Dam Busters**". You can see video of the 2018 flypast here <https://youtu.be/HYPmTxAjepY>

Turn you speakers up to hear those big Merlins.





## The flying Boat and Brisbane.

Before the Second World War, Pinkenba was the location of the "Department of Civil Aviation's" Flying Boat Base which was relocated to the Hamilton reach in 1940!

It is now many years since flying boats operated on the Brisbane River and more than seven decades since the Redland Bay flying boat base closed down. The nature of air travel has changed markedly and few remember flying boats on the Brisbane River. Brisbane's waterfront has changed so much that it has obliterated all trace of flying boat activity. The Domain where flying boats moored between the wars has been built out by the QUT and the Riverside Expressway. The flying boat terminals at Pinkenba and Hamilton have disappeared and have been covered by wharf development.

At Colmslie and Redland Bay, memories of flying boats may still be stirred. The site of the wartime American base later used by Barrier Reef Airways has become the Colmslie Reserve parkland. home of the Queensland State Hockey Centre (right). The current boat ramp is built on top of the base's beaching ramp, once used to bring large flying boats ashore. Shore facilities at Redland Bay were minimal and have since disappeared, but gazing out over

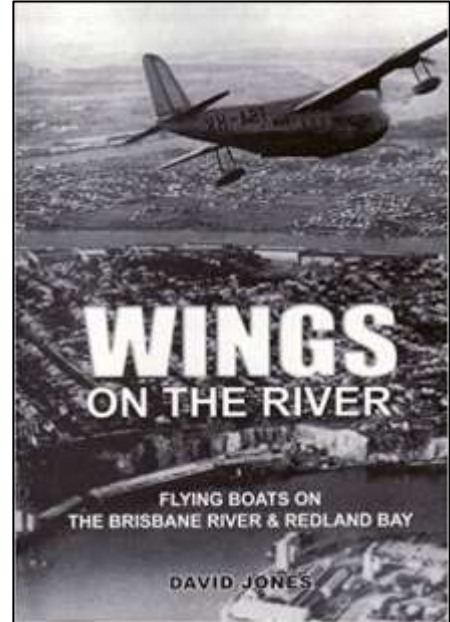


the quiet expanse of water with its protective area of islands, the qualities that made the bay ideal for flying boats, can still be appreciated.

Memorials to remind us of these flying boats are few. A cairn at Brett's Wharf recalls the wartime arrival by RAAF flying boat at Hamilton of the first contingent of American airmen, and a plaque at Redland Bay hotel commemorates that institution's flying boat associations,

The big flying boats have now receded into Brisbane's past, but in the few decades their wings graced the river, they wrote a colourful chapter in the city's history.

For those interested, there is an excellent book titled "Wings on the river" written by David Jones, which discusses Flying Boat operation on the Brisbane River and Redland Bay.



1938: "Qantas Empire Airways" Short S.23 Empire Class Flying Boat VH-ABE ("Coorong") on long finals at Lytton, just before alighting on the Pinkenba reach of the Brisbane River! In the background is the Catholic edifice, "Nazareth House" at Wynnum North that was constructed between 1922-1939.



## Why Ethel changed motels

Ethel checked into a Motel on her 60th Birthday, she was lonely, a little depressed at her advancing age so decided to risk an adventure. She thought, "I'll call one of those men you see advertised in phone books for escorts and sensual massages."

She looked through the phone book, found a full page ad for a guy calling himself Tender Tony a very handsome man with assorted physical skills flexing in the photo. He had all the right muscles in all the right places, thick wavy hair, long powerful legs, dazzling smile, six pack abs and she felt quite certain she could bounce a dollar coin off his well-oiled buns .....She figured, what the heck, nobody will ever know. I'll give him a call.

"Good evening, ma'am, how may I help you?"

Oh my, he sounded sooo sexy. Afraid she would lose her nerve if she hesitated, so she rushed right in, "I hear you give a great massage. I'd like you to come to my motel room and give me one. No, wait, I should be straight with you. I'm in town all alone and what I really want is sex. I want it hot, and I want it now. Bring implements, toys, everything you've got in your bag of tricks. We'll go at it all night - tie me up, cover me in chocolate syrup and whipped cream, anything and everything, I'm ready! Now how does that sound?"

He said, "That sounds absolutely fantastic ma'am, but firstly you need to press 9 if you want an outside line."



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## Sumpyitis??

The other day, as has been his normal routine for the past few weeks, John Mac was working on restoring his old yellow and red Ford Pilot. He had the side valve V8 engine, three-speed box, diff and cut in half 44 in which were a few litres of cleansing petrol, all on the shag pile carpet in his lounge room as he says the shag pile feels nice between his toes while he's working and he also likes to watch and keep up with Dr Phil on the TV. And being the careful and thoughtful new age guy that he is, so as not to dirty the carpet and to maintain harmony in the household, very important he says, he'd laid out pages from Post and Pix magazines on which to sit the bits.



**Standing L-R:** Lisa Nicolet, Karina Smith.

**Seated L-R:** Katie Messor, "Man about town" John McDougall, Riaza Manricks.

With the bottom end all torqued up, he was just about to start on the top end and do a valve grind when he decided he'd had enough for the day, Dr Phil had once again sorted out two or three miserable lives and as he wasn't all that interested in Judge Judy, he decided to take a few hours off and shout himself lunch at Brisbane's finest, the Jade Buddha.

Throwing a couple of nicked Queensland Health towels over the bits, he hit the shower with the scrubbing brush and tin of Swarfega. 30 or 40 minutes later, with the fingernails scrubbed clean of Rolls Royce compound and with a clean shirt and undies on, he jumped into the Austin A30 and headed for town.

Little did he know, that his arrival at the Jade Buddha had been spotted by several lovely young ladies who work at one of the major banks in the city. While looking out the window from their 40<sup>th</sup> floor smoko room where they were having their lunch and discussing bosoms, bottoms and babies, the girls spotted the A30 pull up at the kerb and saw “man about town” enter the restaurant. An irresistible urge over took them and throwing their banana sandwiches (on rye bread) and diet cokes into the bin, they smashed their way into the lift, raced across the road on the red and entered the Jade all puffing and panting.

“Man about town” was seated near the river, quietly having a cleansing pre-lunch ale, when the girls swooped on him and couldn’t be re-moved – see pic above. After an hour or so, management was compelled to call the Fire department, the Police Swat Team and half a dozen Adgies from Amberley before “Man about town” could be extricated from the girls’ clutches (or was it the girls from “Man about town”??).

We were told of this disturbing incident by “Man about town” who suggested Sumpyitis had just as much allure as Radtechitis, but we’re not sure. After speaking to the lovely young ladies, we’re convinced they were attracted to his distinctive after shave lotion, which we know is a 50 : 50 blend of Avtur and Skydrol hydraulic oil.

The girls have all worked at the ANZ Bank in the city for about 10 years and love it. They occasionally shout themselves lunch at the Jade Buddha – and why not.

With lovely staff like that – you’d seriously think about changing banks wouldn’t you!!





## The MCG and World War II

The Melbourne Cricket Ground (MCG), also known simply as "The G", is located in Yarra Park, Melbourne. It is home to the Melbourne Cricket Club, is the 10th-largest stadium in the world, the largest in Australia, the largest in the Southern Hemisphere, the world's largest cricket ground by capacity and has the tallest light towers of any sporting venue. The MCG is within walking distance of the city centre and is served by the Richmond railway station and the Jolimont railway station, East Melbourne. It is part of the Melbourne Sports and Entertainment Precinct.



Since it was built in 1853, the MCG has been in a state of almost constant renewal. It served as the centrepiece stadium of the 1956 Summer Olympics, the 2006 Commonwealth Games and two Cricket World Cups: 1992 and 2015. It is also famous for its role in the development of international cricket; it was the venue for both the first Test match and the first One Day International, played between Australia and England in 1877 and 1971 respectively. The annual Boxing Day Test is one of the MCG's most popular events. Referred to as "the spiritual home of Australian rules football" for its strong association with the sport since it was codified in 1859, it hosts Australian Football League (AFL) matches in the winter, with at least one game held there



in most (if not all) rounds of the home-and-away season. The stadium fills to capacity for the AFL Grand Final.

Founded in November 1838 the Melbourne Cricket Club (MCC) selected the current MCG site in 1853 after previously playing at several grounds around Melbourne. The club's first game was against a military team at the Old Mint site, at the corner of William and Latrobe Streets. Burial Hill (now Flagstaff Gardens) became its home ground in January 1839, but the area was already set aside for Botanical Gardens and the club was moved on in October 1846, to an area on the south bank of the Yarra about where the Herald and Weekly Times building is today. The area was subject to flooding, forcing the club to move again, this time to a ground in South Melbourne.

It was not long before the club was forced out again, this time because of the expansion of the railway. The South Melbourne ground was in the path of Victoria's first steam railway line from Melbourne to Sandridge (now Port Melbourne).

Governor La Trobe offered the MCC a choice of three sites; an area adjacent to the existing ground, a site at the junction of Flinders and Spring Streets or a ten-acre (about 4 hectares) section of the Government Paddock at Richmond next to Richmond Park.

### ***1857 map of the Police Paddock in East Melbourne***

This last option, which is now Yarra Park, had been used by Aborigines until 1835. Between 1835 and the early 1860s it was known as the Government or Police Paddock and served as a large agistment area for the horses of the Mounted Police, Border Police and Native Police. The north-eastern section also housed the main barracks for the Mounted Police in the Port Phillip district. In 1850 it was part of a 200-acre (81 ha) stretch set aside for public recreation extending from Governor La Trobe's Jolimont Estate to the Yarra River. By 1853 it had become a busy promenade for Melbourne residents.



The north-eastern section also housed the main barracks for the Mounted Police in the Port Phillip district. In 1850 it was part of a 200-acre (81 ha) stretch set aside for public recreation extending from Governor La Trobe's Jolimont Estate to the Yarra River. By 1853 it had become a busy promenade for Melbourne residents.

An MCC sub-committee chose the Richmond Park option because it was level enough for cricket but sloped enough to prevent inundation. That ground was located where the Richmond, or outer, end of the current MCG is now.

At the same time the Richmond Cricket Club was given occupancy rights to six acres (2.4 hectares) for another cricket ground on the eastern side of the Government Paddock. At the time





of the land grant the Government stipulated that the ground was to be used for cricket and cricket only. This condition remained until 1933 when the State Government allowed the MCG's uses to be broadened to include other purposes when not being used for cricket.

In 1863 a corridor of land running diagonally across Yarra Park was granted to the Hobson's Bay Railway and divided Yarra Park from the river. The Mounted Police barracks were operational until the 1880s when it was subdivided into the current residential precinct bordered by Vale Street. The area closest to the river was also developed for sporting purposes in later years including Olympic venues in 1956.

The first grandstand at the MCG was the original wooden members' stand built in 1854, while the first public grandstand was a 200 metre long 6000 seat temporary structure built in 1861. Another grandstand seating 2000, facing one way to the cricket ground and the other way to the park where football was played, was built in 1876 for the 1877 visit of James Lillywhite's English cricket team. It was during this tour that the MCG hosted the world's first Test match.



In 1881 the original members' stand was sold to the Richmond Cricket Club for £55. A new brick stand, considered at the time to be the world's finest cricket facility, was built in its place. The foundation stone was laid by Prince George of Wales and Prince Albert Victor on 4 July and the stand opened in December that year. It was also in 1881 that a telephone was installed at the ground, and the wickets and goal posts were changed from an east-west orientation to north-south. In 1882 a scoreboard was built which showed details of the batsman's name and how he was dismissed.

When the Lillywhite tour stand burnt down in 1884 it was replaced by a new stand which seated 450 members and 4500 public. In 1897, second-storey wings were added to 'The Grandstand', as it was known, increasing capacity to 9,000. In 1900 it was lit with electric light.



More stands were built in the early 20th century. An open wooden stand was on the south side of the ground in 1904 and the 2084-seat Grey Smith Stand (known as the New Stand until 1912) was erected for members in 1906. The 4000-seat Harrison Stand on the ground's southern side was built in 1908 followed by the 8000 seat Wardill Stand in 1912. In the 15 years after 1897 the stand capacity at the ground increased to nearly 20,000.

In 1927 the second brick members' stand was replaced at a cost of £60,000. The Harrison and Wardill Stands were demolished in 1936 to make way for the Southern Stand which was completed in 1937. The Southern Stand seated 18,200 under cover and 13,000 in the open and was the main public area of the MCG. The maximum capacity of the ground under this configuration, as advised by the Health Department, was 84,000 seated and 94,000 standing.

The Northern Stand, also known as the Olympic Stand, was built to replace the old Grandstand for the 1956 Olympic Games. By Health Department regulations, this was to increase the stadium's capacity to 120,000; although this was revised down after the 1956 VFL Grand Final,



which could not comfortably accommodate its crowd of 115,802. Ten years later, the Grey Smith Stand and the open concrete stand next to it were replaced by the Western Stand; the Duke of Edinburgh laid a foundation stone for the Western Stand on 3 March 1967, and it was completed in 1968; in 1986, it was renamed the Ponsford Stand in honour of Victorian batsman Bill Ponsford. This was the stadium's highest capacity configuration, and the all-time record crowd for a sporting event at the venue of 121,696 was set under this configuration in the 1970 VFL Grand Final. (Carlton 17.9 V's Collingwood 14.17)



The MCG was the home of Australia's first full colour video scoreboard, which replaced the old scoreboard in 1982, located on Level 4 of the Western Stand. A second video screen added in 1994 almost directly opposite, on Level 4 of the Olympic stand. In 1985, light towers were installed at the ground, allowing for night football and day-night cricket games.

In 1988 inspections of the old Southern Stand found concrete cancer and provided the opportunity to replace the increasingly run-down 50-year-old facility. The projected cost of \$100 million was outside what the Melbourne Cricket Club could afford so the Victorian Football League took the opportunity to part fund the project in return for a 30-year deal to share the ground. The new Great Southern Stand was completed in 1992, in time for the 1992 Cricket World Cup, at a final cost of \$150 million.

***The Ponsford Stand undergoing reconstruction in 2003.***

The 1928 Members' stand, the 1956 Olympic stand and the 1968 Ponsford stand were demolished one by one between late 2003 to 2005 and replaced with a new structure in time for the 2006 Commonwealth Games. Despite now standing as a single unbroken





stand, the individual sections retain the names of Ponsford, Olympic and Members Stands. The redevelopment cost exceeded A\$400 million and pushed the ground's capacity to just above 100,000. Since redevelopment, the highest attendance was the 2017 Grand Final of the AFL with 100,021 (Richmond – yeah!!), followed by 100,016 in the 2010 Grand Final.



From 2011 until 2013, the Victorian Government and the Melbourne Cricket Club funded a \$55 million refurbishment of the facilities of Great Southern Stand, including renovations to entrance gates and ticket outlets, food and beverage outlets, etc., without significantly modifying the stand. New scoreboards, more than twice the size of the original ones, were installed in the same positions in late 2013.

## **The War years.**

In October 1941, the Menzies Government collapsed. For some time, it had been divided and unable to provide effective leadership. Over the next four months, the new Prime Minister, John Curtin, faced the worst series of crises in Australian history. On the 19<sup>th</sup> November 1941, after its encounter with the German raider Kormoran, HMAS Sydney was lost, the Japanese attacked Malaya and Pearl Harbour in December; with the fall of Singapore on the 15<sup>th</sup> February, 1942, the AIF Eighth Division was lost and four days later Darwin was bombed. These events confronted Australia with two nightmares it had long dreaded, a hostile Asian power was on the march and the defence shield which Britain had long provided was now in tatters.

In the midst of these disasters, John Curtin outlined in the Melbourne Herald policies which were to shape profoundly the immediate history of the Melbourne Cricket Ground: Without inhibitions of any kind, he made it quite clear that Australia would look to America, free of any pangs as to our traditional links or kinship with the United Kingdom. Then, in February 1942, Curtin announced the conscription of all of the nation's resources, human and material, for 'the purposes of war' and introduced regulations which enabled the government 'to require the use of any property in the Commonwealth for the prosecution of the war.'

Even before Curtin spoke, officers from Military Headquarters inspected the Melbourne Cricket Ground with a view to using the stands on the northern sides to house troops. After MCC secretary Vernon Ransford contacted the Ground's Trustees on the subject, it seemed that the



Army might reconsider its plans. Late on the afternoon of the 2<sup>nd</sup> April, Ransford was stunned to receive notice that 'the whole of the Ground was required for Commonwealth purposes as from the 7th day of April 1942' and that the MCG was to be handed over to the Port Quartermaster, United States Armed Forces in Australia.

From 1942 until 1945 it was occupied by (in order):

- the United States Army Air Forces (USAAF),
- the Royal Australian Air Force,
- the United States Marine Corps
- and again by the Royal Australian Air Force.

Over the course of the war, more than 200,000 personnel were barracked at the MCG. From April to October 1942, the US Army's Fifth Air Force occupied the ground, naming it "Camp Murphy", in honour of officer Colonel William Murphy, Signal Corps, US Army, who was killed when the lone B-18 Bolo bomber he was onboard, was shot down by a Japanese fighter aircraft on 3 February 1942 over Java. The Bolo was piloted by Major Austin Straubel.

In 1943 the MCG was home to the legendary First Regiment of the First Division of the United States Marine Corps. The First Marine Division were the heroes of the Guadalcanal campaign and used the "cricket grounds", as the marines referred to it, to rest and recuperate. On 14 March 1943 the marines hosted a giant "get together" of American and Australian troops on the arena. The Marines were accommodated in the covered spectator stands at the G while smaller camps were set up at the South Melbourne Cricket Ground and at Mount Martha and Ballarat in regional Victoria. Officers lived in greater style, often enjoying private apartments.

The ground was also sometimes referred to as "RAAF Ransford", after Melbourne Cricket Club (MCC) secretary Vernon Ransford (right). The modest Ransford was apparently reluctant to use this term in MCC minutes and continued to refer to the Ground - quite incorrectly - as "Camp Murphy".

Since February 2, 1942, units of the United States Army Air Forces had been stationed in Melbourne. Some of these were quartered at the Ground but they were gone by November 7, when the Ground was declared to be the home of RAAF's No.1 School of Technical Training. However, the 1500 RAAF personnel did not move in until early December.





Possibly the intervening period was used to make some necessary alterations. The Department of the Interior erected nine hot showers in the ground level lavatory at the western end of the Pavilion. Sadly, this luxury did not extend to the Old Public Stand, where 21 cold showers were installed, with another 12 in the Outer Concrete Stand. Fortunately for those facing these torrents of cold water, the RAAF vacated the MCG on January 5, 1943, 'as it was required for occupation by US forces.'



The first wave of Marines moved in a day later. The Ground became a hive of activity. Vernon Ransford reported that: *Additional works to provide all necessary sleeping and messing accommodation for 3600 troops were commenced on Tuesday 5th ... and such rapid progress was made that most of the works were completed by Saturday 16th ...*

The secretary's outline of these works provides the most comprehensive description of the wartime Melbourne Cricket Ground. All the seats were removed from the lower tier of the Grey Smith Stand, and alternate rows from the top tier, with double and triple-decker metal bunks being screwed to the wooden floors. These provided accommodation for 600. The entire area



had to be wired to provide electricity. Tarpaulins enclosed the front of the Stand. One of the players' dressing rooms was used by some sergeants as sleeping quarters, with the other being used as one of several Quartermasters Stores. Administrative Offices were located in the Tea Rooms, while the Bar became a Wet Canteen for NCO's.

In the Pavilion, the Camp Commandant took over the VCA Room as an office. The rest of the building was used for messing and sleeping accommodation for the officers. At various points, guards prevented 'all but officers from going into the Pavilion', though other ranks were permitted to use the bar on the ground floor as a Wet Canteen. Mercifully, they were given access to the nine hot showers installed during the RAAF's occupation. At the western end of the Old Public Stand, over the Tea Room in the Members Reserve, the seats were removed to accommodate 125 men. Curiously, only the western side and one tier of this stand were blocked off to the top. Four other tiers were blocked only to the 'height of the pillar collar', probably to ensure that the inmates had plenty of ventilation. The Tea Room was a Dry Canteen which, Ransford noted, was an '*exceedingly busy section of camp*'.



Further east in the Old Public Stand, the RAAF's cold showers remained. Ten were in the ladies' retiring room and the latrine near the Gymnasium held the others. Each section contained ablution tables. The Gymnasium was used by the dentist and medical officers, while the public Tea Room served 'as a reading and recreation room in charge of Padre Olton' to whom Ransford loaned an old piano and 81 wooden chairs. According to the Secretary, this room was 'always full'.

On the lower level of the Southern Stand, officially termed the 'New Concrete Outer Stand', double-decker bunks accommodated 1000 men 'between Bays 1 and 2 to 7 and portion of 8.' (At that time, the numbering system for Bays in the Southern Stand began with Bay 1 at the eastern end.) The front of the lower level was enclosed with asbestos cement sheeting, which was also used to block the back to a height of six feet. Bays 8 to 15 provided messing accommodation for 1600. Asbestos cement sheeting enclosed this area in the front, 'with 15-inch fly wire' at the top. In the upper level, Bays 2 to 16 provided sleeping accommodation for 2000 'by means of double-decker bunks (metal) placed same way as seats. These bunks have 2 short and 2 long legs to provide for concrete rises and are clipped on to the seats by two brackets. The seats were not damaged in any way.' Four rows from the front, the upper tier was blocked with asbestos cement sheeting 16 ft. high ...' At the back, Masonite sheets, four feet high, were tied to the woven wire which covered the openings.

Three kitchens were built off the roadway under the Southern Stand. One was equipped with gas, but the others used fuel. While these were being constructed, cooking was done 'by means of field kitchens located in the area at the back of the scoreboard.' Also in that section were two mess rooms, 'fly-wired with seating accommodation for 400 men', as well as two cool rooms and



refrigerated store rooms. In various sections of the latrines, 64 hot and cold showers were installed, along with several ablution tables fitted with mirrors for shaving. A 3000-gallon hot water boiler, manned by three certificated AIF men, provided 'ample' hot water for the officers in the Pavilion.

Vernon Ransford, always at pains to protect the Melbourne Cricket Club's interests and assets, was pleased that all the alterations were achieved with little real damage. His concerns were shared by the Camp Commandant, Lieutenant Merles, whom he felt 'has been most helpful in many ways and I feel certain that MCC interests will be safeguarded whilst he is at the Ground.' Nevertheless, an air of pessimism tinged the secretary's outlook:

*"In view of the large amount spent in these additions and alterations, it is quite possible that the Ground will be used by the Authorities for some time. I understand that the US people are desirous at present of using it as a rest Camp for troops from the front line."*

Gerald Healy was among the first Marines housed at the Ground. A member of the 3<sup>rd</sup> Battalion's First Platoon of Regimental Weapons Company, he recalled his welcome in Melbourne as 'a fantastic event'. From the pier, the Marines boarded a train for the trip to the MCG. Somewhere along the route, 'people put tables across the tracks, which stopped the train and we partook of wonderful cold beer.' Everywhere, there were people hollering, school kids hollering, and most of the people saying "You Marines are now 'Our Boys'."



A week later, the 2<sup>nd</sup> Battalion disembarked from the train, to be met with equal enthusiasm at Richmond: *"A small Australian band played music on the pier ... We boarded trains and after a brief ride got off and formed on the platform of an elevated station across from a factory that had hundreds of girls hanging out the windows waving and cheering."*

After unloading in Melbourne, the 1st Service Battalion were taken by truck to the Melbourne Cricket Club Ground. Scuttlebutt suggested that the units lodged at the Ground were there because they were led by the First Division's senior regimental commander. Colonel Clifton B. Cates was a World War I veteran who commanded Combat Group B, to which the First Regiment





of the Division belonged. George Shaffer, who 'rode shotgun in his Jeep' on Guadalcanal, describes Cates as 'a General MacArthur type ... an outstanding officer and a great man ... brilliant and fearless.' It was a common judgment. In March, Clifton Cates returned to the United States. As a Brigadier General, he led the Fourth Division at Iwo Jima; then, ahead of 39 other generals, was appointed Commandant of the US Marine Corps. In January 1943, Shaffer and Dick Lyons shared the impression that Cates 'had first pick of quarters for his men.' Other regiments went to Ballarat and to Balcombe, where the Division was presented with a Presidential Citation for its deeds on Guadalcanal.

Whatever the particular reason for their presence, 1650 Marines arrived at the Melbourne Cricket Ground on the afternoon of January 6, 1943. Vernon Ransford reported that they 'immediately took up their quarters.' Within three weeks, the MCG held 3600 troops, including 184 officers.

In Brisbane, an officer had described the men as 'ragged, still dirty, thin, anaemic, sallow, listless.' Fred Guarino explained that Guadalcanal had left the men 'undernourished and dehydrated.' In Melbourne, all of these problems remained. A British colonel who watched the 7th Regiment arrive said that, in the Middle East, he had never seen men as tired or as worn'. The doctor in charge of the US Army's 4th General Hospital told General Vandegrift 'Had I room I would suggest we send this whole regiment to the hospital. Lord knows they look as if they need it.'



The worst cases, of course, were sent to the 4th General Hospital (now the Royal Melbourne - above). A lot of them experienced the "hot and colds" along with the shakes, suffering from malaria and it was not uncommon for the locals unfamiliar with the tropical disease concluding that the victims were drunk, though, at times, their conclusion was probably correct.



As late as April 1943, 3000 First Division men were still suffering from malaria. For some men full recovery took years.

In Melbourne, another problem emerged. 'Each man was issued nine Australian wool blankets. They used five blankets as a mattress and the others for cover.' A lot of men got scabies after receiving them due to some not being properly fumigated.'

Australian Air Force personnel who later used the MCG, almost to a man, spoke first and foremost of the bitter cold. Curiously, the Melbourne chill figures less prominently in Marine recollections though some remember it as being cold and very damp. Most wore long underwear, "Aussie" wool sweaters and six or eight wool blankets on their cot. They would crawl into bed and shiver for 15 minutes until the bed dried out ... some remember it as like crawling into a tub of ice water.

The MCG's image as 'Heaven' was undoubtedly aided by the absence of tight discipline in the first weeks. The first month was sort of open gate policy. The bed was there, food and lodging but little or no obligation to stand muster. Whoever was in stood roll call. Forty guys would 'Yo, here, yes, present' to any name called. 'All present and accounted for, sir'. Then there were the extensive facilities - the Ground was 'all set up with plywood shielding their living quarters from the elements ... The shower and toilet facilities were great and mess halls were plentiful and even the Lock-up was big ... all the conveniences needed in one compact area.'



The Lock-up was not without inhabitants. The clank of ankle-chained prisoners marching lockstep to meals became familiar music in the lower halls three times a day. The same chains heard at shower times attracted little attention. Bread and water and solitary confinement men took their rations in their cells. On the first few nights in Melbourne, the 'wet' canteen under the Pavilion, 'a large room with tables and a long bar', was 'jammed'. Perhaps this was the canteen known as the 'Slop Shoot'. Some enjoyed their bottled liquor outside in Yarra Park.

Not all of the drinking involved liquor. Something of a surprise was experienced by the locals who were serving the drinks that first day. A large percentage of the Marines in the 1st Regiment were still in their teens. They had not had any fresh milk in six months or so. Those fellows poured down milk in astonishing quantities. It was probably the thing that started them on the road to recovering their weight and strength and health.



A lot remember Young and Jackson's, and another pub called Hosie's (corner of Flinders and Elizabeth Sts – now gone) The pubs closed at 6 p.m., so they would go to dinner where you drink more beer until 8 p.m. A restaurant called Ricco's in Spring St was one of their favourites.



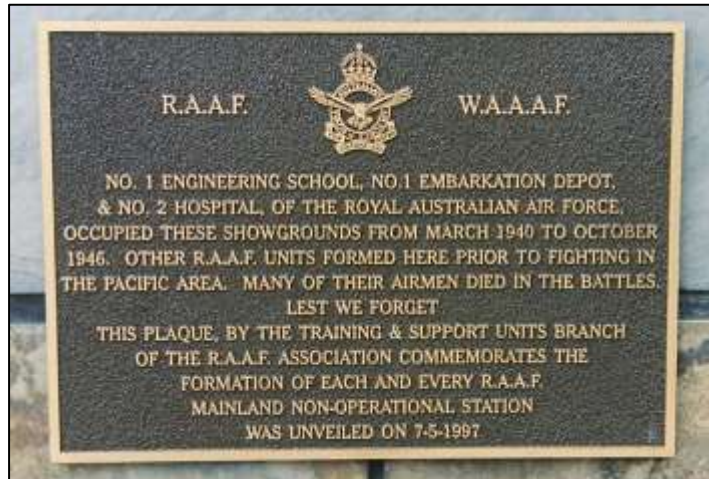
A way from the Melbourne Cricket Ground, the Marines found a city that was only too willing to welcome them. They went roller skating at Wirth's in St Kilda Road. For 'tuppence', they took tram rides to St Kilda, where they went to the beach or Luna Park or skated on the ice at the St Moritz. They met their dates 'under the clocks' at Flinders Street and saw the kangaroos and koalas at the Zoo. At Young and Jackson's, they drank in front of the painting of Chloe. They wandered the banks of 'the so-called "Dirty Yarra"' and strolled through the gardens near the Shrine. At the Trocadero, they danced to the big-band music of Frank Coughlan and at the Palm Grove, Bob Gibson's orchestra played similar tunes, alternating with the First Marine Division Band.



## The RAAF at the "G".

During the War, the MCG as well as the Melbourne Showground were used for essential purposes and there was no prospect of the US forces or the RAAF vacating either while the war raged.

No. 1 Engineering School, No. 1 Embarkation Depot, and No. 2 Hospital of the Royal Australian Air Force occupied the showgrounds from March 1940 to October 1946. The RAAF had spent huge sums on equipping and fitting up various showground buildings as workshops, while the MCG, was used mainly as a personnel depot and transit centre where airmen were mustered before and after movement. The MCG was perfect for this use as the available space and its location were ideal. After the US forces left, at any-one time there were usually about 3,000 RAAF members at the MCG, and 600 airmen from a technical training school were permanently accommodated there.



During the War, the continued use of the Melbourne Cricket-ground as an RAAF depot was most essential, all buildings were occupied to absolute capacity. They housed RAAF and WAAAF and provided accommodation for the movement of large groups of servicemen to and from operational areas. Because of the high cost of restoring the turf, it was agreed with the MCC that no use would be made of the grassed sports area, except for occasional parades and the club, grounds and buildings were maintained by the MCC's own staff, thus providing added protection.

Approximately 1500 personnel from No.1 School of Technical Training were located at the MCG from 3 December 1942 to 5 January 1943 after which the RAAF's No.1 Embarkation Depot moved in from 3 November 1943 to 30 April 1944. No.1 Personnel Depot (1 PD) took up residence from 1 May 1944 to 29 October 1945.





Early in the war, throughout 1940 and 1941, the ground continued to host first-class cricket and League football. In February 1940, there was a cricket match between the Second AIF and the Third Division. In August, a VFL Patriotic Premiership was held, with all proceeds going to patriotic funds. The contest, billed as the first time that all twelve teams would appear on the one ground on the same day, was won by St Kilda. Three months later, Prime Minister Menzies performed the Opening Ceremony of the First Athletic Championships of the Australian Fighting Forces, with the Army's Lieutenant Don Bradman making the Declaration of Loyalty. In August 1941, the VFL conducted another Patriotic Carnival, but by then it was becoming harder for Australians to escape the seriousness of the war and its growing impact on their existence. The Melbourne Cricket Club's Roll of Honour listed nine names, with several other members reported either as missing or prisoners of war.



At war's end, the "G" was used as a demarcation centre, with RAAF and WAAF personnel being paid off.



WAAAF airwoman and a RAAF aircrew trainee handing their documents to RAAF staff members on arrival at No. 1 Personnel Depot RAAF, Ransford, Melbourne Cricket Ground, to commence their discharge procedure - 1945.

Control of the MCG reverted back to the Melbourne Cricket Club on the 29<sup>th</sup> October 1945.

As Greg Baum, from Fairfax Media once said, "The MCG is a shrine...It is to this city what the Opera House is to Sydney, the Eiffel Tower to Paris and the Statue of Liberty is to New York; it symbolises Melbourne to the world. It inspires reverence."

Some interesting facts:

- The MCG arena measures 173.6 metres long x 148.3 metres wide from fence to fence (approximately 20,000 square metres in area). The boundary line is located five metres inside the fence.
- There are 114 sprinklers on the ground.
- Approximately 350 man-hours are spent per week maintaining the turf, which includes rolling, cutting, line marking, fertilising, repairing irrigation, deploying artificial lighting rigs, re-turfing, match preparation, equipment maintenance, planning and scheduling.
- The grass is cut daily in summer (to a height of 11 millimetres) and twice a week in the winter (to a height of 27 millimetres).
- The MCG siren controls are located in the Ron Casey Media Centre on Level 3 of the Olympic Stand and are operated by pressing two red buttons simultaneously. There is a UPS system in place to guard against power failure.
- In 1959, during the Billy Graham evangelistic crusade, a total of 130,000 packed the MCG.
- Official attendance figures are governed by the bar code scanning turnstiles and other devices at all entry points around the ground.
- The first full colour scoreboard in Australia was housed in the MCG

In 2021, when the RAAF turns 100 – the Radschool Association will hold a major celebration in the Melbourne area, a part of which will be to watch a game of Australian Rules at the "G". Negotiations are also underway to hold a "Sleep-rough" night out in honour of the men and women who "lived" at the G during WW2.

More on that later.





## How U.S. Special Forces get their armoured utes.

These utes don't look any different but can pack nearly two tons of armour.



U.S. special forces don't just ride around in any old ute. Their vehicles, which may appear normal from the outside, are anything but. A new video shows how one company takes civilian utes and SUVs common in combat zones and turns them into undercover rides for the CIA, Delta Force, Navy SEALs, and other operators. The vehicles are stripped down and then built back up again with special mission equipment and up to a ton of armour plating, all of it nigh invisible to the untrained eye.

Vehicles like Toyota HiLux utes and Series 70 Land Cruisers, are extremely common in the Third World, often used cast-offs from wealthier Western countries and Japan. The difference between a Land Cruiser driven by a SEAL and by a local warlord, however, is about 1,700 kg of hidden equipment, including armour, reinforced struts and suspension, tactical equipment, and an electrical system that can drive high power electronics.

Battelle, an applied sciences and technology company based in Columbus, Ohio has put out a video explaining how it turns ordinary vehicles into extraordinary ones. According to the company, it's been creating what it calls "non-standard commercial vehicles" since 2004.

Battelle sources Toyota HiLux utes and Land Cruiser SUVs, as well as Ford Ranger utes as a baseline to create their "non-standard" vehicles. As part of the design process, Battelle creates CAD models of the models they modify. It also stripped them down to understand how the parts



interrelate, and how modifying one part of the vehicle could impact another—and the vehicle as a whole. Adding nearly two extra tons that permanently reside on the vehicle makes a HiLux that weighs nearly 4,000 kg stock. Out in the field, that vehicle will routinely carry an extra ton of people, weapons, and supplies across dangerous territory.

The vehicles are stripped down and individual parts modified with the new equipment. Battelle outfits vehicles with about a ton of extra armour, slipped between the vehicle frame and interior, out of sight and out of mind. For doors, that means bullet-resistant glass and armour plating.



Other upgrades are carefully hidden under vehicle interiors. The electrical system also appears to be upgraded to handle power draws such as satellite radios, land navigation and tracker systems, long-range surveillance system, and other equipment. A steel push bumper, designed to encourage other vehicles to get out of the way, is hidden behind the face bar. Holding it all up are beefier shock absorbers and springs and a reinforced metal frame. Although the video doesn't mention it, a 2016 report mentions the vehicles are also fitted with run flat tires designed to keep them rolling even with tire damage.

In 2016, Battelle won a \$170 million contract from U.S. Special Operations Command to build up to 556 Non-Standard Commercial Vehicles. That comes out to \$305,000 per vehicle—a pretty good deal for an armoured workhorse that can blend in with local vehicles.

One of the places these vehicles have been deployed is Syria, in the fight against the Islamic State. Several photos of U.S. forces standing conspicuously near Hiluxes and Land Cruisers have filtered out, some with curiously blue-tinted windows, a tipoff that the glass is armoured and the exact same model roof rack Battelle mounts on their modified vehicles.



Perhaps not surprisingly the Islamic State itself uses similar vehicles, particularly HiLuxes, to the point where the U.S. Department of Treasury was investigating how terrorists got their hands on so many of them. [Click the pic above to see the video.](#)





## ANZAC Day.

ANZAC Day is reaching out and is a day when our nation stretches even taller. Its main streets are crowded with young and old amid a sea of waving flags. It is such a precious day which shouts to the world of our national unity and spirit. It is a time when we seek the past to reflect on who we were, are now and what we must strive to be. It is a stark reminder of those we honour who have defended the fortunate life now enjoyed by us. Our sacred duty, today, tomorrow and beyond is to keep it so.



Today, we are living in what is rapidly and sadly becoming a fool's paradise fertilised by political correctness and growing public apathy. Above all, with few exceptions, inept politicians at all levels of governments react far too readily to the demands of the noisy blustering minority within our society.

An example of which is the "feel-good" left wing led rubbish we carry on with at the opening of every event every-where, where some local Aboriginal person welcomes us to our own land, where we acknowledge, thank and recognise some Aboriginal group as traditional owners of the land on which we live, play or work. This a complete farce. It's divisive, it's demeaning and it's certain to lead to a "them and us" society – which will ultimately lead to conflict. That is not the ANZAC way - we didn't leave our shores to fight for this crap, we fought for freedom, we fought for equality, we fought for the life we used to experience.



It's true that before the 1967 referendum, Aboriginal people were treated hideously, they weren't allowed to vote, they weren't counted in the census – they weren't even treated as people. Thankfully, that repulsive situation was overwhelmingly reversed (90.77% of people voted to overturn it) and Aboriginal people were finally treated as equals. That righted a terrible wrong, but the ideologues weren't satisfied and insisted we should repent for the rest of our days and go around in sack-cloth and ashes.

Australians in the main are an easy-going bunch, we put up with a lot without complaint – until pushed too far, then watch out. I don't think the "watch-out time" is all that far off, I think it won't be long before the silent majority buck and there will be a noisy and massive reversal and the limp wristed "we owe everyone everything" lot are cast into yesterday – bring it on I say.



If not, the consequence of our apathy will ensure that our life values will slowly and surely be eroded. Health, education and social disciplines are further examples, not forgetting our judicial system where the scales of justice have been tampered with to favour the guilty at the expense of the victims.

Once upon a time there was a beating of chests to claim one people, one flag, one nation and yet now we are running out of flagpoles for at least three flags which are to be seen in most government infrastructure. Is that national unity? In parliament, so much squabbling and chest beating is spent on trivia issues as opposed to unified efforts to pursue national matters, desperately in need of urgent repair

Once, free speech was a sacred right and yet now you cannot say what you want to say, without fear of being mocked, accused of racism or even worse. We cannot sustain our chosen way of life unless we're prepared to respect and protect it. You know it; I know it; the soldiers, sailors and airmen marching know it and those men and women from all those past generations who created and defended our nation with their own sweat, blood and tears would have known it.

Before things get nasty, it's time to roll up the sleeves and tell our elected political leaders to remove the blinkers and ear muffs. It's time to tell all of them that enough is enough and to take us forward, not as diverse groups but as one with a positive sense of purpose. The first step is for them to shove that political correctness where the sun never shines – if they won't, dump them and get someone who will.

In Brisbane this year, as in most cities and towns across Australia, where ANZAC Day was remembered, people turned out in their thousands to cheer and to say thank you to the men and women of the ADF who had left our shores for harms' way. It's from these thousands and thousands of quiet non-complaining people that the big change will come – and come it will.



Each year the parades get bigger and the crowds get bigger – these people don't leave their comfortable homes with kids in tow and stand in the street for hours clapping and cheering as current and past members of the ADF file by because they have nothing else to do – they do it because they appreciate the Australian way of life, they do it to thank the men and women who have given them that way of life, they do it because they can. And! They don't want that way of life changed.

This year in Brisbane, once again the parade and the crowds were huge. The Army led off, followed by the RAAF with the Navy tail end Charlie.

The RTFV/35 Squadron Association was led by Wing Commander John Griffiths (Ret'd) and this year we were honoured to have 4 serving men from 35 Squadron at Richmond marching with us. Click the pic to see ABC video of the troops.

35 Squadron was formed back in March 1942 as a transport squadron, flying the tried and proven DC3. It was disbanded at the end of the war in June 1946 and stayed dormant until June 1966 when RAAF Transport Flight Vietnam (RTFV) was renamed 35 Sqn. Back then it was flying the mighty Caribou.

At the end of the Vietnam war, in 1972, the Squadron returned to Australia and eventually set up shop in Townsville.

In 2000, 35 Sqn passed their Caribous to 38 Sqn and was once again disbanded. Then, in 2013 it was re-established and began to be re-equipped with the C-27J Spartan transport aircraft. On the 18<sup>th</sup> April, the 10<sup>th</sup> and final C-26J arrived at RAAF Richmond – see [HERE](#) for the RAAF's story on the arrival of number 10. Any bets on there being a number 11, 12 and more sometime in the future?





As the RTFV/35 Sqn Association marched through the streets of Brisbane you could hear huge gasps of astonishment from the crowd, people were astounded that as you can see everyone was in step – Griffo is such a hard disciplinarian.



Prior to everyone forming up for the march, a few assembled at the RAAF memorial in Queens Gardens in George St to remember Maurice Peter Wells, a RAAF Caribou pilot who served with 35 Sqn in Vietnam from July 1970 to July 1971. Maurie, as he was known, was born in Bombay in India and died from organ failure at age 82 at Greenslopes Hospital in Brisbane on the 26 August 2013. Maurie is remembered as a fine gentleman who took a bunch of boggie pilots under his wing back in 1969-72.

You can click a lot of the following pics to get the HD version - all names left to right.





The ceremony was led by John “Trackless” Millsom after which “Big Chuck” Connor laid a wreath.



**L-R:** Bert Milne, “Chuck” Connor, Frank Robinson, Geoff “Guppy” Rich, Bill DeBoer, John “Trackless” Millsom, John “Griffo” Griffiths, don’t know, don’t know, Stu Cooper, “Rocky” McGregor, John Sambrooks.



Dianne Pickering and Bill DeBoer at the RAAF Memorial, Queens Park.



35 Sqn blokes from Richmond:- William Taylor, Malcolm McPhail, David Hughes, Blake Reichel with the people's champion, John "Sambo" Sambrooks.



The wonderful WRAAFs forming up prior to the march.



Malcolm McPhail, Blake Reichel, William Taylor, David Hughes.



The RAAF had their guard-dogs on display most of which were well trained and well behaved, but this little blokkette was the crowd's favourite. Little "Rexie" had her L plate displayed and was more interested in smelling where the horses had been than in doing what she was told.



After the March, RTFV/35Sqn, along with 3 Squadron, members from the Vendetta Veterans Association and later some 2 and 9 Sqn Assoc people, gathered at the Jade Buddha on the Brisbane River for some finger food and a cold thirst quencher or two.

Once again, the Vietnamese Community, led by Diamond and Thai, provided the entertainment, this time they were accompanied by several beautiful Vietnamese ladies who danced and sang and mingled with those present. We thank them big time. RTFV/35Sqn has to have the best after-march get together in Brisbane – thanks to Sambo and a lot of help from Diamond and Thai.



If you weren't there and you missed it – it's your fault.





Diamond, Quoc-Thai, Ngoc-Hue, Ke-Hoa - belting it out.



3 Sqn bodgies.



A couple of happy blokes - Bill DeBoer, Bert Milne.



"Blue" Farrell, Debbie Ferris-Reynolds.



Carla with her daddio, John Donohue.



**Standing:** Dave Geck, Matt Struthers, Steve Finch,  
**Seated:** Amanda Geck, Julie Struthers, Dave Gill.



Dave Lenard, Dianne Pickering.



Elizabeth Goopy, Rhonda Gutteridge.

If you're having a party, you have to invite Liz – she's the life of any party.



Gloria Swales, Roslyn Rossi.



Gary Vagavous, "Blue" Farrell.



Dennis Roles



Geoff "Guppy" Rich



Le Tan De and Pete DeJonge.

Some time ago, Mr DeJonge ordered one of the "RAAF Vietnam" caps from the People's Champion. There is of course some debate as to whether or not he actually paid for it but he would bombard the People's Champion with threatening emails and phone calls demanding delivery of such cap. In the end the People's Champion had had enough, he decided to accept the word of Mr DeJonge that payment had been made and arranged for an eminent person to personally hand deliver said cap to his person and to have the incident recorded and published in order to put a stop to his demands and for peace to reign. God save the Queen!



Karl Hilton, Terrence Doyle, Catherine Doyle.  
Terrence was a Nasho.



Leslie Farrell, Theresa Hart, Terri Gordon.



Early in the afternoon, the President of the RTFV/35 Sqn Association, John McDougall welcomed everyone to the afternoon and thanked Diamond and Thai and the lovely Vietnamese ladies for coming along and brightening up the day.



Diamond presented John Mac, on behalf of RTFV/35Sqn, with a present as a thank you from the Vietnamese Community for the sacrifice RTFV/35Sqn members made in coming to the aid of the South Vietnamese people during the war.





The girls performed the dance of the seven veils hats. This was not an impromptu dance, obviously a lot of practice and rehearsal had gone into this and you can bet Diamond had a lot to do with it. These lovely people had unselfishly given up a lot of their time for our enjoyment – an amazing gesture, we can't thank them enough. They must have spent hours practicing, they brought with them several changes of clothes, hats, different props, all at their own expense.

Click the pic above to see the dance. We owe them.



Diamond – what the devil was in that? I'll have another!



The girls then belted out a version of Connie Francis' 1959 song, "Lipstick on your collar."

Some of the lucky blokes in the crowd received a stick on set of red lips on their collars from one of the girls – all were hoping instead for the real thing.

Click the pic above to see the video.



Nhat-Thanh, one of the lovely Vietnamese ladies.



Ray Porteous and daughter Elise.



Sambo and Kim-Oanh, another of the lovely Vietnamese ladies.



Ted Strugnell, Shan-Belinda Strugnell, Wally Jolley, Jennifer Shanahan.



Peta Fineran, Murray McIntosh, Laurel Shanley, Jennie and John McIntosh.

Murray served with the British Army and was injured while on active service. He was in Australia visiting his brother, John, and asked if he could take part in the ANZAC Day march. Sambo readily agreed that Murray should march with and accompany the Association late in the day.

As Murray wasn't able to walk the distance unaided, the RSL provided a jeep for him to complete the distance and Peta Fineran and her young family gave of their time to care for him.



Laurel is the GM for KM Smith, Funeral Directors, which are the major sponsor for RTFV/35 Sqn and Jennie manages one of their offices.

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Monica Contreras, one of the lovely Jade Buddha girls who looked after us all afternoon with delicious finger food, chatting with that old chick magnet, Wally Jolley.



Rocky McGregor, Maurie Lewis, Richard Marman.



Trevor Horne, Jim Maguire, Kev Irwin.



Noel Sullivan and Dick Jones  
Noel travels down from Townsville each year to march with 3 Sqn



## The Organisers.



John McDougall, Diamond and Thai, John "Sambo" Sambrooks.

At the end of the day, the band and the girls sang their good-byes, click the pic above to see it.





## ANZAC Day at Ballarat.



Celebrating ANZAC Day at Ballarat were **L-R:** Peter Schoutens, RAAF Association Ballarat, Samantha McIntosh, Mayor of Ballarat, John Broughton, President of the Radschool Association.

Pete Schoutens is actively involved in attempting to convert the old Officers' Mess at Ballarat into a Museum to commemorate WAG's that were trained at the base during WW2. See [HERE](#).



## ANZAC Day in Perth.

On ANZAC Eve 2018 (Tuesday 24th April 2018), a twilight service was held at the WA State War Memorial in Perth to commemorate the RAAF's contribution to the Vietnam conflict.



Ted McEvoy laying a wreath in honour of all RAAF personnel who served in Vietnam.

The speaker, CO 79Sqn – RAAF Pearce – gave a speech on the involvement of the three flying Squadrons. They were RTFV/35Sqn (Caribou transport aircraft), 9Sqn (Iroquois helicopters) and 2Sqn (Canberra bombers). Even though they weren't mentioned by unit name, acknowledgement was made of the important support role many others had contributed - 1OSU etc.

Ted had the privilege of laying a wreath on behalf of the RAAF Vietnam Veterans' Association of WA. The tribute says:

“In honour of all RAAF personnel who served in Vietnam especially to those who paid the supreme sacrifice. Lest We Forget”.

We will Remember Them.



## ANZAC Day in Scotland.

James "Scotty" Potter.



Scotty' Potter, 67, who was born in Broxburn, West Lothian, moved to Australia with his parents in 1966, when he was 15. He joined the RAAF and served with various squadrons from 1968 to 1974, including 11 Squadron, 2 Squadron at Phan Rang South Vietnam and 3 Squadron in Butterworth Malaysia.

He said: "ANZAC Day is an emotional rollercoaster. For me, it's a commemoration, not a celebration; a time for reflection to remember old mates and make new ones; a time for a laugh, a joke, a tear and a beer. It's a day that gives me the chance to sit quietly and recall the country and the RAAF that welcomed a young Scot, taught me how to look after myself, be self-sufficient, the importance of teamwork, how to trust and depend on others and have others trust and depend on you."

He added: "I would like to ask people to take moment and think of all the Scots, from the 1800s to the present day, that have emigrated to Australia, and decided to serve with the various branches of the Australian Defence Force, Air Force, Army and Navy, who embraced their adopted country and were welcomed into the brotherhood, and traditions of the ANZACS. Australia is a land that I love and am proud to have served; she is my spiritual home."



**The following was written by an eleven year old girl - named Jodie Johnson.**

Who are these men who march so proud?  
Who quietly weep, eyes closed, heads bowed?  
These are the men, who once were boys  
who missed out on youth and all its joys.

Who are these men, with aged faces  
who silently count the empty spaces?  
These are the men, who gave their all  
who fought for their country, for freedom for all.

Who are these men, with sorrowful look  
who can still remember the lives that were took?  
These are the men who saw young men die  
the price of peace is always high.

Who are these men who, in the midst of pain  
whispered comfort to those they would not see again?  
These are the men, whose hands held tomorrow,  
who brought back our future with blood, tears and sorrow.

Who are these men, who promise to keep  
alive in their hearts, the ones in death's sleep?  
These are the men to whom I promise again  
veterans, my friends, we will remember them !!



## 3 CRU 50th Anniversary Open Day.

Brendan (Curley) Godwin  
Former member of 3 CRU and 114 MCRU  
Former Radar Technician  
1969 to 1973

On Friday the 3rd November last year (2017), a bunch of people got together at Williamstown to celebrate the 50th anniversary of 3CRU. The day began at 10.00am when a bunch of ex-CRU blokes and blokettes converged on the EastRoc building at Williamstown for an open day and B-B-Q. A big thank you has to go to the C.O. Wng Cmd Jason 'Bart' Burstow, along with Flg Off David Harrison for their thoughtfulness and generosity in organising the event and showing everyone around.

***CO Wng Cmd Jason Burstow  
And Brendan Godwin.***



3CRU now runs 24/7 and everything they do is Top Secret. The unit was inconvenienced by our presence. Operations needed to be suspended for 4 hours and the operations room declassified for our tour. That obviously means we have no photographs from inside EastRoc. The tour commenced with a 'Declassified' presentation on the history and development of 3CRU which comes under 41Wing (Air Defence) which, along with 42WG (Airborne Early Warning and Control), 44WG (Air Traffic Control) and 92 WG (Maritime Operations), come under the Surveillance and Response Group (SRG). This was followed by a tour of the operations room. What was, in 1970, controlled by a Marconi computer with 24bits and 32K of memory that took till morning tea to boot from reels of punch paper tape, is now a huge network of, much more powerful, computers running far more sophisticated software.

By way of painting a broad brush. In 1970 both 3 CRU and 114 MCRU were two separate radar systems, one fixed and the other supposedly mobile. The mobile version turned out, for all practical purposes to be not mobile.



Fast forwarding to today 50 years later, the 1967 dream has finally taken shape. With the passage of time and technology, it has effectively taken the better part of those 50 years to develop and build this unit into what it was always meant to be which is a very effective control and reporting unit. Today 3CRU and 114MCRU are combined operationally as one CRU. The original TPS-27 radar unit was replaced with the TPS-43 (right) in 1979, which was mobile. This has now been replaced with the TPS-77 which is truly mobile. CRU has several TPS-77 units that, once on site, can be deployed within a day. The radar is fed to the control room via satellite. Aside from the several TPS-77 radar heads, the unit takes radar feeds from many different sources including Air Services. When combined with 3 JORN ([Jindalee Operational Radar Network](#)) or Over-the-Horizon radar sites, CRU has coverage of every inch of Australia as well as surrounding off shore, all controlled from the one control room at Williamtown. Today operationally for any deployment, 114 MCRU provide techs and 3 CRU provide operators. (See further info [HERE](#)).

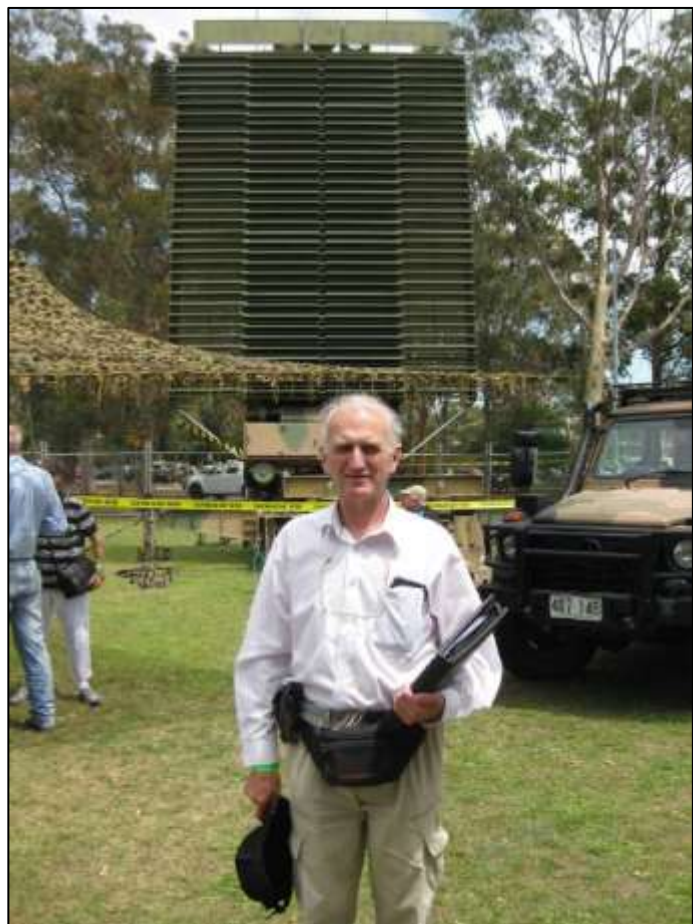


A TPS-77 was deployed to Afghanistan as part of the RAAF's operations there. A TPS-77 was relocated from Duckhole Hill to outside EastRoc on the lawn for the open day. Old radar techs were in their element looking it over. It takes a 2 or 3 truck convoy to relocate the TPS-77. One for the radar and the truck in the background, (over my left shoulder), in the pic at right provides the satellite link and power.

These, of course, can be driven into a C17 if the relocation is to somewhere like Afghanistan.

After the tour we had a wonderful BBQ on the lawn under a marquee. Memorabilia, such as patches, medallions or memorial port, was for sale but unfortunately the special 50th anniversary patch was sold out to all the serving members. They will be ordering more so if anyone wants one, get your order in.

They cost around \$7-\$8.





The plagiarized Donald Duck symbolizes Duckhole Hill.  
The headset and mic symbolizes control. Donald's backdrop is the radar's PPI

I went into the confessional box after many years of being away from the Catholic Church. Inside I found a fully equipped bar with Guinness on tap. On one wall, there was a row of decanters with fine Irish whiskey and Waterford crystal glasses. On the other wall was a dazzling array of the finest cigars and chocolates. When the priest came in, I said to him, "Father, forgive me, for it's been a very long time since I've been to confession, but I must first admit that the confessional box is much more inviting than it used to be."

The priest replied, "You moron, you're on my side."



Inside EastRoc was a very large historic photo album. One thing I never knew before was that, after completing the Hubcap Conversion Course at 3 CRU in 1969 and posting to Amberley, our CO at 114 MCRU was Wng Cmd William Waldock who was the 1st CO of 3CRU.



Marg and Geoff "Gronk" Mayhew.

There were 60 to 75 guests at the open day. Most were former operators/plotters from 3 CRU and some from intermediate eras. A number of Warren (Waza) Turner's RAAF friends who represented 3 CRU on numerous ANZAC Day marches in Port Macquarie were also there. Festivities concluded around 2.00pm following which about 150 of us reconvened at 6.00pm at the Wests Leagues Club in New Lambton on the other side of Newcastle for a semi-formal cocktail party. Everyone had different coloured name tags. Green for serving 3 CRU members, yellow for serving former 3 CRU members, purple for ex serving 3 CRU members and blue for spouses. I had this explained to me at the door but very few knew about it. This arrangement made it very easy to navigate around and work who to strike up a conversation with.





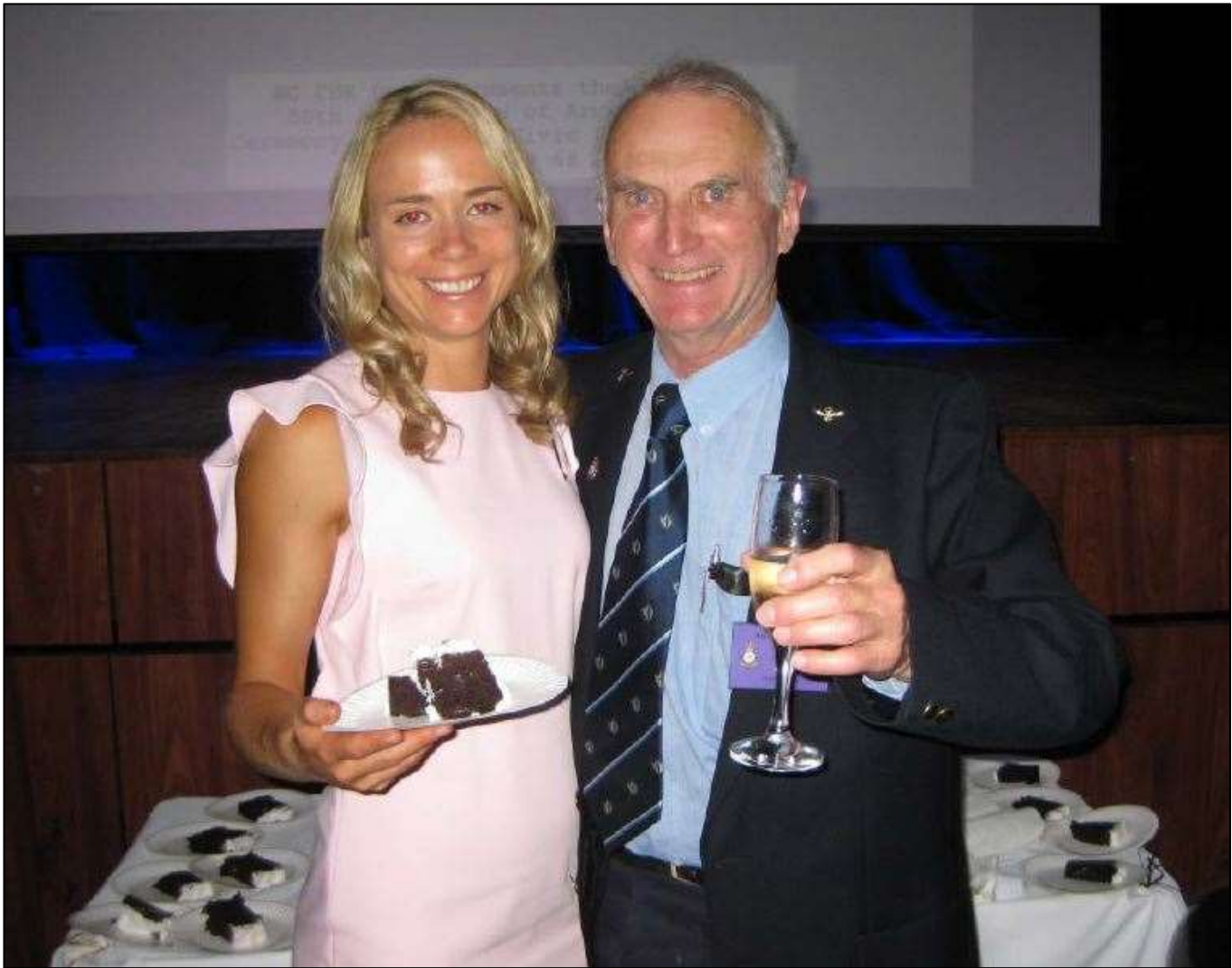
Geoff Mayhew and Brendan Godwin,

There were a number of speakers and a guest speaker who was a former 3 CRU member who had an interesting story to tell of when he was seconded to the Mascot tower to resolve a UFO issue which turned out to be a faulty radar. The CO proposed toasts to all deceased, former and current 3 CRU members. Air Commodore Craig Heap (right) gave a very down to earth talk. Rather than talk from the stage, he took his mic and came down and stood in the middle of everyone to talk. Craig is Air Commodore of SRG - Surveillance and Response Group and was very insightful.



Right through the evening there were several large screens showing PowerPoint slides of 3CRU from 50 years ago to today. A lot of these were interesting and they caught the attention of many.

For those of you who read the September 2017 issue of RAM volume 59, see [HERE](#), you could not have missed Trev's encounter with the attractive Jane from Tasmania who was attracted to his Radtechitis while he was visiting the Eumundi markets north of Brisbane. For those who might be still sceptical of the phenomenon of Radtechitis, I can report that it is very real. I had the same experience myself at the cocktail party.



FlgOff Frances (Frankie) Bell and Brendan Godwin

The very lovely “Frankie” homed in on my Radtechitis (or was it for the cake) and there was nothing I could do about it. Fly Off Frances (Frankie) Bell is from Logistics and duly advised me that the cake did have its own RAAF nomenclature. My slice of the cake, that she is holding for me, is:

**Nomenclature**  
AF3CRU050/S

**Description**  
Cake, Anniversary, slice – for the eating.



As Trev said, for those of us who carry the genus Radtechitis Amorous, it certainly is a burden to carry.



Sgt Charlene (Charlie) Morgan, Warren (Waza) Turner, Cpl Kylie Hawley  
and FlgOff Frances (Frankie) Bell

**The Wonderful cake.**





Which was cut by the CO - Jason Burstow



After the official cutting of the cake, the lovely Charlene (Charlie) Morgan had the duty of carving the cake into at least 150 slices.





On the Thursday afternoon prior to the anniversary event, Warren (Waza) Turner, Nina (daughter of Stan Strahan) and myself took a trip to Keith Tulloch wines to taste the local produce of the Hunter Valley wine region. With Waza being a member, we were looked after handsomely and tasted some delightful wines.

An American tourist asks an Irishman, "Why do Scuba divers always fall backwards off their boats?" To which the Irishman replies, "Well, if they fell forwards, they'd still be in the fookin boat."



Flying Officer David Harrison, Brendan "Curley" Godwin, Warren "Wazza" Turner.



Flying Officer David Harrison, Nina (Daughter of Stan Strahan), Warren "Wazza" Turner.



## A little history.

On the 1<sup>st</sup> November, 1967, number 3 Mobile Control and reporting Unit (3 MCRU) was formed at Duckhole Hill at RAAF Base Williamtown. The first unit CO was Wing Commander William F.A. Waldock. (01 Nov 1967 to 31 Mar 1968)

The Unit was established to provide radar control services to the expanding Air Defence network in the Port Kembla to Newcastle strategic area.

As a mobile unit, 3 MCRU's main role was to deploy to Northern Australia in times of a defence emergency.



In January 1978, the Unit was advised that its new badge had been approved by Her Majesty. An original design was submitted in late 1975 by Flying Officer Jim Stewart and given local endorsement by Unit and Headquarters Operational Command.

It transpired that the design resembled that of an RAF station in the UK called RAF Coltishall and the Gaelic motto was replaced by an English translation. A modified design was endorsed by the Chester Herald in October 1977 and submitted to Her Majesty for approval.



# THE RAM

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



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## John Laming.

### The Pot Belly Stove.

The town of Sale in south-east Victoria can be damnably cold in winter. It was probably for this reason the nearby RAAF base at East Sale in 1955 seemed to have more pot-belly stoves per square mile than most other places in Australia. It was around the stove in "A" Flight hut at Central Flying School, that the characters in this story would gather to talk about the days flying and of adventures survived. Outside, cold sou'westerlies from over Bass Strait might howl between the hangars but inside the flight hut the pot-belly stove would give forth a radiant glow and the coffee smelt just fine.



After graduation from No 8 Post War Pilots Course in December 1952 I had spent over two years in Townsville flying Lincolns, Wirraways, a Dakota and a Mustang. From there I was posted to CFS to undergo a five month flying instructors course. In those days one had to serve a minimum of four years from graduation before being eligible to leave the service. So, after selling my old Morris 8/40 Coupe to an air gunner for fifty quid, I went by train from Townsville to Brisbane then boarded a TAA DC4 to Sydney where my wife Loretto and I stayed a few days with her parents.



I first learned to fly at the Kingsford Smith Flying School at Bankstown. My instructor for the first few trips was a Hungarian who had migrated to Australia after the war. He spoke with a heavy accent and as a result I learned very little. Another instructor was bored witless with his job and my flying suffered. The next instructor was Bill Burns an ex wartime Hudson pilot who happened to be the flight safety manager for Qantas and who kept current by instructing on Tiger Moths and Wackett trainers. Bill was wonderful and he sent me solo after eight hours.

I had lived alone since I was 17 years old and now the RAAF was my home. There was always this nagging insecurity that one day the RAAF might not renew my term of service and I would be out of a job. And so, while passing through Sydney I rang Bill Burns, who by now had climbed up the corporate ladder in Qantas and asked him about job prospects as a first officer with Qantas. Fortunately, he remembered the scruffy youngster who he had sent solo a couple of years earlier and kindly arranged an interview with himself and Captain Lowse – a senior Qantas captain. I recall little about that interview and as I was still in the RAAF 15 years later, I guess I didn't make the grade. Of course, it could have been something to do with not being available for another two years, which is what I had left to serve.

Thursday 21st July 1955 and from Sydney, Loretto and I boarded a TAA Convair for Melbourne just in time to catch the last train to Sale. We froze on the train and after arriving at midnight, booked in at the run down Terminus Hotel. Motels did not exist in those days. The next day was gloomy, wet, and cold. We couldn't afford more than one night in the pub – not on a sergeant's pay packet anyway. There were no houses for rent in Sale and we weren't entitled to a RAAF married quarter because my posting was not permanent. So, we hired a car and drove to Bairnsdale, a small town 45 miles to the east of Sale. Bairnsdale was a RAAF training base during the war operating Beauforts, Hudsons and Ansons on anti-submarine patrols over Bass Strait. There we pored over the local newspaper for rooms to rent and found a kindly old lady who had a spare room. It meant sharing the lounge but at least it was company for my wife. Meanwhile the only way we could get to East Sale from Bairnsdale was to hitch-hike. Loretto, an attractive young woman of 22, could show a mean leg - her charm guaranteeing us a lift within



minutes of hitting the open road. Each day for the first two weeks before the instructors course began, I would leave her at the main township of Sale where she would window shop and look for accommodation. I then walked or hitch-hiked the two miles from the town to the RAAF base at East Sale aerodrome and pick up study books and arrange my own accommodation at the Sergeants Mess. In the late afternoon we would hitch-hike back to Bairnsdale.



On the 29th July I wandered into the School of Air Navigation which was 50 yards away from the CFS flight huts. It was another bitterly cold day and as always the resident pot-belly stove glowed warm and cheerful. On the flight line were several Lincoln bombers used by the school for long range navigation – plus an assortment of Wirraways, Mustangs, Vampires and half a dozen Dakotas. Tucked away safely away from the howling wind were a dozen Tiger Moths behind closed hangar doors.

The flight commander at SAN was Squadron Leader Rex Davie DFC & Bar – a former Lancaster pilot. Rex was a cheerful friendly man and I liked him immediately. When he heard that I had flown Lincolns, he asked me if I could help him out with a crewing problem that had just surfaced. A 10 hour night navigation exercise to Oodnadatta was about to be cancelled because SAN were one pilot short to fly the Lincoln. Would I do the trip? You betcha life I would, Sir, was my reply. I told him that I had never flown in command of a short nose Lincoln Mk 30 – only the long nose Mk 31 version. That didn't worry Rex Davie, as he knew that the long nose Lincoln was a difficult aircraft to handle at night - making the short nose version a doddle.

The rest of the crew consisted of a navigation instructor, two trainee navigators, two signallers and a co-pilot called Flight Sergeant Smyth. Despite being rugged up in a woolly bull flying suit,



it was bitterly cold at 16,000 ft and we wore oxygen masks all the way. The weather had closed in at East Sale while we were gone and on our return GCA gave us a radar controlled final approach in low clouds and gusty winds. At least I could see over the nose of the Mk 30 once we broke out of cloud at 500 feet, which is more than can be said of the Long Nose Lincoln where lack of forward vision made cross-wind landings at night rather hairy. Arriving back at 0300, I snatched a few hours sleep before breakfast, then hitch-hiked the 45 miles back to Bairnsdale.

While Loretto tramped the streets of Sale looking for rooms to rent and put up with the food at various greasy spoon cafes, I enjoyed roast beef and yorkshire puddings at the Sergeants Mess, as well as flying each day in a Wirraway, Tiger Moths or Dakota. Being a keen young chap in those days I was also ever on the lookout to fly a Vampire or a Mustang in between instructor course sorties. There was no doubt about it, East Sale was a pilot's paradise!

The base was also the home to the RAAF Schools of Air Traffic Control, and Air Armament, where future tower controllers learned their trade and across the road Lincoln air gunners were taught how to shoot down fighters and strafe ground targets. Although Lincolns



carried two 20mm cannons in the mid-upper turret and O.5 inch calibre machine guns in the nose and tail turrets, everyone knew that in real life the aircraft stood little chance against a determined fighter attack, simply because it was too slow and cumbersome. Fighter affiliation exercises were used to train air gunners to fire at a fast moving fighter. Gunners were born optimists and they needed strong stomachs to counter the extremes of attitude needed to out-turn fighters. During the war, rear gunners especially, suffered high casualties as enemy fighters would invariably aim to kill them before they could defend their aircraft from rear attacks.

During training at Air Armament School a Mustang would attack the Lincoln by launching an attack from behind the bomber. In turn, the Lincoln pilot would counter with a violent evasive action known as the Corkscrew. This involved a series of steep climbing and descending turns designed to make it difficult for the fighter to bring its guns to bear on the bomber. I always had doubts upon the value of the corkscrew because there was a short period during the turn reversal where the bomber made an easy target for the fighter. Over Europe American bombers flew daylight mass formations which allowed hundreds of machine guns in a formation to fire at each fighter. Only single bombers could afford the room to corkscrew.

Many years later in 1999, I was privileged to listen to Squadron Leader Tony Gaze DFC who had been invited to give a talk on his war experiences to the Melbourne Branch of the Aviation Historical Society of Australia. Tony was a former Spitfire pilot in the RAF who had flown on operations over Europe alongside the famous RAF aces Douglas Bader and "Johnny" Johnson.



We discussed the effectiveness of the corkscrew technique against fighter attack. Tony decried the manoeuvre, stating that many Allied bombers had been shot down while corkscrewing. He said that during the reversal turn by the bomber it offered a no deflection shot to its attacker and that in his point of view, the only defence for a single bomber was to haul into a continuous steep turn in an attempt to force an attacker into inaccurate high deflection shooting. It was my impression back in 1955 that very little had changed in bomber versus fighter tactics and that the bitter lessons of the last war had never reached the gunnery instructors at East Sale.

When No 14 Flying Instructors course started on 17th August, my instructor was Flight Lieutenant Randal Green – inevitably known as Randy Green. He was an enthusiastic chap and a fine instructor. There was never a harsh word, despite the many times I made a hash of learning the art of “pattering” a sequence. I have always spoken too fast and he would gently rubbish my rate of speech as soon as I got up to speed during a patter session. I never minded this as it was done with gentle humour and I soon learnt to slow down. His patient manner made the course most enjoyable. Unlike years later when one occasionally suffered the arrogance of airline check captains who were legends in their own minds.

### **No. 14 Flying Instructors Course, Central Flying School, East Sale.**



**Standing L-R:** John Laming, *Ron Bastin*, Barnes, *Lloyd Knight*, Duffy, *Ed Plenty*, Smithies, Jones, Jones, Hyland.

**Seated L-R:** *Roy Hibben*, *Roy Scaife*, Mann, Hughes, Beard, Watkin, *Bob Baddams*, Oswald.

Randy was responsible for training three students. These were Flight Lieutenants Reg Jones and Griffith Boord, and myself. Reg was a fighter pilot who had recently returned from a posting flying Vampires with the RAAF 78 Wing based in Malta. A quiet unassuming man, he lost his life a few years later during the four-ship accident to the RAAF aerobatic team known as the [Red Sales](#). Griff Boord was also a fighter pilot who had flown Meteors operationally in Korea. Griff was to die of a heart attack in later years.

The others on No 14 FIC were a cross-section of pilots from transport, bomber, fighter and maritime reconnaissance squadrons. The CFS instructors were a varied lot – as was their talent at teaching others. Many had flown on operations during the war. All had previously instructed at Point Cook and were now here to teach others how to instruct. We were lucky to have such depth of experience among them and I cannot help but contrast these people with today's crop of young civilian instructors who have chosen not to venture beyond the comforts of their local aero club.

CFS names in my log book of 1955 include Ken McAtee, Ken Andrews, Snow Joske, Jack Carter, Ron Graham, Jim Graney, Herb Thwaites (who died in 1996), Denys Smallbone, Peter Badgery, and Gus Goy. The CFI was Squadron Leader Jim Graney AFC with Wing Commander John Dennett as Commanding Officer.

The day would start with staff instructors and students assembled at A Flight hut, where the CFI or his deputy would brief on instructor duties and aircrew notices. Following this, the civilian meteorological officer would give the daily weather briefing while the Senior Air Traffic Control (SATCO) gave the run down on navigation aid serviceability and aerodrome status both at East Sale and at the satellite field of West Sale situated 10 miles away.

West Sale was used primarily for the Tiger Moth phase of the course in order to avoid the problem of faster traffic in the circuit area at East Sale. A Tiger would be on its back in a flash if too close behind a landing Lincoln.

A CFS staff instructor would give the first mass briefing of the day. This could include such things as Climbing and Descending, Forced Landings, Low level Navigation and so on. Afterwards, students and instructors would gather about the stove for coffee and then disappear into individual instructor briefing rooms for pre-flight discussions. Outside on a tarmac, swept by freezing winds or drizzling rain, the ground staff in dark blue overalls were pre-flying aircraft. Refuelling trucks supplied 100 octane fuel into Mustangs and Lincolns of the Air Armament School and the Dakotas of the School of Air Navigation. While CFS instructors and students gathered for the day's work, similar briefings took





place in the warmth of the flight huts of AAS and SAN just down the road. Scheduled for fighter affiliation exercises, crews lugged their navigation bags and parachutes up the front ladder of the Lincolns while a Mustang pilot was helped settle into his cockpit by waiting ground crew.

On the 8th of September I flew twice in Tiger Moths and then acted as second pilot to Squadron Leader Ken Andrews on his first night command trip in a Lincoln. Ken was a smooth pilot with a relaxed friendly manner. Forty years later he was still in the game – this time as a civilian instructor at Bankstown. I underwent a routine flight progress test in a Tiger Moth with Squadron Leader Herb Thwaites, a CFS flight commander. Years previously, Herb had a miraculous escape from death when a Wirraway that he was flying crashed near Maroochydore. He suffered severe leg injuries and now walked with a noticeable limp.

***Click the pic for a copy of the  
Coroner's Report into the accident.***

After I had pattered a forced landing from 3,000 ft Herb asked me to demonstrate my aerobatic skills. I dreaded this because being rather short in the legs I have always had difficulty in getting full rudder on while carrying out slow rolls. This was the case today when I tried to



talk myself through a slow roll. The poor old Moth fell out of the sky upside down leaving me still talking ten to the dozen after the aircraft had given up the ghost. I think Herb's crook leg was paining him because he did not attempt any more demonstrations. After landing and a debrief he sent me up for more aerobatic solo practice. Later when I did my final handling test with the CFI, I had the same problem. I simply could not reach full rudder and did not enjoy aerobatics in the open cockpit Tiger Moth. I even tried slackening my safety harness so that I could stretch one leg further.

That seemed to work for a while, but as soon as we were inverted I floated clear of my seat and was restrained from falling overboard only by my harness. I nearly choked on the Gosport Tube as my patter went out the window and I felt a right twit. The CFI was nothing if not pragmatic. After he had demonstrated a perfectly executed slow roll he handed back control to me saying that if possible I should avoid teaching slow rolls to students in the Tiger as I would surely bugger them up. I was grateful for his advice even though it was delivered with a touch of biting sarcasm.

Marriage is a relationship in which one person is always right and the other is the husband.



Reg Jones, Randy Green, John Laming.

A few days later I got my hands on Mustang (A68-118) and merrily rolled my way around the sky. Being solo, there was no one around to see me dishing out of slow rolls. Someone suggested a big fat cushion behind my back allowing me to apply full rudder extension. That seemed a good idea so I got an airman fabric worker from Safety Equipment section to manufacture one for me. He even stencilled my name on it. The trouble with big fat cushions in a Tiger Moth was that if dislodged, they could fall overboard from the open cockpit and with my luck would be bound to land on the head of a passing member of the constabulary. What with my name stencilled all over the cushion in large letters, it would not take much effort for a budding Sherlock Holmes to trace its owner. It's called Murphy's Law.

My short stature also caused me grief when flying from the back seat of the Wirraway. This aircraft was a real beast if allowed to swing on take off and landing and it took immediate full rudder to stop an impending ground loop. Certainly, the rear cockpit rudder pedals were designed with six footers in mind. At CFS, ground staff designed wooden blocks that screwed on to the rudder pedals giving an extra couple of inches to the short pilots.





While that helped, the flip side was that “feel” was missing, making it easy to inadvertently apply too much brake – and so the inevitable swing would re-occur. At East Sale on 20th October, while taxiing for take off, a Wirraway ground-looped causing the undercarriage to collapse. The



pilots were Roy Hibben (left) and Ron Bastin. Both were of short stature like myself and I wondered later if one of them had run out of rudder control. The accident didn't harm their careers, however. Hibben went on to become a Wing Commander winning a DSO with 9 Sqn in Vietnam, (see [HERE](#)) while Ron Bastin flew Sabres before leaving the service to become civilian pilot.

On the 26th of October I was scheduled for a 25 hour progress test on the Wirraway. Now that was one trip I shall never forget. My instructor for the test was Flight Lieutenant Denys Smallbone, a Royal Air Force exchange officer from CFS at Little Rissington in England. Denis was a delightful chap with an impish sense of humour.

The progress test covered the whole gambit of aerobatics, stalling, spinning and general instructor patter. I occupied the instructor seat in the rear cockpit while the CFS instructor acted the part of a student pilot sitting in the front seat. The view from the back was severely restricted by the instrument panel. This made things tricky when the tail was on the ground during the early part of the take off run and when the tail was lowered during the landing run. Night flying from the back seat of the Wirraway was a health hazard.

The CFS instructor set the scene by announcing that for the purposes of this progress test I was call him by his invented student's name of Hogglebottom. That was a mouthful and we hadn't even got airborne yet. The first patter sequence was taxiing. The game plan called for the instructor to demonstrate how to taxi a Wirraway, then stop the aircraft and hand over control of the aircraft for the student to have a go. I pattered away merrily and then stopped the Wirraway on the long taxiway leading to the threshold of runway 27. So far, so good except that I had not noticed the presence of a bloody great Lincoln bomber following close behind us to the runway. Unlike the Mustang there was no rear vision mirror. Denys Smallbone, (aka Hogglebottom), had seen the Lincoln but chose not to tell me. Within seconds of my handing over control to Trainee Pilot Hogglebottom, he suddenly applied hard brake causing the Wirraway to swing through 180 degrees facing the way we came. Too late to stop the swing, I stared in dismay at the sight of the Lincoln bearing down upon us fifty yards away. The Lincoln pilot hit his own brakes and stopped with a jerk with four propellers rapidly being brought back to idle.

Smallbone laughed his head off while stammering an acted apology for his lead footed taxiing skills. The Lincoln pilot meanwhile showed little sympathy for my plight and shoving his head out of the cockpit window 18 feet above the ground gave us the classic two finger salute indicating that we should get out of his way. I thought stuff him – I have got my own problems with Hogglebottom and this son-of-a-bitch of a Wirraway!

I nearly dislocated my knee bone trying to coordinate rudder and brake with full back stick and much roaring of the Wasp engine in order to head back towards the runway. That done I waited for the next trick from my friendly CFS instructor. We got airborne and climbed to height for aerobatics practice. I pattered and demonstrated with great aplomb with little action from the front cockpit. I was being lulled into a false sense of security as it turned out.

I had just pattered a stall recovery when Smallbone took over control to act as a student carrying out his first stall. With flaps down, if the stall recovery is not precise and prompt, the Wirraway will flick inverted and spin. Today we were at 8,000 feet above West Sale aerodrome with Tiger Moths pottering around the circuit pattern far below at 80 knots. Before carrying out stall recovery practice it was usual to carry out a steep turn to ensure that there was no aircraft immediately below us. Hogglebottom heaved into the steep turn with a viciousness that caused me to temporarily grey-out for a couple of seconds. I was about to tell him to ease up on the G forces when without warning the Wirraway flicked inverted and began to spin. After a couple of turns I told the student to recover from the spin. This normally required full opposite rudder to the direction of spin, followed by an easing forward of the stick to un-stall the wings.



Hoggelbottom did not reply, and the aircraft continued to spin. Again I told him to take the necessary recovery action but still he held on to the controls and said nothing. I then raised my voice and told him sharply to recover. He said that he was scared and did not know what to do.

West Sale railway station was spinning crazily over the front of the engine cowl and I attempted to take over control – only to find that Hogglebottom had frozen on the controls. By now we had lost several thousand feet and I thought the CFS instructor was taking the joke too far.

After failing to overpower his grip on the controls I finally spat the dummy, swore at him, and told him in no uncertain terms to release the bloody controls forthwith. The instructor laughed and let



me take over control. He then made the point that if a student panics and freezes on the controls, a string of oaths from the instructor may snap the student out of his frozen state. So far I have yet to meet any panic-stricken students so I have never had the opportunity to try out his theory.

When we returned to the circuit, Smallbone told me he would fly a short field landing and that I was to take over control if he made any serious mistakes. As explained earlier, the Wirraway was renowned for its vicious wing drop at the point of stall. I was worried that if his spin recovery was an example of testing me to the limit, then a short field landing cock-up was bound to be his last throw of the dice on my test. He approached the runway just above the stall, while I crouched uneasily over the controls in the back seat waiting for the inevitable wing drop that I was sure Smallbone would try to induce. To my relief his touch-down was smooth and right on the end of the runway.

There was no doubt that Denys Smallbone was a very skilful pilot. The landing is not over until the aircraft is stopped – or so goes the old adage – and I waited for his next move. Perhaps he would allow the aircraft to swing badly at the next taxiway turn-off. It didn't happen, but I didn't relax until the chocks were under the wheels. Coffee around the pot belly stove never tasted as good as that day. Smallbone seemed happy with the trip and I was relieved to pass the hurdle of the 25 hour progress test. In later years Denis migrated to Australia and became the Reverend Smallbone of an Anglican church in Gippsland, Victoria. When writing this story I wondered if Denys Smallbone was still around and if so, would he recall his alter ego Trainee Pilot Hogglebottom.



A quick check in the telephone directory revealed an M. Smallbone living at the tiny village of Port Albert on the coast of Bass Strait which separates mainland Australia from Tasmania. My phone call was answered by a lovely voice

belonging to the 80 year old Mrs Denys Smallbone. She was fit and healthy and was engaged in laying some concrete for her garden when I rang and explained that her husband had been my instructor at CFS nearly 46 years ago. She was delighted to hear from me but she had some sad news, too. Denys Smallbone had died at the age of 74 nearly five years ago. Nice bloke was Denys – but I'm not sure about the redoubtable Hogglebottom, who caused me much angst yet so much hilarity at CFS.



In November 1955 I flew 32 trips – often four in one day. For example on 3rd November the first trip was in Mustang A68-119 on formation flying with Flight Sergeant Brian Holding who was in another Mustang. Brian and I had been on the same pilots' course in 1952. After graduation he had flown Mustangs and Vampires at the Operational Training Unit at Williamstown before being posted to Korea where he flew Meteors on United Nations operations against communist North Korea. Many years later he became a senior captain with Trans Australia Airlines. Following the formation practice, I attended a briefing at CFS on air to ground gunnery techniques, followed by a dual period with Randy Green in Wirraway A20-732.

For this sortie, two 0.303 machine guns were installed under the wings. I'm not quite sure if we used a simple ring and bead or a reflector gunsight. Either way, I was a lousy shot and got very few bullets on the target. Then it was lunch time at the Officers Mess for Randy and the other officers, while I wandered to the Snakes Pit (Sergeants Mess) for a three course meal with the NCO members of our instructors course.

At 1300 the course was back down to the CFS flight huts where Randy and I climbed into Wirraway 732 again – this time swapping seats. He became the student in the front seat while I flew from the back seat. My job was to patten a ground attack then give my student a go at firing the guns.

#### **View from front seat.**

Now the view from the back of a Wirraway is none too good and becomes positively frightening in a 45 degree dive. It is well nigh impossible



to sight the ground target which consisted of canvas strips laid flat in the sand. Observers watch the diving aircraft while crouching in concrete bunkers safe from stray rounds. Their job is to observe and record the number of bullets that hit or miss the target.

Over the target I did a classic wing-over just like the Stuka dive-bombers you see in old war movies. You needed to have the rear canopy open in order to stick one's goggled head into the slipstream to sight the target. From the back seat that is about the last time you can actually see the target – the rest being a case of pointing down and shooting in the general direction of Australia. The observers in their bunkers knew well the dangers of sticking their necks out whenever instructors course gunnery was on. My scores from the back seat revealed nil bullets located on the target although spurts of dust were seen a football field length away. Whether or not the dust was due to bullets hitting the ground, or rabbits running at warp speed for cover, will never be known. Maybe both. The main thing was that particular box in the flying syllabus was ticked off in our training records.



We returned to base with empty guns and the debrief by Randy Green was mainly chortles of laughter. I remained tight lipped and glum as our scores were posted on the crew notice board. Not that I lacked a sense of the ridiculous, but after all a man has some pride. I found myself airborne again half an hour later in Wirraway A20-661 with Pilot Officer Alan Mann in the back seat practicing mutual patten on aerobatics. Alan was a graduate of No 7 Pilots Course. He had flown Dakotas and both he and I were to be posted to No 1 Basic Flying Training School after graduation as flying instructors. I liked Alan Mann. He was quite unflappable and easy going with a dry sense of humour. In years to come he became a captain with Qantas.

At Uranquinty he had a student who on one particular dual flight became quite upset with himself after some problems with his flying. After the flight Alan Mann wrote up his students hate-sheet (progress report), adding that "student cried like a bugle player". The flight commander at No 1 BFTS, Flight Lieutenant Val Turner DFC (right) was a former wartime fighter pilot not known for his fatherly approach to students and instructors alike. He scrawled a note over Mann's remarks which said: "Pilot Officer Mann – we are training pilots – not bloody bugle players". I had tangled with Val Turner a couple of years previously during a fighter pilots course that I attended at Williamtown (not very successfully, I might add). While flying a Vampire in formation with Turner in another Vampire, he ordered me to take over as leader and take us to a railway tunnel in the countryside near Williamtown.



To my chagrin I discovered too late that I had forgotten to bring my charts in the aircraft and was forced to admit shamefacedly over the radio that I did not know how to locate the tunnel. After landing I received a well deserved blistering attack by Turner on my lack of airmanship and was given the punishment of walking the perimeter of the airfield carrying my parachute over my shoulder. Never did a parachute feel so heavy.

15th November saw our course undergoing dive-bombing using six 5 kg practice bombs per sortie. I shared four trips in one day with other trainee instructors. This time my scores were marginally better than the gunnery debacle. The technique was to fly a left hand circuit over the bombing range at 3000 feet, then on base leg carry out a wing over into a 45 degree dive angle. The throttle was partially closed to avoid propeller overspeed and also to keep the airspeed manageable. At 1500 feet a single bomb was released followed by a straight pull-out of the dive. By this time the Wirraway had reached 800 feet at the bottom of its dive. Once the climb was established wings level, a climbing turn to 3000 ft was made back on to the downwind leg. The exercise was repeated using the five remaining bombs. During the climbing turn it was possible, by craning one's neck, to spot the smoke of the bomb burst.

The man who invented auto text has died;  
his tombstone contains the words 'Restaurant in Peace'



Like gunnery, dive bombing from the back seat of the Wirraway was always a blind hit or miss affair. There was however one real danger that we were briefed to avoid. It concerned the “g” limits of the aircraft. The Wirraway, if I recall, was a strong aircraft with an ultimate breaking load of around 8g. This was providing that the pull was equal on both wings. We were warned to avoid high rolling “g” where the twisting moment of unequal force could drastically lower the normal limit. This danger was tragically confirmed when a Wirraway lost a wing during practice dive-bombing near Point Cook a few months later. The pilot was Flight Sergeant Ted Dillon, a flying instructor at No1 Advanced Flying Training School. Ted was a dare-devil type who had flown Meteors and loved low flying. Earlier he had a lucky escape from disaster when his Wirraway hit a tree while on a low flying exercise.

Ted knew that greater bomb aiming accuracy could be attained by increasing the angle of dive beyond the briefed 45 degrees angle. During instructor practice he would close the throttle in order to keep the dive speed back and invariably commenced his pull out lower than most other pilots.

On one of his dive-bombing runs at the Werribee bombing range near Point Cook, his aircraft was seen to pull out sharply after bomb release and at the same time instead of a wings level recovery, a hard rolling pull-up was started. Witnesses saw one wing separate from the aircraft which immediately crashed. Ted was killed instantly. Many years later I still use the example of Ted’s crash to illustrate the dangers of rolling “g” to pilots undergoing unusual attitude recovery training in the Boeing 737 full flight simulator.

17th November 1955 was a memorable day. It started with one dual and one mutual trip in Wirraway 732 with Randy Green and Flight Lieutenant Griff Boord respectively. The sequences patterned included aerobatics, instrument flying, practice forced landings and circuits and landings. Griff was a RAAF College graduate of 1950 who had flown Meteors in Korea and after tours as a fighter pilot at Williamstown was posted to our course No 15 FIC. He was a pleasant fellow, well liked by all. With him at CFS was another graduate of RAAF College. This was Flight Lieutenant Henry (Bill) Hughes (right) who had won a DFC in Korea. Bill was an outstanding officer who eventually rose to Air Vice Marshal rank.



After sharing the mutual instructor period with Griff, I was then scheduled to undergo a dual flight in a Vampire Mk 35 (two seat) with another flight commander, Squadron Leader Ken Andrews. His nickname was Chu Chu after his propensity for offering his students lollies after a flight and saying “Here – have a chu-chu”.

I had flown several hours on single seat Vampires, but only one hour on the dual version four years previously. The Mk 35 Vampire had a cockpit canopy which was a clam-shell type rather than the more common sliding canopy found on the Mustang, Sabre, and Vampire Mk 31. As some of the instructor course pilots had not flown jets, CFS had decided that a jet familiarisation flight would be a good thing. Accordingly, Ken Andrews took me up in the dual Vampire for a bit



of horsing around in the upper levels. The dual Vampire was very cramped in the cockpit and those instructors who eventually taught students to fly Vampires were subject to re-occurring back problems in later years.

The Vampire has a very limiting fuel endurance of just over an hour and after a couple of touch and go landings, Ken decided his back was too sore for more. Parked on the tarmac, he closed down the engine and opened the canopy allowing us to vacate the cockpit (or egress, as the Yanks say). After unclipping my oxygen mask, radio leads and parachute, I grasped the front windscreen and started to haul myself up and out of the cockpit. Immediately Ken warned me of the dangers involved of climbing from the Vampire without first ensuring the canopy was correctly locked in the open position. He explained that an unsecured canopy could slam down and cause grievous bodily harm to anyone foolish enough to have his fingers in the way.



Gratefully I took this advice on board and decided to let Ken vacate the cockpit first – age before beauty so to speak... Well, just like the man said, the canopy was not correctly locked open and Murphy's Law was self actuated. As Ken placed both hands on the windscreen bow to lever himself out of the left seat, the canopy fell down with a bang, trapping his fingers akin to a slammed door. He gave a frightful well mannered oath something along the lines of "Scheissenhausen" which, translated from the German, means shithouse (or something like that), and sat back among a tangle of oxygen, radio, and dinghy leads, wringing his squashed fingers in obvious severe pain.

I sympathised and muttering something about "there but for the grace of God go I", couldn't help remarking to Ken that he had given a bloody good demonstration of the dangers of unlocked canopies. By this stage, the normally urbane Squadron Leader K. Andrews – "A" Flight Commander, Central Flying School, had lost his cool and snarled back at me that my remark was not funny. That was a matter of personal opinion of course, although I must say that I felt that then was probably not the most appropriate occasion to fall over laughing. For the next few weeks Ken was off flying with his fingers in splint looking like an indignant version of Napoleon without his Josephine.

That evening I was scheduled to fly as second pilot to Alan Mann on night flying in Lincoln A73-1. We carried out several touch and go landings interspersed with one engine feathered landings. While the Lincoln was a good performer on three engines, things could become a bit unstuck when it came to going around again with one feathered if the speed was allowed to deteriorate below the safety speed of 120 knots.



As the landing speed of the aircraft was around 100 knots, it takes little imagination to imagine what would happen during a three engine go-around at that speed. The aircraft was a conventional tail-wheel design and that means they can really bounce unless care was taken to carry out a smooth landing. After losing three Lincolns that bounced badly and attempted to go-around during practice feathered landings, the RAAF - rather belatedly in my view - banned the exercise as too dangerous. In fact, the RAAF lost more Lincolns practicing feathered landings than with real engine failures.



In later years as a flying instructor at No 10 Squadron at Townsville, that directive was to save my skin one night. I had been giving dual instruction on a new pilot and the exercise called for simulated feathered landings with the "dead" engine at idle power. This was known as zero thrust. The advantage being that the drag of a throttled back engine simulated that of a feathered propeller with the advantage that in event of a bad bounce or late go-around, the closed throttle lever could simply be brought back into action. On that night, the new pilot who only had 220 hours in his log book, was doing very nicely and coping well with a simulated engine failure on take off.

Downwind on three engines, with the fourth engine idling at zero thrust, the student requested landing gear down and one quarter flap to be set. This was a standard asymmetric configuration. When I selected the flap lever to down, it broke away in my hand leaving the hydraulic selector valve in the full flap down position and uncontrollable.

The Pilots Notes for the Lincoln warned that on a go-around with full flap, immediate flap retraction to half flap was needed to avoid a strong nose up change of trim. Failure to act could lead to the nose rising and loss of forward elevator effectiveness. On three engines this could be highly dangerous due to airspeed loss and thus loss of rudder control.

In our case, the flaps went to full down and up went the nose with a vengeance. I brought the fourth engine back to full power along with the other engines. This only exacerbated the pitch up, but with a rapidly deteriorating airspeed we were damned if we did and damned if we didn't.





Fortunately, I was able to bring the situation under control and we landed safely. If by the previous rules of engagement, we had flown the circuit with one engine feathered, I believe we would have been in serious control difficulties. After that I mentally thanked the wise headquarters staff officer who placed the kibosh on practice feathered landings.

If there was a funny side to it, it was when the new Lincoln pilot initially thought that I was merely attempting to demonstrate an unbriefed runaway flap control. He must have been kidding. At night, with one engine throttled back? No bloody way!

Three years earlier therefore, during the night circuits at CFS as second pilot to Alan Mann, I was blissfully ignorant of such potential dangers and happily feathered his engines on request.

1st December 1955. Busy day, flying five sorties. These included a test flight after a Lincoln major inspection, an instrument rating test by CFS instrument rating examiner (IRE) Flight Lieutenant Ron Graham, and three Wirraway dual and mutual instructor training sorties. The Lincoln flight was carried out at 5000 feet and involved feathering each of the four Rolls Royce engines – one at a time, of course. Acting as second pilot was Warrant Officer Fisher, a wireless operator/gunner. The Lincoln was designed as a single pilot aircraft although we usually carried a second crew member for safety reasons. If a qualified pilot was unavailable we would grab the nearest volunteer – ground staff or half-wing aircrew – to operate the flaps and undercarriage and help start the engines. There was rarely a shortage of someone to sit up front to enjoy the shattering noise of four Merlins at take off power. W/O Fisher drew the short straw on this occasion.

After carrying out all the mandatory tests on the Lincoln (A73-1, again) I was about to return to base when we spotted three Wirraways below us in formation. Their pilots were Randy Green and Viv Barnes flying dual, plus Roy Hibben and Bill Hughes. All were fighter pilots and good for a spot of fun. Mock dog fighting was permitted in the training area and so rolled over I dived behind them in a quarter attack. As the Lincoln could cruise at least 50 knots faster than the Wirraway it was no trouble to catch up with them. After a little horseplay it was mutually agreed by radio that they could practice formation flying on my Lincoln. To reduce speed to their level it was necessary to lower the flaps and open the bomb doors to create some drag.

That done, we cruised sedately around the sky at 120 knots with the Lincoln the centre of attraction. A Wirraway sat on each wing-tip and another slid in behind in close line astern. I think Roy Hibben was flying the line astern position and he came in real close until he could look up and into the cavernous bomb-bay of our Lincoln. Remember this bomber can carry over 20,000 lbs of bombs – so it has a fair size bomb-bay.

If the person who invented the drawing board got the initial design wrong,  
what would they do next??



It is heavy work flying a Lincoln – there are no powered controls – and after a few formation turns I decided it was time to go home. Calling the others by radio that I was breaking off the exercise, I asked the second pilot to pull up the flaps while I closed the bomb doors. I had no idea that Hibben was almost directly underneath our aircraft. He was caught by surprise at the sink caused by the retraction of flaps, and his Wirraway was nearly squashed beneath us. It was only his quick reaction in diving away from the fuselage of the Lincoln that saved what could have been a nasty accident. A Court of Inquiry would have crucified me for playing with Wirraways while on a test flight.



A few days before qualifying as a flying instructor in mid-December 1955, I managed to talk my flight commander into letting me fly two more trips in a Vampire plus a final go in a Lincoln and Dakota. The Vampire was a single seat Mk 30 version A79-1. It did not have an ejection seat. The cloud base was low at 200 feet and after a VHF/DF instrument let down I was fortunate enough to get talked down by Ground Controlled Approach (GCA). This is a remarkably accurate final approach by a radar controller. With no radio navigation aids in the Vampire, a pilot was entirely dependent on the skill of a radar operator in a truck near the runway to get back on to the deck. A serious limitation of GCA was rain attenuation where the aircraft echo could be lost in screen clutter caused by reduction of radar efficiency in heavy precipitation. In later years I realised with some guilt that I never thought to say thanks to these unknown air traffic controllers

who spent hours in a cramped van either freezing or sweating depending on the season. Thanks chaps, if you happen to read this nearly fifty years later.

A few days before the end of the instructor's course we were checked out on the new Winjeel basic trainers. My first dual flight was on A85-804, followed by sorties in A85-404, and 406. At the time we felt that it would be a big jump for student pilots on Tiger Moths to the heavier and faster Winjeel. We were wrong as it turned out, and the time to first solo on the Winjeel averaged 8-10 flying hours. The Winjeel proved a successful ab-initio trainer and as with Tiger Moths, new students transitioned from Winjeels to Wirraways within five hours.

The QFI course at East Sale was sheer enjoyment and I was indeed fortunate in having Randy Green as my instructor throughout. He taught me that patience and good humour are amongst the vital attributes of a good instructor. Having been given curry by the odd pompous airline check captain that I was unfortunate enough to encounter in my later civilian career, I will always regard Randy Green as one of the finest instructors that I have flown with. Thanks Randy – if you happen to read this story. I owe you.

They were halcyon days at East Sale and many years later it is nice to still run into some of the many friends that I made around the old pot belly stove

My wife says that I never listen to her - or something like that.

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## Laurie Lindsay.

Back in April, Laurie was in hospital with a badly infected knee and being a big sook, he kept complaining that it hurt. Soldier on we say!!! We heard he was restricted to male nurses too, wonder why??

*Laurie in hospital with his great grandson, born on 10<sup>th</sup> Jan. What a happy healthy little fella. But?? great grandson??? No-one's that old.*



Apparently, everyone has infection beasts on the outside of their skin and these are always looking for a way in, and as they go for the weakest link (his head was too far away) they went for the knee. He woke up early on a Monday morning (9th April) with what he thought was cramp which quickly

turned into a sore knee. At first, he thought it was an old football injury as he used to play for the Ladies College Old Girls, and being terrified of needles and doctors, he thought it would go away in the morning. It didn't! So, gritting the teeth, and with Carol holding one hand and his man-bag in the other, it was off to see the doctor where, being the sook that he is, he managed to pass out whilst sitting in the waiting room.



He had an x-ray on Wednesday and the pain was getting worse. It was back to the Docs on the Thursday for a debrief on the X-ray and a blood test. On Friday 13th he went straight into hospital and next day (Saturday 14<sup>th</sup>) he had a knee arthroscopy with a penicillin antibiotic. Whoops!, he forgot to tell them he was allergic to penicillin and he soon came out in big red (very itchy) welts on his back. On Tuesday, 17th April, he was back under the knife for another arthroscopy and this time with non-penicillin antibiotics.

### ***Is this a proud old grandpop - or what??***

Worried that the beasts had gone to his heart, (be lucky to find his we reckon) he was given a heart ultrasound and a camera stuck down his oesophagus into the heart to take photographs. He stayed in hospital with a permanent intravenous drip until 2nd May when he was sent to the Cabrini Rehabilitation Centre where they normally send old blokes to convalesce. Knowing

he was such a sook, the physiotherapists took it in turns to torture him and within a week, 2-3



days after which a normal person would have done it, he was walking on crutches without supervision.



Laurie's little great grandson giving professional advice on great grandpop's knee.  
It's actually a toss up who has the most hair.

He was finally allowed to go home on the 11<sup>th</sup> May, when twice a day, Hospital at Home called and administered him with antibiotics. This was to go on for 2 weeks. Poor old bloke, he was too sick to take a tablet on his own.



His oldest child, who turned 56 recently, and who lives in Sydney, told Carol that if she comes down he's got to know that he's dying. She came down anyway and said to him; "You're not dying you silly old bugger - toughen up." Laurie said: "Damn kids, I used to smack her back side; where is the filial respect?"

We make light of it, but he was pretty crook there for a while – all the best mate, hope you're up and about real soon.

The Lindsay dynasty.



L-R: Grand-daughter (Ramona) and mother of the bub, daughter (Nicole), handsome hulk, great grand-son.

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**REMEMBER WHEN YOU COULD REFER  
TO YOUR KNEES AS RIGHT AND LEFT?**



**INSTEAD OF GOOD AND BAD.**



## Where are they now?



### Tony Fitzgerald.

Dom Crain got in touch, he says: "About a year ago, I asked if anyone might be able to identify the whereabouts of Tony Fitzgerald. Tony was a RadTech who came on No.18 Signaller's Course in August 1963.

After graduation in September 1964, Tony was posted to 11 Squadron, and a couple of our fellow graduates and I last year wondered if we might be able to track his whereabouts.

Would it be suitable to once again publicise a request for information about Tony in the next issue of the Magazine. I was surprised no one had come forward, given Tony was a popular guy".

### "Spider" Rider

Curt Laird asks: I'm trying to reach a helicopter pilot by the name of "Spider" Rider (Pilot Officer Robert John (Bob) "Spider" Rider, of Maryborough, Qld). Spider did a tour of Vietnam with 9 Sqn from August 1967 to August 1968.

When I was a child growing up in Papua in 1977, he visited our home in Wamena while he was flying for the Australian Mapping Survey. It was during the time that they lost a helicopter in the mountains. My father was a pilot for Mission Aviation Fellowship. Spider also helped out when one of our own aircraft crashed, killing one of our good friends. I'd love to reconnect with him.

My parent's names are Glen and Vida Laird. Thank you, Curt





Rick Kinsman is also looking for "Spider", he says: "I was a mate of Robert "Spider" Rider in a past life when he was an Instructor on Macchi's at Pearce and would like to get in touch with him. Can you help me out, please?"

## Kathleen Winifred Pearson

Fay Ison asks: "I am looking for a photo of Kath Pearson from no 3 WRAAF Recruit Course. She is in the photo below (of 3 WRAAF) but I don't know which one is her, can anyone help?"



And if anyone has a 1951 blue grey summer dress, long or short sleeve and hat for sale or donation to complete my collection, could you please let me know. Thank you".

If you can help Fay, let us know and we'll pass on the info.

## Lee Nottingham

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Lisa Williams is looking for Lee Nottingham who was on 17 CommsOp course from April to Oct 1979. Lee came from Perth and she and Lisa were on the same Rookies course (No 259 Feb 79 - March 1979). Lisa is getting a reunion organised in the near future and has contacted everyone except for Lee and would love to get in touch.

If you can help let us know and we'll pass on the info to Lisa.



Camping: Where you spend a small fortune to live like a homeless person.

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## Your say!



*While the Association does not necessary agree or disagree with everything on this page, we do respect the right of everyone to have their say.*

### Nev Wren.

Graham Crawford writes: "Nev Wren, a RadtechA, off 17 Apprentice Course has been battling Parkinsons Disease for some years now. A group of us from 17 Course made an impromptu decision to head to Nev's house in Perth for a cheer up lunch. Thursday March 8 was chosen and we had a great day swapping memories of the good old days. Present on the day in the picture are from left:



**Peter Duncan**, (flew over from Brisbane), **Graham Crawford**, (flew over from Adelaide), **John Pergunas**, (Perth local), **Ron Clayton** (drove up from Busselton), **John Pickup**, (Perth local), **Ron Shannon**, (Perth local, ex 15 Radio Apprentice Course.)

**Nev Wren** seated.

Such was the success of the day we decided to try for a low key reunion of surviving 17 Course members in Melbourne mid next year.

So far we have located 14 of us and need to spread the word. If a call could go out via The RAM to any ex 17 Course members who are interested please contact:

Peter Duncan - redptpete@hotmail

or

Graham Crawford - argusy@slmember.on.net

## WW2 News Letter.

Keith Green advises, "Hello - this may or may not be of any use to the magazine but interesting none the less. A copy of WW2 news-letters from my father-in-law's collection of letters to his wife (my mother-in-law) sadly both deceased. It was sent in Sept 1941, during the Tobruk campaign where he served ..I think he was the only survivor of his unit...Hopefully it is of good enough resolution being fragile after all these years".

You can read them [HERE](#) and [HERE](#).

## The WW2 A286Q Radar

John Henshaw writes: "I am trying to find more information about the development of the A286Q aircraft detection radar in 1942 in Australia. It came from the LW/AW sets and used a Worledge antenna from NSWGR where he was the chief engineer. There's confusion that RAN corvettes etc. had US SC radars which had an antenna that looked similar. I don't think this is right.

AWA built 60 Type A271 sets so they probably built A286 too. Type 286 was a British set so the Australian set MIGHT have used some components/technology. Can you assist?

Cheers, John Henshaw.





## An Irishman's Diary

Ernie Gimm sent us this, he says "This is the elephant in the world, hardly anyone is aware of it or dares voice it."

Kevin Myers (born 30 March 1947) is an Irish journalist and writer. He writes for the Irish edition of the Sunday Times, having previously been a columnist for the Irish Independent and a former contributor to The Irish Times, where he wrote the "An Irishman's Diary" opinion column several times weekly.



Until 2005, he wrote for the UK Sunday Telegraph. His articles criticize left-wing opinion and the "liberal consensus", sometimes incorporating hyperbole, sarcasm and parody. This essay appeared in The Irish Independent:

"Somalia is not a humanitarian disaster; it is an evolutionary disaster. The current drought is not the worst in 50 years, as the BBC and all the aid organizations claim. It is nothing compared to the droughts in 1960/61 or 73/74, and there are continuing droughts every 5 years or so. It's just that there are now four times the population; having been kept

alive by famine relief, supplied by aid organizations, over the past 50 years.

So, of course, the effects of any drought now, is a famine. They cannot even feed themselves in a normal rainfall year. Worst yet, the effects of these droughts and poor nutrition in the first 3 years of the a child's life, have a lasting effect on the development of the infant brain, so that if they survive, they will never achieve a normal IQ. Consequently, they are selectively breeding a population who cannot be educated, let alone one that is not being educated; a recipe for disaster.

We are seeing this impact now and it can only exacerbate to the detriment of their neighbours, and their environment as well. This scenario can only end in an even worse disaster; with even worse suffering, for those benighted people, and their descendants. Eventually, some mechanism will intervene, be it war, disease or starvation.

So what do we do? Let them starve? What a dilemma for our Judeo/Christian/Islamic Ethos; as well as Hindu/Buddhist morality and this is beginning to happen in Kenya, Ethiopia and other countries in Asia, like Pakistan. Is this the beginning of the end of civilization?

Africa is giving nothing to anyone outside Africa -- apart from AIDS and new diseases. Even as we see African states refusing to take action to restore something resembling civilization in Zimbabwe, the begging bowl for Ethiopia is being passed around to us out of Africa, yet again. It is nearly 25 years since the famous "Feed The World" campaign began in Ethiopia, and in that time Ethiopia's population has grown from 33.5 million to 78+ million today.

So, why on earth should I do anything to encourage further catastrophic demographic growth in that country? Where is the logic? There is none. Now they want to move to other countries to continue to breed and commit crime. To be sure, there are two things saying that logic doesn't count. One is my conscience, and the other is the picture, yet again, of another wide-eyed child, yet again, gazing, yet again, at the camera, which yet again, captures the tragedy of children starving. Sorry. My conscience has toured this territory on foot and financially. Unlike most of you, I have been to Ethiopia; like most of you, I have stumped up the loot to charities to stop starvation there. The wide-eyed boy-child we saved, 20 years or so ago, is now a low IQ, AK 47-bearing moron, siring children whenever the whim takes him and blaming the world because he is uneducated, poor and left behind. There is no doubt a good argument why we should prolong this predatory and dysfunctional economic, social and sexual system but I do not know what it is. There is, on the other hand, every reason not to write a column like this. It will win no friends and will provoke the self-righteous wrath of, well, the self-righteous hand wringing, letter writing wrathful individuals; a species which never fails to contaminate almost every debate in Irish life with its sneers and its moral superiority. It will also probably enrage some of the finest men in Irish life, like John O'Shea, of Goal; and the Finucane brothers, men whom I admire enormously.



So be it.

But, please, please, you self-righteously wrathful, spare me mention of our own Irish Famine, with this or that lazy analogy. There is no comparison! Within 20 years of the Famine, the Irish population was down by 30%. Over the equivalent period, thanks to western food, the Mercedes 10-wheel truck and the Lockheed Hercules plane, Ethiopia's population has more than doubled. Alas, that wretched country is not alone in its madness. Somewhere, over the rainbow, lies Somalia, another fine land of violent, AK 47-toting, khat-chewing, girl-circumcising, permanently tumescent layabouts and housing pirates of the ocean. Indeed, we now have almost an entire continent of sexually hyperactive, illiterate indigents, with tens of millions of people who only survive because of help from the outside world or allowances by the semi-communist Governments they voted for, money supplied by borrowing it from the World Bank! This dependency has not stimulated political prudence or common sense. Indeed, voodoo idiocy seems to be in the ascendant, with the president of South Africa being a firm believer in the efficacy of a little tap water on the post-coital penis as a sure preventative against AIDS infection. Needless to say, poverty, hunger and societal meltdown have not prevented idiotic wars involving Tigre, Uganda, Congo, Sudan, Somalia, Eritrea etcetera.





Broad brush-strokes, to be sure, but broad brush-strokes are often the way that history paints its gaudier, if more decisive, chapters. Japan, China, Russia, Korea, Poland, Germany, Vietnam, Laos and Cambodia in the 20th century have endured worse broad brush-strokes than almost any part of Africa. They are now -- one way or another -- virtually all giving aid to or investing in Africa, whereas Africa, with its vast Savannahs and its lush pastures, is giving almost nothing to anyone, apart from AIDS. Meanwhile, Africa's peoples are outstripping their resources and causing catastrophic ecological degradation. By 2050, the population of Ethiopia will be 177 million; the equivalent of France, Germany and Benelux today, but located on the parched and increasingly protein-free wastelands of the Great Rift Valley.

So, how much sense does it make for us to actively increase the adult population of what is already a vastly over-populated, environmentally devastated and economically dependent country? How much morality is there in saving an Ethiopian child from starvation today, for it to survive to a life of



brutal circumcision, poverty, hunger, violence and sexual abuse, resulting in another half-dozen such wide-eyed children, with comparably jolly little lives ahead of them?

Of course, it might make you feel better, which is a prime reason for so much charity! but that is not good enough for self-serving generosity has been one of the curses of Africa. It has sustained political systems which would otherwise have collapsed. It prolonged the Eritrean-Ethiopian war by nearly a decade. It is inspiring Bill Gates' programme to rid the continent of malaria, when, in the almost complete absence of personal self-discipline, that disease is one of the most efficacious forms of population-control now operating. If his programme is successful, tens of millions of children who would otherwise have died in infancy will survive to adulthood, he boasts.

Oh good, then what?

I know, let them all come here (to Ireland). Germany and the rest of Europe is already inundated and there are literally millions queuing up who want a hand out, taking in refugees because you feel sorry for them will end in the demise of those countries taking part.

You will note that; no Gulf State is taking any refugees and the head of the human rights commission is Saudi Arabian!!!



## Wilga Hotel Motel in Narrabri

Arthur Rennick says: “Anyone traversing the Newell Highway, and looking for a good feed, I can make the following recommendation.

On the way back from Canberra in March, my mate and I found this little gem on the southern side of Narrabri, the Wilga Hotel Motel and although not the flashiest pub in town, it made up for it with atmosphere. It is owned and operated by a Vietnam Veteran so for somewhere different, call in for a beer and a steak. The pub has a courtesy bus. I did have his number, rank and name but a lot of beer has flowed under the bridge since then. Make sure you introduce yourself and who sent you.”



## News and Reunions.

### South Canberra Veterans' Shed.

If you live in the ACT and you're a Vet (male or female) you too can now enjoy your own "Shed". Two blokes, Neil Sperring and Peter Nelms (right) have opened, in South Canberra, the first Men's Shed dedicated to Veterans.



Veterans Sheds are part of the Men's Shed organisation and are meeting places where veterans, regardless of gender, their families and like-minded persons, can socialise, discuss issues with like-minded mates, enjoy themselves, learn new skills, work on projects together and get involved in activities to support our mates, our shed and the community.

The aim of the Veterans Shed is to create and maintain an environment for serving and ex-serving personnel, regardless of gender, where concerns, past trauma, health issues and welfare issues can be discussed with other veterans who have empathy through similar life experiences.

Full Membership is open to all Veterans, serving and ex-serving Members of the Australian Defence Force (and our allies).

Associate Membership is available to Veterans' families, Police, Fire Brigade and Ambulance Professionals and like-minded persons. At the moment, the SCVS is operating from 2 separate and temporary premises but they are working on gaining their own permanent venue.

The South Canberra Veterans' Shed (SCVS) is located at two locations, the Lake Tuggeranong Sea Scouts Hall, Mortimer Lewis Drive, and at the Tuggeranong Archery Club Workshop, at the rear of the RHS of Tuggeranong Archery Club Multipurpose Hall – in Soward Way Greenway in the ACT.

The current shed activities are:

**SOUTH CANBERRA  
VETERANS' SHED Inc.**





### Sea Scouts Hall

Social Activities:

Wednesdays: 1200 - 1500 ish

### Archery Club

Social and Workshop:

Mondays and Thursdays: 0900 - 1300 ish

Please call either 0490 043 158 or 0490 013 462 before coming down to confirm that Shed is open.



Click [HERE](#) to see their brochure.

The Veterans' Shed "off-shoot" was started in Adelaide by Barry Heffernan. Barry saw the need and started the William Kibby VC Memorial Shed where people who have been scarred by the horrors of war and have been scarred by the treatment they received at the very hands of those who were meant to protect them. The Shed is open to anyone who's ever pulled on a uniform".

Barry said: "We get no money at all from the Government, but the flip side of that is that nobody can tell us how to do things." He said: "The shed's latest mission was to set up a network of women who have suffered abuse so that they can help each other. If a woman comes to me and tells me she was raped, rather than me talk to her I'll put her in touch with other women in this network," he says. "Of the 50 or so times that this has happened we haven't had a suicide."



Francis Sheridan-Collins, 97, the last surviving member of HMAS Sydney, at the William Kibby VC Veteran's Shed.

You can see a Video describing the formation of Veterans Sheds [HERE](#)



The South Canberra Veterans Shed is being run by a couple of old radtechs - Neil Sperring and Peter Nelms. As Peter also says, "if you wore the ADF uniform – you're most welcome".

## DFRDB info.

A lot has been written about DFRDB lately. Everyone who is in receipt of a DFRDB pension has an opinion on and is prepared to tell everyone their opinion on its worth or its not worth. There's so much data out there that it's hard to separate the chaff from the hay but 100% of the mail we receive here are from people who are not happy, big time, about how they are being treated.

Click [HERE](#) to watch a presentation which provides evidence of a gross denial of superannuation and invalid benefits for more than 55,000 men and women who devoted many years of their lives, to the service of their country in the Australian Defence Force. That denial extends to the surviving widows and dependent children of the members who are already deceased.

## 38 Squadron 75<sup>th</sup> Birthday Anniversary.

If you served with 38 Squadron you are most welcome to the 75<sup>th</sup> birthday anniversary which will be held in Townsville over the weekend 14Sept 2018 to 16 Sept 2018.

38 Squadron is the RAAF's longest continuously operating Squadron. Formed in Richmond, in Sept 1943, it was equipped with Lockheed Hudsons and transported supplies and passengers throughout Australia until their replacement with Dakotas eight months later. With these more capable aircraft, operations were extended into New Guinea and other localities in the South West Pacific. In the forward areas, hazardous low-level supply dropping missions were conducted in support of Australian troops, and in this role, the popular Dakotas became known as the "Biscuit Bombers" to the grateful Aussie diggers.



Following the war, 38 Squadron participated in the Japan courier run - a thrice-weekly service in support of the Australian component of the British Commonwealth Occupation Force. This arduous journey - a distance of some 20,000 kilometres - was extremely demanding and saw many crews being away from home for extended periods.



From late 1948, a large portion of 38 Squadron's aircrew strength was attached to the Royal Air Force (RAF) in Europe to fly British Dakotas during the Berlin Airlift. Two years later the Squadron deployed to Singapore for operations against Communist insurgents in Malaya, where it was again placed under the control of the RAF. Operations included supply drops, casualty evacuation and VIP transport, and extended as far afield as Ceylon, the Philippines, Korea and Japan.



In November 1950, half of No 38 Squadron's complement of Dakotas deployed to Korea and immediately began operations in support of United Nations forces.

After returning to Australia in 1952, the Dakotas soldiered on for many years until the Caribou replaced them in 1964. These new aircraft - with their remarkable short field take off and landing capability - were soon detached to Port Moresby - where the extremely demanding flying conditions provided the Caribou crews with an excellent opportunity to hone their flying skills.

Another deployment commenced in March 1975, when a white painted Caribou was attached to a United Nations observer group monitoring the ceasefire between Pakistan and India.



With its easy access rear loading door and the ability to operate from unimproved landing strips, the Caribou has proved extremely useful during civil disasters. Its aircraft frequently assist in flood relief operations, including fodder drops to stranded cattle, as well as search and rescue missions and fisheries surveillance. On the military side, the Unit's operations encompass tactical supply missions, paratrooping and the delivery of stores into unprepared strips using the low altitude parachute extraction system.

In December 1992, 38 Squadron moved to Amberley and where it continued to operate the venerable Caribou in support of the Australian Army. The Unit was the training unit for maintenance personnel and aircrews for both Nos 35 and 38 Squadrons until the amalgamation of the four separate Caribou operating facilities in 2000. It then moved to Townsville.

In October 1999, elements of the Squadron, known as No 86 Wing Detachment C, deployed into East Timor under the auspices of the International Force East Timor or INTERFET as it became more commonly known. At its peak the Detachment operated four aircraft, this number was later reduced to two with the transition from INTERFET to the United Nations Transitional Administration East Timor. Caribous eventually withdrew from East Timor in late February 2001.



In December 2009, after 45 years of distinguished service in a wide variety of conflicts and humanitarian and peacekeeping operations, the Caribou was replaced by the Beechcraft 350 King Air as an Interim Light Transport solution.

The King Air was selected to enable 38 Squadron to conduct strategic flying operations and provide a modern type for aircrews and maintenance personnel on which to hone their skills.

Sadly, at year's end, 38 Squadron will be no more, there are plans to wind up the Squadron and move its aircraft down to East Sale. If you're an ex-38Sqn person, September will be a happy/sad time for you, a happy time to celebrate the 75th anniversary, sad time to say goodbye to an old friend.



The Squadron has sent out a flyer for those interested in attending, you can see it [HERE](#).

If you call me from a private number, I will respect your privacy and not answer.

## Global Warming.

Here we go again! We received this note from numerous people, all of whom are part of what some say are Climate Sceptics, those heretical people who refuse to believe that man is hell-bent on destroying the planet on which we live by pumping copious amounts of CO<sub>2</sub> into our fragile atmosphere.

Those that question the Global Warming dogma are loudly branded as imbeciles, one eyed idiots and people who do not have or deserve the right to live on this beautiful blue planet. Those that do follow the Global Warming dogma are the true believers and those that don't should be severely dealt with.

It is quite amusing, just question the global warming concept and you get howled down from all quarters – it's as though it's sacrosanct, "*Thou shalt not question*" – but people are now starting to.

Wonder where it will all end up? Some-day, somebody is going to end up with a lot of egg on their face, some-day those that believe will either be able to grin and say "I told you so" or they will have to hide under the bed.

Have a look at [THIS](#).



## Vietnam Vets Day Commemoration with the Wayward Wanderers in Hobart.

Kev Carter, (ex-2Sqn) has been busy organising an event that all members of the Association are welcome to join in. If you're down that way in August, and you're a Vietnam vet, join in!!

**The program is as follows:**

### **Thursday 16 August 18**

Meet and Greet with venue and time to be advised.

### **Friday 18 August 18.**

A day trip to Bruny Island. Kev has spoken to [Pennicott Journeys](#) regarding their Bruny Island Traveller Trip. The criteria meets all our requirements. To date they have offered this tour at \$170 per head however Kev will endeavour to talk them down.

### **Saturday 18 August 18 (VVD)**

Kev thinks that the wives/partners may wish to visit Salamanca Markets in lieu of watching their long suffering husbands at another ceremony and then join us at the RSL for lunch. Transport to Claremont RSL and return will be by Hobart Shuttle Bus Company with cost TBA.

### **Sunday 19 August 18**

An afternoon trip to Mount Wellington with Hobart Shuttle Bus Company. Current cost \$20 per head but I am still negotiating. Definitely rug up for this one.



### **Monday 20 August 18**

Trip to [Mona](#), Kev is still in negotiations regarding cost and activities for the day.

Those who intend to join in the above events and have not yet advised Kev, please do so as soon as possible and also advise which of the events you will be attending. If you are interested, please contact Kev as follows:

Email address: [two.kc2@bigpond.com](mailto:two.kc2@bigpond.com)

Mobile: 0419 003 423





I've got salad for dinner. Actually, it's fruit salad. Well, mostly grapes.  
OK, all grapes. Fermented grapes. Wine!. I've got wine for dinner!

## Service of Commemoration for Bomber Command.

On Sunday, 03 June 2018, the RAAF at Amberley hosted its annual Commemoration for those brave young men who fought and lost their lives in Bomber Command during World War 2. RAAF Base Amberley is the only place in Australia outside Canberra that has a Bomber Command commemoration and the only one held on an air base. Thanks to Air Commodore [Ken Robinson](#), CSC, OC at Amberley, for hosting the event.



John Lunn, ex 12 Sqn Framie, organised a group from the Kedron Wavell RSL Sub-Branch, including several students from local High Schools, to attend the event and all travelled out in two of the Sub-Branch's mini vans.

The event was held in the Memorial Gardens, just prior to the old entrance to the base and where Canberra A84-201 has sat for many years. 201 was one of the first Canberras built at Avalon and was delivered to the RAAF back in 1953.





The RAAF had set up several shady blue gazebos and many rows of plastic chairs for the hundred or so people who attended. Gary Ilton (Wng Cdr ret'd) was kept busy directing people to seats and handing out water and a dozen or so RAAF blokes and blokettes willingly (??) gave up their Sunday and directed people to the correct areas of the base and kept wanderers at bay. Amberley is the RAAF's largest and most secure Base, entry is very restricted.



Singers from the [Blackstone-Ipswich Cambrian choir](#), along with the RAAF Amberley Band, provided the music.





For some years now, MC for the day was once again expertly and professionally provided by Sqn Ldr Paul Lineham (ret'd). Until recently, Paul was the well-known and well liked Regional Manager of Defence Public Affairs for Brisbane, now, without the constraints of the uniform, he can sport his preferred goatie.



During the Second World War, Britain's Royal Air Force was divided into a number of functional and geographic commands in line with an organisation that had first been implemented in 1936. Bomber Command was based in Great Britain and was responsible for bombing targets in enemy-controlled Europe. At the height of its operations in late 1944, Bomber Command comprised over 80 operational squadrons. These squadrons were organised into several groups on the basis of their role, the type of aircraft they operated, and the locations of the airfields from which they operated. In 1939 these groups were numbered 2-5 and by the end of the war Bomber Command comprised 1, 2, 3, 4, 5, 6 (Canadian), 8 (Pathfinder), 91, 92 and 93 (Training) groups and 100 (Special Duties).



Approximately 10,000 RAAF personnel served with Bomber Command and 3,486 were killed. The Commemoration was to remember, to honour and to recognise the sacrifice and service of those air and ground crew members who served with pride and distinction in Bomber Command 1939-1945. We must remember with gratitude and sorrow those who have died in service, and those who have served and are no longer with us.



How they got those young blokes back into one of those aircraft after their first sortie is beyond me.

One of those young blokes was Laurie Woods, Laurie, originally from Hobart, was a Navigator/Bomb Aimer. He joined the RAAF and was posted to 460 Squadron and flew 35 sorties over Europe in the Lancasters under Bomber Command. 460 Sqn had about 200 flying personnel at anyone time, yet there were 1018 Sqn aircrew killed during the war. In effect, the Sqn was wiped out 5 times. They would work 6 weeks on, followed by 6 days off – one hell of a work load.



Laurie has written many books on his experiences during the war, among them are “To Hell and Back”, “Halfway to Hell” and “Flying into the Mouth of Hell.”

Laurie, a 95 year old man with a great sense of humour, addressed those present and told of some of his humorous wartime exploits. He amazed all by still being able to fit into his uniform, not a lot of us can do that, that’s for sure.

Click his pic to hear an interview with Laurie which was recorded back in 2011.

Many organisations then laid a wreath in honour of those lost in Bomber Command, among them was Wng Cdr John Griffiths (Ret’d) who represented the Aircrew Association.



There are two different schools of thought when it comes to the history of the wreath. The first notes that the wreath dates back to ancient Greece and Rome, where members of Greco-Roman society would hand-make ring-shaped “wreaths” using fresh tree leaves, twigs, small fruits and flowers. Worn as headdresses, these wreaths represented one’s occupation, rank, achievements and status. (The Laurel wreath was most commonly used then.) Laurel wreaths were used to crown victors of the ancient Greco-Roman Olympic Games. Wreath translated literally means, “a thing bound around,” from the Greek word diadema.

The second theory on the history of the wreath is a common Christian lore and explains that the honoured art of wreath-making began 1,000 years before the birth of Christ. Christians assembled “Advent wreaths” to symbolize the strength of life they showed by persevering through the harsh forces of winter. Today, still, the Christmas wreath is symbolic of Christian immortality, as the circle and sphere both represent immortality.



During the laying of the Wreaths, a lone piper provided a melancholy musical background.



After the ceremony, those young RAAF men and women, who had volunteered their time to shepherd all attendees from wandering into the “no-go” zones, sprang into action and herded us to the “Combined” Mess which is up on the hill behind the bowls club. The 3 (Officers, Sergeants and Airmans) Messes that most would remember are no more, these have all been closed in favour of the new Combined Mess. As well as being far more efficient, with the one kitchen



supplying the 3 Messes, it is thought moving the Mess as far away as possible from the noise generated by aircraft is also beneficial.

People were treated at the Mess to a selection of wonderful food and drink, as provided by the Amberley Woman's Auxiliary. How would the world manage without Women's auxiliaries?



At the end of the day, John "The People's Champion" Sambrooks presented the two lovely Mount Alvernia High School girls with copies of books relative to the RAAF and its exploits during various conflicts.

The girls will present these to their school for including in the school library.



Chloe McGibbon, "The People's Champion" Claire Reid.



## 2018 East Sale Reunion – Adelaide.

**Venue:** Vine Inn Barossa  
14 – 22 Murray St,  
Nuriootpa SA 5352  
<https://vineinn.com.au/dining-vine-inn-barossa/>



**When:** Friday 19th October 2018 to Sunday 21st October 2018

### Program:

#### Friday 19th October 2018

Meet, Greet and Welcome on Friday afternoon / evening for those who arrive on Friday. To be held at the Vine Inn.

Finger food at 7pm. Drinks at own expense

#### Saturday 20th October 2018

Daytime Activities: Take a Wine Tour??? Look around local area.????

Up to individual. Contact Information Centre

Reunion Dinner Saturday night Venue 7pm. Main gathering at Vine Inn. Drinks at Own expense.

Do you wish a la carte??? Do you wish set menu ???? Special Meals????

Must know by end August, your preference for A La Carte or Set Menu

#### Sunday 21st October 2018

Farewell Breakfast Sunday morning at the Vine Inn. Departure times are up to each person



If you have any questions regarding the venue or locations in the Barossa Valley, please contact: Ian Shaughnessy Email: [bprince1@internode.on.net](mailto:bprince1@internode.on.net) Mob: 0429 094 274

## 50 Years of the P-3

Planning is underway to celebrate 50 years of the P-3 in Australia and to co-ordinate this we have setup a website to capture as wide an audience as possible. Dates are 30 Nov - 01 Dec 2018.

The address is <https://50yearsofP3orions.eventsmart.com> and it works on DRN too (may need to open it in Chrome). It has some very limited information at this stage, however there is a survey so that you can register interest and keep up to date with what's happening. Feel free to forward this email to anyone outside of the distribution list that you think would be interested as well.



(The DRN is the Defence Restricted Network, the ADF's Intranet.)

In the next few days we will have an email address so that everyone can ask questions and help contribute; this will be published on the website. Until this is setup please contact me or [SQNLDR Benn Carroll](#) if you have any immediate concerns.

Thanks,

**Michael Hawkins**  
FLTLT  
Crew 4 10 SQN  
RAAF Edinburgh  
Edinburgh SA 5111