



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 Adele Murray and we have lots of old time pics.

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Peter Griffiths sent us some pics he'd taken while in Vietnam in 1969/70. Friends of the Mirage got together.

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- Barry Peterson, man of mystery.
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We have a look over the Oakey Army Base.

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- Jeff remembers his time flying the old Caribou in Vietnam back in 1966/67.
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- “Air Nauru”. John tells of his days flying in the Pacific
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- RAF Canberras lost in the Pacific.

The Djinnang people got together for their AGM and reunion



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- We're looking for a few people, perhaps you can help??
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- Ron Raymond has written a book on his RAAF experiences.
- AM Leo Davies has retired, the new CAF is AM Mel Hupfield

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.

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2021 Celebration - Cancelled.

Unfortunately, we have had to cancel our proposed celebrations which were to be held in Melbourne to commemorate the 100th anniversary of the Air Force. I've had several meetings with the Air Force recently and they asked (not told) us not to go ahead as our event could be construed as being official. Our Sunday event at the Myer Music Bowl was to be a large public event, possibly televised and they were worried if something went wrong it would reflect badly on the Air Force. Perfectly understandable.



I offered the event to them – for them to run and control it, but the decision was made not to take it on - so sadly it's off.



But that doesn't mean we're dead in the water, far from it. We're talking to the RAAFA in the ACT for permission to dedicate a plaque at the RAAF Grotto which is just inside the ACT boundary on the Goulbourn - Canberra Road. The Plaque will look something like this but will describe the history of The RAAF School of Radio, up until it closed at Laverton.



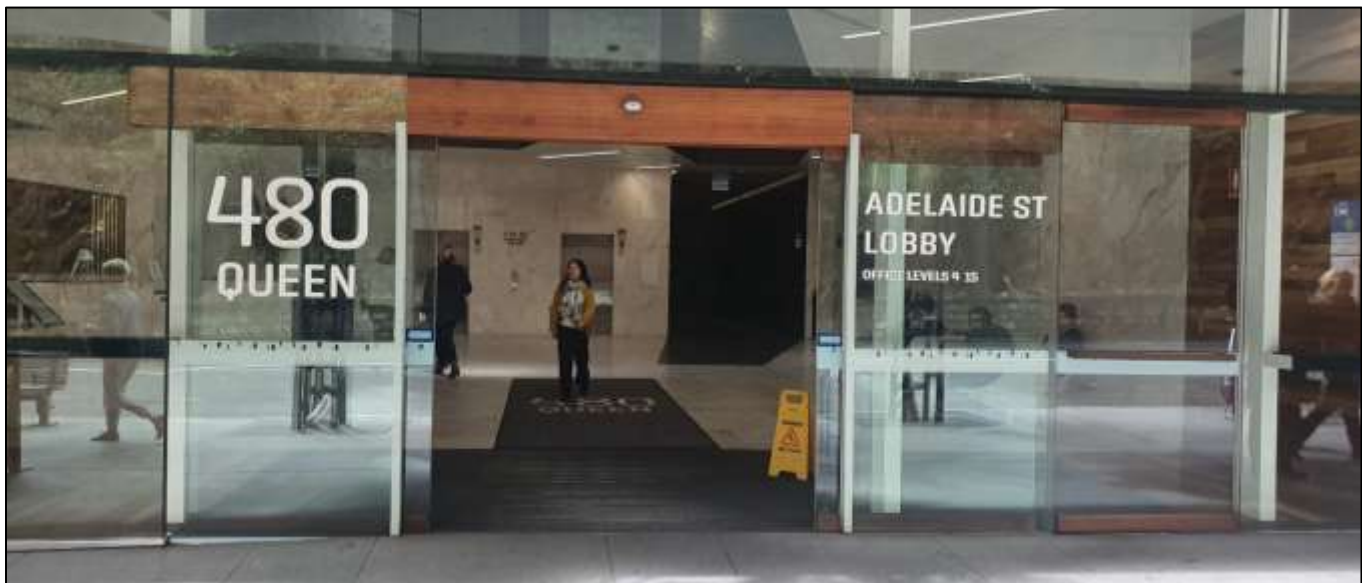
The Air Force has lots of plans for 2021, some of which revolve around ANZAC Day in Canberra and we've been invited to be a part. ANZAC Day that year falls on a Sunday so we would hold the Plaque laying ceremony on the Saturday which will leave Sunday free for those that wish to march under the Radschool Banner. We'll get permission from the ACT ANZAC Day committee for that.

We'd hold a "Meet and Greet", we'll investigate a venue shortly and a farewell dinner on the Monday after ANZAC Day. Believe it or not, there is quite a lot to do and see in the ACT, one such place is the Australian War Memorial. The AWM do run guided tours and as the building is so vast and has so much material, a guided tour is probably the best way to go. Once we firm up numbers we'll approach the AWM and organise something. There will probably be a small charge for guided tours but we're chasing sponsorship so hopefully most of the events planned for the Celebration will be free.

More on this later.

DVA Brisbane

In January this year DVA Queensland's State Office in Brisbane moved from its precious address at 259 Queen Street, to 480 Queen Street, Brisbane.



Although the new address is 480 Queens St, it's a bit confusing as you enter the building from Adelaide St, The easiest way to get there is come by train, get out at Central, cross Anzac Square



to Adelaide St, turn left, walk towards the Story Bridge end of Adelaide St, then once you cross Wharf St it's on your right hand side.

The new offices of DVA are on the 6th floor. All the existing contact telephone and fax numbers will stay the same.

Veterans and their families visiting the new office will find better amenities in a more modern building at 480 Queen Street. There are cafes and restaurants on site. The mailing address remains the same: GPO Box 9998, Brisbane, Queensland 4001. All mail for the department should be sent to this address, irrespective of the state in which the intended recipient is based.

DVA's general inquiries telephone number is 1800 555 254. The fax number for the Queensland State Office is (07) 3223 8304.

Buying a new car?

If you're a Radschool member and contemplating buying a new car, we could save you thousands. The Radschool Association has done a deal with Australia's biggest car brokers whereby you can purchase a car (your choice of make, colour, specs etc) at fleet discount prices.

One of our blokes made use of this facility recently and bought a Toyota Rav4 and saved thousands. You can too!

To see further details, go to the Radschool Assoc home page ([HERE](#)) then click on "New Car Purchase".

Discounts.

Current financial members can now receive a 12% discount on the base rate of the day when hiring a car from Thrifty. If you're thinking of hiring a car or an SUV or a people mover, this could save you heaps. If you're a member, send us an email [HERE](#) and we'll send you the promo code.



Savings for veterans.

Once (If ??) the Proof of Service Card – or Veterans' Card as it will be called, is implemented, major corporations will be encouraged to offer special services and/or discounts to holders. Businesses will be encouraged to offer discounts on everything from groceries to power bills.

The details of the card will be worked through with state and territory governments and businesses. It will be separate to the Department of Veterans' Affairs health cards but will be similar to the approach adopted by Canada and the US. Already Woolworths, Coles, Kmart,



Bunnings, Target, NRMA and Clubs Australia have signed up, while Westpac has expressed support for the idea. The reported percentages were between 5 and 10 per cent.

At present, many businesses and services find it hard to identify who is a veteran, with the problem most acute in states such as NSW and Queensland, each of which are home to more than 80,000 veterans.

A hunter walking through the jungle, found a huge, dead dinosaur, with a pygmy standing beside it. Amazed, he asked "Did you kill that?" "Yes" said the pygmy. The hunter asked "How could a little bloke like you kill a huge beast like that?" The pygmy said "I killed it with my club". "How big is your club?" asked the astonished hunter. "There are about two hundred of us" said the pygmy.

Membership.

We've decided to go with the following membership.

- Full membership for \$35.00 to 30 June 2021.

There's no more annual Membership, only full Membership which will expire on the 30 June 2021.

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.

Anyone who believes the competitive spirit in Australia is dead has never been in a supermarket when the cashier opens another check-out line.

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.



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IN MEMORY OF



Graeme “Picka” Parker and Reginald “Reg” Cowling.

On the morning of the 9th April, 2019, Graeme and Reg were turning onto the Pacific Highway, north of Raymond Terrace (NSW) when they were involved in a horror accident with a heavy truck. Sadly, both men were killed instantly.

Graeme (75 years old) was a Framie, worked on the Mirage and the Iroquois with 9 Sqn and retired as a WOE.

Reg (78 years old) was also a Framie, worked on the Mirage and other assorted aircraft and he too discharged as a WOE.



Graeme's funeral service was held at the North Chapel, Newcastle Memorial Park on the 23rd April 2019

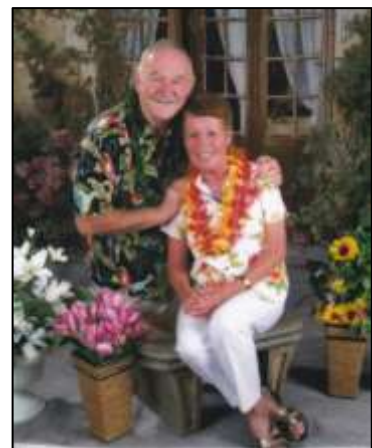
Reg's funeral service was held at the Karuah Anglican Church on the 26th April, 2019.

Linley "Lyn" Griffiths.

Sadly, Lyn Griffiths, wife of RTFV-35Sqn Association member, WgCdr John Griffiths (Ret'd), passed away peacefully at 3.30am on the morning of the 21st April.

Lyn's health had been deteriorating over recent times and she was admitted to Logan Hospital where she passed away peacefully with her family by her side.

Lyn was born in Perth, WA, on the 16th December, 1944. She and John met at Pearce when John was gaining his wings at the RAAF flying school. They were married for 50 wonderful years.



Lyn's very moving funeral service was held at the Great Southern Memorial Park in Carbrook, Qld on Tuesday 30th April at 11.00am, following which John and his family welcomed the many attending friends to refreshments which were held at the funeral home.



Martin “Marty” Smith

Mark Antonio advises the passing of Martin Smith, 20 intake Eleco on the 25th April 2019. Marty's main postings were East Sale, Butterworth and Amberly. Mark says “He had been battling cancer for quite a few years and was in good spirits when I visited him on the 18th April at his home at Victoria Point QLD but unfortunately only lasted the week.”

Sorry, no further details.

Ian Robert Simper

Ian sadly passed away on the 8th May 2019, aged 76 years. Ian was on 27 RMC then became a Teleg, then a SigsOp and served with 3TU and was later commissioned into the Intel Branch. Family and friends are warmly invited to attend a celebration of Ian's life to be held at Allambe Memorial Park, Garden Chapel, Nerang, Qld on Wednesday 15th May, commencing at 1pm.



J.E.T. Woods.

Garry Jesser advises that JET Woods passed away peacefully at his home in Adelaide on the 8th April, 2019. Sorry, no further details.



Terrence James Mansbridge.

Mal Sayers advises Terry Mansbridge passed away 24th May from cancer. Terry served in Vietnam as a GH with 2 Squadron from 19April1967 to 19April1968. His funeral was held at the Stella Maris Church, Maroochydore on Monday 3rd June 2019.

Brian Mahoney.

Ted McEvoy advises with great regret and sadness that Brian Mahoney passed away on the 27th May 2019. He was 73 years old. Brian's funeral was held Pinnaroo on Wednesday the 5th June 2019.

Brian served in Vietnam as a Cpl with 9 Sqn as a Radtech from 18Feb1970 to 18Dec1970.



Peter Mansfield.

John Sambrooks advises the passing of an old mate, Peter "Perce" Mansfield on the 27th May in Townsville. Peter was a framie, did a tour of Vietnam in 1966 then was posted back to Richmond to 38Sqn. I was lucky enough to accompany Perce on a couple of trips away with the Caribou, he was always good company - tb. Sorry, we don't have any funeral details.



Frank Pederick.

Noel Hadfield advises the passing of Frank Pederick on the 25th May. Frank's funeral was held on the 31st May in Castlemaine, Vic. Frank was on one of the earliest Radio Apprentice courses which started at Frognall in 1948. He was later on No 1 Fellowship Diploma Course which started at Frognall in 1953 and studied Communication Engineering at RMIT (then known as Melbourne Technical College). He graduated in 1954 and was commissioned in the Engineer (then Technical) Branch.

Frank Morris.

Graham Henry advises the passing of Frank Morris on the 4th March 2019 – just before his 84th birthday. Frank's health had deteriorated over time and he was not able to cope with daily activities which led to being admitted to Care. He is buried at the Fawkner Cemetery, north of



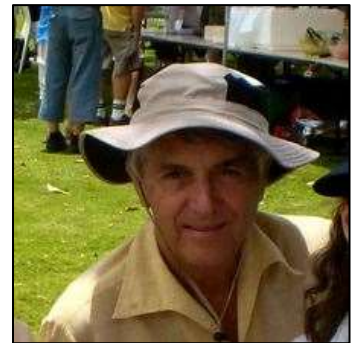
Melbourne. Frank was on 5th Intake (Buttercups) and completed the ELECFITT course with SGT App rank, graduating in the top dozen of the 116 graduates. Later, he swapped to aircrew and successfully completed the SIG course and spent many years flying in Neptune aircraft out of Townsville. He achieved WGCDR rank and was SOPUBS at HQSC/HQLC prior to early retirement to start his own Printing and Publications business.

Later, he was involved with management at Williamstown Dockyards on Ship Building and then on contracting services for military activities in South East Asia.

Frank was a determined leading figure as an Apprentice and this aptitude led to many successful roles throughout his RAAF career and during the later senior management positions he chose to follow.

Graham Johnson.

John Sambrooks advises the passing of Graham Johnson of Tewantin. Graham passed away on the 14th March 2019. He was born in Brisbane on the 25th March 1939, he was a few days short of 80 years old. Graham was an elec fitter and served in 35 Squadron in Vietnam from September 1966 to September 1967. Graham's funeral was held on Wednesday the 20th March 2019 at Noosaville.



Bryan (Zac) Tanner.

Ted McEvoy advises the passing of Bryan Tanner, ex Radtech. Brian passed away on Tuesday 18th June around 6:15pm with immediate family at his side. His battle with dementia got the better of him to the degree that he could no longer care for himself at all. Last week he developed a chest infection which developed into pneumonia and in his weakened state was unable to fight it off even with medical assistance.

He was farewelled on Monday 24th June at the Uniting Church in Caloundra Qld.

Don Brooks.

Kerry Brooks advises that Don passed away on Monday, 1st July. Don was a Founding Member, Committee Member, Past President and Life Member of the 2 Squadron Association. He served as an ADMINO with 2 Squadron in Vietnam from April 1967 to March 1968. Don has battled a tumour in the liver since March and has bravely fought. Last Friday it became evident that it was going to be too difficult to fight and he passed away on Monday in Gold Coast Private Hospital.



According to Don's wishes there will be no funeral, however, Kerry will arrange a memorial at the end of the month in a private room at Nerang RSL.

Bill Dixon.

Susan Odell advises that her father, [Bill Dixon](#), WngCdr (Ret'd) had died on the 30th June, 2018. Bill was a former State Secretary, Trustee and Life Member of the RAAF Association in Tasmania.

Bob Snedden

Ernie Gimm asvises that Bob Snedden (ex WOff Commsop) passed away on Friday the 12th July. Bob's funeral service will be held at the Funeral Chapel, 502 Wanneroo Road, Westminister, WA at 10am Wednesday 17th July 2019.



Darryl Lynch.

Neil Hunter advises the passing of Darryl Lynch, ex-3TTC 65/66, on the afternoon of the 14th July. Sorry, no further details.



Page 3 Girl.

Adele Murray.

Adele came from a small country town and in July 1979 after she had turned 18, she caught the train to Sydney and signed on the dotted line and was part of the RAAF. Not long after the signing ceremony, she was on an aircraft down to Melbourne, where she and a few other girls were shepherded onto one of the RAAF's blue buses and it was off to Laverton to start their rookie's course. Boss lady back then was W/O Joan Wooten, a lady that was fair but firm and who scared the wits out of the young female rookies.



There were 60 girls on her rookie course, which because of the number, was split into two, 262A and 262B courses and where she says she met some amazing women.

After rookies, it was a move from one block to another, from rookies to Radschool, to start on 21 Comms Course where, being the only female, she ruled the roost.

In 1980, after passing the course, she was posted from one end of the country to the other, from Melbourne to Darwin, which although was a bit of a temperature shock, was a posting which she really enjoyed.

Being tropical, water sports ruled. She joined the ski club and spent a lot of her spare time at either lake Bennet, a small artificial freshwater lake about 80kms south of Darwin or camping out at Douglas hot springs, a national park about 200kms south of Darwin. She was involved in many interservice sports teams such as soft ball, volleyball, swimming and ten-pin bowling. The pool on base was also very popular with water that was always warm.





Being in Comms, her normal work day was spent locked away and with shift work, she didn't get to see a lot of the other RAAF people on Base. Even after she'd been there for a number of years some people still wanted to know if she was a "new girl".

She says one of here fondest memories from Darwin was the "75th Anniversary of the RAAF" tour they did of the Northern Territory.

In October 1981, she was sent down to Sydney on detachment to Kangaroo 81 (a joint military exercise). At Sydney they were loaded onto the HMAS Tobruk which was sailing to Rockhampton. Sailing out of Sydney Heads while lined up on deck was an experience she fondly remembers followed by a huge storm they encountered while up near Coffs Harbour, one which she would rather forget. The ship rocked and rolled so much she and the other RAAF people were constantly tossed out of their bunks. Navy conveniently forgot to inform them about the safety straps.



The ship pulled into shore at Yeppoon and, to the amusement of the Navy bods, the RAAF people who weren't up to scratch with this sort of exercise, all ended up very wet. Back on firm land, everyone boarded Army vehicles and were trucked to the army camp at Rocky where she was to stay for about a month. Accommodation was a bit of a shock, nowhere in sight was there any RAAF style accommodation, instead she and the other RAAF people were shown a line of tents and told to make the most of it.

Work once again was all shift work which was difficult when working and living out of tents when you're not used to it. Coming back to the tent in the morning after a night's work and trying to get some sleep, under hot canvass, was a challenge but there was a bit of time off and they did manage to sneak over to Great Keppel Island for a weekend.

The Army didn't do away with all mod cons, they had a "boozer" on the camp and this proved to be a popular honey trap – a well-used affair after stand-down each day.

The pic below shows the RAAF Comms people at choir practice one night at the boozer.



I dusted once. It came back. I'm not falling for that again.



After the exercise at Rocky finished, it was back to Darwin where she met her future husband, he was a Radtech with 2CRU and in 1984 she and her husband both took a discharge. After the RAAF they travelled around a bit and ended up in the mining town of Pilbara where they ended up working in the mine for a while. After building up a war chest, they decided to travel and ended up working in Borneo for 2 years followed by South Africa for 7 years, after which they returned to OZ and settled in Brisbane.



“And here we are!!”

To err is human. To blame it on someone else shows definite management potential.

Wagga Training School.



Ground Training School – 1946 to 1951. It then became the RAAF Technical College then on the 1st December 1952 it became the RAAF School of Technical Training.



In 1939 Allonville, a 300 acre farm not far from the Wagga Wagga township, was purchased for 12,500 pounds. The base was developed as 'RAAF Base Forest Hill' and first flew the RAAF Ensign on 29 July 1940. It was part of the British Commonwealth Air Training Plan (known as the Empire Training Scheme) along with airfields at Uranquinty and Temora.

The first unit based at RAAF Base Forest Hill was No 2 Flying Training School, which is now located at RAAF Base Pearce in Western Australia.

No 31 Squadron formed on 14 August 1942, flying Beaufighters and serving in combat during World War II. The Squadron was disbanded in 1946, but reformed in July 2010. In 1946, RAAF Base Forest Hill was declared the home of all Ground Training, with the establishment of the Ground Training School. In May 1950 the RAAF School of Technical Training was established.

The base was renamed RAAF Base Wagga in 1952 to identify with the broader community. In 1985, the School of Management and Training Technology was established (but was later disbanded in 2004), and the School of Postgraduate Studies was established in 1998. In January 1999, Ground Training Wing was formed. This amalgamated with RAAF College in 2008 when the College moved from Point Cook in Victoria (where it had been since 1947), but in December 2009 they were made separate again.

No 1 Recruit Training Unit also relocated to RAAF Wagga from RAAF Edinburgh in 2008.

The School of Administration and Logistics Training was established in 2005.

I enjoy a glass of wine each night for its health benefits.
The other glasses are for my witty comebacks and flawless dance moves.

The Shanty Hotel.





The Shanty Hotel, which is a bit back towards the Hume Highway from RAAF Wagga in an area called Alfredtown, was a favourite “after hours” sneak out for Wagga appies years ago. It’s been there for a long time but its days are now numbered, it’s been closed since ANZAC Day 2009.

The first settler at Alfredtown was a Mrs Mary Ryan and her seven children who took up occupancy at a property called Clandore in the late 1860s. Helen Ryan, a daughter of Mary Ryan, married Percy Rogers and set up a hotel north of the present Shanty. Following the flood of 1870, the road was re-routed and they then built their hotel opposite Clandore. It was initially called the Prince Alfred Hotel. 1978 renovations revealed the original shingles beneath the iron roof.

Although extended and altered in a Spanish/Modernist style, the original core of the 1870 building can still be seen. It has rendered wall scribed to resemble ashlar, and 12-pan windows flanking a timber door.

The Shanty has social and historic value for the Alfredtown and Ladysmith communities.

48 Clerk’s Course.

Sorry, no first names.



Back Row L-R: Cunningham, Walsh, Harkins, Don't know, Don't know, Wootton
Seated L-R: Walker, Stevenson, Lipacomb. McKenzie, Kemp, Phelan.



113 Clerk Supply Course. 1977

Sorry, no names.



148 Clerk Supply Course, 1981.



Standing L-R: Peter Concanon, Graham Harrison, Paul Caudwell, Peter Ackerley, Peter Tiller.

Seated L-R: Peter Hill, Peter Finlayson, Terry Leighton, Pat Baxter, Peter Wiseman.



Dear wine, we had a deal, you were to make me funnier, sexier, smarter and a better dancer.
I saw the video, we need to talk.

62 Elec Course, 1968.

Sorry, no names.



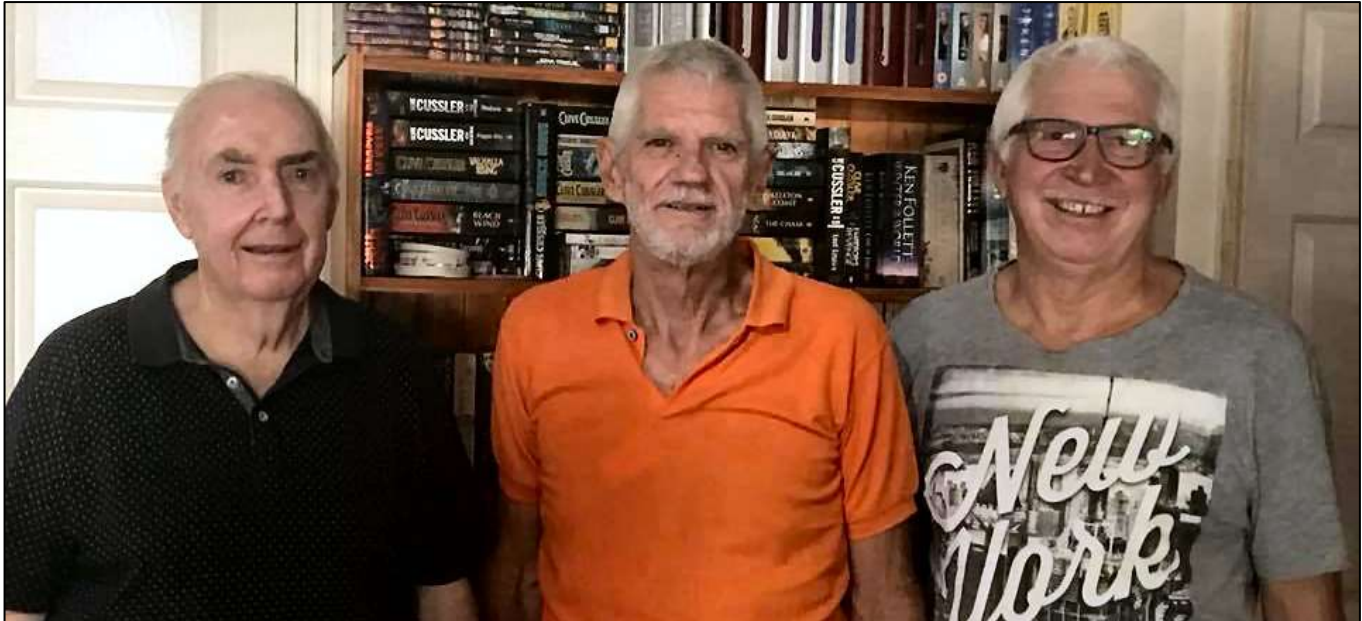
135 TM Course. 1968





Old Clock Winders.

Ex 53 Instrument Fitters Course.



L-R: Wal Bellamy, Larry Cowling, John Versluis.

Box Packer Instructors, 1987

Standing in front of the Igloo in which a lot of Box Packers did their course.



L-R: Peter O'Loughlan, Sid Burrows (RIP), Bob Hend, Allan Johnston, Neville Beeton, Tony Latter.



Computers and stuff.

Sam Houliston.

Welcome again to [Jaycar](#) as the sponsor of Sam's "Computers and Stuff" page. As they are prepared to support us, please show your appreciation and support them. There's always a store near you, click [HERE](#) to find the closest.

hardcore electronics by **jaycar** think. possible.

Check out our monthly specials + promotions [Click here](#)

Product	Price	SKU
DUST REMOVER SPRAY	JUST \$19 ⁹⁵	NA3018
35PC ELECTRONIC TOOL KIT	JUST \$39 ⁹⁵	TD2117
1W UHF RADIO	JUST \$89 ⁹⁵	DC9046

Prices are correct at time of publication and may be subject to change.

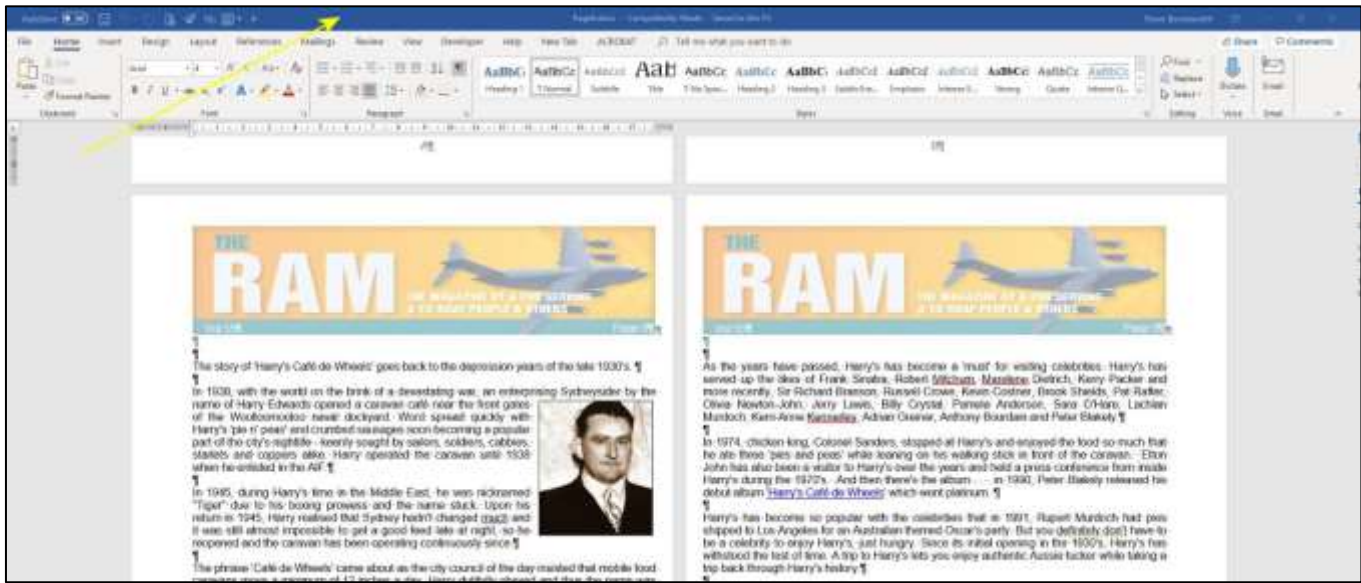
Open two windows on the one screen.

A lot of people these days have two screens (monitors) attached to the one computer, this is very handy as you can have two programs or features open at the same time and can easily move items from one screen to the other. For instance, you might have Word open on one screen and your photo directory (folder) open in the other, it is then a simple job to search for then drag a photo from one screen and imbed it into your Word file on the other, there's no need to minimise the Word file while you search for the pic.

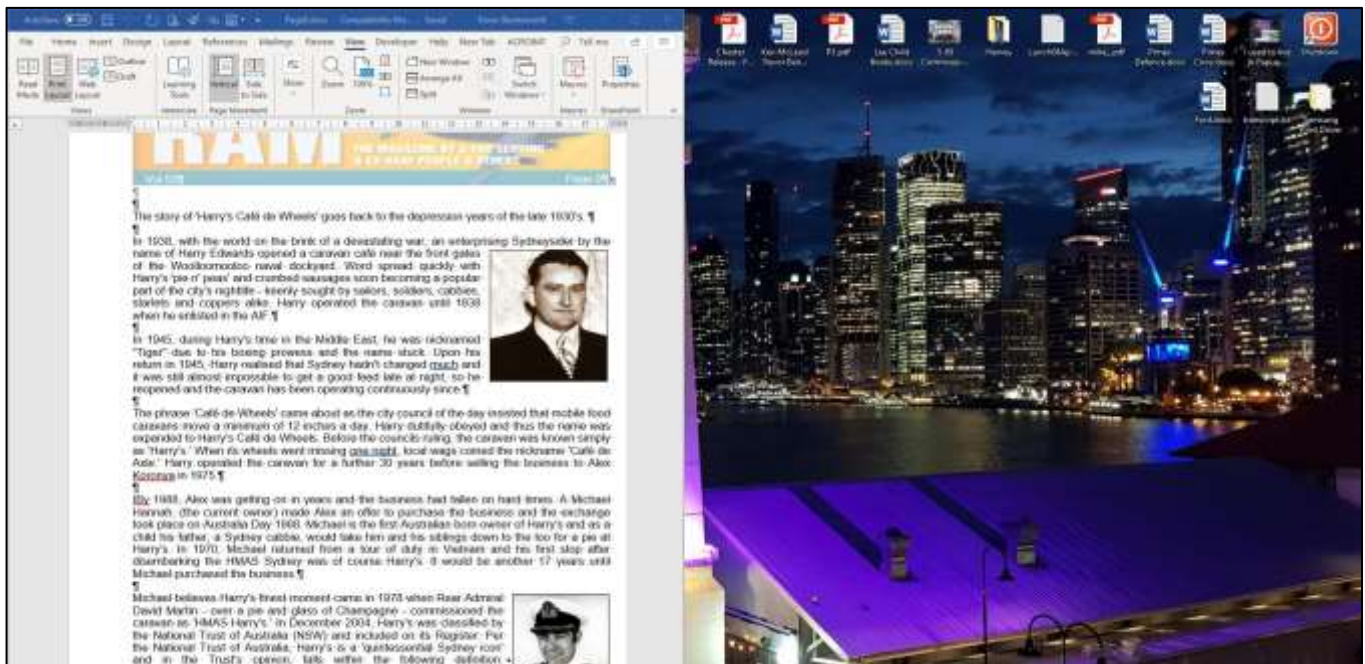


But – if you don't have two screens, Windows has a feature where you can split your one screen into two and it's dead easy to do.

Let's say you have a Word file open (you can do this with any Office product) click and hold the very top of the screen with your mouse (see arrow below) and drag the image to the left of your screen until you see a blank "ghost" in the background, when you see that unclick your mouse and your original screen will now take up half of your available screen leaving the other half on the right.



It will look something like this below.



You can now click into the right half of the screen and open anything you wish and just drag anything from one side to the other. When you're finished, just click the maximise button on the side you wish to keep.



Open the Command Prompt as Administrator.

There are times when you have to open the Command Prompt (what pre-historic man used to call the Dos Prompt - **C:**) with Administrator privileges. This is very easy to do, once you know where to look. The easiest is to click the Start button (bottom left of your screen) then scroll down the “All Apps” list until you find the W section.

(Depending on your Start page configuration, you mightn’t see the All Apps list, if not, click the “All Apps” icon at the top left of the screen. This icon is small and has four square dots, one on top of each other, with 4 unequal lines, one on the right of each dot. This will open the alphabetical list of all the programs (now called Apps??) available on your computer).

At the W section, click on Windows System. You’ll find Command Prompt in here, right click it, select MORE, then click Run as Administrator.

Simples.

The more you weigh, the harder you are to kidnap.
Stay safe, eat cake.

Some useful Windows commands.



There are some things you can only do from the command line—even in Windows. Some of these tools don’t have graphical equivalents, while others are just plain faster to use than their graphical interfaces.

If you’re into using PowerShell instead of the Command Prompt, you should note that all the commands we’re covering in this article work just the same in either tool. PowerShell in an improved version of the Command Prompt – we’ll ignore it in this article.

As the Command Prompt can be useful we suggest you pin it to the taskbar (that bar at the bottom of your screen) so you can get at it easily, follow the instructions above when looking for Administrator access, but when you get to MORE, click “Pin to Taskbar”.

You could find that the font used in the Command Prompt is too small for you to read easily. If so, you can easily change it so it suits you, open the Command Prompt, then at the top of the page, right click in the title bar, to the right of the words “Command Prompt” and select properties.



This will open the window at right, select the Font tab and make any changes you want. You can also change the colour scheme too if you wish.

1. Find your IP address.

Open the Command Prompt, and type **ipconfig** and click enter. If you really want to know what's going on Network wise with your computer, type **ipconfig /all** and press enter.

2. Shutdown and Restart

We've previously shown how to install a button on your desktop to shut down your computer, it's [HERE](#). Just as easily you can place a button on your desktop which will restart your computer. Just replace the command **shutdown /2 /t 0** with **shutdown /r /t 0**. Make sure you find a suitable icon for the restart command.

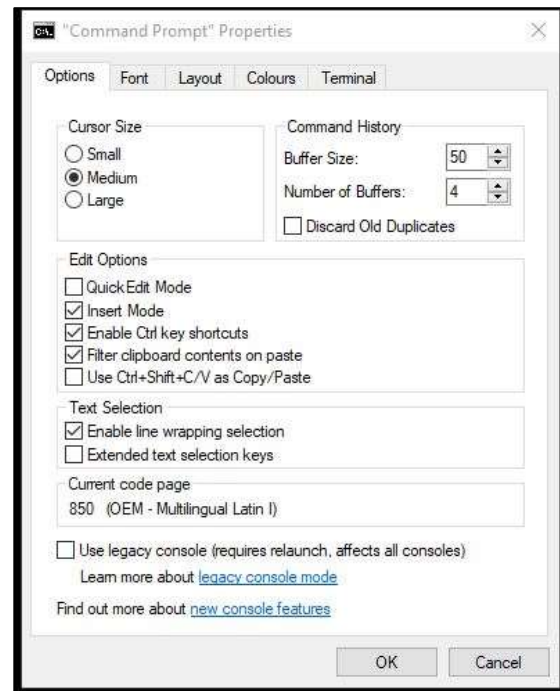
3. Scan System files for problems

Windows includes a system file checker tool that scans all the Windows system files and looks for problems. If system files are missing or corrupted, the system file checker will repair them. To use this tool, open a Command Prompt window as Administrator and type **sfc /scannow**. Ensure you leave a space between the sfc and the slash. You can read more info on this tool [HERE](#).

4. Permanently delete files from a drive.

If you're using the NTFS file system, when you delete a file all you really do is remove its header so that the computer can't read it. Until it is overwritten by another file it is still on your hard drive and can easily be recovered with undelete software. If you've deleted a file or files and you don't want anyone to be able to retrieve them, ever, Windows has a handy little program that will make all those deleted files completely un-recoverable by overwriting them with utter rubbish. You'll need to open the Command Prompt as the Administrator, then enter the following **cipher /w:c** where **c** is the drive which contains the deleted files. Ensure there are no blank spaces between the / and the \.

It is completely safe to use as it does not touch your active files but only overwrites rubbish over files that have been deleted. But remember, once it's done, it's done – it is completely un-reversible.





5. Find the IP address associated with a Domain.

When you type a domain name (say, into a browser address bar), your computer looks up the IP address associated with that domain name. If you want, you can use a Windows command to find that information out for yourself. For example, if you want to find the IP address for Radschool.org.au you would open the Command Prompt, then type: **nslookup Radschool.org.au**.

You would find that the IP address for www.radschool.org.au is 101.0.119.70

```
C:\> Command Prompt
Microsoft Windows [Version 10.0.18362.86]
(c) 2019 Microsoft Corporation. All rights reserved.

C:\Users\Radschool>nslookup radschool.org.au
Server: dnsany01.optusnet.com.au
Address: 198.142.152.164

Non-authoritative answer:
Name: radschool.org.au
Address: 101.0.119.70

C:\Users\Radschool>
```

It's strange how drinking 8 glasses of water a day seems impossible, but 8 middies of beer goes down like a chubby kid on a seesaw.

Getting the most out of Word.



Here are some tips and tricks to help you get the most out of Word. We're using Word 2016 but these tips work just as well with Word 2013 and Word 2010.

Customise the Ribbon.

The ribbon is the bit across the top of your Word page that contains a number of Tabs (File, Home, Insert etc) under each are sub-headings which contain commands pertaining to that Tab.



For instance, the Tab HOME contains sub-headings Clipboard, Font, Paragraph etc, the Tab INSERT contains sub-headings such as Pages, Tables, Illustrations etc. Each sub-heading then contains a number of commands represented by an icon, for instance, under the Tab HOME, you have the sub-heading FONT which contains various commands to customise your word document fonts. And so on.

What you can do is add a new sub-heading with your own commands under a Tab. Here's how:

Right click anywhere in the ribbon then select **Customise the Ribbon**. The Word Options window appears.

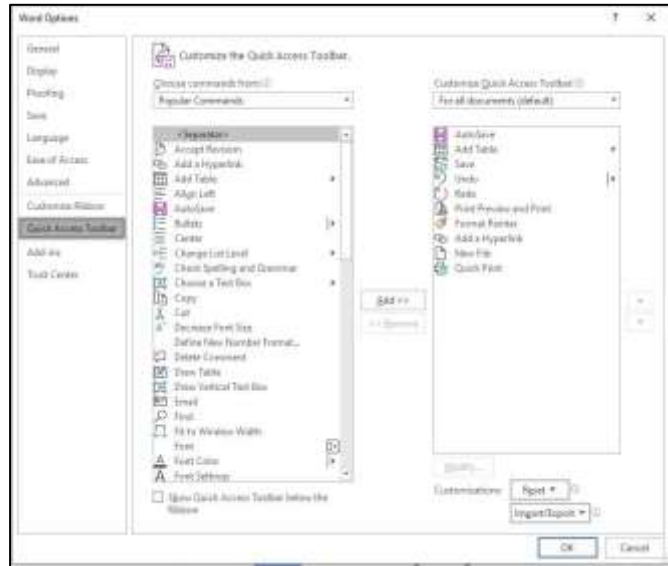
On the right side of the Word Options window are all the Ribbon Tabs; on the left side are all available commands. Click on the Tab that you wish to customize and then click on the area where you wish to place your new sub-heading. Click on the New Group button at the bottom of



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 sub-heading and click Add. Do that for each command you wish to add.

Customise the Quick Access Toolbar.

The Quick Access Toolbar rests at the top of your Word screen, just above the Ribbon. (You can move it to below the ribbon should you wish). You can access often used commands from here instead of having to chase these commands up via the normal menus. To add (or delete) commands from this tool bar, click the down chevron to the right of the Toolbar, the **Quick Access Tool-bar** Menu window appears. This menu contains several commands that you can add to the toolbar by clicking the command, a green tick will appear along side the command. If the command you want to add is not on the immediate menu, click **More Commands** at the bottom of the menu. The Options window opens (right).



You can select a command from the left window, click the Add button between the two windows which will add it to the right window which is the Quick Access Toolbar. If you wish to remove a command from the Toolbar, select it then click Remove.

Tell me what you want to do.

Here's a cool feature that many Word users may not know exists. Let's say you want to run a certain command or task but have forgotten where or how to access it. 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.

Change the location of Word's Autorecover File.

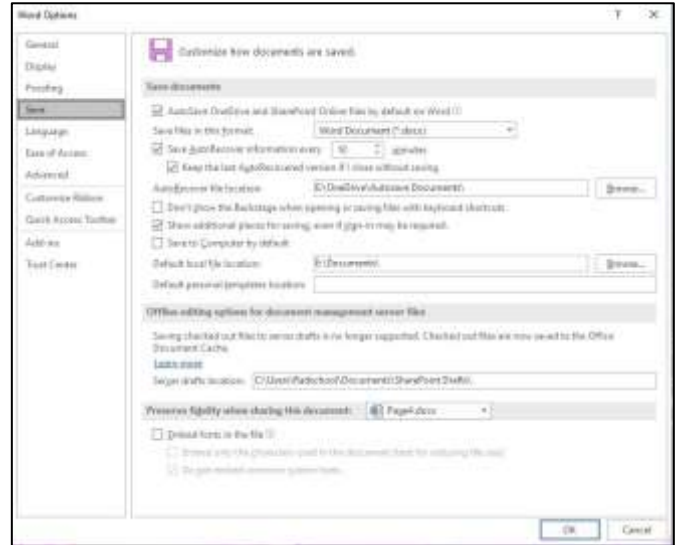
Microsoft Word allows you to make an automatic backup of your working document. If the program crashes or your computer accidentally loses power, the **AutoRecover** feature will attempt to load the most up-to-date version of your document.

I laughed so hard tears ran down my leg.



If MS Word crashes, you're quite often able to recover all or part of the file, but if you have a major computer problem and lose all your data, you could lose all your hard work if you've only stored it on the hard drive. A solution is to move the AutoRecover file off your computer to services such as OneDrive, Dropbox or Google drive. You can also choose an external drive.

In Word 2016, to autosave into OneDrive, do the following. Open your File Explorer, in the left-hand window, open the OneDrive directory then make a subdirectory called "Autosave Documents". Close File Explorer. In Word, go to File, then down the bottom, click OPTIONS, then SAVE. About a quarter of the way down the window, in the box titled, "AutoRecover file location:" click BROWSE then navigate to OneDrive\Autosave Documents. Click OK then OK again.



Powerpoint tip

If you're a regular user of Powerpoint, here's a handy tip.

Adding quirky animations to your presentation gives your slideshow a little extra life. Not only will adding a typewriter or command line animation entertain your audience, but it will also keep them focused on the text.



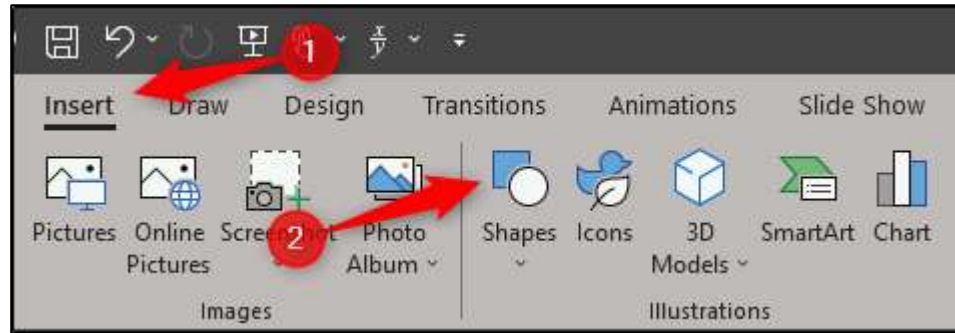
Here's how

The typewriter and command line animations are very similar. The only differentiating factor is text style. If you're going with the vintage typewriter look, we recommend going with a 12pt Courier New font in black. For the command-line look, we recommend using a 12pt Lucida Console font in white (or green) over a black background. Since the animations are identical, we'll go with the command-line style as our example here.

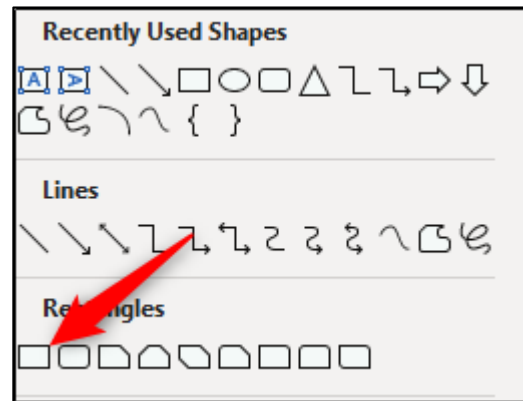
Go ahead and open PowerPoint and go to the slide where you want the animation. You'll need to make sure you've got a black background to work against if you're going for the command-line look.



Head over to the “Insert” tab and then click the “Shapes” button.



A dropdown menu will appear. From the “Rectangles” group, select “Rectangle.”

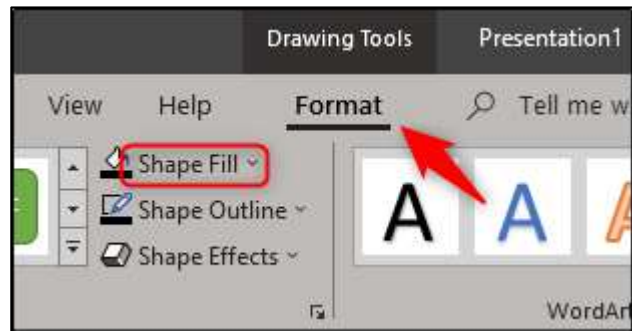


Click and drag your mouse on the slide to draw the shape. You could make the shape take up the entire slide or make it smaller if you’re demonstrating something on a smaller scale.

Head over to the shapes “Format” tab and select “Shape Fill” from the “Shape Styles” group.

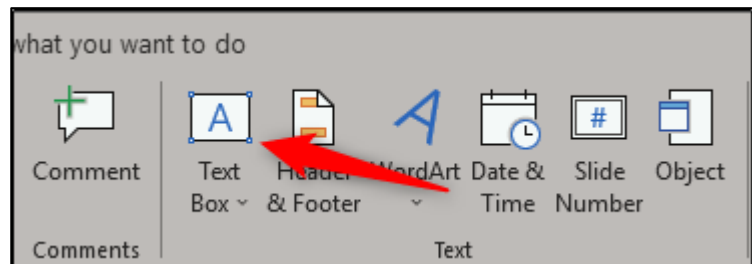
Select black from the drop-down menu. Do the same for the “Shape Outline.”

Finally, click and drag to size the shape the way you want it.



Now it’s time to insert your text. Head over to the “Insert” tab and click the “Text Box” button.

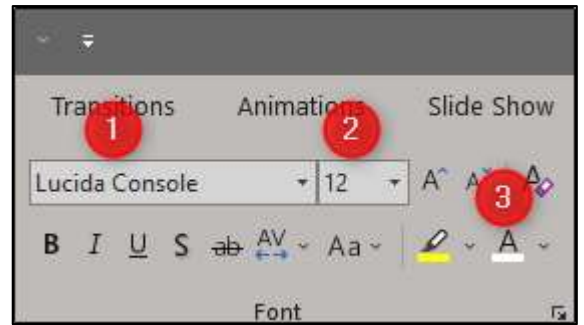
Note: You could type text directly into the shape, but, using a text box gives you a little more control over exactly where that text appears.



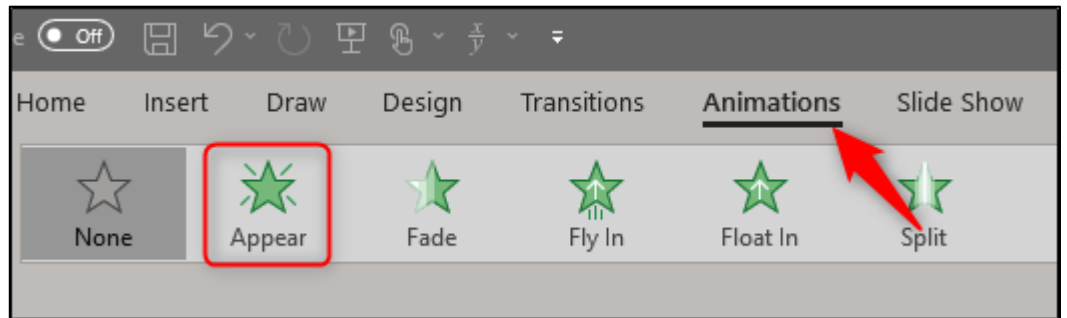
Click and drag your mouse on the slide to draw the text box.



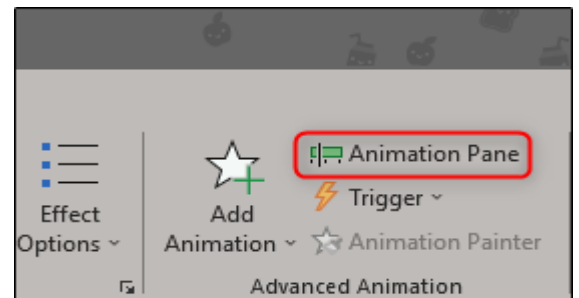
Make sure your font's settings are correct for your respective animation. Since we're doing the command-line animation for this example, click the HOME tab then select Lucida Console (1), 12pt font (2) and white (3).



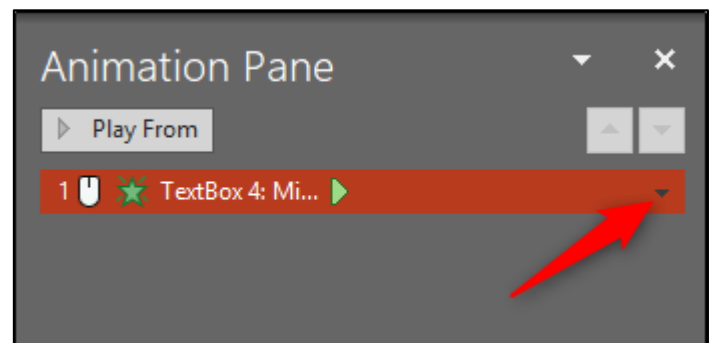
Go ahead and type the text you want. When you're done, select the text box, switch to the "Animations" tab, and then select "Appear" from the "Animation" section.



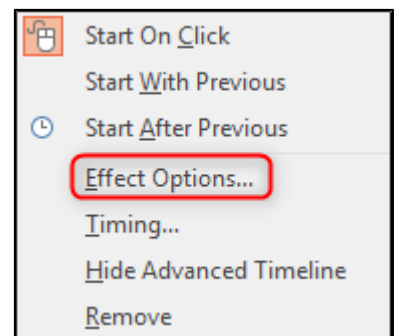
On the same tab, click the "Animation Pane" button.



The animation pane will appear on the right-hand side of the window. Select your animation and then click the arrow that appears.

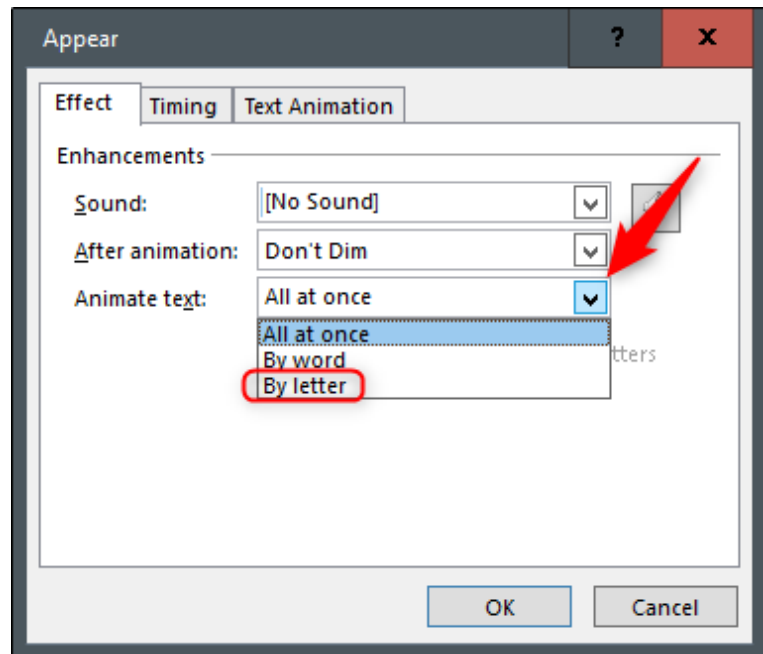


From the drop-down menu, select "Effect Options."

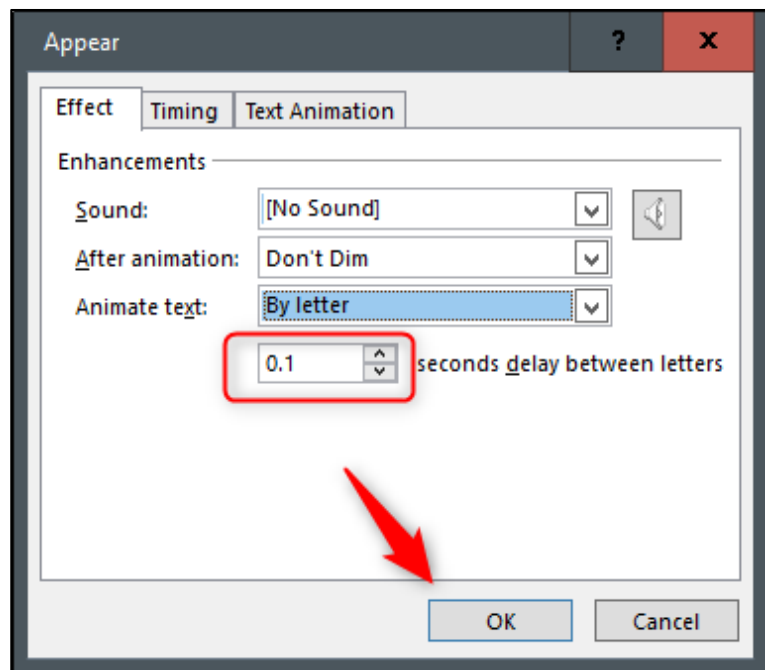




In the window that appears, select the arrow next to “Animate text.” In the dropdown menu that appears, select “By letter.”



Next, enter 0.1 in the “seconds delay between letters” box and then click “OK.”



And that’s it. It’s a fun way to demonstrate commands during a presentation or to hold your audience’s attention with an old-fashioned typewriter animation.

My wife says sex is much better while on holidays.
I can tell you it was a terrible postcard to receive.



How to Create and Print Labels in Word

If you're looking to make customized labels, look no further than Microsoft Word. Whether for personal or professional use, Word provides a comprehensive feature set for creating personalized mailing labels.



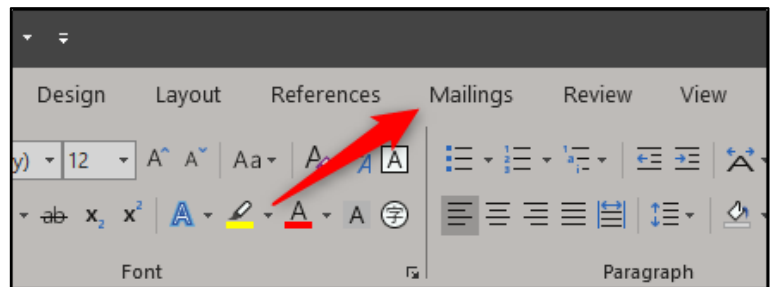
There are two ways of doing this, you can print a whole page of labels with the same information or you can print each label with different information.

Here's how to do it.

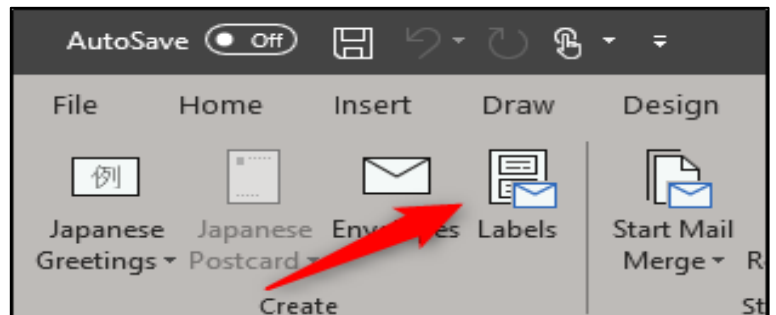
All labels with the same information.

When you consider how long Word has been around, it's no surprise the application has evolved past creating only simple documents. Not only does it provide the tools to [create personalized envelopes](#) it also comes equipped to make custom labels to go with them.

Open a blank Word document and click on Mailings.



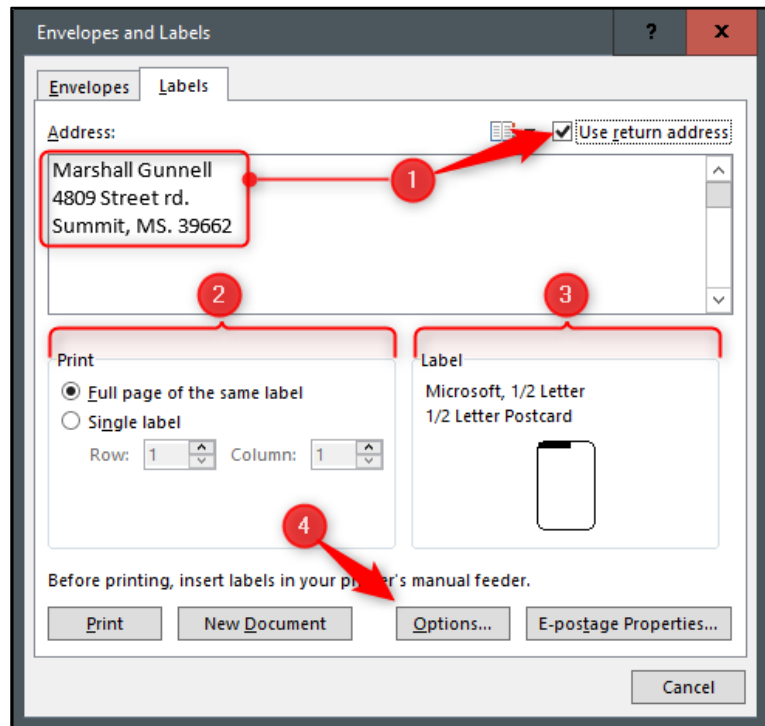
Next, click the "Labels" button.



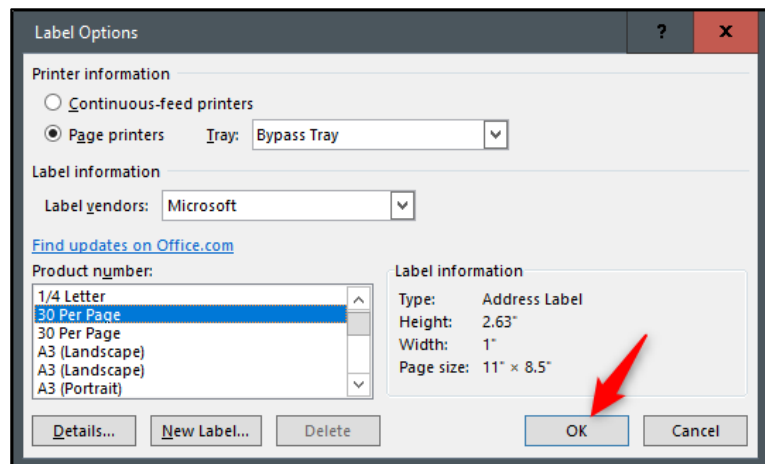


In the Envelopes and Labels window that opens, you'll find yourself already on the "Labels" tab. Type the information you want on the label into the "Address" box. If you've previously created an envelope and saved your return address, then you can tick the box next to "Use return address," (1) and it will transfer the information for you.

In the "Print" section, you can specify that you'd like to print a full page of the same label. (2) Alternatively, you can select the "Single Label" option and specify the rows and columns if you want to print a specific number of labels. The "Label" section (3) gives you a description of your current label selection. To change it, you'll need to select "Options." (4)

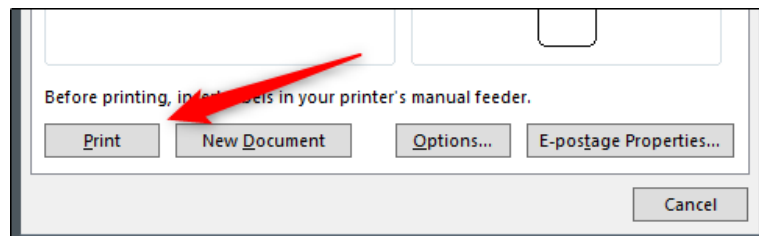


In the Label Options window, you can tell Word how you'll be printing the labels and the brand of the label. Under "Product number," you can select the label type from the provided list. You'll notice the specifications of the labels will appear under "Label information." The information displayed here is relative to the selected product number. If you can't find what you're looking for, you can select "New Label" and type the exact details of what you need.



When you're happy with your setup, click "OK."

Make sure you have your labels loaded into the appropriate tray in your printer and then click "Print."



Exercise makes you look better naked. So does wine. Your choice!

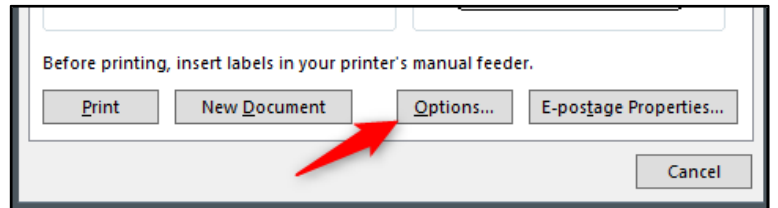


All labels with individual information.

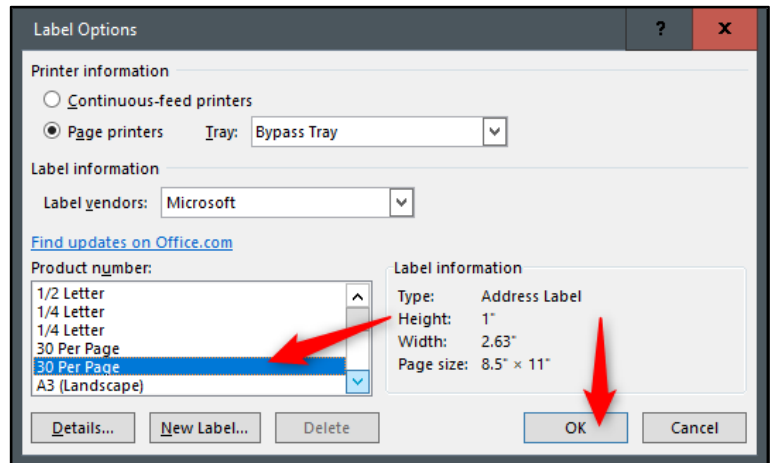
Open a new Word document, head over to the “Mailings” tab, and then click the “Labels” button.



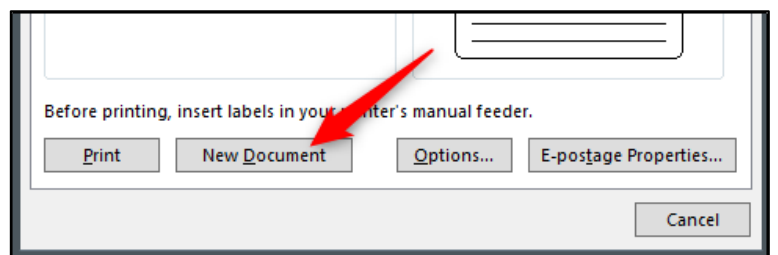
In the Envelopes and Labels window, click the “Options” button at the bottom.



In the Label Options window that opens, in the Label Information box you can select the label manufacturer then in the Product Number box select the product number. Click “OK” when you’ve made your selection.

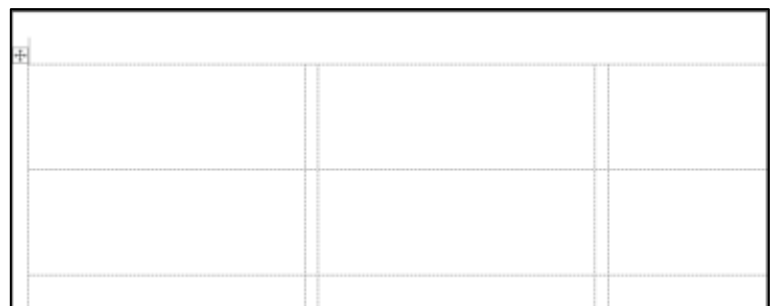


Back in the Envelopes and Labels window, click the “New Document” button.



A new Word document will appear, displaying a blank label template.

Now, type the information you want into each label and print them out when you’re finished!





How to create Mailing Labels in Word.

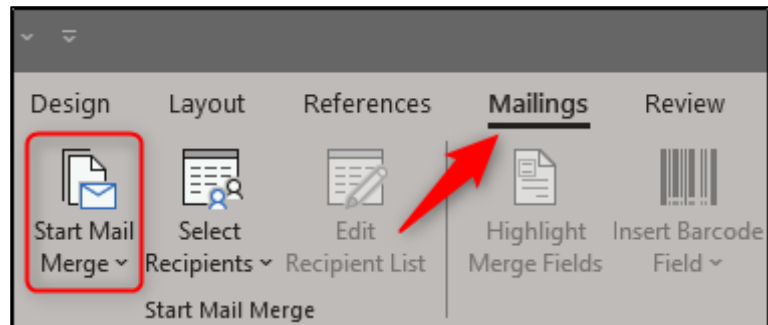
Like most people, you are probably using Excel to organize and store your contacts. If you do, you should organise it so that each item of information, eg: First name, Second Name, Street Address, Town, State, Email etc is in a separate column in Excel, don't set up your list with columns such as Name, Address etc, you'll want to be able to access each piece of information separately and you can't if you lump information into the one column.



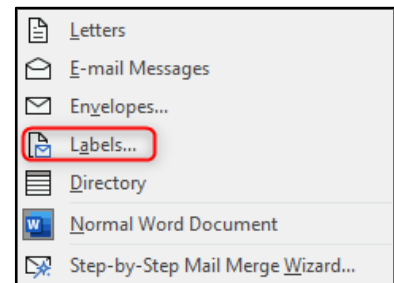
If your list is set up the correct way, you can use this information to print mailing labels using Word's Mail Merge feature.

Here's how.

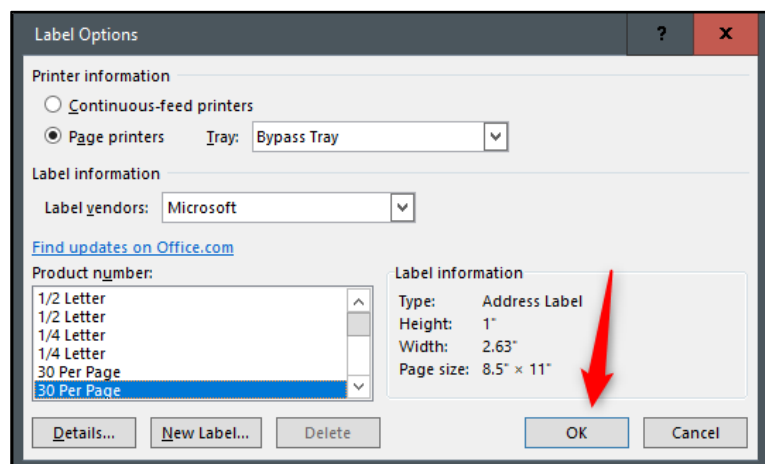
Open a blank Word document then head over to the "Mailings" tab and select "Start Mail Merge."



In the drop-down menu that appears, select "Labels."



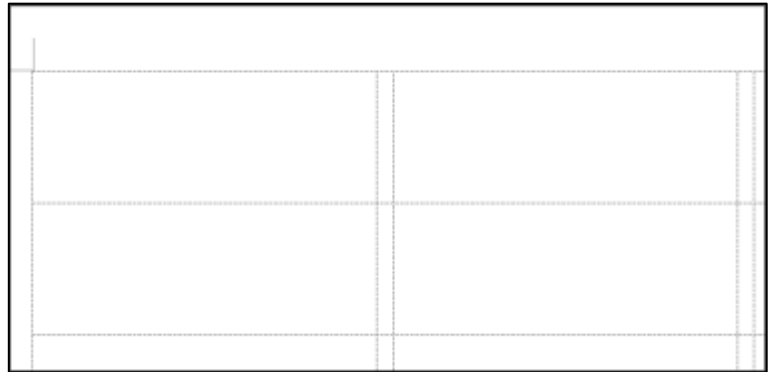
The "Label Options" window will appear. Here, you can select your label brand and product number. Once finished, click "OK."



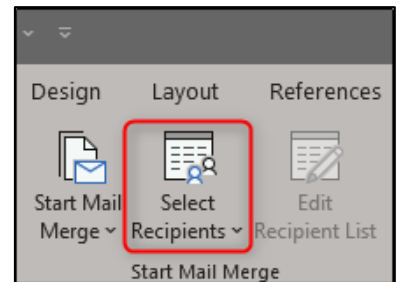


Your label outlines will now appear in Word.

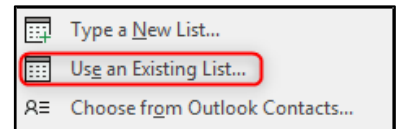
Note: If your label outlines aren't showing, go to Design > Borders, and select "View Gridlines."



Before you can transfer the data from Excel to your labels in Word, you must connect the two. Back in the "Mailings" tab in the Word document, select the "Select Recipients" option.



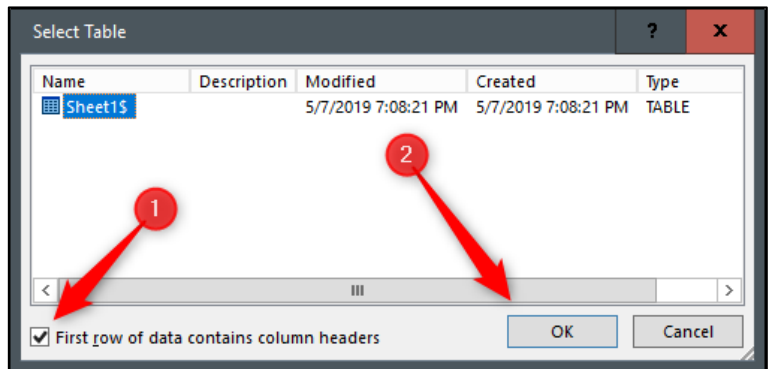
A drop-down menu will appear. Select "Use an Existing List."



Windows File Explorer will appear. Use it to locate and select your mailing list file. With the file selected, click "Open."



The "Select Table" window will appear. If you have multiple sheets in your workbook, they'll appear here. Select the one containing your list. Make sure to enable the "First row of data contains column headers" option if it's not already and then click "OK."

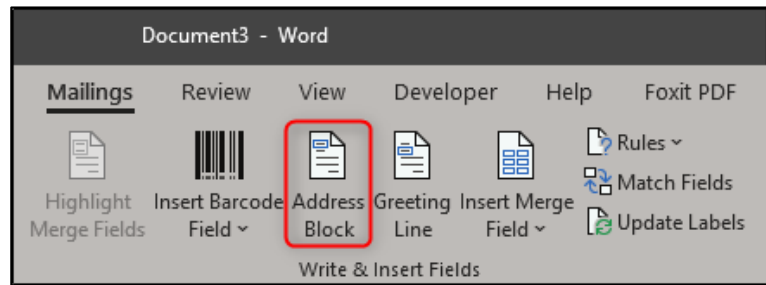


Your labels are now connected with your worksheet.

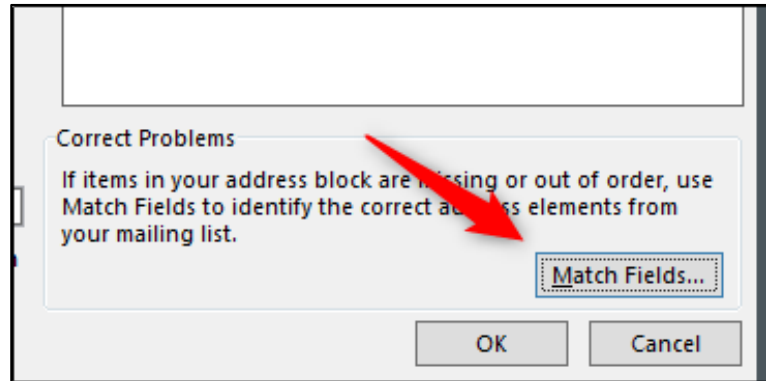
I often worry about the safety of my children, especially the one that is rolling their eyes at me and talking back right now



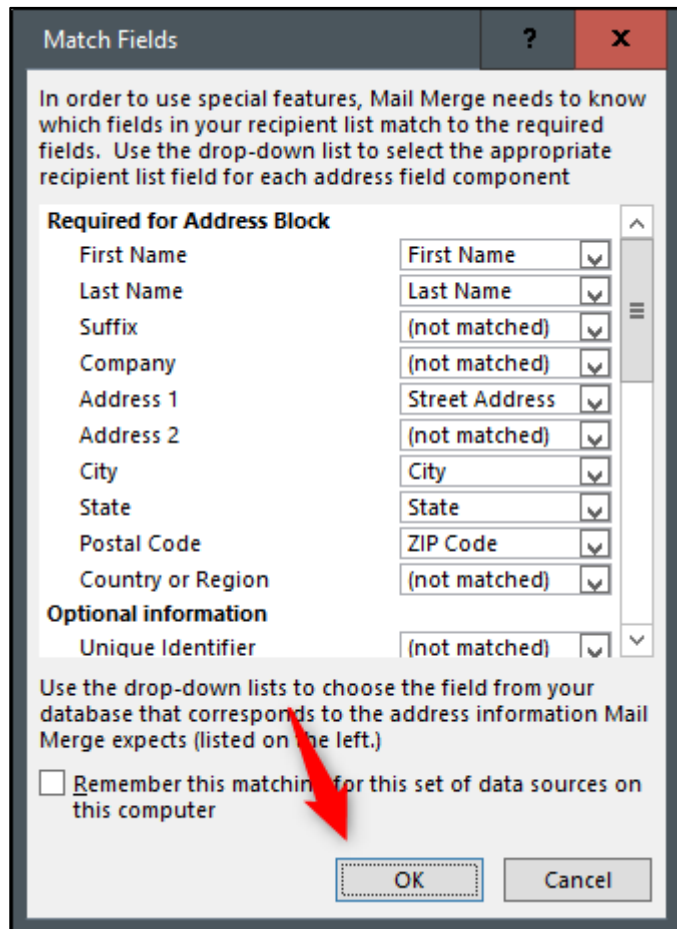
Now it's time to add your mail merge fields in Word's labels. Select the first label, switch to the "Mailings" tab, and then click "Address Block."



In the "Insert Address Block" window that appears, click the "Match Fields" button.

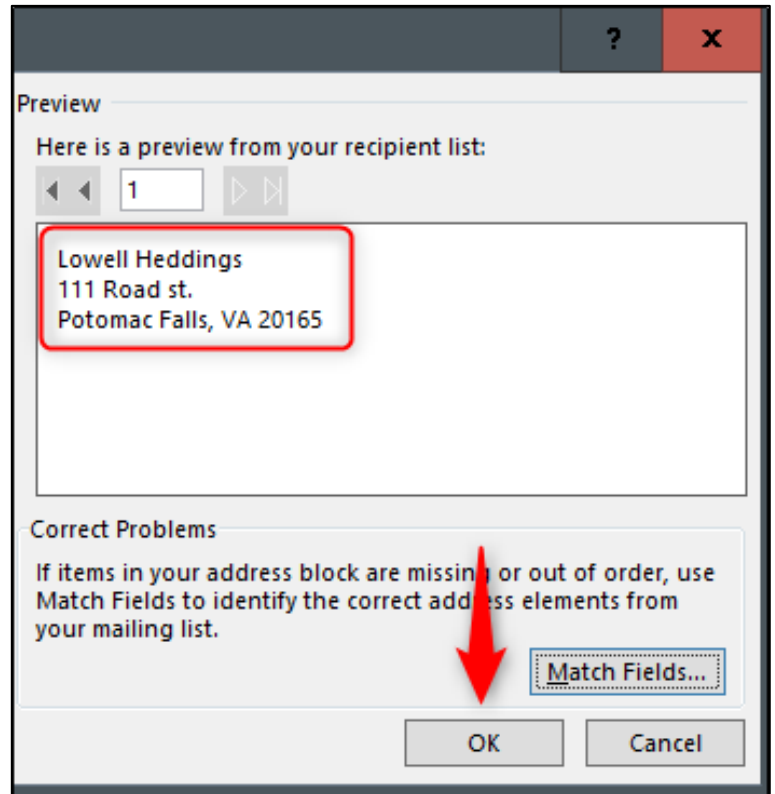


The "Match Fields" window will appear. In the "Required for Address Block" group, make sure each setting matches the column in your workbook. For example, "First Name" should match with "First Name," and so on. Once you've confirmed everything is set properly, click "OK."

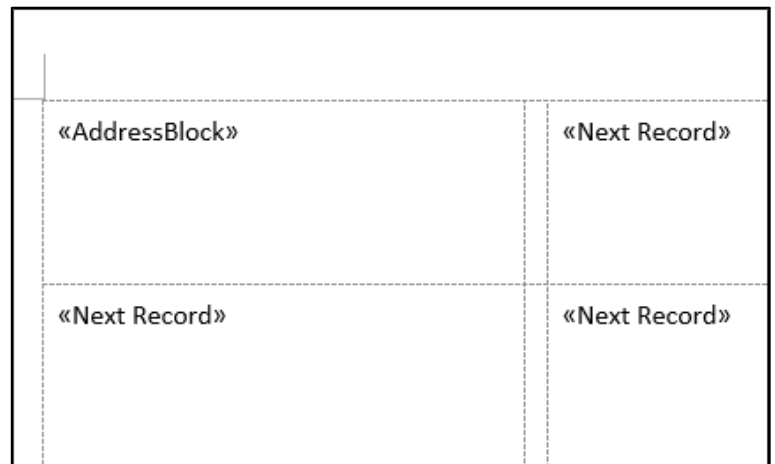




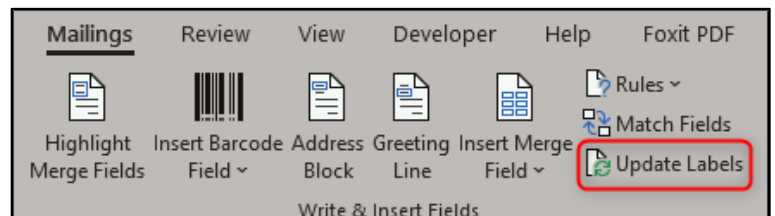
Back at the “Insert Address Block” window, check out the preview to make sure everything looks good and then click “OK.”



<<AddressBlock>> will now appear in your first label.

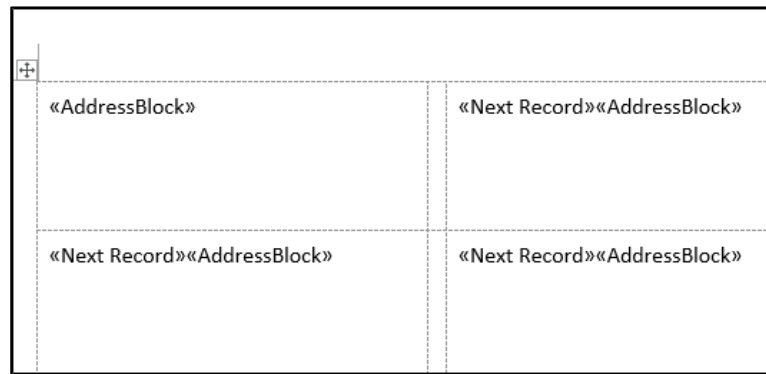


Head back over to the “Mailings” tab and then click “Update Labels.”



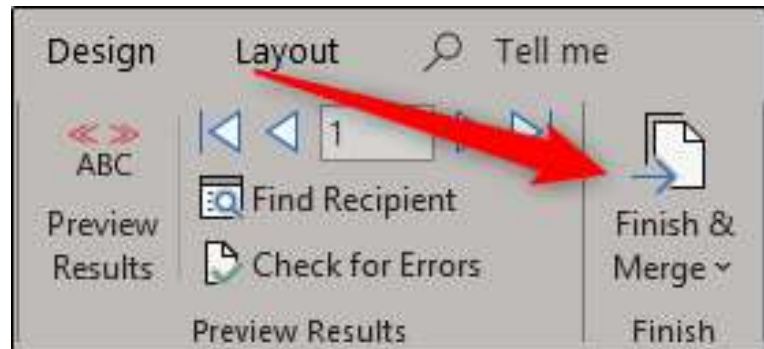


Once selected, <<AddressBlock>> should appear in every label.

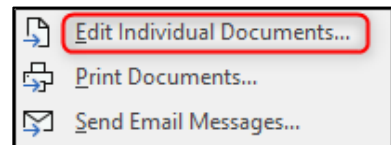


Now, you're now ready to perform the mail merge.

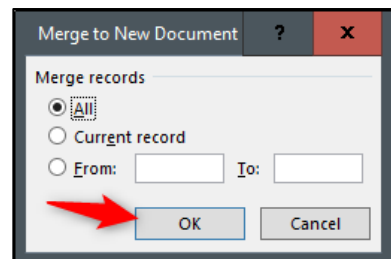
On the "Mailings" tab, click "Finish & Merge."



From the drop-down menu that appears, select "Edit Individual Documents."

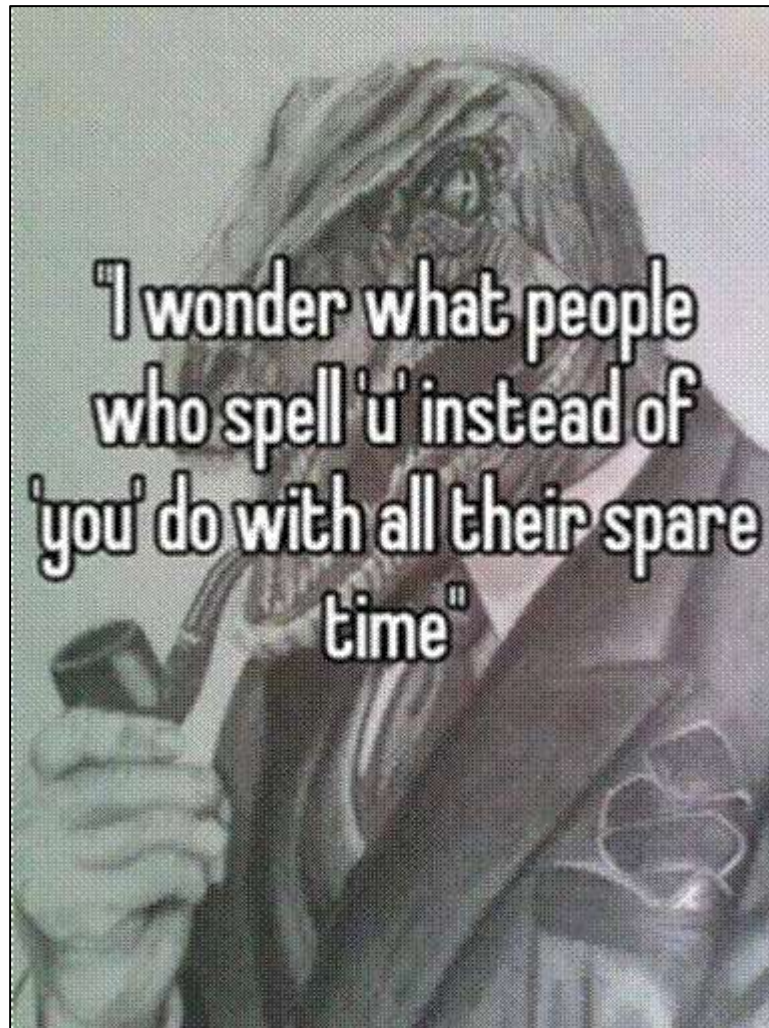


The "Merge to New Document" window will appear. Select "All" and then click "OK."



Your list from Excel will now be merged into the labels in Word.

Mirror mirror on the wall – What the hell happened?





This page left blank.



160 Pilot's Course.

13Jan1992 – 29Oct1992



Back Row L-R: Mark Hardcastle, PS Nalpon, JF Gamlin, LS Legradi.

Middle Row L-R: LJ Pulford, MC Binns, PJ Beanland, RJ Tucker, MA Thiess.

Front Row L-R: C Tan, MS Eller, JR Woodman, Brian Graf, NA Smith, N Tan, A Butler.

Remembering Long Tan.



Harry Smith led a contingent of Australian troops in one of the Army's most overlooked victories, but the battle is far from over for their unwavering retired commander.

Fifty-three years after they were ambushed and outnumbered – 108 Diggers to at least 2500 Viet Cong – in what came to be known as the Battle of Long Tan, the man who retired from his



country's service as a lieutenant-colonel is still fighting for justice on behalf of the men he led. Despite the bravery of his infantrymen in the most savage fight of the entire Australian involvement in Vietnam, none has received a Victoria Cross – Australia's highest military honour.

Colonel Smith is determined to see that rectified.



Harry said "It's my opinion that if Victoria Crosses had been awarded on a normal scale, at least four to five of my soldiers would have got a Victoria Cross, I can't work out why, I've asked a lot of people in Canberra and senior officers." His best surmise is that the decorations were withheld for political reasons. "There was some problem with awarding Victoria Crosses in Vietnam because it was an unpopular war," he said.

Harry Smith was the 33-year-old major in command of Delta Company 6RAR on the afternoon of August 18, 1966, when the unexpected happened. D Company was patrolling a rubber plantation, looking for a Viet Cong who had launched a minor raid near Nui Dat the previous day when it came under heavy attack. "We didn't expect to run into at least 2000 enemy, and how we got out of that I will never know, but we did," Harry said. "Sadly, I lost 17 of my soldiers and 23 wounded. They (the Vietnamese) left behind 293 bodies and they dragged away a lot more.

"When I look back on it, we got out of it because my soldiers were very courageous and well trained and they kept on firing at the enemy, killing the enemy, which was what we are trained to do ... with the support of the artillery."



As their leader, Colonel Smith had complete control of the situation, his Military Cross citation states, without which the Diggers might well have been annihilated, but for decades after Vietnam, they were the forgotten heroes and it wasn't until the 50th anniversary in 2016 that Colonel Smith's decades-long campaign to upgrade his men's military bravery awards was successful.

The Defence Honours and Awards Appeals Tribunal recommended 10 soldiers who fought at Long Tan receive military honours or have their existing awards upgraded. "The [lack of] recognition of those who fought over and above the normal call of duty was quite disgusting and it took me a long time to get them some recognition," Colonel Smith said. "It took me until 2016 to get everybody I had recommended for an award in 1966 to get those awards."

However, Colonel Smith's appeal for a Victoria Cross for Warrant Officer Class 2 Jack Kirby (right) was rejected, and this is where he will resume the fight also pushing for Victoria Crosses for other soldiers he will not yet name publicly.



I never thought I'd be the kind of person who'd wake up early in the morning to exercise.
And I was right!

The Victoria Cross – History.

The Victoria Cross (VC) is the highest and most prestigious award of the British honours system. It is awarded for gallantry "in the presence of the enemy" to members of the British Armed Forces. It may be awarded posthumously. It was previously awarded to Commonwealth countries, most of which have established their own honours systems and no longer recommend British honours. It may be awarded to a person of any military rank in any service and to civilians under military command although no civilian has received the award since 1879. Since the first awards were presented by Queen Victoria in 1857, two-thirds of all awards have been personally presented by the British monarch. These investitures are usually held at Buckingham Palace.



The VC was introduced on 29 January 1856 by Queen Victoria to honour acts of valour during the Crimean War. Since then, the medal has been awarded 1,358 times to 1,355 individual recipients. Only 15 medals, 11 to members of the British Army, and four to the Australian Army, have been awarded since the Second World War. The traditional explanation of the source of the metal from which the medals are struck is that it derives from Russian cannon captured at the Siege of Sevastopol. However, research has suggested another origin for the material. Historian John Glanfield has established that the metal for most of the medals made since December 1914 came from two Chinese cannon, and that there is no evidence of Russian origin.



Beginning with the Centennial of Confederation in 1967, Canada, followed in 1975 by Australia and New Zealand, developed their own national honours systems, separate from and independent of the British or Imperial honours system. As each country's system evolved, operational gallantry awards were developed with the premier award of each system—the Victoria Cross for Australia (right) , the Canadian Victoria Cross and the Victoria Cross for New Zealand—being created and named in honour of the Victoria Cross. These are unique awards of each honours system, recommended, assessed, gazetted and presented by each country.



The Victoria Cross was extended to colonial troops in 1867. The extension was made following a recommendation for gallantry regarding colonial soldier Major Charles Heaphy for action in the New Zealand land wars in 1864. He was operating under British command and the VC was gazetted in 1867. Later that year, the Government of New Zealand assumed full responsibility for operations but no further recommendations for the Victoria Cross were raised for local troops who distinguished themselves in action. Following gallant actions by three New Zealand soldiers in November 1868 and January 1869 during the New Zealand land wars, an Order in Council on 10 March 1869 created a "Distinctive Decoration" for members of the local forces without seeking permission from the Secretary of State for the Colonies. Although the governor was chided for exceeding his authority, the Order in Council was ratified by the Queen. The title "Distinctive Decoration" was later replaced by the title New Zealand Cross.

The question of whether awards could be made to colonial troops not serving with British troops was raised in South Africa in 1881. Surgeon John McCrea, an officer of the South African forces was recommended for gallantry during hostilities which had not been approved by the British Government. He was awarded the Victoria Cross and the principle was established that gallant conduct could be rewarded independently of any political consideration of military operations.

A total of 1,358 Victoria Crosses have been awarded since 1856 to 1,355 men. (The missing 3 were awarded to Unknown Soldiers). Women have only been eligible to receive the Victoria Cross since 1921 although to date not one has been awarded. In 1869, an [Elizabeth Webber](#) was awarded a replica VC for her work nursing cholera sufferers in India.

There are several statistics related to the greatest number of VCs awarded in individual battles or wars.

- The greatest number of Victoria Crosses awarded for a single day was 24 for deeds performed during the Indian Mutiny on 16 November 1857, 23 for deeds at Lucknow and one by Francis David Millet Brown for action at Narnoul, south of Delhi.
- The greatest number won by a single unit during a single action is seven, to the 2nd/24th Foot, for the defence of Rorke's Drift, 22–23 January 1879, during the Zulu War.
- The greatest number won in a single conflict is 628, being for the First World War.
- There are five living holders of the VC—one RAF (WW2), three British Army (Confrontation, Iraq and Afghanistan) and one Australian Army (Vietnam).

Three people have been awarded the VC and Bar, the bar representing a second award of the VC. They are: Noel Chavasse and Arthur Martin-Leake, both doctors in the Royal Army Medical



Corps, for rescuing wounded under fire; and New Zealander Charles Upham, an infantryman, for combat actions. Upham remains the only combatant soldier to have received a VC and Bar.

Since the end of the Second World War the original VC has been awarded 15 times:

- four in the Korean War,
- one in the Indonesia-Malaysia confrontation in 1965,
- four to Australians in the Vietnam War,
- two during the Falklands War in 1982,
- one in the Iraq War in 2004,
- and three in the War in Afghanistan for actions in 2006, 2012 and 2013.

In 1856, Queen Victoria laid a Victoria Cross beneath the foundation stone of Netley Military hospital. When the hospital was demolished in 1966 the VC, known as "The Netley VC", was retrieved and is now on display in the Army Medical Services Museum, Mytchett, near Aldershot. This VC is not counted in official statistics.

Click [HERE](#) to see the list of Australian recipients.

I'd like to thank whomever told my mum that WTF means "wow that's fantastic".
Her texts are so much more fun now.

Rookies Course, 1211

1973



Sorry – we can't put the names against faces – if you can help??



I'll call it a smartphone the day I can yell, "Where's my phone?" and it will answer "Down here in the couch cushions."



66 Elec Fitters Course

1972



Sorry – no names.

1-84 Stewards Course.





One night a guy takes his girlfriend home. As they are about to kiss each other goodnight at the front door, the guy starts feeling a little amorous. With an air of confidence, he leans with his hand against the wall and smiling, he says to her, "Honey, would you have sex with me?" Horrified, she replies, "Are you mad? My parents will see us!" "Oh come on! Who's gonna see us at this hour?" he asks, grinning at her "No, please. Can you imagine if we get caught?" "Oh come on! There's nobody around, they're all sleeping!" "No way. It's just too risky!" "Oh please, please, I love you so much!" "No, no, and no. I love you too, but I just can't!" "Oh yes you can. Please?" "No, no. I just can't!" "I'm begging you." Out of the blue, the light on the stairs goes on, and the girl's older sister shows up in her pyjamas, hair dishevelled, and in a sleepy voice, she says: "Dad says to go ahead and have sex with him, or I can do it, or if need be, mum says she can come down herself and do it, but for goodness sake, tell him to take his hand off the intercom!"

THE RAM

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



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EAT, PLAY, ENJOY
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Welcome to Kedron-Wavell Services Club. Located in the vibrant Chermside precinct, only 15 minutes north of Brisbane's CBD, the Club is Brisbane's award winning, premier function, entertainment and leisure destination

With a cosmopolitan atmosphere and elegant features, Kedron-Wavell Services Club is the perfect place to meet your family and friends... or meet new friends! We're easy to find and offer free off-street parking for members and guests.

The HQ Cafe

Kedron Wavell Services club.

This classy cafe features a modern cuisine menu and covered al fresco dining deck, creating the perfect atmosphere to catch up with friends for coffee or dinner, before catching a first class show or meeting over lunch or dinner with business colleagues.

HQ Cafe is open Monday to Saturday from 9.30am and Sundays from 7.30am.





Electricity Costs.

There can be big differences between the cheapest and most expensive energy plans—often hundreds of dollars over a year, so it's definitely worth shopping around to see whether or not you can save money.



If you Google “Save electricity plans” you’ll find quite a few sites that offer to save you “heaps” from your current bill, but a lot of these sites have a link to one or more energy providers and are therefore not totally independent and will try and steer you to one of their connected suppliers.

Fortunately, the Australian Government also has a site which is totally independent and FREE to use and which will search all the providers and compare your usage against those providers. You can search to compare your electricity usage, your gas usage or both.

Go to <https://www.energymadeeasy.gov.au/> click on whether you wish to compare electricity, gas or both, enter your postcode then click “Get Started”. You’ll need your most recent electricity and/or gas bill, then fill in the form and it will show you the cheapest provider.

Independent report into DFRDB.

DFRDB has for far too long been a sticking point for many ex-ADF personnel, particularly for those members involved in the Lump Sum Commutation problem. They say the DFRDB Authority failed to disclose to veterans the whole-of-life impost of a Lump Sum Commutation on superannuation payments reduced by a factor, based on redundant Notional Life Expectancy data and an individual’s Service data. Limited disclosure of the whole-of-life deductions was made by DFRDB 37 years after the Scheme was launched, but never to members so affected.



Direct debit by DFRDB has been incremented and escalated over time, to a level where the original lump sum has been reimbursed multiple times. This effectively means that veterans

are subsidising their own benefits.

There was no definition of the term ‘commutation’ within the legislation or in any document provided by DFRDB to superannuants, until its disclosure advised above. The direct debits were shown in the legislation and the DFRDB’s Administrative Manual to be a finite amount, not an escalating continuum.

On advice from DFRDB Administration, all superannuants understood Commutation as an advance of Benefits to be reimbursed to DFRDB by fortnightly debits over a finite period and at a finite rate. How deluded Veterans were through DFRDB’s failure to disclose their interpretation of the Legislation, before the fact, thereby committing Veterans to an ever increasing, spiralling, life-term DEBT-SENTENCE.



It works like this:

Member Joe has served with the ADF for 35 years. Joe joined when he/she was 20 and retired at age 55 back in 1990. On retirement, Joe was eligible for a DFRDB pension for the rest of his/her life and has decided to take part of that pension as an up-front payment of (say) \$20,000 (for a deposit on a house or whatever) and the rest as normally fortnightly pension payments.

DFRDB then looks at Joe and thinks that as Joe is 55 years old, his/her life expectancy is another 20 years, so they say to Joe that they will discount his fortnightly pension by \$1000 a year (\$1000 by his/her 20 year life expectancy = the \$20,000 up front payment).

That's all well and good, trouble is, Joe outlives his/her 20 years life expectancy and lives to the ripe old age of 85 years but DFRDB keeps on discounting Joe's pension payments by the \$1000 a year payment well after the end of his life expectancy so that at age 85, Joe has been "diddled" out of \$10,000 (10 years at \$1000 a year).

Now blind Freddy can see that that is wrong and why something hasn't been done to fix it is anybody's guess. How easy would it be to insert a sunset clause into the deal thereby stopping the discounting once the expected life expectancy age was reached.

Instead, the gutless Government has convened another "inquiry" into the problem which means, nothing will be done.

In March 2019, the Minister for Veterans' Affairs Darren Chester announced an independent inquiry to examine the information provided by scheme administrators and relevant departments to members of the Defence Force Retirement and Death Benefits (DFRDB) superannuation scheme.



The DFRDB scheme, which was established in 1972 and closed to new members in 1991, allowed members to commute (exchange) part of their pension for a lump sum.

"There are different views among some in the veteran community about certain areas of the scheme and the appropriateness of information provided to members at the time," Minister Chester said. "The government recognises the importance of open and transparent discussion around veteran concerns and we will consult with the ex-service community about the terms of reference for the inquiry, as well as panel membership"

WOW! How perceptive of you minister!.

"Ex-service organisations and scheme members will have the opportunity to make submissions to the inquiry and raise any other concerns relevant to the scheme."

The [Australian Defence Force Retirees Association](#) recently had a look at the whole DFRDB mess. In April they released the following:



Recently, three events occurred which could have a direct effect on all DFRDB recipients:

1. On 25 March, Minister Darren Chester announced an Independent Inquiry into the Administration of DFRDB Scheme Commutation Arrangements;
2. On 2 April, the ESO representatives at the ESO Round Table meeting with the Minister agreed unanimously that the Commonwealth Ombudsman should head that Inquiry; and
3. On 17 April, the Alliance of Defence Service Organizations (ADSO) released its Major Policy Objectives – 2019 Election and Beyond.

As they stand, none of these initiatives are in the best interests of DFRDB recipients, because:

1. The focus of the Inquiry is “to examine the information provided by scheme administrators and relevant departments to members of the DFRDB scheme”, when the real issue is that the DFRDB Act, fails to deliver on the Government’s stated intent to provide a fully indexed defined benefit scheme which includes a proportionate commutation arrangement;
2. The Commonwealth Ombudsman is:
 - Not sufficiently independent of Government; and
 - Does not have the power to address the real DFRDB issues.
3. ADSO’s Policy Objectives do not represent DFRDB recipients’ concerns.

ADSO’s major policy objectives in relation to DFRDB are:

Fair Indexation for All DFRDB Recipients

Objective: To extend the provisions of the Defence Force Retirements Benefits Fair Indexation Act to include all DFRDB superannuates under 55,

especially to those in receipt of DFRDB invalidity superannuation pensions.



DFRDB Commutation

Objective: To immediately apply the up-to-date life tables for calculating commutation and fortnightly payments for current and new DFRDB superannuates; and the rectification of the financial injustices caused by the application of outdated life tables to superannuates.

Reversionary Benefits (for widows, widowers and dependent children)

Objective: To redress the reduction of all their benefits, i.e. retirement pay, invalidity pay and reversionary pensions for widows, widowers and dependent children, resulting from the manner in which those benefits were indexed before 1 July 2014, and continue to be indexed for those aged under 55.

These ADSO policy objectives **do not** address our concerns:



1. Our concerns on indexation are that:

- The pensions of those of us who were subjected to indexation based on the Consumer Price Index (CPI), for up to 38 years, are up to 38% below the Fair Indexation baseline established by the Fair Indexation Act in 2014. We want the rates of our benefits restored to the Fair Indexation baseline, but as it did in its pre 2014 Fair Go campaign, ADSO fails to address this huge inequitable loss of benefits suffered by the majority of DFRDB recipients.
- In conjunction with indexation linked to the CPI, a partial indexation formula was incorporated which excludes a part of our benefits from the application of indexation increases. This formula discriminates against members by gender, age on retirement and date of retirement, regardless of whether or not we commuted and continues for the determination of our widows' pensions after our death.

2. Our concerns on commutation are;

- The restoration of commutation to a proportionate exchange, where total retirement pay reduction equals the amount commuted; and
- The refunding of retirement pay reductions which exceed the amount commuted.

ADSO's objective of immediately applying up to date life tables will only benefit DFRDB members who are still serving. But with increasing life expectancy those members will find themselves in the same position we are in now when they reach their life expectancy.

These concerns affect nearly all DFRDB recipients. But there is another rip-off which affects members who commuted and subsequently re-enlisted. Their first commutation amount, fully indexed, is deducted from their second commutation but their retirement pay reduction after the first commutation is totally disregarded. They also deserve to be represented.

ADSO is aware of the real DFRDB concerns but have ignored them because they are not prepared to put up a fight. If you are a DFRDB recipient and are a branch member of an Ex- Service Organization (ESO) affiliated with ADSO, you should raise your concerns within your local branch and the National Executive of your ESO, regarding the stance taken by ADSO.



The other side.

As with all arguments, there is another side – have a look at [THIS](#)



Upon hearing that her elderly grandfather had just passed away, Katie went straight to her grandparent's house to visit her 95 year old grandmother and comfort her. When she asked how her grandfather had died, her grandmother replied: "He had a heart attack while we were making love on Sunday morning."

Horrified, Katie told her grandmother that 2 people nearly 100 years old having sex would surely be asking trouble. "Oh no my dear" replied granny, "Many years ago, realizing our advanced age, we figured out that the best time to do it was when the church bells would start to ring. It was just the right rhythm, nice and slow and even. Nothing too strenuous, simply in on the Ding and out on the Dong."

She paused and wiped away a tear and continued, "He'd be alive today if the ice cream truck hadn't come along."

You and your DVA pension.

As a person receiving a service pension, social security age pension (paid by DVA), veteran payment or an income support supplement, you have a legal obligation to keep DVA informed of changes that may affect the amount of pension you receive. The obligations apply equally to the partners, trustees and agents of service pensioners, social security age pensioners (paid by DVA), veteran payment and income support supplement recipients.

This is help you to understand what you [need](#) to tell DVA and what [you don't](#). Many people tell DVA more than they need to and DVA want to reduce any worry you may have about fulfilling your obligations.

Remember, fulfilling your obligations within the specified time period helps to ensure that your income support pension is paid at the right rate.

Service pensioners, veteran payment recipients and war widows and widowers receiving the income support supplement and social security age pensioners (paid by DVA), must notify DVA any of the following changes within 14 days of the event (or 28 days if you live overseas or receive remote area allowance) unless otherwise stated.



Changes to personal circumstances.

Unless you are advised otherwise in writing, you need to tell DVA about changes to your personal circumstances which might affect the rate of your income support pension. Examples of these changes follow:



- You marry or enter a de facto relationship.
- You are separated and enter a de facto relationship.
- You divorce or separate.
- You reconcile with your partner or commence living on the same property as a separated partner.
- You and your partner have to live apart because of illness or infirmity.
- The person for whom you are a trustee or carer dies.
- A child or student for whom you are receiving benefits leaves your care, stops being a student, starts receiving payments under an education scheme or stops being dependent on you.

On the death of your partner, it is best to notify the Department as soon as you are able to do so in order to avoid or reduce the possibility of any overpayment and allow DVA to make a bereavement payment in some cases.

Note: Social security age pensioners (paid by DVA) need to tell DVA within 28 days after their partner dies.

Changes to residential circumstances.

You need to tell DVA about changes to your residential circumstances as they might affect the rate of your income support pension. Examples of these changes follow:

- You change your address.
- You move to a retirement village, move within your retirement village, or into respite care, residential aged care or another care situation.
- You go overseas.
- You sell or rent your home or leave it for more than 12 month or transfer the title of your home to someone else.
- You are receiving rent assistance and you stop paying private rent, start paying government-subsidised rent, sublet from a government tenant or your rent reduces.
- You receive remote area allowance and you leave your home for more than 8 weeks.
- Your intentions to use your home sale proceeds to buy or build a new home have now changed.
- Your intentions to use the insurance proceeds (from your damaged/lost home) to acquire a new home or repair your old home have now changed.
- Your home sale or home insurance proceeds were exempted assets and you have now acquired a new home or your rebuilt/repared home is completed.



Changes to your income support pension eligibility

You need to tell DVA about any of the following:



- You are granted a social security pension or benefit, or pension from some other source.
- You are imprisoned.
- You receive an invalidity service pension or income support supplement on the grounds of permanent incapacity and
- you commence full or part time work; or
- you increase your hours of work; or
- your incapacity from the disability(ies) alone no longer renders you permanently incapable of working.

Changes to your financial circumstances.

Your individual circumstances such as the type of income support pension you receive, whether you are single or partnered, a home-owner or a non-home owner and your mix of income, financial assets and non-financial assets all affect your rate of income support pension. Your income support pension may be paid at the maximum rate or may be reduced due to your income and assets.

Financial obligations for maximum rate and reduced rate pensioners are different. Examples of your obligations in relation to the different types of income and assets can be found [HERE](#)

If you are receiving a maximum rate income support pension you do not need to tell DVA of events such as:

- changing your car;
- paying household bills;
- holiday expenses; or
- reductions in income and assets.

If you are receiving a reduced rate of income support pension, DVA will have sent you a letter following the grant or re-assessment of your income support pension which will show your latest individual asset limit and/or income limit. Take note of these limits and advise DVA if you exceed those limits. If there are any major discrepancies in that letter between the information listed and your actual circumstances, contact DVA.

For a reduced rate income support pension, you do not need to tell DVA of changes to the value of vehicles and home and contents unless the change brings your assets to within \$10,000 of the asset limit shown in our letter.

In a train from London to Manchester an American was berating an Englishman sitting across from him in the compartment. "The trouble with you English is that you are too stuffy, you set yourselves apart too much, you think your stiff upper lip make you above the rest of us. Look at me, I'm me! I have a little Italian in me, a bit of Greek blood, a little Irish and some Spanish blood. What do you say to that?"

The Englishman lowered his newspaper and replied: "How very sporting of your mother."



How very true.

Checking out at the supermarket, the young cashier suggested to the much older woman that reusable grocery bags were a good idea as plastic bags weren't good for the environment. The woman apologized and explained, "We didn't have this 'green thing' back in my earlier days." The young cashier responded, "That's our problem today - your generation did not care enough to save our environment for future generations."

She was right our generation didn't have the 'green thing' in its day. Back then, we returned milk bottles, lemonade bottles and beer bottles to the shop. The shop sent them back to the plant to be washed and sterilized and refilled, so it could use the same bottles over and over. So they really were recycled.

But we didn't have the "green thing" back in our day.

- Grocery shops bagged our groceries in brown paper bags that we re-used for numerous things, most memorable besides household bags for rubbish, was the use of brown paper bags as book covers for our schoolbooks. This was to ensure that public property (the books provided for our use by the school), was not defaced by our scribbling.
- We walked up stairs, because we didn't have a lift in every supermarket, shop and office building.
- We walked to the local shop and didn't climb into a 300 horsepower machine every time we had to go half a mile.
- Back then, we washed the baby's terry-towelling nappies because we didn't have the throwaway kind.
- We dried clothes on a line, not in an energy-gobbling machine burning up 3 kilowatts wind and solar power really did dry our clothes back in our early days.
- Kids had hand-me-down clothes from their brothers or sisters, not always brand-new clothing.
- Back then, we had one radio or TV in the house - not a TV in every room and the TV had a small screen the size of a big handkerchief not a screen the size of Tasmania.
- In the kitchen we blended and stirred by hand because we didn't have electric machines to do everything for us.
- When we packaged a fragile item to send in the mail, we used wadded up old newspapers to cushion it, not Styrofoam or plastic bubble wrap.
- We didn't fire up an engine and burn petrol just to cut the lawn. We pushed the mower that ran on human power.
- We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity.
- We drank from a tap or fountain when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water.
- We refilled writing pens with ink instead of buying a new pen, and we replaced the razor blades in a razor instead of throwing away the whole razor just because the blade got dull.





- People took the bus and kids rode their bikes to school or walked instead of turning their Mums into a 24-hour taxi service in the family's \$70,000 People Carrier which cost the same as a whole house did before the "green thing."
- We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances and we didn't need a computerized gadget to receive a signal beamed from satellites 23,000 miles out in space in order to find the nearest pub!

But isn't it sad that the current generation laments how wasteful we old folks were just because we didn't have the "green thing" back then?

We don't like being old in the first place, so it doesn't take much to piss us off...especially when the "advice" is being offered by a tattooed, multiple pierced smartarse who can't work out the change without the cash register telling them how much it is!

I told my date it's very hard to find someone like me.
She didn't believe me, so I said, "Just ask the Police".

A fair go for veterans

Prior to the election, the Government released a [media release](#) entitled, 'Support for our Veterans and their Families'. The final paragraphs of the statement, describing 'extensive record support for veterans', are decidedly underwhelming. For example, delivering support for 280,000 veterans is nothing more than what is required under [existing legislation](#); and improved processes and claim procedures in the Department of Veterans' Affairs (DVA) are self-evidently needed. Any Government that did not do these things would be derelict in its duty.



The statement that the Coalition is 'delivering [its] \$1.4 billion in fairer indexation for military superannuants', if not deliberately misleading, certainly avoids telling the entire truth about what is happening with military superannuation. Assertions like these conceal the real situation and it is disingenuous to make it appear to be otherwise. It relates only to certain Defence Force Retirement and Death Benefits Scheme (DFRDB) superannuants.

The \$1.4 billion is a gross projection over 40 years – from 2014, for some DFRDB, only and does not reflect the clawback in marginal taxes that military retirees have to pay, or, the reduction that would naturally occur in reductions in cross payments of means-tested welfare pensions.



Yesterday my daughter e-mailed me, again, asking why I didn't do something useful with my time, like sitting around the pool, drinking wine isn't a good thing. Talking about my "doing-something-useful" seems to be her favourite topic of conversation. She is "only thinking of me," she said, and suggested I go down to the Senior Centre and hang out with the fellas.

So, I did and when I got home, decided to play a prank on her. I sent her an e-mail saying that I had joined the Senior Parachute Club. She replied, "Are you nuts? You're 73 years-old and now you're going to start jumping out of airplanes?" I told her that I even had a Membership Card and e-mailed a copy to her. Immediately she telephoned me and yelled, "Good grief, Dad, where are your glasses? This is a membership to a Prostitute Club, not a Parachute Club." "Oh man, am I in trouble," I said, "I signed up for five jumps a week!" The line went dead.

Life as a Senior Citizen isn't getting any easier, but sometimes it can be fun.

Old Stuff.

Back in the 1950's, 1960's, things used to be a lot slower, a lot less complicated and a lot less technological. They are referred to as the "good old days" - but were they?

- In 1960, for every 100,000 people, there were 24.1 deaths due to car accidents. In 2018 there were 4.65
- In 1960, for every 100,000 people, there were 297 deaths due to heart problems. In 2018 there were 66.
- In 1960, the average life expectancy per person was 70.82 years. In 2018 it was 82.5
- In 1960, the child mortality rate was 25 deaths per 1,000 live births. In 2017 there were 3.5 deaths per 1,000 live births.

In some ways the "old ways" were better, in others we should be very thankful we've moved on. Click [HERE](#) to get a pictorial reminder of the "old days".

Social Media

Social media has taken over the lives of a vast majority of Australians, just stand on any busy street and look. 90% of people are either standing or walking with heads down looking at their phones. A lot of them even have their heads stuck in the phones while driving their cars – it's an epidemic.

Someone has seen the funny aspect of it – see [HERE](#)



The Airbus Beluga

The Airbus A300-600ST (Super Transporter) or Beluga, is a version of the standard A300-600 wide-body airliner modified to carry aircraft parts and oversized cargo. It received the official name of *Super Transporter* early on; however, the name *Beluga*, a whale it resembles, gained popularity and has since been officially adopted. The Beluga XL, based on the Airbus A330 with similar modifications and dimensions, is being developed by Airbus to replace the original Beluga.

Airbus has a complicated manufacturing process. Wings and landing gear are made in the UK, the tail and doors in Spain, the fuselage in Germany, and the nose and centre-section in France. The whole thing is put together in either Toulouse, France; Hamburg, Germany; or Seville, Spain.

Airbus Skylink Super Guppy in 1984

When Airbus started in 1970, road vehicles were initially used for the movement of components and sections; however, growth in production volume soon necessitated a switch to air transport. From 1972 onwards, a fleet of four highly modified "Super Guppies" took over. These were former [Boeing Stratocruisers](#) from the 1940s that had been converted with custom fuselages and the adoption of turbine engines to carry large volume loads for NASA's space program in the 1960s. Airbus' use of the Super Guppies led to the jest that "every Airbus is delivered on the wings of a Boeing". As time went on, the Super Guppies grew increasingly unsatisfactory for Airbus's ferrying needs: their age meant that operating expenses were high and ever-increasing and growing Airbus production required greater capacity than could be provided by the existing fleet.



Various options were studied to serve as a replacement transport medium for the Super Guppies, including methods of surface transportation by road, rail, and sea; these alternatives were discarded in favour of a principally air-based solution as they were considered to have reliability concerns and were time-consuming in operation; in addition, the assembly line in Toulouse was not conveniently accessible by any of the surface methods. A key requirement of the new air transporter was the need to accommodate every major component being manufactured by Airbus, including the then-heaviest planned part, that being the wing of the larger variants of the [Airbus A340](#). A speedy development program was also necessitated in order to begin introducing the prospective type in time to take over duties from the Super Guppy fleet, which was scheduled to draw down in the mid-1990s.

Several different types of aircraft were examined for potential use, including the Antonov An-124, Antonov An-225, Ilyushin Il-86, Boeing 747, Boeing 767, Lockheed C-5 Galaxy, and McDonnell Douglas C-17 Globemaster III; the use of any existing aircraft was eventually discounted due to a lack of internal space to accommodate the desired components, the use of a piggyback arrangement was also dismissed as impractical.] Boeing made their own offer to convert several Boeing 767s for the requirement, but this was viewed as inferior to developing a purpose-built aircraft using Airbus' existing wide-body twin-engined Airbus A300-600R instead.



In August 1991, Aérospatiale and DASA, two of the major Airbus partners, formed a 50/50 joint venture company, Super Airbus Transport International (SATIC), based in Toulouse, France, to develop a new-build replacement for the Super Guppy fleet. The selected starting point for the design was the Airbus A300, leading to the new airframe being designated as the A300-600ST Super Transporter. The A300-600ST was not a like-for-like replacement, being larger, faster, and more efficient than the preceding Super Guppies. Airbus Industries elected to invest \$1 billion into the program, this sum included the aircraft themselves, the cargo loading system, and program management.



In September 1992, construction work began on the first aircraft, the maiden flight of which took place in September 1994. Following a total of 335 flight hours being performed during the test program, restricted certification of the type was awarded by the European Aviation Safety Agency (EASA) in October 1995, enabling the A300-600ST "Beluga" to enter service shortly thereafter. In addition to the first aircraft, four more Belugas were constructed at a rate of roughly one per year; from start to finish, each airframe reportedly took roughly three years to complete. Modification work was performed at Toulouse using components provided by the Airbus assembly line. Originally a total of four aircraft were to be built along with an option for a fifth aircraft being available, which was later firmed up.

The fleet's primary task is to carry Airbus components ready for final assembly across Europe between Toulouse, Hamburg and nine other sites and they do so 60 times per week. The Beluga fleet is owned by Airbus Transport International (ATI), a wholly owned subsidiary of Airbus Group that was established specifically to operate the type. Through this organisation, the fleet is made available for hire by third parties for charter flight. The A300-600ST's freight compartment is 7.4m (24ft) in diameter and 37.7m (124ft) long; maximum payload is 47 tonnes.



In late 1997, in response to the positive performance of the A300-600ST Super Transporter program, SATIC announced that they were in the process of evaluating several different prospective outsize freighter conversions; A larger freighter based on the Airbus A340 could be developed in a similar manner to that of the A300-based Beluga.

In November 2014, Airbus announced that it was proceeding with the development of a larger replacement based on the Airbus A330-200; five of which will start operating from 2019, replacing the last old Beluga in 2025. Airbus previously considered the A330-300 and A340-500, but each required too much runway for operations. The new aircraft will have a 1m (3ft 3in) wider cross-section than its predecessor and provide a 12% increase in payload. The Beluga XL is intended primarily for A350 work, and is designed with capacity to ship two A350 wings simultaneously. Five aircraft will be progressively assembled; the first two are considered essential to ramping-up production of the A350; the remaining three are to be introduced as the A300-600 Beluga fleet retires.



See video of the first flight [HERE](#)

Ya gotta love [THIS](#)



My bed is a magical place
where I can suddenly
remember everything
I was supposed
to do.

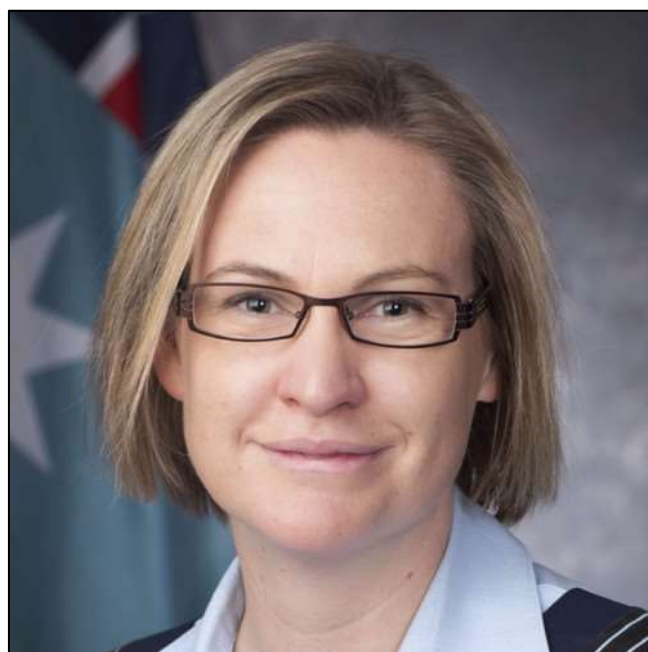




My Story

Catherine Wallis.

I was born into a military family, but an Army one. My father was an artillery officer and I spent my childhood moving in the triangle of Sydney, Queenscliff, Brisbane, with Canberra thrown in for good measure. Seven schools in all, in four different States. I was once kept in over lunchtime by the nuns for not have the appropriate “loop” in the cursive letter “f”. The differences in education systems were so stark that I ended up finishing Year 12 at 16yrs old. With no concept of what I wanted to do with my life I decided a law degree sounded at least interesting and enrolled at the Australian National University in Canberra.



My entry to the Air Force happened almost by accident. I had been working as a law clerk during my study and discovered it was possibly going to be the most boring job ever. Then I found out that Air Force and Navy were offering undergraduate places where they would actually pay me to go to university! It seemed too good to pass up. I applied for both; Air Force was faster in the recruitment process and here I am!

The start was a bit rocky. I remember going to my ‘knife and fork’ course in my first year as an Officer Cadet. I had just got married and changed my last name. Because my marriage was so new, my name was wrong on the course roll. 1997 Air Force solution: I was to revert to my maiden name to make it easier for the staff! When I eventually got to Officers Training School at Point Cook two years later in 1999, they at least acknowledged my name! We were a course of 43, with 38 men and 5 women, so they put us in 5 sections with one female in each. I never was much of a runner, so my poor section was always in trouble in the sports challenges. However, we came to a pretty good arrangement – they spit polished my shoes and taught me sword drill, and I fixed all of their written assignments. And I blitzed the section vs section debating challenge. Teamwork.



After a year in Canberra, I was off to my first Base. Offered a choice of Tindal, Townsville or Wagga, I chose Tindal – figuring I would never get to see that part of the world otherwise. Travelling to my new posting with a six week old baby, my travel was booked by air to Darwin and then for some reason they booked me on a bug smasher from Darwin to Tindal. It was wet season and there was a thunderstorm in full force. The turbulence was phenomenal. The lady in front on me was popping Valium and the helpful conversation behind me went: “This is just like that movie *6 days, 7 nights*” and his colleague, “Isn’t that the one where the plane crashes”

Arriving in Katherine, I had never seen such rain. All day and all night, and when it stopped people ran out of their married quarters, started up their lawn mowers and cut the grass before the next downpour. We had green frogs in the toilet, tiger snakes in the backyard and they had to stop people jogging on the fire trails around the base after someone was mauled by a buffalo. For this city girl it was a shock.



The posting itself was fantastic. A brand new FLTLT, with not a clue, the only legal officer on Base, paired up with an ex-Rhodesian Warrant Officer Disciplinary, Ray Woolnough (latter WOFF-AF), who helped me and messed with me in equal measure. Discovering that drill was not my forte, he quickly assigned me as FLTCDR for every Base Parade so that I could “practice” and he could laugh at me.

75 Squadron was led at that time by then WGCDR Mel Hupfeld (later Air Marshall). I will always be grateful for him allowing this baby legal officer to understand the workings of an operational squadron and set me up for the future.



Tindal by that stage was trying to shake off its frontier-town image in favour of the modern Air Force. We were doing a pretty good job at being family friendly. On mixed dining-in nights we would have a line-up of prams with sleeping babies in the corridor outside the room and I remember one night when the assigned reserve legal officer didn’t show up for after-hours legal aid appointments, so I did them with my seven month old son crawling around on the floor underneath the desk....

Next up was Amberley, where I was posted to Headquarters Combat Support Group.

It was late 2002 and the Air Force was gearing up for the longest deployment period in its history. In those early days it was all very uncertain. Amberley was a staging point and I was required to brief the departing squadron on the rules of engagement (ROE). The only problem was that the ROE were still compartmented, which meant I wasn’t permitted to see them. I literally received



the document 10 minutes before the personnel were due to depart and delivered the brief on the tarmac. Luckily, I had taken a “best guess” of what the document might say and prepared that – so I just needed to confirm and make small changes.

We were working closely with the Americans, for the first time in many years and I was sent to the US to work on a project with the US Army, to capture legal lessons learned from Afghanistan and Iraq operations about working in a coalition. I was fortunate enough to do this work from the beautiful University of Virginia campus and my work was published that year. It was essentially about learning the legal and political limitations of each of our partners, so we could then conduct operations more smoothly.



The most memorable conversation I had during that time, was during a discussion with my US colleague about negligent discharge of a weapon. In the ADF then, as now, if you negligently fire a live round on operations you will be charged due to the seriousness of the event. The US Army charged only sometimes and I was enquiring as to their reasoning. The Captain solemnly explained, “Well one of the key things we look at is if they have ever been trained on the weapon....”

Back in Australia for 10 days, I then deployed to the Air Task Group in the Middle East. While the work I did there was important, I would never compare it to the danger and sacrifice of the guys on the ground in Iraq. But I felt the weight of my role as I answered questions from the guys driving the streets of Baghdad on their ability to engage, knowing that my advice was to protect them both physically and legally.



We were living in airconditioned tents at the time and one day there was a fire caused by the electrical system. The entire 20 man tent went up in flames in 18 secs. Luckily no one was asleep in there at the time. We immediately inspected all our tents, which were not Australian owned, and discovered that they were a death trap. Only one exit point, electricals configured with multiple converters on top of each other. The CO immediately moved us all. There was hard accommodation under construction, and it wasn't quite ready, but none of us signed up to die in fire.



***Baghdad International Airport 2004.
The facility was run by Australian Air Traffic Controllers.***



Back in Australia for 6 mths, in April 2005 a [Navy Sea King helicopter crashed](#) on the tiny island of Nias in Indonesia, while providing humanitarian assistance after the Christmas 2004 tsunami and aftershocks.

Nine Australian service personnel were killed and two badly injured. As there were Air Force victims, I was appointed to the otherwise Navy legal team to inquire into the accident. It remains to this day what I feel was one of the most important jobs I have done in the Air Force. I travelled to Indonesia to interview the eyewitnesses, who had never seen a helicopter before this one; to Nowra to speak with maintainers, to Canberra to speak with the crash investigators, and finally the Board of Inquiry in Sydney. There is an intense sadness associated with this kind of work, combined with a deep need to find the truth and prevent another accident. Military facilities until very recently have had a lack of female toilets, and I would often find myself at the bathroom sink next to a family member of a victim. All I wanted was to take their pain away; all I could do was give them facts - none of which would achieve that.



These are the heroes of the Nias accident – local Indonesians who, despite never having seen a helicopter before one crashed in front of them, made every effort to pull people out. April 2005.



In 2005 I spent ANZAC Day on the island of Nias, at the Sea King Crash site. This memorial recognises the sacrifice of the nine Australians who died here 23 days earlier, while providing humanitarian assistance to our Indonesian neighbours,



Helicopter flight - 2005



Being awarded Commandants Prize in 1999.



I didn't stay until the end of the BOI. After six months my boss wanted me back in Amberley and my two children – then 4 and 2, needed their mum. And I needed them. So I went home.



To be continued next edition.....



Paddy asks, "Mick, how did you get on at the faith healer meeting last night.
Mick replies, "He was absolute shite. Even the fella in the wheelchair got up and walked out !"

35 Squadron RAAF during WWII

35 Squadron was formed at RAAF Base Pearce in Western Australia in February 1942 under the command of Flight Lieutenant Percival Burdeu and was initially equipped with a Fox Moth and a de Havilland Dragon aircraft. The Squadron commenced operations in March 1942 transporting cargo and passengers to Geraldton, Rottnest Island and Kalgoorlie. It relocated to Maylands Airfield in Perth on 6 April 1942. (Maylands was Perth's first airport but was closed in 1963.)

The de Havilland Dragon made a forced landing into the sea south of Dongara (350 miles NW of Perth) reducing the squadron down to its lonely Fox Moth. A Moth Minor, a twin seat trainer, was acquired shortly later, though was not that suitable for transport operations.



Two Fairey Battles joined the squadron in September 1942, again not that suitable for transport operations. A second Moth Minor and an Avro Anson joined the squadron in October 1942 followed by a Dragon Rapide (right) in November 1942. Six Tiger Moths and a Northrup Delta joined during December 1942 through to January 1943.

35 Squadron relocated back to Pearce on 5 August 1943 and eventually replaced their strange collection of aircraft with Dakotas on 18 December 1943. The strange collection of aircraft was then inherited by 7 Communications Unit RAAF. The Dakotas based in Pearce commenced freight and passenger operations to as far as Broome in Western Australia, and Essendon in Melbourne. The Squadron moved to Guildford (now Perth's main airport) in Western Australia on 11 August 1944. A Detachment of 35 Squadron was established in Brisbane in August 1944 for special duties in eastern and northern Australia.

Three Dakotas from 35 Squadron flew to Higgins Airfield on Cape York (right) on 17 October 1944 to fly a special ferry service to Aitape on the north coast of New Guinea. A Detachment of the Squadron began operation from Townsville and staged through Iron Range, Merauke, Hollandia, Tadjj and Noemfoor. Another Detachment was based in Darwin in the Northern Territory.





On 31 January 1945 an advance party left Guildford for Townsville, arriving there on 3 February 1945. The rest of the Squadron arrived in Townsville in February and March 1945.

35Sqn Officers' Mess, Townsville.

They started scheduled operations to bases in eastern Australia and New Guinea on 1 April 1945. A Detachment was based at Morotai in late April 1945.



The Detachment at Morotai closed in April 1946 and scheduled services from Townsville ceased in March 1946. 35 Squadron was disbanded at Townsville in June 1946.

My wife has these days when she wants "us to talk about things". We were discussing aspects of our future so when it was my turn I asked her "What will you do if I die before you do?" After some thought, she said that she'd probably look for a house-sharing situation with three other single or widowed women who might be a little younger than herself, since she is so active for her age. Then she asked me, "What will you do if I die first?" I replied, "Probably the same thing."

35 Squadron today



35 Squadron is a completely different affair to what it was all those years ago. Today it is a very technological organisation, flying state of the art aircraft, using state of the art maintenance equipment and housed in state of the art buildings at Amberley.

Today it operates 10 of the Spartan C-27J aircraft. The Spartan is not a straight replacement for the RAAF's much-loved Caribou, but nor is it a mini Hercules even though it looks a bit like one.

While it shares some systems with the Herc, it's definitely a different beast. Because it's from a smaller production line, it's a handmade sort of aircraft. Its publications have a very different philosophy, which has been interesting for the Sqn's maintenance team to learn and to think about things in a different way than perhaps with Lockheed Martin maintenance publications.

It is now three years since the first of 10 Leonardo/L3 C-27J Spartans entered service with the RAAF's 35 Squadron at Richmond.



Since then, the unit has been building its fleet and personnel and has conducted operations in Papua New Guinea and has taken part in major exercises in New Caledonia, Guam, New Zealand and in Australia.

An initial operational capability (IOC) for the aircraft was achieved in December 2016 and final operational capability (FOC) is expected to be achieved in late 2019 and it has filled all its personnel slots.

The man tasked with bringing the C-27J to FOC is 35SQN Commanding Officer Wing Commander Ben Poxon, who came to the aircraft with more than 3,000 hours on the C-130J Hercules. A veteran of seven tours of the Middle East on the C-130J, he completed a philosophy master's degree at the US Air Force's School of Advanced Aerospace Studies in 2014.



Ben said "From there, I wanted to command 35SQN. I saw the C-27J capability pretty much at the same stages where I found the C-130J capability in 2005. It is an immature capability with plenty of room to grow and now I've been flying it for 12 months, I'm glad that I did."

"35SQN's mission is to prepare the C-27J for operations. The first step along the way that we've accomplished was when we reached IOC in 2016. This needed us to have a capability to move passengers and cargo to conduct air-land or airdrop. It mainly focused on the humanitarian assistance disaster relief (HADR) or aeromedical evacuation (AME) missions."

Ben describes the path to FOC as a 3 layer crawl-walk-run approach to capability generation, and defined the squadron's current status as being in the walk stage about to break into a run.





"From an air-land point of view, the lower layer is airlift support which is moving people and cargo in a peacetime role such as HADR, the middle layer is airborne operations that introduces operations in a threat environment, and the top layer is special operations or specialised role environment. "The middle layer, what we're really focusing on now is the airborne operations environment where we have a threat," he added. "We'll build on the crews' experience in airlift support, and then introduce more complex environments where we have to think about a threat akin to the Middle East."

In such an environment, 35SQN crews would be wearing body armour and carrying weapons, and would have the aircraft's self-defence systems enabled so they can conduct airdrop or air-land operations anywhere in the world. To this end, the squadron will participate in two major exercises this year, Hamel and Pitch Black, where it will develop and practice the skill-sets required to operate in a tactical threat environment.

For Exercise Hamel the Sqn's objectives will be to provide a reliable and repeatable resupply of ammunition, food, and medical supplies into the field. The C-27 is the truck in the sky. It provides options to land manoeuvreable forces on the battlefield. This will allow commanders to consider the C-27 to insert or extract personnel and cargo rather than typical land manoeuvre.

"At Pitch Black the Sqn will assess its ability to integrate into a fifth-generation air force, whilst supporting the special operations community. They will train in areas such as precision airdrop using GPS-guided chutes and dropping from quite high altitudes. The special operations support mission will be a key focus in 2019 in the lead-up to FOC and will continue to be developed throughout the aircraft's life of type.

I hate it when a couple argue in public and I miss the beginning
and don't know whose side I'm on.

FOC will get the Sqn into a semi-permissive environment, akin to what exists in Iraq or Afghanistan. But with various avionics upgrades coming in the next two years, it would certainly be able to move into a higher threat environment in the coming years.

Ben says "The type of aircraft and the capability each Air Mobility Group (AMG) aircraft brings adds a different slice to each capability set. If we talk about C-27, specifically 'how' we will employ it is where it's best capability is. If we employ it the same way as a C-130 or a C-17, we'd be doing it a disservice. This aircraft is more for intra-lift on the battlefield and our focus is in air-land integration closely aligned to the employment of the Chinook in a capability sense."





C-130 or C-17 missions will typically sit on an air tasking order (ATO) generated by an air operations centre (AOC) that runs on a 72-hour cycle. This represents centralised command and decentralised execution but because the battlefield is a dynamic environment, the C-27 will operate in direct support of Army units alongside helicopters from a forward location so they can be quickly re-tasked if necessary. The C-271 has the ability to operate on a reduced battle rhythm of less than 24-hours so crews will plan with the people that actually conduct the tasking. This will provide more responsive, reactive tasking.



Where the C-27 would take the mission instead of a Chinook, depends on the range from the base and what's at the other end. The C-27 can go at least three to four times further, faster, and can carry more, but obviously it needs a landing strip or something to land on. It provides a unique niche of capability between the C-130 and Chinook in this sense.

With the C-27 sitting between the CH-47 and the C-130, the wider ADF is also conscious of the need to support this hub-and-spoke concept and has planned the building of cargo pallets so they can be offloaded from a larger aircraft to a smaller one without having to be broken down and re-built. While this may sometimes



see the larger aircraft under-filled, the time-saving advantages in getting equipment to the forward bases and onwards into the field cannot be understated.



Part of integrating the C-27J into service has been the process of educating the aircraft's customer base. One problem they have is that the C-27 was sold as a Caribou replacement and to a certain extent that's correct. It is a twin-engined, smaller, light tactical transporter but the battlefield of today has changed. The C-27J is almost twice as heavy as the Caribou. What it does gain in the extra weight is range, it gets speed, it gets flexibility, but it also has defensive systems and comms that allow it to integrate on the modern battlefield.



While the C-27J doesn't have that much of a shorter landing roll or takeoff run than a C-130J, where it excels is in its ability to land on strips with a much lower pavement classification number (PCN), a rating used to indicate the strength of a runway, taxiway or ramp.

As a consequence, while the C-27 carries a lot less than the Hercules, the RAAF claims it can access up to 1,900 airfields in Australia compared to about 500 for the C-130J. That's why when you look at this capability, special operations are very excited about it. Overall, AMG has increased the access to airlift with 35Sqn's 10 aircraft, but also, the C-27 is an aircraft that can go a long way with small teams and their gear.

**When I say "The other day"
I could be referring to any time between yesterday and 15 years ago.**

The RAAF C-27s are to receive a mode 5 IFF upgrade and Automatic Dependent Surveillance Broadcast (ADS-B) from later this year which will allow them to operate without restriction in international airspace. The first upgraded RAAF aircraft is currently in Italy being modified, and the rest of the fleet will be modified in Australia by RAAF and Leonardo technicians. ADS-B is the new transponder format being used by civilian and military air traffic control services. Similarly, Mode 5 IFF is the latest version of the North Atlantic Treaty Organisation's friend-or-foe identification system.

The C-27J airframe also features numerous currently blank antennae and apertures in anticipation of these being used for possible future communications and sensor additions.



The C-27's commonality with the larger C-130J was already paying dividends for the RAAF. One of the best decisions that was made was to have an aircraft with a similar engine. It's been a proven engine over many years and everything from the logistics to the contracts, to even the guys working on it has been a very simple transition. Another key advantage is the ability for 35SQN to borrow maintenance people from 37Sqn to



assist in supporting and training the C-27 maintenance workforce. Similarly, due to the similar cockpit layouts and mission planning systems, the training for a pilot transferring from the Herc to the Spartan can focus more on the aircraft's different handling characteristics and capabilities, rather than having to start from scratch.

The avionics architecture is very similar as well. The Communications, Navigation and Identification system (CNI) or the Flying Management System (FMS) is almost identical to a C-130J, so the Squadron can bring a pilot from 37Sqn over to convert on the C-27J in six weeks, whereas it probably takes a good five months to train someone from the start or from another aircraft type. The roles are also very similar. Everything from intelligence products, to briefings, to how 35Sqn conducts business for loadmasters down the back is almost identical. It's a very good purchase from that point of view.

With his C-130J background, Ben Poxon said he felt at home straightaway in the cockpit of the C-27J. "Most of the systems avionics architecture, head-up displays, head-down displays, are all taken from the C-130J. I passed a simple day-night check on the second simulator ride. In addition, I passed an instrument rating test after about seven sims." Being a smaller and lighter aircraft, the C-27J handles quite differently to the C-130J. In the tactical environment, pilots can stay lower for longer as the nimbler C-27J will get them into and out of valleys and over ridgelines much quicker, but the C-27J is more difficult to land as it sits on a narrower main undercarriage track and can dip on the nose and gets light on the mains when braking.

Never ask a woman who is eating ice cream straight from the container how she's doing!





It is challenging on the runway and in higher crosswinds, but it's just something that you have to get used to. Unlike the C-130J which is very solid during the landing ground roll, you've got to continue to fly this aircraft until you have stopped.

The C-27J also has a higher thrust to weight rating, so it climbs very quickly. It's got a lot of power behind it. Where a pilot would typically put a C-130's nose up to 10 degrees for take-off, you can put the C-27's nose up around 17 or 18 degrees for take-off. Even with a load, it's still a bit of a rocket, but on one engine it's challenging like any twin-engine aircraft on one would be. Whereas if you lose one engine on a C-130J you barely notice it. But in this aircraft, losing one engine is almost like losing two engines in a C-130 at the same time - it feels very slow to climb and it requires quite adept handling skills.



While most of 35SQN's pilots had come from other multi-engined types, the Squadron is now getting more straight from 2FTS. Up to now, as well as from 38Sqn's King Air, some have come from 37Sqn's C-130J and a few from the 10 Sqn's P-3 transition, but now they are starting to get 2FTS graduates. They need the 2FTS graduates to come through and do a typical co-pilot to captaincy tour. Until now 35Sqn has focused quite heavily on the flying supervision side, but if you have too much experience, then you have a top-heavy squadron and risk progressing at a rate unachievable for 2FTS students.

At the moment 35Sqn is short on pilots This is not due to the availability of pilots, but more to do with getting the pilots through the training system to the C-27. Pilots new to the C-27 who have come from a type other than a C-130 do a six-month initial qualification course at the end of which they are able to conduct airborne operations missions competently.



Why is it if you lose a sock in the dryer, it comes back as a Tupperware lid that doesn't fit any of your containers.

At least six weeks of that course is currently conducted at Pisa in Italy, but this will transition to Australia from 2024 when a C-27J simulator is installed and certified at Amberley.



One 'bograd' pilot new to the C-27 was Pilot Officer Katherine Mitchell who has come straight to the aircraft in 2018 after being awarded her wings at 2FTS. After finishing the ground school phase, she went over to Italy for five weeks for the simulator phase where she completed her basic instrument flying tests after which she returned to Australia and started her first flying phase on an around Australia 'Aus-trainer'.



From there she will progress initially as a trainee co-pilot under the guidance of an experienced pilot, before being rated as a C-Cat co-pilot. From there she should be able to achieve her captaincy on the aircraft later this year.

As with all RAAF flying operations, C-27 pilots are given category ratings based on their proficiency. "D-Cat is safe operation of the aircraft, and a C-Cat is proficient, so you can employ that aircraft proficiently in a mission. A B-Cat pilot is highly proficient so therefore your chances of mission success are increased, and that also aligns with a captaincy. Then A-Cat is 'select'.



No less important than the pilots are the C-27J's loadmasters and like the pilots, the 'loadies' have a mix of experience and backgrounds. 35Sqn has received their first direct entry off-the-street loadmaster. Whereas, traditionally it was a re-muster role, Air Force has identified that it needs to reach out further without taking a lot of the resources and corporate experience, and actually develop more.



35Sqn has eight "off the street" loadies in training, one of which is an Army private who made the lateral transfer across and who, when he graduates, will be a corporal loadmaster. 35Sqn dropped the rank from sergeants down to corporals so they can turn that top-heavy, warrant officer-centric workforce into one that is more merit-based.

Ben Poxon thinks the best thing about this aircraft is the Sqn can adapt and use innovation on the aircraft cable and cargo handling systems. They switched to the Brooks & Perkins cargo handling system on the Heres, but through the nature of the missions and the complexity and the weight saving they wanted to achieve, 35Sqn ended up removing it. On the C-27 they can install it as required per mission. That gives an extra half a ton of cargo or fuel or whatever else.

The Squadron's Senior Engineering Officer is [SqnLdr Amanda Gosling](#) who came from 37Sqn. She says: "35SQN conducts all of the maintenance on the aircraft. The men and women who work on the aircraft are learning all the baseline skills that you would need to repair a battlefield airlifter in the field. 35SQN looks after the C-27J with the support of Northrop Grumman, which last November was announced as having been awarded a





performance-based contract to maintain the aircraft, but unlike most industry-led sustainment contracts, Northrop Grumman doesn't actually lay a finger on the aircraft itself. They provide the engineering services. They're the platform steward for the aircraft, so they look after our documentation suites, configuration control, structural integrity and the logistics pipeline."

There is also a small team of Leonardo field service representatives who work through the Northrop Grumman contract, while engine maintenance is performed by Standard Aero, which also looks after the C-130J's engines.

It's been quite a journey for the maintenance team which has been with the Sqn since it got the first aircraft, right up until now. They were here for the first wheel change, the first time we did everything. The first time we opened those publications to go through a procedure.



The squadron is also being more efficient with its workforce, by cross-training maintenance personnel across multiple trades. There have been a lot of things that they don't do on other air force platforms, because 35 Sqn does the deeper maintenance level servicings as well as the operational servicings. The squadron has been established with a 'grey trader' initiative in mind, so for any task that they can cross-trade or cross-train people. They've got 'black handers' pulling out avionics boxes and avionics guys helping on brake changes. As you go up in complexity of the task, they just make sure that there's a core trained person as the maintenance manager.

The C-27J has a phased maintenance approach, where every part of the aircraft is serviced over a four-year cycle. It's also based on hours and landings but that does allow the Sqn to increase



the amount of time they've got the aircraft online. As a consequence, the longest a C-27 will be out of service is about eight weeks, whereas a C-130 can be down for six or more months during a major service.

One of 35Sqn's strengths in introducing the C-27J is the diversity of experience of its personnel. They've got such a diversity of backgrounds through the organisation and there's been some really innovative ideas coming from those people.

I finally got 8 hours sleep.
It took me three days – but whatever.



The People I meet.

On ANZAC Day last, like most Australians, I un-selfishly gave of my valuable time and decided to respect and pay homage to those brave men and women who in previous conflicts had paid the ultimate sacrifice in the name of our wonderful land.



It was a challenge.

Normally I cannot venture forth without being mobbed and adored due to that captivating Radtechitis. This enticement emanates from my person and always attracts the female of the species in huge numbers much like iron filings are attracted to a very powerful magnet. Being a very modest and humble person, I get very self-conscious when being worshipped by hundreds of lovely ladies, so I try to mask the Radtechitis whenever I leave the confines of my home.

Having had years of practice at impeding the Radtechitis from escaping my person, I find now that after at least an hour's preparation, I can leave home with confidence and be treated as a normal male and not be idolised where ever I go.

On this ANZAC Day, after the formal aspects of the day were completed, I decided to join my many friends at the Jade Buddha Restaurant/Bar which is situated on the river in Queensland's Capital. I hadn't broadcast my intentions of joining friends as I intended to give them a pleasant surprise by my unannounced arrival, but it seems that my imminent attendance had been leaked. Word must have been received by the ADF in Canberra as many serving members from the Air Force Base out at Amberley were in attendance in numbers. These people would have been told that should they attend the Jade Buddha on that day, they would be in the company of the RAAF's best ever Radtech and perhaps if they got me in a quiet corner, I could solve several of the mysteries that currently mystify the Squadron's best electronics techs.



On my arrival, 20 or so of the RAAF's top electronics people shepherded me into a corner and began to seek answers to their many problems. Suddenly I realised one such person, who was starting to see a way through his pressing problem, in his excitement, brushed against my person and allowed a minute whiff of Radtechitis to escape.

I was crestfallen – I immediately thought the worst, here goes I thought, every female in the place would rush me, but luckily as I was next to the river, a gust of wind took hold of that Radtechitis and sped it quickly away. I felt relieved.

What I didn't know though was the prevailing wind was from the east and that whiff was sped west and eventually descended upon 4 lovely young ladies who were playing marbles in Bunnings car park out near Ipswich. They were immediately captivated. They had to get some more. Rushing into the store, they grabbed one of the trolleys and with three riding and one pushing, they sped along Ipswich Road and bolted into the Jade Buddha looking for my person. Finding me in the corner, they pounced as one on my person and began devouring sufficient Radtechitis to satisfy themselves.

I allowed this to continue for about an hour then extricated myself.

Such is the burden a Radtech must endure.



Jenna Saunders, Nikki Jones, humble self, Gabrielle Maczkowiack, Sarah Stockton

I have put a lot of thought into it and I just don't think being an adult is going to work for me



Peter Griffiths's Vietnam Pics.

Peter Griffiths, a Radtech Air who comes from Gympie and who was posted to 9 Squadron in Vung Tau from May 1969 to May 1970, took a lot of photos while he was up there. He's shared a few with us.



Kev Trimmer.





35 Sqn flight line



George Murphy – painting out the roundel.



Duty Crew Barbecue, Back Beach.



Duty Crew Barbecue, Back Beach.



Ettamogah Club. Pewter night.



Ettamogah Club. Pewter night. (Couth and culture).

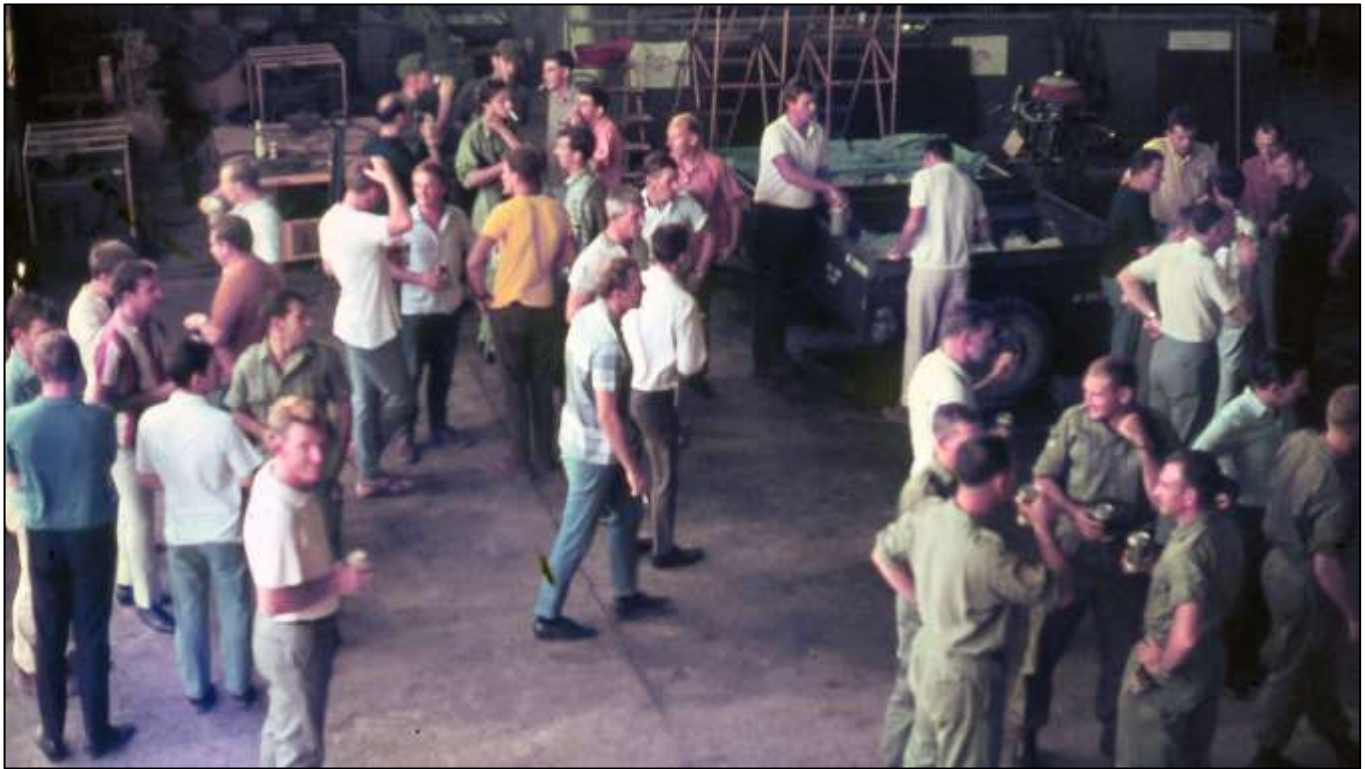


The Beach-buggy, before – and After.











Radar Hill.





Friends of the Mirage.

Blokes who worked on the Mirage got together on the 29th June, 2019 at the Stockton RSL Club, (near Williamtown), for a get together.

Some of the radio bods who attended were:



L-R: John Bivard, John Broughton, Alan Ryner, Phil Palmer, Roger Clarkson.



Group photo of radio bods who worked on the Mirage.



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Barry Petersen: Man of mystery.

The Sydney Morning Herald

[Arthur Barry Petersen](#) was an Australian army captain who led top secret CIA operations in the highlands during the Vietnam War until, like Marlon Brando's character Colonel Kurtz in the movie *Apocalypse Now*, he got too close to the natives and the CIA wanted him out, dead or alive.



Petersen was sent to Vietnam in 1963 as part of the elite Australian Army Training Team to train the South Vietnamese army in tackling guerrilla tactics used by Viet Cong insurgents. Like most of the AATT, Petersen had served in the Malayan Emergency, training Malays to counter guerrilla tactics of the communists. His easy rapport with the Malays was noticed and he was seconded to the CIA to set up and lead a militia of highland Montagnard natives to fight the Viet Cong and the North Vietnamese army coming down the Ho Chi Minh Trail.

Petersen got on well with the Montagnard, particularly the Rade tribe who lived around the highland city of Ban Me Thuot. He learnt their language, honoured their customs and traditions, including drinking the potent rice wine. He paid them well with CIA money and armed them with CIA-supplied guns. Even though he was operating alone in the mountains, Petersen was so successful that within a year he had more than 1000 Montagnard militia fighters using the same guerrilla tactics as the Viet Cong – ambush the enemy, hit hard and disappear into the jungle.

The communists learnt to go around Petersen's territory rather than take him on. They put a price on his head, but his militia kept a close guard on him.



He was extremely popular with his men. They declared the Australian officer a demi-god and showered him with honoured brass armbands denoting him a tribal chief. At his home he kept a pet sun bear and a baby leopard he'd been given by one of his men. Petersen's militia became known as the Tiger Men because of the striped jungle camouflage uniforms he'd obtained from the CIA warehouse. He had snarling tiger head badges made for their berets to make the various Montagnard tribes in his units feel united.

But after almost two years in the highlands with the Montagnard tribesmen, Petersen's relations with the CIA soured. Some CIA agents thought Petersen was becoming too successful and getting too close to the Montagnard.

The Montagnard had been suppressed and abused by the Vietnamese for hundreds of years, and South Vietnamese generals feared a well-armed and trained Montagnard militia could rise up against them.



In late 1964, the Montagnard did rebel against the South Vietnamese regime, taking over several military camps, executing Vietnamese troops, and demanded autonomy. Petersen confronted his angry Tiger Men and convinced them to stay out of the fighting. He was awarded the Military Cross for his action. The rebellion was quickly crushed by American forces.

But Petersen's sympathies for the Montagnard were treated with suspicion by the Americans, and downright hostility by South Vietnamese regional commanders. His CIA handler derisively called him 'Lawrence of the Highlands' as, like Lawrence of Arabia, he was seen as having gone native.

The crunch came when the CIA told Petersen to train his men as brutal and deadly assassins, to use the same Viet Cong tactics of terrorism to win the fight for the rural villages. It was called the



Phoenix Program, a controversial attempt to destroy the Viet Cong through torture, summary execution and terror. Petersen refused to have anything to do with it. Not because he was averse to killing or assassination, he felt the Montagnard might use the training to turn on the South Vietnamese army. He also felt it breached Australian military rules of engagement.

As Petersen said: "If I trained them to act like assassins they could turn on the South Vietnamese and use it on them. They hated all Vietnamese, be they from the north or south. They had to be a properly regimented militia or we could lose control of them."

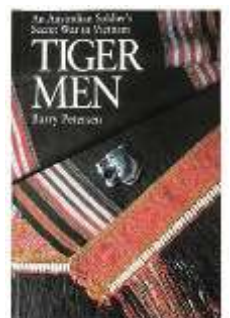
It was the final straw for the CIA. They wanted Petersen out of the highlands by whatever method necessary. When Petersen protested, asking why remove him when he was doing a good job, some in the CIA warned he could meet with an accident and leave in a body bag.

Petersen obeyed orders from the Australian commander and left the Montagnard with a heavy heart. They gave him a remarkable tribal farewell ceremony. He dressed in tribal clothing, wore dozens of brass armbands and reclined to accept gifts like a chief. It confirmed for many in the US and Australian military that the young captain had gone native.



Petersen remained ostracised by many of his military colleagues. He did a second tour to Vietnam as a major and was mentioned in dispatches for his bravery. But he was told he'd never rise far in the Army and retired as a Lieutenant Colonel. He always felt most comfortable in Asia and settled in Bangkok where he established a firm that assisted foreign businesses to set up in Thailand.

In 1988 he published his autobiography Tiger Men. He used his skills behind the scenes to help Montagnards who fled Vietnam and remained an international man of mystery, with contacts deep inside the foggy world of spies and secret agents.





Former governor-general and one-time commander of the elite SAS unit, Major-General Michael Jeffery, said for a documentary: "Barry Petersen was one of the very best of the Australian military profession because he took on such a difficult and unique task."

Arthur Barry Petersen ("never call me Arthur"), born in Sarina, Queensland, died aged 84 in Bangkok on February 28 after a long battle with cancer he believes was caused by Agent Orange. Petersen never married but regarded the staff of his Bangkok firm as his family. He is survived by two sisters.

The Pale Blue Dot!

Voyager 1 had completed its primary mission and was leaving our Solar System when, at the request of [Carl Sagan](#), it was commanded by NASA to turn its camera around and take one last photo of Earth across a great expanse of space (6 billion kilometres).

The attached video's accompanying words spoken by Sagan and written almost 24 years ago, are still relevant today.

See [HERE](#).

When I ask for directions please don't use complicated words like "east".

Believe it or not!

37-year-old Megan Barnes catapulted to instant fame for an alleged multi-tasking mash-up that earned the bottle-blonde's mug shot a spot on hundreds of Web sites.

According to a startled Florida Highway Patrol trooper, Barnes was shaving her bikini area while driving south on the famed Overseas Highway when she crashed into the rear of an SUV.

In the police report, the trim job was apparently essential because the arresting officer, trooper Gary Dunick, said the Indiana native told him she was heading to Key West visit her boyfriend.



"She said she was meeting her boyfriend in Key West and wanted to be ready for the visit," Police said.



It gets weirder. In order to pay full attention to her sensitive regions, police say Barnes enlisted her ex-husband, Charles Judy, who was riding shotgun, to hold the wheel. Their tag-team driving went awry when an SUV driving in front of them slowed to turn. Barnes' 1995 Thunderbird smashed into it. Two of the SUV's passengers suffered minor injuries, police say. Barnes shouldn't have been driving that Thunderbird, since she had been convicted the previous day for driving under the influence and driving with a suspended license. According to the arrest report, it was the sixth time her license had been suspended.

After the accident, Barnes and ex-husband Judy drove off, police say. The Thunderbird limped a few hundred yards before the couple switched seats. "She jumps in the back seat and he moves over, it was like the old comedy bit, 'Who's on first?'"

But the attempt to claim that Judy, not Barnes, was driving was also doomed. Judy had visible burns on his chest he claimed came from the exploding airbag, but only the passenger side airbag deployed, according to the police report. So Police charged Barnes with driving with a revoked license, reckless driving, leaving the scene of an accident with injuries and driving with no insurance. Judy was not charged.

According to the arrest affidavit, the trooper asked her afterward why she didn't hit the brakes when she saw the SUV. She answered bluntly, "I told you, I was shaving." "If I wasn't there, I wouldn't have believed it," the policeman said.

I don't remember much from last night
but the fact that I needed sunglasses to open the fridge this morning tells me it was awesome.

How to Fix Squeaky Brakes.

Squeaky brakes are a common automotive nuisance, but fortunately it's a fairly easy and affordable fix.

Squeaky brakes are a serious automotive annoyance but are squeaking brakes dangerous and how much does it cost to fix them?

What Causes Brakes to Squeak?

Don't expect brakes to be totally quiet, sometimes, they're going to make some noises but don't panic because a squeaky brake can stop a car just like a silent one can.



What causes the squeal? Modern brakes use a cast-iron disc squeezed between two brake pads lined with friction material. Under the right conditions, the disc, the pads and the calliper they're mounted in can start to vibrate in exactly the same way a violin's string vibrates when stroked by



the horsehairs on the bow. Most brake squeals occur at a single discrete frequency. The speed of the vehicle and how hard you press down on the left pedal will only change the volume of noise because the pitch is controlled by the stiffness and mass of the pad and disc.

Inadequate development at the manufacturer that leaves brake systems prone to noise can usually be overcome by a Saturday mechanic without totally re-engineering the caliper/mount/pad/disc system. We can try to damp out the noise, or simply change the resonant frequency of the whole arrangement until it stops singing in any audible frequency. Here's how.

Normal Brake Pad Noises.

Many brake pad compositions will make a swishing or grinding noise for the first few stops in the morning until the pads warm up and drive off any moisture they've accumulated overnight. Ever notice a hissing or grinding noise on some rainy or dewy mornings? It's the pads sweeping a thin film of rust that's formed on the iron discs, and it's perfectly normal.



In the past, brake pad friction material relied heavily on asbestos. Unfortunately, asbestos tended to give asbestos workers and brake mechanics lung cancer, so the industry has almost completely changed over to less dangerous alternatives. Kevlar is one material that's seen a lot of use, but it tends to be dusty. Improved brake performance is more important nowadays because of increased safety requirements and equipment and the extra road-hugging weight that comes along with these. That leads to the increased use of metallics and ceramics in the brake pad friction material and this stuff can make the brakes hiss or even grind a little as you slow down. It's a small price to pay for increased performance. So! all pad noise is fine, right? No - there's one brake noise you need to pay attention to right away.

Many brake pads have a small finger of spring steel that will scrape on the disc as the pad reaches its wear limit. This tells you that it's time to change pads for fresh, thicker ones before the friction material wears completely away and you're trying to slow down on the metal backing plates. It's a sound not easily confused with brake squeal, it's more of a ripping-sheet-metal noise, not a single, high-pitched note.

Stop the Squeak

One fix is to simply change pads to a different type of friction material. It's usually hard to beat the original-equipment pads for a good compromise of pad life, noise, grip, dust creation and price, but changing to an aftermarket premium metallic or ceramic pad just might change the interaction that affects the resonant frequency of the pad and disc and, literally, change its tune.

Go into any auto parts store and you'll see a shelf full of potions and widgets claiming to cure squeaks. One class of products you should be wary of is simple aerosols that you spray onto the pad's friction material. We have no idea if they actually make the squeak go away, because we're unwilling to try anything that changes the friction characteristics of the pad. Let's not forget, the



first reason your brake system exists is, in fact, to make your car slow down. Anything that could reduce that system's effectiveness in any way is probably not a good idea.

Still got noise? Or still have plenty of pad material remaining and don't want to drop fifty or a hundred bucks on a fresh set? You may be able to decouple the piston acoustically from the pad by purchasing shims made of Teflon, which are intended to go between the pad and the caliper's hydraulic piston – but be careful, sometimes they work and sometimes they don't.

Warning: Some callipers will not have enough extra travel in the piston bore to allow any shimming without making the brakes drag, at least with fresh, unworn pads.



You can achieve a similar decoupling without Teflon shims by simply coating the back face of the pad's backing plates with high-temp brake grease or even antiseize compound. Unlike shims, this tweak won't last forever, as water and road dirt will wash it away eventually.

There's an old saying, you get what you pay for. It's always a good idea to chose high-end ceramic-based pads as these usually came fitted with Teflon-coated shims already installed.

Whenever you're installing any brake parts, be sure you remove any corrosion or road dirt from the mating parts, the brake pad or calliper housing needs to be able to slide in and out to compensate for wear. Clean up any sliding parts, which may require a wire brush or a file, until you can push the pads in and out with your bare hands. Replace any brake hardware (especially on drum brakes) that isn't in perfect condition—it's cheap insurance and apply a thin film of high-temp brake grease to any sliding surfaces. Obviously, avoid getting anything like grease or anti-seize on the pad or disc and clean any greasy handprints off the disc surface before you hang the wheel on too.

Watch the video [HERE](#)

The older I get the earlier it gets late.

The Boeing C-17.

The C-17A Globemaster III provides the Air Force with an unprecedented capacity for strategic airlift. It allows Australia to rapidly deploy troops, supplies, combat vehicles, heavy equipment and helicopters anywhere in the world.



Based at RAAF Base Amberley, all eight C-17As are operated by No. 36 Squadron and provide a logistics backbone for Australian Defence Force operations overseas. This has included operations in the Middle East and Afghanistan, as well as East Timor.



Australia introduced an initial fleet of four C-17As between 2006 and 2008. Additional aircraft were acquired in 2011, 2012, and 2015. C-17As have supported personnel on deployments, and been an integral part of disaster relief and humanitarian missions.

The C-17A Globemaster is a high-wing four-engine heavy transport aircraft built by Boeing. It is fitted with a cargo bay ramp that allows it to airdrop cargo in-flight, and can operate from unsurfaced runways as short as 3500 feet. Able to carry up to 77 tonnes of cargo, the C-17A's cargo bay can accommodate loads ranging from:

- an Abrams Tank;
- four Bushmaster vehicles; or
- three Black Hawk helicopters.
- It can also be converted to a medical rescue aircraft.

The C-17A can be refuelled in-flight by the KC-30A, extending its range further.

Specifications:

Crew	Pilot, Co-Pilot, Loadmaster
Length	53 m
Height	16.8 m
Wing span	51.75 m
Weight	128 tonnes (empty); 265 tonnes (maximum take off weight)
Engines	Four Pratt & Whitney F-117-PW-100 turbofans
Thrust	40,440lb Force each
Range	10,390 kilometres with paratroopers
Ceiling	45,000ft
Max Speed	Mach 0.74 (829km/h)
Capacity	134 passengers; 102 paratroopers; six high-dependency medical patients; one CH-47F Chinook helicopter; 18 463L military pallets; more than 70 tonnes of cargo.

Channel 7's Mark Beretta recently fronted a video on the C-17 and you can see it [HERE](#).

I run like the winded.



New Defence ministers announced.

On the 26th May, shortly after being re-elected, the Prime Minister Scott Morrison announced his new government. Senator Linda Reynolds (right) has been promoted to Minister for Defence. New Minister for Defence Industry is Melissa Price, who formerly served as Environment Minister. She also served on the Foreign Affairs, Defence and Trade Parliamentary Committee, and numerous others.

Darren Chester retains responsibility for Veterans and Defence Personnel – however, in a change that probably won't have much practical impact, he is now officially the Minister for Veterans and Defence Personnel in a single portfolio as opposed to the dual ministerships of Minister for Veterans' Affairs and Minister for Defence Personnel. Mr Chester also had a third appointment as Minister Assisting the Prime Minister for the Centenary of ANZAC, now concluded.

Forty-one-year-old Alex Hawke is the new Assistant Minister for Defence in the Lower House. Mr Hawke is an experienced politician, first elected to Parliament in 2007. Defence is his fourth assistant ministerial appointment.

Peter Dutton retains the helm at Home Affairs – and former Defence Minister Marise Payne is still the Minister for Foreign Affairs.

Linda Reynolds served in the Australian Army for 29 years from 1984 to 2012 in part-time and full-time positions. Following officer training, she became a regional logistical officer as a Second Lieutenant and made Captain in the position. She progressed to training development officer (Captain), commanding officer 5th Combat Support Battalion (Lieutenant Colonel), military instructor at Command and Staff College, senior career manager and Director of Active Standby Staff Group (Colonel). She went on to be adjutant general in the Army Reserve as a Brigadier, where she was awarded the Conspicuous Service Cross for outstanding achievement as the Director of Army Strategic Reform Program. She was the first woman in the Australian Army Reserve to be promoted to star rank.



Melissa Price was a lawyer by profession before beginning her career as a politician. She was elected to parliament in 2013. She served on a range of committees, including Foreign Affairs, Defence and Trade. She was appointed Minister for the Environment in August last year.



War is changing.



A laser weapon, called The Self-Protect High-Energy Laser Demonstrator (SHIELD) passed a crucial test last month. Designed to defend U.S. Air Force aircraft from inbound air-to-air missiles, SHIELD torched several missiles in flight.



Defensive lasers could revolutionize aerial warfare and lead to a second revolution with even more profound implications for air warfare offensive lasers.

Air-to-air missiles, guided missiles launched by an aircraft at another aircraft, were first developed in the 1940s. Previously, aircraft could only shoot down other aircraft within range of their guns but the advent of jet engines made aircraft faster and able to swiftly move out of gun range. A guided weapon that could chase down even jet aircraft became a priority and soon air forces of the world were fielding both infrared and laser-guided weapons.

Back in April 2019 a ground version of a laser that could someday protect military aircraft was tested at White Sands Missile Range in New Mexico. The Demonstrator Laser Weapon System, a ground-based surrogate for the Self-Protect High-Energy Laser Demonstrator, or SHIELD, shot down several aerial-launched missiles. The goal of the SHIELD program is to equip a F-15 Eagle fighter jet with a defensive laser pod by 2021.



Lockheed Martin is developing the 2021 weapon system. The pod will involve a fibre laser in the “tens” of kilowatts, while Northrop Grumman is developing the beam control system. Boeing will develop the pod that carries the laser weapon.

Active defence lasers like SHIELD promise to seriously upset air warfare. Flares, chaff, and electronic warfare are three ways to prevent an air-to-air missile from hitting its target. They’re also passive defences, making no attempt to actually down the missile but instead to confuse the missile and prevent it from hitting the target. Active defence, actually shooting down incoming missiles, is so hard that until now, nobody has bothered, the small size of such missiles and the possibility that they could come from all directions makes them difficult to shoot down.

Until now!



If the program continues to be successful, an aircraft armed with SHiELD would be protected from incoming missiles like never before. Enemy aircraft might need to fire multiple missiles at laser-protected fighters in order to overwhelm their defences. Aircraft could press their attacks, not taking evasive action, knowing that a weapon like SHiELD protects them.

Lasers can neutralize missiles in a variety of ways. A laser can damage the sensors in a missile's seeker, particularly an infrared seeker, preventing it from following its target. A laser could also damage the body or control surfaces of a missile, rendering it unable to manoeuvre or causing it to aerodynamically fail. Finally, the extreme heat of a laser could ignite any remaining rocket motor propellant or the explosive warhead.

Click [HERE](#) to see a video of Lockheed Martin's ATHENA laser weapon system torching a drone in midair:

A defensive laser like SHiELD would not be limited to fighter jets. All U.S. military aircraft operating in or near combat zones could be outfitted with lasers to protect them from guided missiles, particularly larger, less manoeuvrable aircraft such as C-130J, C-17, and C-5M transports, KC-135, KC-10, and K-46A aerial refuelling tankers and command and control platforms such as the E-3 Sentry AWACS plane.



Russian and Chinese air forces are in the process of developing very long range air-to-air capability missiles. These missiles would be used to down American tanker and AWACs-type aircraft, seriously degrading the fighting abilities of U.S. and allied warplanes, or forcing them to operate farther behind friendly lines. SHiELD could at least partially negate the threat posed by these missiles.



In the future, fighter jets may be forced to carry more missiles than they do now, in order to overwhelm an enemy aircraft's laser defences. Arguably however it may never get to that, because the next revolution in aerial warfare triggered by laser weapons is right around the corner. When aircraft lasers become even more powerful, they could be used in an offensive manner, replacing missiles and guns as the means to down enemy aircraft.

SHiELD is merely the beginning. A fire control system designed to acquire, track, and engage small air-to-air missiles could easily do the same against much larger manned and unmanned aircraft. A laser weapon traveling at 186,000 miles per second moves far too fast to deploy countermeasures, making it difficult to beat. How this affects war in the air is a good question, but its implications for pilots and their flying machines is undeniable.



Egg plants.

Oakey Army Aviation Training Centre.

Back in early April, John Griffiths, John Sambrooks, John Lunn and I were fortunate enough to have a look over the Army's Aviation Training Base at Oakey which is about 30 klms north west of Toowoomba, about an easy 1¾ hour drive from Brisbane.

Major Matt Grant, who is currently a reservist, graciously gave up his day and drove out from Toowoomba to show us around. Matt, who is the PR man for the Army at Oakey, is a former television, print and radio journalist. He has served in the Regular Army as an officer with service in the Middle East and Asia Pacific regions where he was responsible for strategic communications. He is an accomplished corporate speaker, master of ceremonies and media trainer and is currently lecturing in Public Relations at the Toowoomba Campus of the University of Southern Queensland.



We met Matt at the gate at Oakey at 11.00am, were given passes and allowed onto the Base.



The Base at Oakey, which is 1350 feet AMSL, began life as a RAAF Base in October 1943, during WW2. Initially established as a home for 6AD, with a complement of 1751 men and 248 WAAFs, 6AD's job was to assist 3AD at Amberley in the maintenance of Beaufort, Mustang, Norsemen, Wirraway and Spitfire aircraft and to act as a forward depot for aircraft operating from New Guinea and northern Australia. It also serviced large quantities of electronics equipment.



The airfield covered 934 acres and nine American type workshop hangars, originally consigned to the Admiralty in Singapore, were diverted to Oakey for 6AD's use.

After the war, Oakey was handed over to the Department of Civil Aviation and operated as a civvy airport until July 1968 when the Australian Army Aviation Corps was formed and control of the airport was handed over to the Army. 6 Aviation Squadron was then relocated from Amberley and additional Army Aviation units were raised including Headquarters Army Aviation Centre to control the airfield and the Army Aviation Centre Base Squadron.



The RAAF operates the Control Tower which looks after a small area of airspace, with a radius of 5nm from the centre of the airport, up to 8500 ft. What a job!! Whilst the airfield is military controlled and regulated, a small civil terminal has been maintained on the airfield for many years. The current terminal structure was built at the same time as the new buildings for the Army Flying Museum refurbishment in 2005 and shares the access road to this facility. The airfield does not cater for Regular Public Transport (RPT) airline services, however it does provide an emergency alternative for the Toowoomba airport in the event of adverse weather.

In 2007, Boeing Australia was announced the successful tenderer for the Army Aviation Training and Training Support (AATTS) contract and commenced pilot, aircrew and technician training for the Kiowa and Black Hawks helicopters and also operational fleet maintenance. In 2010, a new expanded contract was awarded to include most facets of military rotary wing flying training for Kiowa, Black Hawk and Chinook helicopters.

Oakey airfield has since evolved as the primary Australian Army Aviation base and the Aviation Centre is responsible for all Army pilot, ground crewman, loadmaster and aircraft maintenance training. In addition, under a Defence Cooperation Agreement, it accommodates a helicopter training squadron of the Republic of Singapore Air Force. With the planned relocation of the Army component of the Australian Defence Force Helicopter School (ADF), and with the arrival of the new armed reconnaissance helicopters, it will





become one of the busiest Defence airfields in Australia. The Oakey Base has a permanent population of approximately 1300 people, comprising 760 military members, 130 Commonwealth public servants, 300 contract staff and 110 Singaporean Armed Forces personnel.

The Base has modern living quarters for students attending courses and for single members working on the base.



Each “unit” in each housing complex contains a double bed, storage facilities, a small kitchenette including a sink, fridge and microwave oven. Each also contains its own ensuite bathroom/toilet. No more trudging down the balcony to the shower blocks.





Each occupant, who owns a car or bike, also has access to a covered car port.

Each living quarter “block” includes a laundry with modern washing machines and driers. Other facilities include tennis courts, squash courts, basketball and netball court, football ovals, heated 25m indoor swimming pool, well equipped gymnasium, defence banking and credit union branches as well as an AAFCANS kiosk (with ATM) which provides messing facilities for Soldiers, SNCOs, and Officers.



After we had driven onto the Base, we followed Matt in his car for about 40 minutes for a windscreen tour. As is the case at a lot of ADF Bases today, most on-Base married quarters had been removed, leaving lots of open space. Where once families used to live, kids used to play and dogs roamed free, is now green grass and a running track with most Oakey families now living in Toowoomba and commuting backwards and forward every day.





After our windscreen tour and as it was lunch time, we were dropped off at the Sergeant's Mess where we met with the Base RSM, Paul Simpfordorfer.



John Sambrooks, John Griffiths, RSM Paul Simpfordorfer, John Lunn, Trev Benneworth



Paul signed us into the Mess where we found things to be very comfortable. We don't know if the Army has things organised for Qld and NSW members, but it looks that way and State of Origin nights, we think, would be very interesting indeed.

After a good look around the anteroom, we were ushered into the dining area and lined up for a very appetising meal.





John Sambrooks, Trev Benneworth, John Griffiths, John Lunn

After lunch, it was back into the car and off to have a look at the AAFCANS – the new version of the old ASCO. AAFCANS is, of course, an ADF abbreviation for Army and Air Force Canteen Service. Navy do their own thing. Things have changed though, the canteen is only a Monday to Friday operation and opens from 7.00am to 2.00pm Monday to Thursday and from 7.00am to 1.00pm on Friday. It's closed on the weekend.

They do provide a “hungry” van, which tours the Base twice a day during week days, at morning and afternoon “smoko” times.



The AAFCANS Café at Oakey.



We did notice this sign (on the left) which is situated outside the canteen, a sign you don't see every day. A sure reminder that you are in the country.

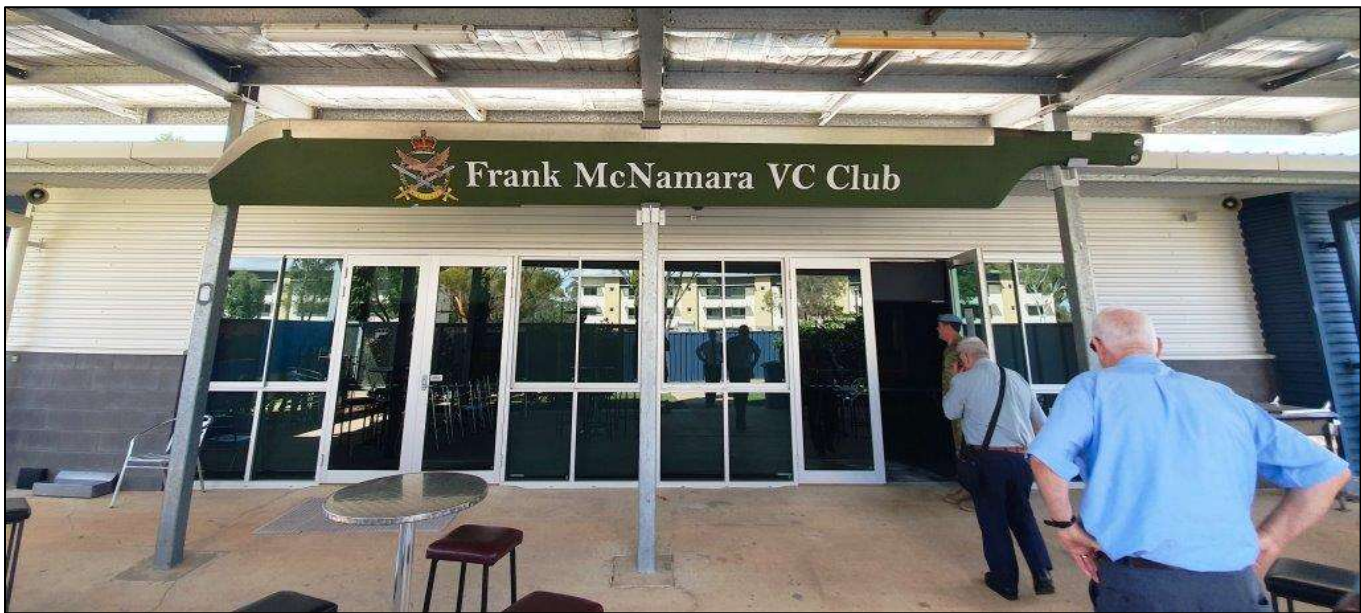
And the one on the right which was inside the canteen – what more can we say??





Soldiers, up to the rank of Corporal, have their own wet club at Oakey, as they do at most other ADF Bases. The Club at Oakey is known as the Frank McNamara VC Club and is named after Francis Hubert McNamara who was the only Australian aviator to receive the Victoria Cross as a result of his actions in World War 1.

Frank McNamara was a member of 1 Sqn with the Australian Flying Corps and on the 20th March, 1917, rescued a fellow pilot, Douglas Rutherford, who had been forced down behind enemy lines. Although wounded in the leg himself, McNamara landed his single seat Martinsyde on rough terrain near Rutherford in an attempt to rescue him but as there was no spare cockpit in the single-seat Martinsyde, Rutherford jumped onto McNamara's wing and held onto the struts. McNamara crashed while attempting to take off because of the effects of his leg wound and Rutherford's weight overbalancing the aircraft. The two men, who had escaped further injury in the accident, set fire to the Martinsyde and dashed back to Rutherford's B.E.2. Rutherford repaired the engine while McNamara used his revolver against attacking enemy cavalry, who had opened fire on them. Two other No. 1 Squadron pilots overhead, Lieutenant (later Air Marshal Sir) Roy "Peter" Drummond and Lieutenant Alfred Ellis, also began strafing the enemy troops. McNamara managed to start the B.E.2's engine and take off, with Rutherford in the observer's cockpit. In severe pain and close to blacking out from loss of blood, McNamara flew the damaged aircraft 70 miles (110 km) back to base at El Arish.



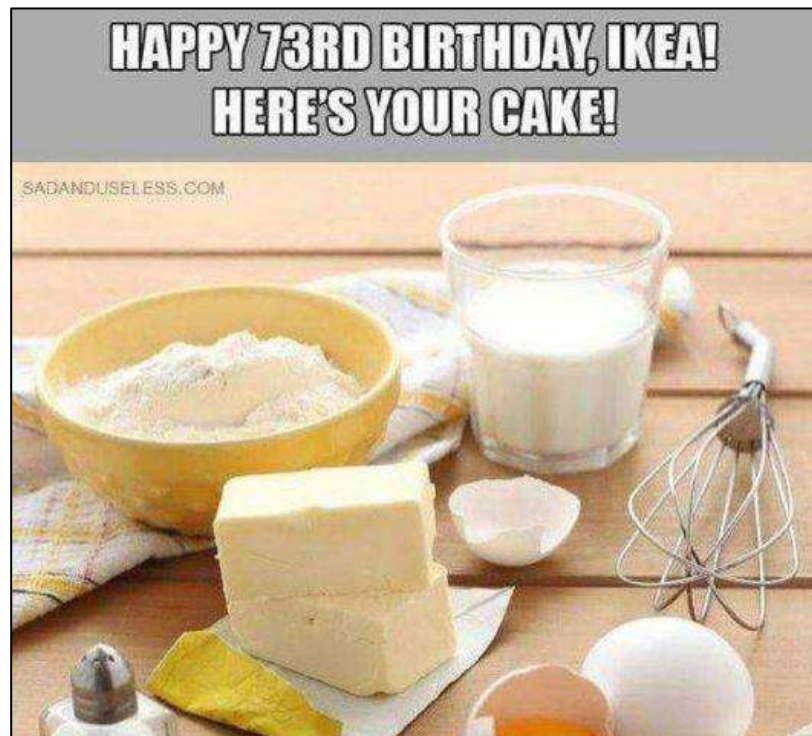
Having effected what was described in the Australian official history of the war as "a brilliant escape in the very nick of time and under hot fire", McNamara "could only emit exhausted expletives" before he lost consciousness shortly after landing. Evacuated to hospital, he almost died following an allergic reaction to a routine tetanus injection and had to be given artificial respiration and stimulants to keep him alive but he recovered quickly. On the 26th March, McNamara was recommended for the Victoria Cross by Brigadier General Geoffrey Salmond, General Officer Commanding Middle East Brigade, RFC.



In 1921, when the AFC became the Australian Air Force (it became the RAAF in August 1921) he joined as a Flying Officer and retired as an Air Vice Marshall in 1946. He died in 1961.



The interior of the McNamara Club - with Sambo longing for opening time.





Oakey is not an operational Base, there's no big heavy green stuff, no rows of trucks, no tanks, not even any bull dozers all clean and parked in neat rows. Instead there is a bunch of people (you can't call them boys and girls anymore) hard at it learning how to fly and how to fix all the Army's various rotary wing aircraft.

The minimum sign-on period for trainee Aircraft Technicians is 6 years. Only Australian Citizens are eligible to join the Army and must be aged between 17 and 54 years, must have completed year 10 with passes in English, maths and science and must be medically and physically fit. Trainees initially complete a 50 week course at the RAAF Base at Wagga (see [HERE](#)), after which they are posted to a particular aircraft type training facility at Oakey to undergo 6 months of on-the-job training during which period they will also attend courses and instruction at the RAEME hangar.

In October 2018, Boeing teamed up with subcontractor Kratos Defence and Security Solutions and the Capability, Acquisition and Sustainment Group to equip the Army at Oakey with the most sophisticated Chinook maintenance training system outside of the United States. Australia's future Army Chinook maintenance technicians now learn their trade using a suite of cutting-edge training devices that combine the Chinook airframe with simulated avionics systems for a virtually immersive training experience.



The new facility includes a Chinook Avionics Trainer (CAT), two Maintenance Blended Reconfigurable Avionics Trainers (MBRAT) and a Chinook Mechanical Training Aid. The systems will provide Army air maintenance personnel with a virtually immersive, full-task training experience that combines computer-based learning with replicated physical controls.

The CH-47F Chinook is the largest helicopter in the Army with 10 aircraft currently in service. Initially, an order of eight Chinooks was placed in 1962, these aircraft were to be operated by the RAAF but the order was soon cancelled in favour of more urgent priorities. The Australian military still required helicopters of this type and twelve CH-47C Chinooks were ordered in 1970 and operated by 12 Sqn RAAF. This order was the first export order for the aircraft and they entered service in December 1974. In 1989 they were retired as a cost-saving measure, but it was found that the ADF's other helicopters could not replace their capabilities and as a result, four of the CH-47Cs were upgraded to CH-47D standard and returned to service in 1995 with the Army. The Army acquired two more CH-47Ds in 2000 and another pair in 2012. The CH-47Ds were replaced with seven new CH-47F aircraft during 2015, and another three were delivered in 2016.

As the training centre at Oakey is the only training facility of its kind in the region, it offers a huge opportunity to provide training support to coalition Chinook operators. Australia is positioned to



become an international centre of Chinook expertise with Boeing providing support services from the Chinook operating base in Townsville as well as the maintenance training centre in Oakey.

We were lucky enough to be given a guided tour of the facility and what an amazing place it is.



Inside the training facility hangar.



One of the MBRAT training systems.



As part of the training aid suite, the MBRAT facility provides fault replication and therefore diagnosis, enabling the Rotary Wing Aircraft Maintenance School to train its Aircraft and Avionics Technicians.

The MBRATs systems can be configured to suit the ADF helicopter fleet, whether that be Chinook or a future platform, ensuring longevity and adaptability of the aids. They form part of a larger Boeing Defence Australia training support program to further strengthen BDA's training capability while ensuring the Australian Army maintains a qualified crew of technicians to support domestic and international operations.



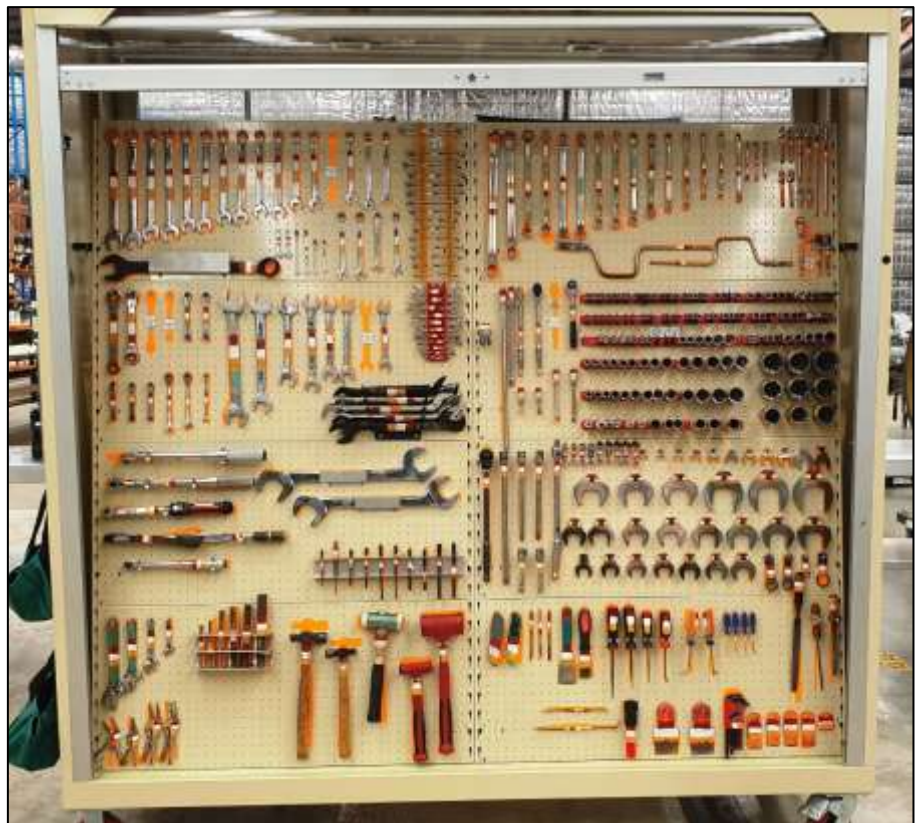
The modified airframe (above) is the CAT and is linked to the MBRAT system. It is used by the Avionics trainees for fault finding and rectification.

John Griffiths in the front seat of the CAT, marvelling at the Chinook's glass cockpit (see [HERE](#)) – memories!!!



The airframe above is an engines/airframe training aid.

We tried, but it wouldn't fit in the boot.





It was then time to head for home. Thanks heaps to Major Matt Grant for organising everything and for making us feel most welcome. Thanks also to WO1 Paul Simpfendorfer who stuck with us for the rest of the day and showed us things we probably wouldn't have normally seen.

And, as we were "out this way", we thought it a good idea if we had a look over the Australian Army Flying Museum, which is just off Base.



The Army can trace its involvement in aviation all the way back to WWI, the RAAF didn't even exist when Army started flying. Way back, a few soldiers, including some members of the Light Horse, joined the newly formed Australian Flying Corps which eventually morphed into the RAAF in 1921. There was then a break from flying until 1968 when the Australian Army Aviation Corps was formally established at Oakey. The early fleet comprised fixed-wing light aircraft (Cessna 180s) and the iconic Bell 47. While the technology has certainly changed since then, the work the Army does hasn't.

The museum had its humble beginning in a single room on Base back in the mid 1980's. It didn't have any aircraft however, there were a number of aircraft at Oakey 'strategically located' that were a valuable part of the Army Aviation Corps history and these aircraft formed the foundation for what is now the museum. Those early aircraft included a Cessna 180, three Bell 47s, and an O1-G Bird Dog. The museum eventually obtained a hangar to store the aircraft and on 01 July 1989, the museum was officially opened. During the following years, the museum expanded to include four hangars and a memorabilia room.

In August 2005, the museum moved into a new purpose-built facility on the airfield at Oakey and opened for business on the 02 September 2005. The move was enabled following a grant from



the Fed Government. Distinguished guests at the opening of the new facilities included national and local dignitaries, including well known aviation identity Dick Smith. From its humble beginning the museum has continued to grow and now houses 22 aircraft on display within the museum, all in a spotless condition and a number of aircraft undergoing restoration and in storage, with more to come.

It also includes a memorabilia room displaying objects and relics of significance from WW1 through to current conflicts in Afghanistan. The Australian Army Flying Museum is a sub-unit of the Army History Unit, a direct command unit of the Australian Army Headquarters.







The article at left is an "Aircraft Message Streamer".

These were dropped from aircraft and this one was used to deliver information concerning the Turkish defences at Beersheba in Palestine in 1917.

This particular streamer was recovered and the message was delivered by hand to the HQ of General Sir Harry Chauvel, who was the Commander of the Australian Light Horse.

It is believed that the information contained in the streamer contributed to the successful charge which was carried out by the Australian Light Horse later that day.

The colours in the streamer are specific as it is thought no matter onto what terrain it fell, it could clearly be sighted and easily recovered.



The memorabilia room.



The following is on display in the Memorabilia room.



This piece of fabric was donated in 1989 to the Museum by the Australian War Memorial, it is from the underside of the lower wing of the Fokker DR1 triplane flown by the famous "Red Barron", Rittmeister Manfred von Richthofen.

Von Richthofen was shot down as he flew over Australian trenches on the 21st April, 1918. An autopsy determined that he was killed by a single (lucky) bullet fired from a machine gun in the trenches.

His body was recovered from the crashed Fokker by members of 3 Sqn of the Australian Flying Corps and he was buried with full military honours in the small French cemetery on the 22nd April 1918 by 3 Sqn personnel.

After the war, his body was exhumed and reburied in the family cemetery in Germany.



Only one Caribou (proper aeroplane) is left at Oakey, A4-195, and sadly she is suffering the aftermath of a sever hail storm. She badly needs bogging up and a repaint.

Admission to the museum is:

Adult	\$7.00	Child	\$2.00
Pensioner	\$5.00	Family	\$15.00

It is open from 10.00am to 3.00pm Wednesday to Saturday and is definitely worth a visit.

The thing that usually comes to mind about Oakey post WWII is that it was the place where about 350 Spitfires were destroyed (by the scrap man). Other aircraft types were also scrapped at Oakey. Amongst them was CAC Boomerangs. The airframes of Boomerangs were constructed of steel tubing and thus of little value so many found their way to local farms where they were a source of nuts and bolts. The Boomerang wings and centre sections were metal and were melted down.

There is an old rumour that, after the war, hundreds of Spitfires were carefully wrapped and stored in the area and are just waiting for someone to discover them. We looked, couldn't find any!



The Army has released a couple of videos of its aircraft - you can see them here.

Blackhawk https://youtu.be/TVrCg9_sr98

Tiger <https://youtu.be/gKq0pFNSU3U>



Why time really does move faster as we get older.

THE **NEWDAILY**

Old codgers everywhere are saying this right now: “We’re half way through the year already? Geez, the years go by faster and faster”. Well they seem to and for years researchers have been trying to figure out why time seems to fly as we age.



According to an intriguing new theory, published recently, the “apparent temporal discrepancy” can be blamed on the ever-slowng speed at which images are collected, or perceived in the surrounding environment and processed by the ageing human brain.

In short, we don’t see as much as we used to.

The study author explains it this way.

As tangled webs of nerves and neurons mature, they grow in size and complexity, leading to longer paths for signals to traverse. As those paths then begin to age, they also degrade, giving more resistance to the flow of electrical signals. These phenomena cause the rate at which new mental images are acquired and processed to decrease with age. This is evidenced by how often the eyes of infants move compared to adults, because infants process images faster than adults, their eyes move more often, acquiring and integrating more information.



A slower view of the world speeds time up.

The end result is that, because older people are viewing fewer new images in the same amount of actual time, it seems to them as though time is passing more quickly. The human mind senses time changing when the perceived images change. The present is different from the past because the mental viewing has changed, not because somebody's clock rings. Days seemed to last longer in your youth because the young mind receives more images during one day than the same mind in old age.

The mechanism central to this theory is what's known as "saccades frequency".

Saccadic eye movements are unconscious, unfocused jerks during which the eye isn't focused on anything; they occur a few times a second. In between this flickering, our eyes fixate on something and the brain processes what's being perceived. There's a cat on the TV that is playing in the background, for example. In human infants, those fixation periods are shorter than in adults and the net result is babies actually see more, and their brains are busier, in the same amount of time. When you are young and your brain is busy taking in new things, time seems to be pass more slowly. As you get older, the rate at which we flick from one thing to the other slows down, giving the sense that time passes more rapidly. It's the release of the neurotransmitter dopamine that helps us learn to measure time.



Beyond the age of 20 and continuing into old age, dopamine levels drop, making time appear to run faster. In 1996, in a variation of a common experiment exploring time perception, a psychologist in the US asked 25 people aged between 19 and 24, and 15 older people aged between 60 and 80, to estimate a three-minute interval by counting seconds. They were told to use the "1, 1000, 2, 1000" technique. The youngsters averaged three minutes and three seconds. For the oldies, all of them still busy people, engaged with life, an average of three minutes and 40 seconds skipped by before they thought three minutes had elapsed. The psychologist speculated that the brain's internal clock, a theoretical idea of a clock that tracks time intervals, and separate from the circadian clock that controls sleep and wake cycles, runs more slowly as we age. Dopamine being the villain here.

As people age, brain cells that produce dopamine begin to deteriorate in the basal ganglia and substantia nigra. It's these regions that contain the workings of this internal clock.

Why is it the one who snores the loudest is always the first to fall asleep.

Huntington's disease

Huntington's disease is an inherited disease that causes the progressive breakdown (degeneration) of nerve cells in the brain. Huntington's disease has a broad impact on a person's functional abilities and usually results in





movement, thinking (cognitive) and psychiatric disorders. Most people with Huntington's disease develop signs and symptoms in their 30s or 40s. But the disease may emerge earlier or later in life.

When the disease develops before age 20, the condition is called juvenile Huntington's disease. An earlier emergence of the disease often results in a somewhat different set of symptoms and faster disease progression. Medications are available to help manage the symptoms of Huntington's disease, but treatments can't prevent the physical, mental and behavioural decline associated with the condition.

Huntington's disease usually causes movement, cognitive and psychiatric disorders with a wide spectrum of signs and symptoms. Which symptoms appear first varies greatly among affected people. During the course of the disease, some disorders appear to be more dominant or have a greater effect on functional ability.

The movement disorders associated with Huntington's disease can include both involuntary movement problems and impairments in voluntary movements, such as:

- Involuntary jerking or writhing movements (chorea)
- Muscle problems, such as rigidity or muscle contracture (dystonia)
- Slow or abnormal eye movements
- Impaired gait, posture and balance
- Difficulty with the physical production of speech or swallowing



Impairments in voluntary movements, rather than the involuntary movements, may have a greater impact on a person's ability to work, perform daily activities, communicate and remain independent.

Cognitive impairments often associated with Huntington's disease include:

- Difficulty organizing, prioritizing or focusing on tasks
- Lack of flexibility or the tendency to get stuck on a thought, behavior or action (perseveration)
- Lack of impulse control that can result in outbursts, acting without thinking and sexual promiscuity
- Lack of awareness of one's own behaviors and abilities
- Slowness in processing thoughts or "finding" words
- Difficulty in learning new information

The most common psychiatric disorder associated with Huntington's disease is depression. This isn't simply a reaction to receiving a diagnosis of Huntington's disease, instead, depression appears to occur because of injury to the brain and subsequent changes in brain function. Signs and symptoms may include:



- Feelings of irritability, sadness or apathy
- Social withdrawal
- Insomnia
- Fatigue and loss of energy
- Frequent thoughts of death, dying or suicide

Other common psychiatric disorders include:

- Obsessive-compulsive disorder, a condition marked by recurrent, intrusive thoughts and repetitive behaviours
- Mania, which can cause elevated mood, overactivity, impulsive behaviour and inflated self-esteem
- Bipolar disorder, a condition with alternating episodes of depression and mania.

In addition to the above symptoms, weight loss is common in people with Huntington's disease, especially as the disease progresses.

The start and progression of Huntington's disease in younger people may be slightly different from that in adults. Problems that often present themselves early in the course of the disease include:

- Behavioural changes
- Loss of previously learned academic or physical skills
- Rapid, significant drop in overall school performance
- Behavioural problems
- Physical changes
- Contracted and rigid muscles that affect gait (especially in young children)
- Changes in fine motor skills that might be noticeable in skills such as handwriting
- Tremors or slight involuntary movements
- Seizures



See your doctor if you notice changes in your movements, emotional state or mental ability. The signs and symptoms of Huntington's disease can be caused by a number of different conditions. Therefore, it's important to get a prompt, thorough diagnosis.

Cause.

Huntington's disease is caused by an inherited defect in a single gene. Huntington's disease is an autosomal dominant disorder, which means that a person needs only one copy of the defective gene to develop the disorder. With the exception of genes on the sex chromosomes, a person inherits two copies of every gene, one copy from each parent. A parent with a defective gene could pass along the defective copy of the gene or the healthy copy. Each child in the family, therefore, has a 50 percent chance of inheriting the gene that causes the genetic disorder.



After the start of Huntington's disease, a person's functional abilities gradually worsen over time. The rate of disease progression and duration varies. The time from disease emergence to death is often about 10 to 30 years. Juvenile Huntington's disease usually results in death within 10 years after symptoms develop. The clinical depression associated with Huntington's disease may increase the risk of suicide. Some research suggests that the greater risk of suicide occurs before a diagnosis is made and in the middle stages of the disease when a person has begun to lose independence.



Eventually, a person with Huntington's disease requires help with all activities of daily living and care. Late in the disease, he or she will likely be confined to a bed and unable to speak, however, he or she is generally able to understand language and has an awareness of family and friends. Common causes of death include:

- Pneumonia or other infections
- Injuries related to falls
- Complications related to the inability to swallow

People with a known family history of Huntington's disease are understandably concerned about whether they may pass the Huntington gene on to their children. These people may consider genetic testing and family planning options.

If an at-risk parent is considering genetic testing, it can be helpful to meet with a genetic counsellor. A genetic counsellor will discuss the potential risks of a positive test result, which would indicate the parent will develop the disease. Also, couples will need to make additional choices about whether to have children or to consider alternatives, such as prenatal testing for the gene or in vitro fertilization with donor sperm or eggs.

Another option for couples is in vitro fertilization and preimplantation genetic diagnosis. In this process, eggs are removed from the ovaries and fertilized with the father's sperm in a laboratory. The embryos are tested for presence of the Huntington gene, and only those testing negative for the Huntington gene are implanted in the mother's uterus.

Wife: *"The car is not starting. Dashboard shows the sign of a person sitting a toilet".*
Husband: *"What? Send me a picture".*



Give up smoking?

Giving up smoking can be one of the hardest things you'll ever do. Some people are lucky, they can just toss the pack in the bin and that's it, others will give up many many times each time their



smoke free period would last sometimes not even one day. Others will give up for several weeks until they are with a group and see someone else light up then the urge is too great and they just start up again. Others will give up and stay off the durries until they do something that they always associated with having a smoke – like having a drink with the boys/girls. And there are those who can't give up no matter what they try.



Once hooked on the things it is very hard to unhook oneself – but why is that?

The Mayo Clinic has produced a little video explaining why, it is very interesting. You can see it [HERE](#)

Just before the funeral services, the undertaker came up to the very elderly widow and asked, "How old was your husband?" "98," she replied: "Two years older than me" "So you're 96," the undertaker commented. She responded, "Hardly worth going home, is it?"

Building up the muscles.



The saying goes there are two certainties in life: death and taxes. But men should also add loss of muscle mass to the list.

Age-related muscle loss, called sarcopenia, is a natural part of aging. After age 30, we begin to lose as much as 3% to 5% per decade. Most men will lose about 30% of their muscle mass during their lifetimes. Less muscle means greater weakness and less mobility, both of which may increase your risk of falls and fractures.

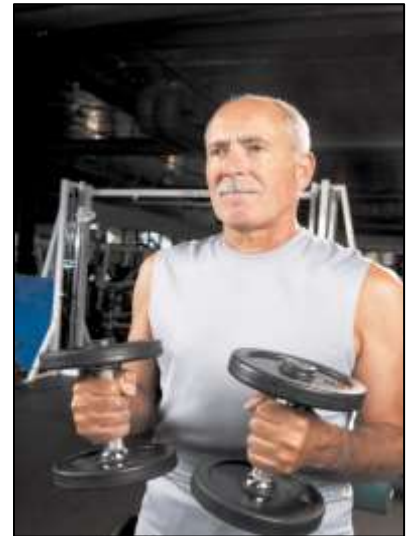
But just because you lose muscle mass does not mean it is gone forever. Older men can indeed increase muscle mass lost as a consequence of aging, it takes work, dedication and a plan, but it is never too late to rebuild muscle and maintain it.

One possible contributor to sarcopenia is the natural decline of testosterone, the hormone that stimulates protein synthesis and muscle growth. Think of testosterone as the fuel for your muscle-building fire. Some research has shown that supplemental testosterone can add lean body mass, that is, muscle, in older men, but there can also be adverse effects. The best means to build muscle mass, no matter your age, is progressive resistance training (PRT). With PRT, you gradually amp up your workout volume, weight, reps, and sets as your strength and endurance improves.

This constant challenging builds muscle and keeps you away from plateaus where you stop making gains.



Your diet also plays a role in building muscle mass. Protein is the king of muscle food. The body breaks it down into amino acids which it uses to build muscle, however, older men often experience a phenomenon called anabolic resistance, which lowers their bodies' ability to break down and synthesize protein. Therefore, as with PRT, if you are older, you need more. A recent study in the journal [Nutrients](#) suggests a daily intake of 1 to 1.3 grams (g) of protein per kilogram of body weight for older adults who do resistance training. For example, an 80kg man would need about 80g to 103g of protein a day (1 egg gives you about 15g of protein). If possible, divide your protein equally among your daily meals to maximize muscle protein synthesis.



This is a high amount compared with the average diet, but there are many ways to get the extra protein you need. Animal sources (meat, eggs, and milk) are considered the best, as they provide the proper ratios of all the essential amino acids, yet, you want to stay away from red and processed meat because of high levels of saturated fat and additives. Instead, opt for healthier choices, such as:

- 100g of lean chicken or salmon (31g and 24g respectively)
- 180g of plain Greek yogurt (17g)
- 1 cup of skim milk (9g)
- 1 cup of cooked beans (about 18g).

Protein powders can offer about 30g per scoop and can be added to all kinds of meals like oatmeal, shakes, and yogurt. While food sources are the best, supplemental protein can help if you struggle with consuming enough calories and protein from your regular diet.

Building muscle is not all about strength, you also need power. Muscle power, how fast and efficiently you move, is more connected to the activities of daily living and physical function than muscular strength. A good way to improve overall muscle power is with your legs, since they are most responsible for mobility. Doing quicker movements against resistance, like one's own body weight, can be an effective means of developing power. For instance, when rising from a seated position, try to do it quickly. When climbing stairs, hold the handrail and push off a step as fast as possible. It does not have to be every step, begin with one to three steps, but this teaches your muscles to use strength in a more effective way.

To gain more muscle mass, older men need a structured and detailed PRT program which should be tailored to the individual with the goals being progression and improvement. It should focus on individual elements like specific exercises, load, repetitions, and rest periods, and should challenge but not overwhelm.

A typical training program might include:

- 8 to 10 exercises that target all the major muscle groups
- sets of 12 to 15 reps, performed at an effort of about 5 to 7 on a 10-point scale
- two or three workouts per week.



After you have established a routine, there are several ways to progress. The easiest is to add a second and then a third set of the exercises. Another way is to decrease the number of reps per set and increase the weight or resistance to the point where you are able to complete at least eight reps, but no more than 12. As you improve, you can increase weight by trial and error, so you stay within the range of eight to 12 reps.

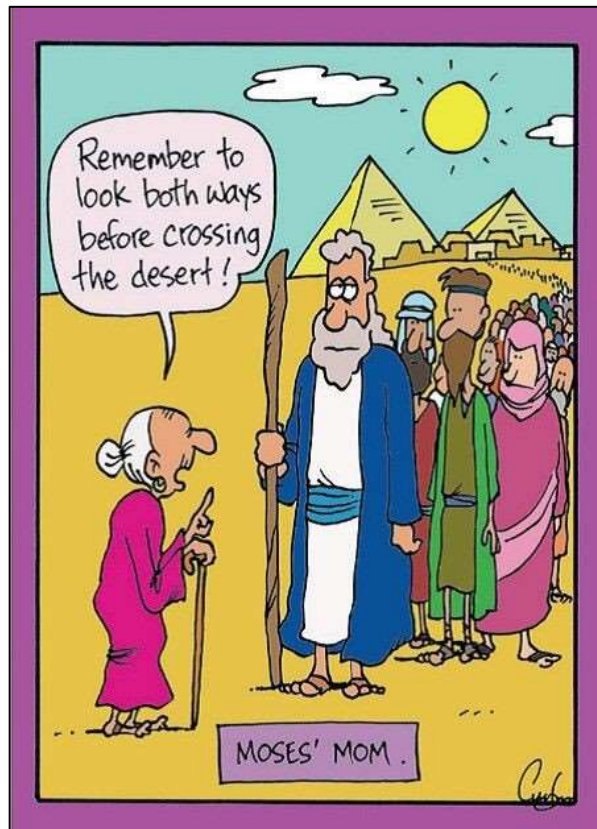
What's better for strength training — one set or multiple sets?

For most people, a single set of 12 to 15 repetitions with the proper weight can build strength and improve fitness as effectively as can multiple sets of the same exercise.



The one-set approach also has the advantage of saving time, which makes it easier to fit into an exercise routine. During strength training, simply choose a weight that tires your muscles around the 12th to 15th repetition. As this becomes easier, gradually increase the amount of weight to maintain a 12- to 15-repetition fatigue. It's important to use proper technique to avoid injury. Also, take time to rest between each exercise to give your muscles time to recover.

Although a single set of strength training exercises can improve muscle strength and fitness, the number of sets that you perform may differ depending on your fitness goals.





Liposuction

Liposuction is a surgical procedure that uses a suction technique to remove fat from specific areas of the body, such as the abdomen, hips, thighs, buttocks and arms or neck. Liposuction also shapes (contours) these areas. Other names for liposuction include lipoplasty and body contouring.

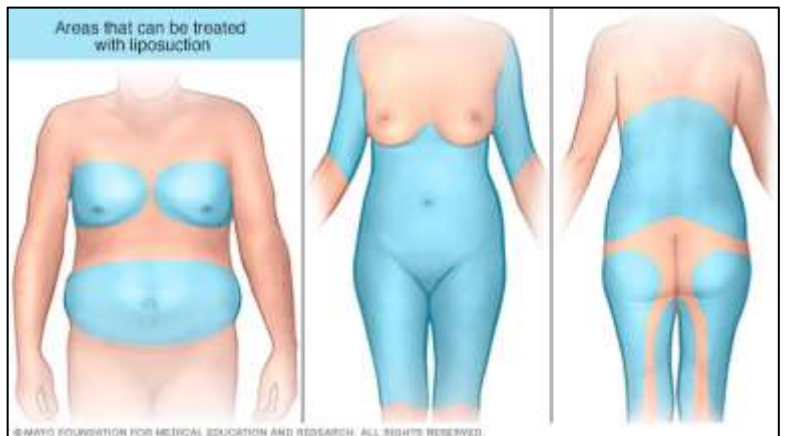
Liposuction isn't typically considered an overall weight-loss method or a weight-loss alternative. If you're overweight, you're likely to lose more weight through diet and exercise or through bariatric procedures, such as gastric bypass surgery, than you would with liposuction. You may be a candidate for liposuction if you have too much body fat in specific spots but otherwise have a stable body weight.



It is used to remove fat from areas of the body that haven't responded to diet and exercise, such as the:

- Abdomen
- Upper arms
- Buttocks
- Calves and ankles
- Chest and back
- Hips and thighs
- Chin and neck

In addition, liposuction can sometimes be used for breast reduction or treatment of gynecomastia (Enlarged Breast Tissue in Men). When you gain weight, fat cells increase in size and volume. In turn, liposuction reduces the number of fat cells in a specific area. The amount of fat removed depends on the appearance of the area and the volume of fat. The resulting contour changes are generally permanent — as long as your weight remains stable.



After liposuction, the skin moulds itself to the new contours of the treated areas. If you have good skin tone and elasticity, the skin is likely to appear smooth. If your skin is thin with poor elasticity, however, the skin in the treated areas may appear loose. Liposuction doesn't improve cellulite dimpling or other skin surface irregularities. Likewise, liposuction doesn't remove stretch marks.



To be a candidate for liposuction, you must be in good health without conditions that could complicate surgery, such as restricted blood flow, coronary artery disease, diabetes or a weak immune system.

As with any major surgery, liposuction carries risks, such as bleeding and a reaction to anaesthesia. Possible complications specific to liposuction include:

Contour irregularities. Your skin may appear bumpy, wavy or withered due to uneven fat removal, poor skin elasticity and unusual healing. These changes may be permanent. Damage beneath the skin from the thin tube (cannula) that's used during liposuction may give the skin a permanent spotted appearance.

Fluid accumulation. Temporary pockets of fluid (seromas) can form under the skin. This fluid may need to be drained with a needle.

Numbness. You may feel temporary or permanent numbness in the affected area. Temporary nerve irritation also is possible.

Infection. Skin infections are rare but possible. A severe skin infection may be life-threatening.

Internal puncture. Rarely, a cannula that penetrates too deeply may puncture an internal organ. This may require emergency surgical repair.

Fat embolism. Pieces of loosened fat may break away and become trapped in a blood vessel and gather in the lungs or travel to the brain. A fat embolism is a medical emergency.

Kidney and heart problems. Shifts in fluid levels as fluids are being injected and suctioned out can cause potentially life-threatening kidney, heart and lung problems.

Lidocaine toxicity. Lidocaine is an anaesthetic often administered with fluids injected during liposuction to help manage pain. Although generally safe, in rare circumstances, lidocaine toxicity can occur, causing serious heart and central nervous system problems.

The risk of complications increases if the surgeon is working on larger surfaces of your body or doing multiple procedures during the same operation. Talk to your surgeon about how these risks apply to you.



Before the procedure, your surgeon will recommend that you stop taking certain medications, such as blood thinners or NSAIDs, at least three weeks prior to surgery. You may also need to get certain lab tests before your procedure. If your procedure requires the removal of only a small amount of fat, the surgery may be done in an office setting. If a large amount of fat will be removed, or if you plan to have other procedures done at the same time, the surgery may take place in a hospital followed by an overnight stay. In either case, arrange for someone to drive you home and stay with you for at least the first night after the procedure.

How your liposuction procedure is done depends on the specific technique that's used. Your surgeon will select the appropriate technique based on your treatment goals, the area of your body to be treated, and whether you have had other liposuction procedures in the past.

How your liposuction procedure is done depends on the specific technique that's used. Your surgeon will select the appropriate technique based on your treatment goals, the area of your body to be treated, and whether you have had other liposuction procedures in the past.



Tumescent liposuction. This is the most common type of liposuction. The surgeon injects a sterile solution, a mixture of salt and water, which aids fat removal, an anaesthetic (lidocaine) to relieve pain and a drug (epinephrine) that causes the blood vessels to constrict, into the area that's being treated. The fluid mixture causes the affected area to swell and stiffen. He/she then makes small cuts into your skin and inserts a thin tube called a cannula under your skin. The cannula is connected to a vacuum that suctions fat and fluids from your body. Your body fluid may be replenished through an intravenous (IV) line.

Ultrasound-assisted liposuction (UAL). This type of liposuction is sometimes used in conjunction with traditional liposuction. During UAL, the surgeon inserts a metal rod that emits ultrasonic energy under your skin. This ruptures the fat-cell walls and breaks down the fat for easier removal. A new generation of UAL called VASER-assisted liposuction uses a device that may improve skin contouring and reduce the chance of skin injuries.

Laser-assisted liposuction (LAL). This technique uses high-intensity laser light to break down fat for removal. During LAL, the surgeon inserts a laser fibre through a small incision in the skin and emulsifies fat deposits. The fat is then removed via a cannula.

Power-assisted liposuction (PAL). This type of liposuction uses a cannula that moves in a rapid back-and-forth motion. This vibration allows the surgeon to pull out tough fat more easily and faster. PAL may sometimes cause less pain and swelling and can allow the surgeon to remove fat with more precision. Your surgeon may select this technique if large volumes of fat need to be removed or if you've had a previous liposuction procedure.

Some liposuction procedures may require only local or regional anaesthesia, anaesthesia limited to a specific area of your body. Other procedures may require general anaesthesia which induces a temporary state of unconsciousness. You may be given a sedative, typically through an IV injection, to help you remain calm and relaxed. The surgical team will monitor your heart rate, blood pressure and blood oxygen level throughout the procedure. If you are given local anaesthesia and feel pain during the procedure, tell your surgeon. The medication or motions may need adjustment.



The procedure may last up to several hours, depending on the extent of fat removal. If you've had general anaesthesia, you'll wake in a recovery room and typically spend at least a few hours in the hospital or clinic so that medical personnel can monitor your recovery. If you're in a hospital, you may stay overnight to make sure that you're not dehydrated or in shock from fluid loss.

Expect some pain, swelling and bruising after the procedure. Your surgeon may prescribe medication to help control the pain and antibiotics to reduce the risk of infection. After the procedure, the surgeon may leave your incisions open and place temporary drains to promote fluid drainage. You usually need to wear tight compression garments, which help reduce swelling, for a few weeks. You may also need to wait a few days before returning to work and a few weeks before resuming your normal activities, including exercise. During this time, expect some contour irregularities as the remaining fat settles into position.

After liposuction, swelling typically subsides within a few weeks. By this time, the treated area should look less bulky. Within several months, expect the treated area to have a leaner



appearance. It's natural for skin to lose some firmness with aging, but liposuction results are generally long lasting as long as you maintain your weight. If you gain weight after liposuction, your fat distribution may change. For example, you may accumulate fat around your abdomen regardless of what areas were originally treated.



Your body.

What Your Body Does in a Day. This info is unbelievable and incredible to say the least. Sometimes you may feel like your body is beginning to creak and fail you on the outside, but do you ever stop to consider the incredible work that is taking place inside of it? There is so much going on and everything fits together so well, that it's almost impossible to comprehend it. Click the pic at right, it will remind you that there are miracles going on inside your body every single day.





Metabolism and weight loss: How you burn calories

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

It's true that metabolism is linked to weight. But contrary to common belief, a slow metabolism is rarely the cause of excess weight gain. Although your metabolism influences your body's basic energy needs, how much you eat and drink along with how much physical activity you get are the things that ultimately determine your weight.

Metabolism is the process by which your body converts what you eat and drink into energy. During this complex biochemical process, calories in food and beverages are combined with oxygen to release the energy your body needs to function. Even when you're at rest, your body needs energy for all its "hidden" functions, such as breathing, circulating blood, adjusting hormone levels, and growing and repairing cells. The number of calories your body uses to carry out these basic functions is known as your basal metabolic rate — what you might call metabolism.



Several factors determine your individual basal metabolism, including:

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

Energy needs for your body's basic functions stay fairly consistent and aren't easily changed. In addition to your basal metabolic rate, two other factors determine how many calories your body burns each day:

Food processing (thermogenesis). Digesting, absorbing, transporting and storing the food you consume also takes calories. About 10 percent of the calories from the carbohydrates and protein you eat are used during the digestion and absorption of the food and nutrients.

Physical activity. Physical activity and exercise, such as playing tennis, walking to the store, chasing after the dog and any other movement, account for the rest of the calories your body



burns up each day. Physical activity is by far the most variable of the factors that determine how many calories you burn each day.

Scientists call the activity you do all day that isn't deliberate exercise nonexercise activity thermogenesis (NEAT). This activity includes walking from room to room, activities such as gardening and even fidgeting. NEAT accounts for about 100 to 800 calories used daily.

It may be tempting to blame your metabolism for weight gain. But because metabolism is a natural process, your body has many mechanisms that regulate it to meet your individual needs. Only in rare cases do you get excessive weight gain from a medical problem that slows metabolism, such as Cushing's syndrome or having an underactive thyroid gland (hypothyroidism). Unfortunately, weight gain is a complicated process. It's likely a combination of genetic makeup, hormonal controls, diet composition and the impact of environment on your lifestyle, including sleep, physical activity and stress. All of these factors result in an imbalance in the energy equation. You gain weight when you eat more calories than you burn or burn fewer calories than you eat.

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



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

You can burn more calories with:

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

Strength training. Experts recommend strength training exercises, such as weightlifting, at least twice a week. Strength training is important because it helps counteract muscle loss associated



with aging. And since muscle tissue burns more calories than fat tissue does, muscle mass is a key factor in weight loss.

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

Don't look to dietary supplements for help in burning calories or weight loss. Products that claim to speed up your metabolism are often more hype than help, and some may cause undesirable or even dangerous side effects. View these products with caution and scepticism.

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

You know it makes sense!

**EVERY DAY, THOUSANDS
OF INNOCENT PLANTS
ARE KILLED BY VEGETARIANS.
HELP END THE VIOLENCE.
EAT BACON.**



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Pedro's Patter.

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

Short-time Jitters

June – July 1967

One morning in June I woke up and realised I had only six weeks to go. It was the first time I had counted in weeks instead of days. The interval seemed tangible. I realised that only one more group of people would depart before I too would be leaving. For the first time since the early days I felt nervous. What if something happened to me with such a short time left?



In late June I wrote home:

I might be leaving Vietnam at a good time. In the last month or so things have been hotting up considerably, especially up north. There was plenty evidence of this on the last detachment. Several places we regularly go into while on detachment have been mortared in the last 3–4 weeks. One American Caribou pilot was telling me he was halfway through unloading at one place when the mortar shells started arriving. He quickly started up and departed post haste while he still had a whole aeroplane. So far nothing like that has happened to me, thank Goodness.

I started thinking past Vietnam. When my tour finished, how would I feel out of this Asian-American military environment which had become a way of life? Would I settle down to a normal existence again away from the Villa, Vung Tau, Nha Trang and 100 plus action-packed flying hours a month?

There were other indications that my tour was drawing to a close. One example was the tone of Robyn's letters. I could tell that she felt some sort of a landmark had been passed. We began to talk more about what we were going to do when I came home, making plans that we had not had time to think about in our short time together before I left. Another was when an Air America pilot took a few of us quietly aside one day out at the base. Air America was, to the casual observer, an airline that operated around Vietnam, Laos and Cambodia. It consisted of a mixed fleet of C-46s, Caribous and Pilatus Porters and many other types, including helicopters with no markings other than an aircraft tail number, a rather strange mixture for any airline but





evidently suitable for its purposes. It was said to be financed and operated by the CIA.

Our pilot friend pointedly mentioned very generous terms of employment should any of us decide to return to Vietnam and work for his outfit. Fat chance he had. It was bad enough operating our Caribous into minimal strips by day in Vietnam. We had heard theirs went into the same sort of strips in Laos and Cambodia by night, using truck headlights as runway markers, on clandestine missions without even the 'protection' of military markings. The job specification also included a requirement for pilots to be proficient at handling firearms. 'Thanks, but no thanks', was my response.

Although I was alert for trouble, a few incidents in these last few weeks seemed to be testing my resolve to stay out of it. One day, Stew Mac and I were lined up for take-off on the east-west runway at Vung Tau. This runway, being only 2000-foot long and of substandard PSP construction, was rarely used. But at this time of year, strong easterlies were common as the afternoon sea breeze came in.



Fortunately, on this occasion, I ran the engines up to almost full power on the brakes as the Tower Controller cleared us for take-off. Just as I rotated for lift-off, a US Army 'Huey' darted across the runway directly in our path. I yanked savagely on the control column. The chopper disappeared under our nose, and we did not stall. Hearts pounding, we continued on our way.

Many of our flying habits in Vietnam were conditioned by the environment in which we found ourselves and were quite different to those we adopted back home. One example of this was the preference of most pilots for visual flying whenever possible rather than flying in cloud. I mentioned this to a recently arrived pilot, explaining that the flight following agencies provided only an advisory service, and many pilots flew around without reference to the flight follow agency in very marginal weather conditions. This particular pilot, who had flown in the US and Britain under radar control, found this hard to accept. His attitude changed one day however, when we popped out of cloud in the middle of a handover between Paris and Paddy Controls on a collision course with an Otter.



With the monsoon back in the Delta, I was talking to another new pilot about flying techniques when forced to fly low due to weather. I mentioned the 'ultra-low and fast' technique which everybody used (there was no official squadron technique) and my own experiences. Some time later, this same pilot was caught out in bad weather and flew into an airfield in the Delta at the 'regulation' 200 feet above ground level. The aircraft was raked by ground fire, with eight hits from nose to tail. One passenger was killed, and one seriously wounded. It was not entirely the pilot's fault, he was only following normal procedure. In this environment, however, one sometimes had to ignore the rules and rely on one's own judgment. As I looked at the bullet-scarred Wallaby, I felt a slight twinge in my stomach, and sorry for the unfortunate passenger who did not make it that day.

Back on detachment in late June with Alan Aiken, we found there was an apparently unlimited supply of cows for Duc Xuyen and ammo, POL and rice for Dak Pek, Plei Me, Dak To and some new places like Ban Me Thuot. The city of Ban Me Thuot was a crossroads town in the central highlands and its largest city. When it was overrun in 1975, its strategic position threatened the larger centres of Pleiku and Kontum further north. Its capture effectively split Danang in the north from Saigon, leading to the eventual overrunning of those cities and hastening the downfall of the regime in the South. Back then, Ban Me Thuot was a poor-looking town from the air and sat in the middle of a windswept plateau surrounded by distant hills. There were two airfields here, Ban Me Thuot City and Ban Me Thuot East.



Coming into Ban Me Thuot City, we had a funny experience. From about five miles out, a thin belt of cloud covered the airfield and the surrounding area. There were no other aircraft in the vicinity and we could see the city. We decided to descend under the cloud to make a visual approach. We advised our intentions to the Tower, which said, in a Vietnamese voice: 'Wallaby Zero One, make ADF approach, report visual'. For the next five minutes, we tried to get across the idea that we were already visual and could remain visual under the cloud. Each time, the voice replied: 'Make ADF approach, report visual'. Finally, in desperation and since we were the only aircraft in the area, we ignored the voice and made a visual approach. Over the airfield, and



in clear view of the control tower, we reported: 'Wallaby Zero One, visual, joining the circuit'. We were amazed to hear: 'Wallaby Zero One, make ADF approach, report visual'. To this day, I am not sure whether on that day we heard a continuous tape playing only one message or a harassed Vietnamese learning English air traffic control (ATC) phrases one by one out of a manual.

Late on the third day we were sent up to Plei Me with pallets of ammunition. The place seemed

deserted except for a handful of bleary-eyed individuals who came out to meet us. In their words, there had been a tremendous 'drunk' the night before—maybe they were practising for Independence Day—and they told us that everyone else was 'bombed out' in their 'hooches'. There had also been a huge shoot-out using just about every weapon they had in the place, and they were almost cleaned out of ammunition. Piles of beer cans were arranged in rows at the side of the strip. 'C'mon Aussie', drawled the sergeant who was telling me all about it, 'What you wanna try—M16, grease gun, 36 bazooka?'



One of his friends was busy loading an anti-tank gun. It went off with an ear-shattering roar, pulverising a pile of beer cans. 'No thanks, we've got to get back', I lied, anxious to fire up the Caribou and get the hell out of this madhouse.

Back at Vung Tau there were some Australian newspapers waiting for me with the mail. I had told my family several times not to believe any forecast on the length of the war or the morale or success of either side that they read in the papers. It was pretty obvious to us that some newspaper reporting in Vietnam was a sham. Many correspondents wrote their stories in the bar, rarely getting out of Saigon, relying on hearsay and knowing little of the true state of affairs. There were some genuine correspondents, usually with military connections. One came with us on a couple of trips.

Another thing that indicated my time here was running out was my attitude to food. While I could never enjoy ham steaks and lima beans, I had grown to like the mess' sickly, gooey chocolate-flavoured homogenised milk, which had seemed revolting when I first arrived. I became so used to it that when one of our C-130 pilot friends from Richmond brought us up several gallons of fresh milk, I thought it tasted peculiar. He also brought a carton of meat pies, which tasted marvellous, even when we could not resist eating the first few pies cold down at the squadron crew room.

We received all sorts of goodies via the C-130 courier. Robyn, who lived at Richmond township near the base, even baked me an apple pie and sent it up. It was baked Friday and arrived Monday. Unfortunately, due to the humidity it was covered in green mould by the time it got to me. But I appreciated the thought. Next time she sent cakes and biscuits. I was now well used to the delicious local bread. The art of baking French bread sticks was one positive contribution to



Vietnamese culture made by the former colonial masters. These days, though, the flour was weevilly. At first, I used to pick out the cooked weevils before eating the bread but after a while, I did not bother. If you slathered butter on the hot bread, you could not taste them anyway, especially when the bread was accompanied by a meal of mud crabs broiled in a spicy but evil-smelling fish sauce called nuoc mam.

We ate these delicacies at a little back beach restaurant built out of flattened kerosene tins and run by a shifty-looking Vietnamese and his wife. With such a short time to go, I did decide it was smart to check health and hygiene reports before patronising the local restaurants. Apart from a dose of the 'trots' in my first few weeks here, I had been relatively immune from gastro upsets.



Some people suffered more than others did. One poor bloke got dysentery every time he ate or drank anything. I mentioned previously his problem on the high-speed taxiway at Tan Son Nhut. On another occasion he scared me half to death when I came in late at night, opened the toilet door and found him sitting there stark naked, fast asleep. By way of contrast, one of the other pilots must have had a stomach made of cast iron. Legend had it that he had been to the Sergeants Mess for a few convivial drinks after dinner and on his way back to the Villa felt rather ill. Fortunately, a storm drain was nearby, and he walked over and spent a few minutes contemplating its construction. Back at the Villa, he discovered that his dental plate was missing. With a flash of inspiration, he retraced his steps to the very spot where he had stopped at the drain, found his teeth, dusted them off and popped them back into his mouth!

Even the squalor surrounding the Villa became almost second nature. The kids who hung around outside the Villa all looked healthy and well fed and all Vietnamese, including our servants, seemed to have a fetish on personal cleanliness. But their habits with food, garbage and sanitation were not so hygienic. As a result, rats roamed around unchecked. Amazing as it seems, you could even get used to rats. During another routine game of mah-jong in the Villa, a huge rat appeared and ran along the ledge on the wall. Once, revolted to the point of nausea, I would have rushed at it with whatever heavy object came to hand. This time, neither I nor anyone in the group even looked up.

Early in July, the squadron suffered another misfortune. The 405 mission Wallaby, captained by my friend Ian Baldwin, came to grief at Dalat. The taxiway from the runway to the parking area was very narrow and crossed a deep drain. Taxiing near its edge to avoid parked aircraft, the right main wheels had caused the shoulder of the culvert to collapse. The Caribou slewed around, the right main gear folding back under the wing and came to rest on the





wingtip. The result was almost as bad as the Ba To prang but the repair operation was a little easier since Dalat was secure and accessible.

Special air bags were also now available to raise the aircraft for temporary repairs. I flew up to Cam Ranh Bay next day to get the bags. The Wallaby looked rather sad with one wing up in the air and one in the mud but only a few days after the incident it was ready to be flown back to Vung Tau, undercarriage chained down as at Ba To, for permanent repairs. The maintenance team had triumphed again. And of course they had to. We had a total of seven aircraft in the squadron, and invariably had five serviceable and available for our various tasks, sufficient to allow a flying rate of some 12,000 hours per year for the fleet. We were proud of the fact that none of the USAF squadrons matched this performance and while we patched up our battered Wallabies, a total of around 70 American Caribous was depleted by accidents since their damaged aircraft were rarely recovered.

During the various shuttles into Dalat with bits for the aircraft, I had an opportunity to look around this beautiful mountain-top city. Evergreen shrubs and attractive gardens flourished in this temperate environment. In some ways the city was more like a park. Vegetables grew well here and found their way to our local market. Dalat had a quiet, non-military appearance quite unlike that of any other Vietnamese city, with fine public buildings and well-designed private houses. There were no shanties here. The plaza, monuments and courtyards were more European than Asian. For many years well-to-do French, and later Vietnamese, had come here to escape the sticky Saigon summers.



Even the market had an air of sophistication lacking in other cities. Montagnard women in traditional dress plied their wares. A brilliant multi-coloured woven cotton mat caught my eye. I pictured it hanging on a wall at home, like a tapestry. When I found out the price, my decision to buy was easy.

This was my last downtown adventure in Vietnam, except for the occasional dining out at Vung Tau. There had been several terrorist incidents in the cities recently and bombings had occurred in Saigon. Having only a few weeks to go, I was not about to expose myself to unnecessary risks.

With this new-found survival instinct, I looked forward with some trepidation to my final Nha Trang detachment. I even thought of taking my flak jacket, which had lain unused in the bottom of my wardrobe since my first week here but decided it would look too ridiculous after all this time. Besides, it weighed a ton. Anyhow, the pilots' seats in the Caribou were armour-plated.

The north-east monsoon was long over. Nha Trang was as beautiful as ever, basking in the sun, the bay gleaming sapphire blue and the Buddha presiding serenely over the landscape. I could not imagine it any other way. Stew McAlister was with me again and we had brought our padre,



Norm Lawless, along as supernumerary. We had come coastal, direct from Vung Tau, leaving late in the afternoon due to engine trouble.



The Palace Hotel in Dalat – one of the world's great hotels.

Vung Tau south of the ranges was again in the grip of the south-east monsoon. Torrential evening rains, lashing the exposed aircraft, had saturated the engine electrical system, causing backfiring at high power. After a frustrating day, we had finally got away. Our frustration was not over. The next day, after one run to Ban Me Thuot, we taxied out with a full load again, but had to abort the take-off when the left engine started backfiring. Stew Bonett was again the crew chief, as he had been when I last had engine problems, but this time we were more fortunate. After changing the high-tension leads, the Wallaby ran normally again. Next day we were given two loads for Duc Lap. I was not enthusiastic about revisiting this camp, as I had no desire to go anywhere near the border at this stage. However, Duc Lap had changed from the barely inhabited overgrown strip I had seen back in October to a busy-looking outpost, with POL and other supplies at hand to mount helicopter operations. The strip was cleared of lantana, and vehicles moved along the roads outside the camp. We had no trouble finding it this time, and got in and out without any fuss.

Next morning we set off for Plei Djerang, the artillery base 20 miles west of Pleiku, with a load of mortar bombs and artillery shells. It was Stew's leg, and he looked across quizzically as I unfolded a set of army grid maps. For the last month or so I had been twitchy about artillery. The Aerodrome Directory contained the following general warning about artillery:



PILOTS FLYING OVER SOUTH VIETNAM ARE ADVISED THAT ARTILLERY FIRE SHOULD BE EXPECTED.

The majority of light and medium artillery fire is below 7,000 ft AGL (above ground level). When possible in accordance with tactical mission, aircraft should operate above 7,000 ft AGL to reduce hazard. Air traffic will be furnished warning information regarding pre-planned heavy artillery fire by air traffic control and flight follow facilities. Advisories concerning no notice heavy artillery fires will be furnished as available on enroute and guard frequencies. (May 1967).

One might ask what was the difference between light, medium and heavy artillery. For example, was a battleship off the coast firing at inland targets heavy artillery and, if so, was it required to notify flight follow agencies? Was light and medium artillery fire below 7000 feet AGL ever notified? I got some of the answers after talking to a 9 Squadron colleague during a visit to Task



Force Headquarters at Nui Dat. Speaking to the Ops Officer, I found that flight follow agencies like Paris were only notified of Task Force artillery fire above 7000 feet. Since we rarely flew above 7000 feet anyway, this meant we were flying over Phuoc Thuy Province completely unaware of low-level artillery fire, most of which was below that level. Further inquires about other artillery units revealed that the choice of 7000 feet was by no means typical. Some units chose 3000 feet, some 6000. There was no standard. This explained how we had often seen artillery fire in progress but having no information from

the flight follow agency had assumed that it did not affect us.

I told a few people at the squadron about my discovery, but got blank stares. I do not think they comprehended its significance, so nothing was done. I decided to take my own precautions and acquired a set of army grid maps and a list of artillery control frequencies to take on each trip. From then on, I made sure I at least knew what was going on and, if possible, stayed out of the way. In this case we had been given a local artillery control frequency. I fished out the correct map for the Plei Djerang area to match coordinates.

Stew was quite interested and the padre leaned over our shoulders in anticipation. The air-ground agency was called 'Coyote'. I pressed the transmit button. 'Coyote, this is Wallaby Zero One. We have a load of ammo for you.' We did not need coordinates. In the distance we could see the flash of artillery fire. A 175mm piece was in position on the eastern side of the strip, firing right across it to the west. The question in my mind was, would the firing stop for our arrival? 'Come on in, Wallaby', drawled an American voice. 'We'll hold fire for your landing'. That sounded comforting, but the firing went on at intervals of about 30 seconds. Each time there was a tremendous flash and roar. The ballistic shell sped on its way; up to 25 miles we had been told. Smoke drifted in the light breeze. About a mile from the strip, after yet another round, I sought



assurances. The voice sounded convincing, and there was a pause in the firing. We were a few feet off the ground, about to touch down, when there was a deafening explosion. The Caribou seemed to leap into the air, whether due to an instinctive twitch on the controls by Stew or because of a shock wave from the shell I was not sure. 'Jesus Christ!' exclaimed the padre spontaneously. Stew's red face showed he was as mad as hell. I was not too impressed either. The artillery had fired off a round directly behind us. How well controlled this all was I could never be sure, especially after the recent antics at Plei Me. I might be accused of dramatising a fairly routine situation. Routine or not, I did not enjoy the experience.

About a month after I returned to Australia, I had a fleeting nightmare vision. As I opened the newspaper one morning I saw a photo of two halves of a USAF Caribou falling out of the sky after taking a direct hit from American artillery. The front half was falling vertically, propellers still turning. The last thing the crew would have seen was a windscreen full of the terrain they were about to smash into. At the ramp, the artillery officer explained that his crew had a contact and were reluctant to stop firing for too long. But we were not sure how good his judgment was as he was sitting in a jeep with a radio at some distance from the artillery and nowhere near the strip. He could see we were unhappy, so he agreed to give us more time to get on the ground in future. Thanks a lot, I thought.



We did two more runs to Plei Djerang that day and another to nearby Chu Dron. Both were in full swing, pounding away at targets to the west. But we received more consideration now as we joined the circuit. After all, we were bringing in their ammunition. On our last run we were asked to stop by Pleiku to pick up some passengers for An Khe. As we taxied out at Pleiku, a VNAF Skyraider joined the circuit with a 'hang up' (unreleased bomb). We were taxiing east along the parallel taxiway as the Skyraider landed towards us on runway 27 (to the west). Suddenly the 'hang up', a 250-pound iron bomb, shook loose from the wing and bounced in our direction like a rubber ball. My frozen fascination lasted only a second. We were soon taxiing at near flying speed out of harm's way. The wayward weapon evidently stopped somewhere behind us, intact, and we were happy to leave Pleiku in one piece before the last act of this minor drama.

Thirty minutes out of An Khe, more trouble. Our port engine fire warning lights began faintly glowing. Now according to the aircraft flight manual, the engine should be shut down. But I had had an engine fire before and had seen the lights. They do not faintly glow. They come hard on, bright red. I had also had several instances of faulty fire warnings on start up back at Vung Tau, after heavy overnight rains. It was a moisture problem again. In spite of what the aircraft manual said, Stew Mac and I agreed it was appropriate to continue to An Khe with the engine running. On the ground we confirmed there had been no fire, and decided it was safe to return to Nha Trang for repairs. It was dark by the time we got there. I was so tired I did not even wake up



during a bunker alert in the middle of the night. We spent the next two days grounded with the aircraft unserviceable. It was a dreadful detachment, the upside being we were not exposed to any danger. Stew Bonett never said so but I am sure he thought I really was jinxed. Whenever a detachment aircraft had engine trouble, he and I seemed to be on it. On the morning of the third day, with his usual enthusiasm and professionalism, he had the fire warning system in bits. He again enlisted our help as apprentice mechanics. We fixed the problem, and by ten o'clock were ready for a couple of shuttles to finish the detachment.

That night out of my window I could see flares being shot off towards the nearby hills. This had been a nightly occurrence since, about two months ago, some VC crept onto the airfield and blew up half a dozen helicopters. The flares made it bright as day, so if they let them off every now and then I presumed it would be hard for anyone to sneak down onto the airfield. I hoped so anyway. In spite of our troubles and my intention to take it easy on my last detachment, we had still logged a respectable total of over 35 hours in the six days. Stew Mac and I changed seats at Gia Nghia on the way back to Vung Tau. As we sat there, motors running, waiting for the signal that passengers and mail were unloaded, I stared blankly at the scene outside.



For some reason, I can still remember my last look at this windswept excuse for a runway, its dumbbell strip a red scar among the green hills, its camp clinging to the mountainside a couple of hundred feet below. On a ridgeline beside the strip, a platoon of Montagnard soldiers, rifles slung carelessly over their shoulders strode along in single file. They picked their way down the side of the hill, going I know not where. This seemed so characteristic of my time in Vietnam. Everyone was busy at something but no one was really sure what the others were doing, and why. No doubt some general had the big picture.

Four days later I was checking out a new 'bog rat' on the 406, but my heart was not in it. A week later, I barely glanced out the window as the Boeing climbed out over the Delta. I settled back in the comfortable airline seat, sipping scotch and soda and thought about absolutely nothing.

The last 12 months was already turning into a strange dream.

Paddy Says to Mick, "I've got something' stuck in me throat and I can't breathe properly."
Mick Says, "Parrdy are ye choking?"
Paddy replies, "No I'm deadly serious."



Student visit to Amberley.



The Kedron Wavell RSL Sub-Branch has, for many years, taken a number of local High Schools under its wing and provided students from the schools with financial support and backing in a variety of ways.

Over the years many students, singularly and in groups, have had their sporting needs subsidised, had sporting and ceremonial excursions fully funded, both interstate and on occasions overseas, had clothing provided and been escorted to many and varied functions.

The schools are Padua College, Kedron State High, Craigslea State High, Wavell State High and Mount Alvernia College and each school provides liaison students from year 12, who attend the monthly meetings of the Sub-Branch and bring everyone up to date with school events. It's a wonderful initiative of the Sub-Branch and is the envy of all other Sub-Branches.

On Thursday the 16th May, John Lunn, the Sub-Branch's assistant school liaison officer (John is an Ex-Framie from 12 Sqn – takes the RAAF to organise things) arranged, for a number of the liaison students, a tour of the Aviation Heritage Centre and 35 Squadron's facilities and aircraft (at Amberley).

Unfortunately, due to the Naplan (National Assessment Program — Literacy and Numeracy) tests that were being held at all schools in Queensland at that time, a few of the students had to pull out at the last minute, but the 7 that did come enjoyed the experience and the ADF look like gaining one as a recruit in the near future.

Several Sub-Branch members were "volunteered" to accompany the students, to act as mentors and to answer any questions they might have. Everyone assembled at the Kedron Wavell Ex-Servicemen's Club at about 8.00am for an 8.30am departure. The Sub-Branch made available two of their 12 seater buses and with everyone one loaded it was off to Amberley.

Paddy thought his new girlfriend might be the one but after looking through her knicker drawer and finding a nurse's outfit, a French maid's outfit and a police woman's uniform he finally decided "If she can't hold down a job she's not for me"



L-R: Andreas Siasios (*Kedron State High*), William Pembroke (*Padua College*), Samuel Malone (*Kedron State High*), Maggie-May Hornigold (*Wavell State High*), Emily Morley (*Wavell State High*), Eloise Pean (*Craigslea State High*), Cooper Maher (*Craigslea State High*), John Lunn about to board the bus.

After being met at the front gate at Amberley, and having names checked off, it was onto one of the RAAF's 22 seat buses for the drive to the Heritage Centre where volunteer staff were on hand to show everyone around.



One of the Centre's immaculately presented exhibits - the little Bell 47.



Checking out the F-111 escape module.



With the famous Vietnam War workhorse - a troop transport, "dust-off" chopper, gun-ship, supply vehicle and search and rescue machine, the Bell Iroquois.



After an hour or so at the Heritage Centre, it was lunch time and being young, fit and healthy, the students were in dire need of a refuel, so it was off to the AAFCANS café (successor to ASCO) for lunch, after which it was back onto the 22 seater for a windscreen tour of the Base.

Wing Commander Ben Poxon, the CO of 35 Sqn, had graciously agreed to allow the students a tour of his facilities and aircraft and after a look through the hangars and seeing one of the Squadron's C-27 Spartans under deep maintenance, it was out onto the tarmac and a chance to hop into and look over one of the Squadron's aircraft.



This was a bit of a shock for the students as their experience with aircraft so far had been restricted to the nice, quiet shiny comfortable ones operated by Qantas, Virgin etc. They think they now know why the RAAF called this particular one the Spartan – as, compared to what they were used to, it certainly was. A complete lack of carpet, instead trip-hazard runners on the floor, side-saddle seating, no nice little windows to look out while aloft, no in-flight entertainment, no where to stow their carry-on luggage. It was a huge shock!

I went for a run but came back home after 2 minutes because I forgot something.
I forgot that I'm fat and can't run for more than 2 minutes.



But, once they were shown all the bits and pieces and instructed on their use, it all made sense. If given the opportunity, all would gladly give up their next flight in a 737 for the experience of a trip in the Spartan.



Then, as 3.00pm approached, it was time to head home again, it was one last look over the mighty F-111 at the main gate, then onto the buses and back to the Club.

Thanks to the RAAF for making the day possible.



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The Battle of Binh Ba.

The Battle of Binh Ba (6–8 June 1969), also known as Operation Hammer, was a battle during the Vietnam War. The action occurred when Australian Army troops from the 5th Battalion, Royal Australian Regiment (5 RAR) fought a combined communist force of North Vietnamese Army and Viet Cong, including a company from the 33 NVA Regiment and elements of the Viet Cong D440 Provincial Mobile Battalion, in the village of Binh Ba, 5 kilometres north of Nui Dat.

The battle was unusual in Australian combat experience in Vietnam as it involved fierce close-quarter house-to-house fighting, although the majority of enemy killed was through heavy artillery and air-bombardment. In response to communist attempts to capture Binh Ba the Australians assaulted the village with infantry, armour and helicopter gunships, routing the Viet Cong and largely destroying the village itself. Such battles were not the norm in Phuoc Tuy, however, and the heavy losses suffered by the communists forced them to temporarily leave the province.



Although the Australians did encounter communist Main Force units in the years to come, the battle marked the end of such large-scale clashes and ranks as one of the major Australian victories of the war.

The 1 ATF Ready Reaction Force under the command of [Major Murray Blake](#) consisted of an understrength D Company 5 RAR (of just 65 men), a troop of Centurion tanks from the 1st Armoured Regiment and a troop of M-113 armoured personnel carriers from the 3rd Cavalry Regiment and subsequently reacted to the incident. In direct support was 105th Battery, Royal Australian Artillery. Meanwhile, elements of the 1st Battalion 33 NVA Regiment took up defensive positions within the village and prepared to fight to the death. By 10:30 the Australians approached Binh Ba from the south and were engaged by a volley of RPG fire from a row of houses. After evacuating much of the town's population, D Company assaulted the village from east to west following preparation from helicopter gunships of 9 Squadron RAAF. South Vietnamese Regional Force troops were deployed into blocking positions. Four tanks led the assault, with the infantry remaining mounted in the APCs following behind.





The Australians reached the edge of the village at 11:20, coming under light fire. Initially the tanks were effective for close action, however by the time the marketplace had been reached in the centre of the town concealed RPG-7s had caused external damage to two Centurions, whilst another was penetrated. Within an hour, three of the four tanks used in the initial assault were disabled through damage and crew casualties.

It became clear that the initial assessments of communist strength had been inaccurate and was probably closer to a battalion than a platoon. In addition, helicopters overhead reported another large enemy force of up to 60 moving to the south and west. Blake subsequently decided swing the attack left, in order to clear the southern edge of the town before moving out to western side of Binh Ba. As the Australian armour moved through the rubber trees they clashed with a company forming up to counterattack, inflicting heavy casualties on the communists in the process.



By 14:00 the Australians were bolstered by additional troops from B Company 5 RAR, under Major Rein Haring, which took up blocking positions to south and east. The Commanding Officer of 5 RAR, Lieutenant Colonel Colin Khan, now assumed command of the battle. With a fresh troop of tanks together with APC support, D Company conducted a second assault on the village, this time with the infantry leading.



One tank and two M113s accompanied each platoon in close support. The lead platoon made contact with the enemy immediately and the advance was slow due to the need to clear every house. The communists occupying the houses fired on the Australians from the windows and doorways before withdrawing into tunnels as they passed. An Australian soldier, Private Wayne Teeling (left), was killed by a shot through the neck as his team approached the first line of houses. A tank fired one round of [HE](#) into the building occupied by the Viet Cong. The house exploded, and the clearing team assaulted immediately. Six dead were found in the ruins.

This type of action was typical all along D Company's assault line and every time the Australians received fire from a building, tank rounds were used to breach the walls and a small team of infantry would conduct room clearance until all resistance was quelled.

During the fighting some of the VC had discarded their uniforms and weapons and attempted to mingle with the pockets of civilians that were unable to escape. The continued presence of civilians in the village required the Australians to expose themselves to extreme danger while trying to usher these groups to the rear of the battle zone. Others tried to flee the village, or hide in the small air raid bunkers attached to every house.

The fighting continued all afternoon and only ended at last light. With Binh Ba still insecure, D Company and their armoured support subsequently occupied a defensive harbour for the night, exhausted by the fighting. Overnight B Company killed two VC trying to break out to the south.



At 06:00 on the 7th June, B Company intercepted a communist company attempting to enter the town and after blocking the exit and entry routes and again supported by armour, they forced them to withdraw. On the second day the clearing of the village continued. D Company, with a platoon from B Company attached, met sporadic resistance from a number of small groups still holed up in the village. To fully clear the village, every bunker, house and any likely areas of concealment had to be searched.



Later in the morning South Vietnamese forces in the northern hamlet of Duc Trung came under attack, and B Company and the Assault Pioneer Platoon were deployed to provide assistance. Indeed, most of the action now centred on Duc Trung, with a helicopter reporting a force of up to 80 communist troops moving between the buildings. With the pioneers blocking to the south a Regional Force reaction company cleared the village, however the VC had already left. By 13:00 heavy firing again broke out in Duc Trung, with the South Vietnamese rapidly overrun by over a hundred communists. Accurate artillery fire was effective in stabilising the situation, however, and B Company with a troop of tanks swept the hamlet. During the afternoon, D Company continued to clear Binh Ba and further close-quarter fighting followed before the Australians withdrew to allow the South Vietnamese to complete the clearance. By the evening the village was secure, and B and D Companies adopted blocking positions overnight.

Operation Hammer concluded by 09:00 on the 8th June with one final sweep carried out that morning to ensure that Binh Ba was clear. By this time a large communist force had been defeated by the Australians, and the village practically destroyed. Indeed, Binh Ba was so badly damaged that many of the villagers whose homes were destroyed were subsequently resettled



with the help of the 1st Australian Civil Affairs Unit. Despite efforts to clear the village of civilians before the battle, a large but unknown number of civilians had undoubtedly died during the fighting. This fact, coupled with the one-sided casualty count, later led to claims in the media of an Australian atrocity. One Australian had been killed and 10 wounded, while communist losses included at least 107 killed, six wounded and eight captured.



The battle was one of the major victories of the Australians in Vietnam and although they would occasionally encounter communist Main Force units in the future, it effectively marked the end of such large-scale clashes. Indeed, as a result of such heavy losses suffered at Binh Ba the North Vietnamese were temporarily forced to move out of Phuoc Tuy and into the adjoining province of Long Khanh. The Royal Australian Regiment, the 3rd Cavalry Regiment and 1st Armoured Regiment were subsequently awarded the battle honour 'Binh Ba', one of only five presented to Australian units during the war. It ranks as one of the major Australian victories of the war.

Prompt action by two 9SQN Bushranger gunships during the Battle saved the lives of a Centurion crew when their tank was disabled by an RPG-7. National serviceman David Hay said the tank took minor damage from the first hit and when a second RPG-7 struck and penetrated 22B's turret, it left him temporarily blinded by shrapnel. 'The tank was immediately silenced, the electrical connections to internal turret guns were severed, the turret crew all wounded by shrapnel and, apart from the crew commander's .30 calibre machine gun, the tank was undefended,' he said. "If ever an element of luck was needed, this was the time, but luck did come and it came from above.



Two Iroquois Bushranger gun-ships from 9SQN, with not a second to spare, brought their miniguns to bear and eliminated the threat. "The plight of the two tanks would have been catastrophic had it not been for the strike by the RAAF Bushranger helicopter light fire team of the buildings and ducking under the tanks' guns. "Our next pass was live, mini guns, rockets and four M60 machine guns and Bushranger 72 did the same. "We saw the disabled tank and the VG who were about to fire on it, but after a quick burst from us, they didn't. After the start of the battle, Bushranger 73 was called forward to work with Bushranger 71 and 72 as a heavy fire team (HFT).



David Moles, a 9 Sqn crewman, said Bushranger 71 got a message from the FAC, who told them a VC had fired an RPG-7 at them and it missed by just yards. "We continued to do firing passes, and on our last pass before we went back to the Dat to rearm and refuel, I noticed we were lower than the previous passes" he said.



David Moles with Allan Lamb at rear, with the AK-47.

"As our last rocket was fired, a piece of roof tile flew up and went through the front window of Bushranger 71, between the two drivers and hitting the transmission wall. I retrieved it and showed the drivers; co-pilot FLGOFF Treloar was not impressed, nor was I"

When they first arrived over Binh Ba, FLGOFF Alan Adamson asked the ground controller if all locals were evacuated from the buildings and was told "yes". "Al said he was going to do a dry pass down the village and have a look in the windows, which we did. I could see the enemy running out and I believed without air support the battle would have been very different, with more KIAs instead of only one. From memory, the Heavy Fire Team (HFT) fired a full load, that is, each aircraft 10,000 7.62 minigun rounds, 4000 door gun M60 7.62 rounds, 14 2.75 HE rockets, as well as what we fired after refuelling and rearming," he said. "A few days later when we were at the rearm point at the Dat, a couple of diggers came up and presented Al Lamb, the gunner on Bushranger 71 and me, with an AK-47, which we thought was great. "We hung it in the airmen's boozier"



Employment of Gunship Fire Teams.

A gunship or armed helicopter is a helicopter equipped with an attached weapons system which is fired by the aircraft commander or co-pilot. This is opposed to the slick which only carries defensive armament in the form of side door machine guns. The tactical unit is a minimum of two gunships forming a Light Fire Team (LFT). A Heavy Fire Team (HFT) is three gunships.



L-R: Sergeant Ernest Moore (Gunny); FILt Robert Thompson (Pilot); SqnLdr James Cox, (Pilot); LAC Edward Maxwell, (Gunny).

Normally in a large operation, as an LFT expends its ammunition or fuel, it has to be replaced on station by another LFT. This can present quite a problem in a hot action as an LFT can expend its full quota of ammunition in under five minutes. For a prolonged operation a request for an HFT will ensure that, with the allowance made for the staggered re-arming or re-fuelling of individual gunships, an LFT is always available to support the operation. The technical advice in regard to the employment of gunships integral to the assault helicopter company allocated to support a unit can be given when the Air Mission Commander (AM Comd) conducts his liaison visit. At this time the gunner can co-ordinate his fire planning in regard to the LFT/HFT. In the combat assault some tasks carried out by gunships are:



Escort.

Escort of slicks from the PZ to LZ and return. If the aviation assets are available this should be a separate task for a separate LFT, to that detailed for pre-strikes. Having this escort LFT in addition to a pre-strike LFT provides a reserve to the AM Comd should the pre-strike LFT require support or replacement while re-arming.

Pre-strikes.

A conventional sequence is at H hour-2 (H hour being when the first slick lands on the LZ) when the LFT makes a firing pass (armed reconnaissance) over the LZ. The aim is to check visually and by fire whether the area of the LZ is occupied by the Viet Cong. This also fills in the gap as the artillery lifts from its preparatory fire to blocking fire role. The LFT then makes a second pass at H hour-1, under direction of the C and C aircraft, to mark the position where the first slick will land. Marking is done by the hand-dropping of a coloured smoke canister. With the Huey Cobra gunship other marking methods, if required, must be used.

You are stuck with your debt if you can't budge it.

**Open Cockpit Weekend.
Queensland Air Museum. Caloundra.**

The Queensland Air Museum (QAM) is a not-for-profit community owned aviation museum located at Caloundra Airport in Queensland. Its mission is to collect and preserve all aspects of aviation heritage with an emphasis on Australia and Queensland. The museum has the largest collection of historical aircraft in Australia and it also has a large collection of aircraft engines, equipment, artefacts, photographs and books.



Back on the 2nd June 1974 the Queensland Air Museum was inaugurated with the official unveiling of an ex-RAAF Canberra that had been purchased from a Government disposal. The aircraft was displayed at the Pioneer Valley Park, which was a museum at Kuraby in Brisbane's southern suburbs. The park was eventually closed and the aircraft was moved to a leased site at



Nudgee on the north side of Brisbane. The collection began to grow when a Meteor TT20 was donated to the museum by the British Government and a Vampire and two Sea Venoms were acquired.

Due to the construction of the new Brisbane Airport nearby, the collection was forced to move to a temporary holding area on the airport site. Exorbitant rental costs at this location eventually lead to the museum being evicted and the resultant publicity resulted in an offer of a permanent home on the Sunshine Coast by the Landsborough Shire Council. On the 14th June 1986 the collection was relocated to a site at Caloundra Airport which had a newly built hangar. The official opening of the museum took place on the 4th April 1987 by Mrs Lyn Bennett (right), wife of the museum's first patron, the late Air Vice-Marshal Don Bennett. Don Bennett was the Queensland born founder of the World War II Bomber Command Pathfinder Force and to honour this the road in front of the museum was named Pathfinder Drive.



Now with a permanent home the collection continued to grow and in 1989 it was bolstered by an ambitious recovery expedition to Singapore where a Sea Vixen, Meteor and Hunter were purchased from a scrap metal dealer just days before their destruction. The aircraft were disassembled and successfully shipped to Australia where they were restored and placed on display.

The two hectare museum site has been steadily developed with the construction of a second hangar being completed in July 2004 which was later extended in 2006. A library, restoration and storage facilities have also been constructed. In September 2006, Mr Allan Vial, DFC OAM OPR (Po), become the Patron of the Queensland Air Museum, he is also Life President of the Pathfinder Force Association in Australia.



A plan to relocate Caloundra Airport placed an uncertain future on the museum for many years. But on the 2nd September 2010 the Queensland Premier Anna Bligh announced in Parliament that the airport would continue to operate on its present site and she said this would provide "certainty for the iconic air museum". The museum's situation further improved when the Sunshine Coast Regional Council granted the museum a 30-year lease extension and on the 28th March 2013 a Caloundra Aerodrome Master Plan was adopted. The Plan recognised the



museum's tourism potential and provided for a substantial increase in the size of the museum's site to allow for expansion.

Every year, in July during school holidays, over a weekend, the Museum hosts an Open Cockpit Weekend where the public is invited to the Museum and is able to climb in, on and around all the aircraft on display. People who have flown or worked on the aircraft are asked to volunteer for one or both of the days and to act as guides and explain the ins and outs of the aircraft. The QAM opens in a carnival atmosphere with a large range of activities and entertainment. Some of the aircraft on display include an F-111, Mirage, Neptune and Australia's first Douglas DC-3, built in 1937 and was operated by KLM on the Amsterdam to Batavia route, a 5-day trip!

This year's event was held over the weekend 06 – 07 July.

As well as static displays, there were several aircraft which had their engines run, always a great crowd draw.



The historic French Broussard was one aircraft which was run up several times and always drew a crowd. This aircraft was designed to meet a French Army requirement back in 1952. It is a six seat utility transport aircraft, similar to the Canadian DHC-2 Beaver and in its day was a major cooperation aircraft and aerial ambulance. Its performance as a short take-off and landing aircraft on bush strips has been described as outstanding however, being nose heavy it was sluggish and difficult to fly.

This particular aircraft was bought by a Denis Harris in 1997 and operated out of Maryborough Qld until its last flight in 2010. It was bought by the QAM in 2014 and after being trucked down from Maryborough, was put on display at the Museum in 2015.



You can see its engine being run [HERE](#).

Another favourite with the public was the Caribou – mainly because it was open, people could line up and walk in, sit in the cockpit and play with the controls. It was a great treat for the kids who sat in the two seats up front and played Pete the pilot.

Those that volunteered to explain the extraordinary characterises of the old Caribou were:



John Griffiths, Phil O'Connor, Jake Jacobsen.



John Griffiths on duty in the old girl.



Although the crowd numbers were down due to the bad weather, 2500 to 3000 people braved the elements and spent hours tramping through the water or inside the hangar checking out the aircraft.





One aircraft on display in the main entrance is a Wicko Cabin Sports replica. The Wicko was the first powered aircraft to be designed and built in Queensland. It was a wood and fabric monoplane designed and built by Geoff Wikner and it first took to the air in January 1931 from Archerfield Airport in Brisbane. The Queensland Air Museum obtained copies of the original plans of this significant aircraft and constructed a replica, which went on display at the museum in 2007.



If you haven't been to the QAM, you should definitely add it to your bucket list. You can see the aircraft currently on display [HERE](#).



The Museum is open every day of the year from 10.00am to 4.00pm, with the exception of Christmas Day.

Admission costs are:

Adult	\$20	Child	\$10
Concession	\$15	Family (2 adults, 2 kids)	\$40



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Commemoration for Bomber Command.

RAAF Amberley, 02 June 2019



On Sunday, the 2nd June, hundreds of people gathered at the Amberley RAAF Base to commemorate the service and sacrifice of the air and ground crews who served with pride and distinction in Bomber Command in the UK during World War Two, 1939 – 1945.



During the war, approximately 10,000 RAAF personnel served with Bomber Command and of those, 4,089 were killed or died later from injuries.

During that horrible conflict, Bomber Command flew a total of 364,514 operational sorties and lost 8,325 aircraft. From a total of 125,000 aircrew, 57,205 were killed, 8,403 were wounded and 9,838 became prisoners of war. Horrendous figures.

Bomber command comprised 126 squadrons, of which 32 were non-British units, 15 Canadian, 8 RAAF, 4 Polish, 2 French, 2 New Zealand and 1 Czechoslovakian. It flew Blenheims, Hampdens, Wellingtons, Whitneys, Manchesters, Stirlings, Halifaxes, Lancasters and Mosquito aircraft and most crews were aged between 19 and 25.

The Commemoration was attended by several WW2 Squadron Associations, such as



The RAAF Beaufort Squadrons.



RAAF Lancaster Squadrons and the Pathfinder Force.





462 and 466 Halifax Squadrons.



The Commemorative Ceremony was held in the Memorial Garden, on the Base, where the old Canberra A84-201 stands pride of place. As has been the case for many years, SqnLdr Paul Lineham (Ret'd) was the MC for the day and as usual, did a wonderful job.

A very good crowd of people attended the ceremony, among them were serving people as well as people from various ex-Service organisations and it was wonderful to see quite a number of senior high school students amongst the crowd. Apart from the Memorial in Canberra, Amberley is the only place in Australia that commemorates the sacrifice provided by all those wonderful people all that time ago, and long may it be so.



The whole event was extremely well organised, entry to the base was quick and trouble free, there were numerous RAAF personnel "volunteers" on hand to direct traffic and to answer any questions anyone might have, bottled water was in abundance, everyone received a small professionally done program of events, chairs and linked together marquees were provided for



people to sit out of the (early) sun, though at the end of the ceremony at about midday, it clouded up and old Huey sent it down scattering everyone far and wide.

At about 11.00 am, MC Paul Lineham introduced himself, welcomed everyone, then called for the mounting of the Catafalque Party which was comprised of Air Force Cadets from 208Sqn.



The Qld Governor, His Excellency the Honourable Paul de Jersey AC, arrived in his shiny blue Rolls and was welcomed by Paul Lineham.



Music was provided by the RAAF Amberley Brass Band.



The Amberley Brass is a modern brass band, based in Ipswich and affiliated with the Queensland Band Association. They are based at the RAAF Base and are a mix of serving volunteer Air Force members, defence contractors, retired Air Force, Army and Navy personnel, spouses and dependents of serving members as well as civilian members from the local community.

They provide high quality music for Service, Civic and Community events and are currently looking to expand and seeking expressions of interest from intermediate to advanced standard brass players. They do not march or participate in competitions but aim for an enjoyable and satisfying musical experience for players and audience.

Should you want the band for your function or promotion, the easiest and most convenient way to engage them is to download the 'Engagement Request' form ([HERE](#)) which you can fill it out on line then email it to band@amberleybrass.com. You can also phone them on 0424162418.

Words of wisdom:

Do not walk behind me for I may not lead. Do not walk ahead of me for I many not follow.
Do not walk beside me either – just nick off and leave me alone.

The Blackstone-Ipswich Cambrian Choir were on hand to lead everyone in the Anthem, the Air Force Hymn and National Anthem. The Choir was founded back in 1886 with the express purpose



of competing in what was to become the Queensland Eisteddfod. It is now reputed to be Queensland's longest continuously performing community choir.





GpCapt Ross Magno, from Combat Support Group, performed the official welcome.



after which WgCdr Jason Gamlin the Executive Office for 82 Wing, performed the Commemorative Address.





Chaplain Alan Williams, a Uniting Church Chaplain from Williamtown, led the assembly in prayer.



Michael Bryce AM AE, addressing the gathering. Michael is an Australian architect and graphic and industrial designer, who, while at University, joined the Air Force Reserve as a member of



the Queensland University Squadron. He later joined No. 23 (City of Brisbane) Squadron. While with the RAAF Reserve he was appointed as honorary Aide-de-Camp to the Governor of Queensland. He is the patron of the Air Force Association in Queensland and was a trustee of the Queensland Art Gallery and a member of the boards of the Queensland Symphony Orchestra and Queensland Orchestra. He served as a ministerial adviser on the Child Accident Prevention Foundation and as the founding president of Melanoma Patients Australia.

Some people at the ceremony were:



AVM Julie Hammer, AVM Dave Dunlop, WgCdr Gordon French, Peter Rackley, Michael Bryce AM AE, Ted Vowels OAM, AE, AVM Peter Growther.

AVM Dave Dunlop graduated from [No 20 Academy Course](#) in 1970 after which he joined [No 79 Pilots Course](#). On graduation, he was posted to Williamtown for Mirage conversion. This was followed by a posting to Butterworth and on return to Australia in 1975, he converted onto the F-111 at RAAF Amberley where he stayed until 2002. In 1976, while at Amberley, he was selected for pilot exchange with the US Air Force, flying F-111s at Mountain Home AFB which is in the middle of nowhere in the desert of southern Idaho. Over the 27 years of flying the 'Pig', he was involved in the various upgrades to the aircraft and its support systems and was also the Program Manager to acquire additional aircraft – the F-111G project. He was also fortunate to command at the Squadron, Wing and Group levels.

Like most people who stay in the RAAF for a 'career', he had a number of ground jobs usually following the associated training. After a course at the Royal Military College of Science, Shrivenham (the British Army's university) he did a stint back in Canberra as an analyst in the



Defence Science and Technology Organisation. Of course, there were the compulsory 'staff' jobs which flowed from doing staff college, in his case the French Staff College at the Ecole Militaire and what would a career be without a few years in the training world? He had two very enjoyable tours at the Joint Services Staff College both as an instructor and as the Director of Studies. He thinks perhaps his most challenging staff position was in the area responsible for developing the future aviation and space capabilities for Defence.

In 2002, he transferred to the RAAF Active Reserve and worked part time until finally retiring in 2014. He and wife Julie have retired to Caloundra on the Sunshine Coast where he fills in his time with the local branch of the Air Crew Association, the Queensland Air Museum and the Air Force Cadets Alumni.



John "Sambo" Sambrooks, Wal Bellamy, Ray Murrell –representing the Kedron Wavell RSL Sub-Branch.

Right, John Sambrooks, Will Pembroke (Padua College), Maggie-May Hornigold (Wavell State High).





Scripture Readings.



WgCdr Lindsay Bennett (Ret'd) the State President of the Australian Flying Corps and RAAFA read the First Reading.



A very confident Zalia Cuthbert, a student from the Ipswich Girls' Grammar School, read the second Scripture and did a wonderful job. Our country is in good hands.



Reflections.



Former Royal New Zealand Air Force Lancaster pilot, Ken Walker, recounts his wartime experiences.

Ken joined the RNZAF when he was 18 years old. He was born in 1924 which makes him 95 years old today and for a person of his age, he had an amazing memory and spoke for some time without referring to any notes. He described his tough childhood, having little clothing to cope with the harsh Dunedin winters and losing his father when he was just 11 "as a direct result of the Depression". He recalled with emotion his older brother waiting four years to marry in order to let him (Ken) finish his secondary education.

But the family couldn't afford university and Ken started a career in bookkeeping in 1941, joining the Air Training Corp, before enlisting in the air force at 18. As a Lancaster pilot in Bomber Command, operating out of Spilsby in northern England, he and his crew survived 30 operations over Germany, primarily at night. They were hit at least once, returning to England on just three engines and Ken's voice broke as he recalled seeing his best mate Buzz's plane blown up before his eyes and other "friends going down in flames".

It was in the Panama Canal, while on board a ship bound for Wellington to join the Pacific war effort that Ken learnt of the bombing of Hiroshima and Nagasaki which ended the war.

The darkest hours come just before the dawn.
So, if you're going to steal your neighbour's milk and newspaper, that's the best time to do it.



Ken Walker.

Wreath Laying.

Paul Lineham then asked those that wished, to lay a wreath at the Memorial Wall.



John Griffiths, representing the Logan City branch of the RAAFA.



John Griffiths



Leanne Cameron, the Deputy Commissioner, DVA, Tony Ferris, State President of the RSL in Qld.



John Sambrooks, on behalf of RTFV-35 Sqn.



Will Pembroke and Maggie-May Hornigold, representing the Kedron Wavell RSL Sub-Branch.



Womens Auxiliary Air Force, Section Officer, Paulina Nielsen, on behalf of the Path Finder Force Association. Paulina was assisted by FSgt Susan Mallet and Chris Nielsen.



During the Wreath Laying ceremonies, Piper Rod Jamieson, from the Amberley Pipes and Drums, provided the accompanying lament.



After the wreath laying ceremony, the Assembly commenced two minutes silence in memory of those fallen.



FILt Steve Finch, OAM, played the Last Post and the Rouse.

The National Anthem was then sung, the Catafalque Party was dismantled, after which everyone was invited to the Officers' Mess for refreshments.



At the Mess.



WngCdr John Griffiths, AVM Julie Hammer.

Julie joined the RAAF in 1977 as an Education Officer, serving in the engineer cadet squadron at Frognall after which she was moved over to Laverton to instruct at the School of Radio.

In 1981, the RAAF's Engineer Branch was opened to women and she transferred to the Electronics Category and was posted to 3AD at Amberley. From 3AD, she was posted to



Headquarters Support Command and in June 1985 she was promoted to Squadron Leader as head of the Aircraft Equipment Engineering Division (AEENG3) at SupCom Vic Barracks, Melbourne.

She then spent 16 months studying at No. 5 Advanced Systems Engineering Course at RAF Cranwell and became a liaison officer in the Directorate of Scientific and Technical Intelligence at the Ministry of Defence in London. After the completion of her Master of Science thesis in Aerosystems Engineering in 1987, she became a technical intelligence analyst with the Joint Intelligence Organisation in Canberra. This was followed by work on the P-3 Orion ESM Project, first as project engineer and then, following promotion to Wing Commander, as project manager.

In 1992, she assumed command of the Electronic Warfare Squadron at Edinburgh, becoming the first woman to command an operational unit of the RAAF for which she was awarded the Conspicuous Service Cross in the Australia Day list in 1997. She was also the recipient of the 1996 Association of Old Crows (Australian Chapter) Award for Distinguished Service to Electronic Warfare.



Returning to Canberra in 1996, she took the role of Project Director of Joint Project 2030, the Australian Defence Force's Joint Command Support Environment, in the Command and Support Systems Branch of the Defence Acquisition Organisation. She completed a Graduate Diploma in Strategic Studies at the Joint Services Staff College and became the first woman in the RAAF to become a member of the General List when she was promoted to group captain in 1996. She was seconded for four months to serve on the Science and Technology Team of the Defence Efficiency Review.

During 1999, she was the lone Australian student at the Royal College of Defence Studies, completing a 12-month course in strategic and international studies. Returning to Australia in December 1999, she was promoted to Air Commodore, becoming the first woman to achieve that rank and the first to be promoted to one-star rank in the ADF. When she was subsequently promoted to air vice marshal in 2003, she became the first woman to attain two-star rank in the ADF.

She assumed duties as Director General Information Services, responsible for the operations and support of Defence's fixed communications networks and computer systems throughout Australia. In December 2001, she became the first woman Commandant of the Australian Defence Force Academy. That year she was awarded the Sir Charles Kingsford Smith Memorial Medal by the Royal Aeronautical Society to recognise her contribution to Australian aerospace, and she delivered the Kingsford Smith Memorial Lecture.

She was appointed by the Minister Assisting the Prime Minister for the Status of Women to be one of Australia's Honouring Women Ambassadors in 2002. She became the University of Queensland's 12th Alumnus of the Year in 2003, and a Member of the Order of Australia in 2004.

Retiring from the RAAF in 2005, Julie became the National Vice President of Engineers Australia, and its president in 2008. In 2008 she was elected as a Fellow of the Australian Academy of



Technological Sciences and Engineering,[10] and was appointed an Honorary Fellow of Engineers Australia in 2011.

She has been married to fellow RAAF officer, Air Vice Marshal David Dunlop, since September 2000.

I believe in climate change! In December it was hot, now it's cold. Voila.



Students from various High Schools, looking after the old blokes from Kedron Wavell RSL Sub-Branch.

They won't be hungry after that lot!!

FSgt Susan Mallett, who usually looks after events such as this, had the day off and was able to enjoy the day and mix and meet with everyone.





People enjoying the hospitality of the Offices Mess.

Don't aspire to become irreplaceable. If you can't be replaced, you can't be promoted.



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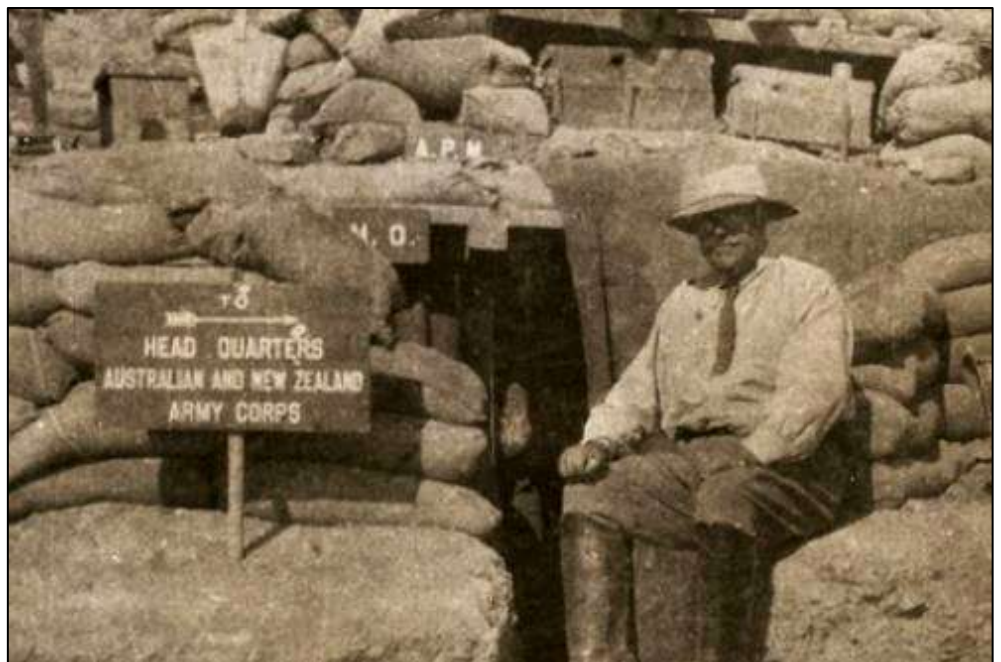
ANZAC Day – 2019

Anzac Day, the 25th April, marks the anniversary of the first campaign that led to major casualties for Australian and New Zealand forces during the First World War. The acronym ANZAC stands for Australian and New Zealand Army Corps, whose soldiers were known as Anzacs. The day remains one of the most important national occasions of both Australia and New Zealand

Origins of the acronym ANZAC

There are several suggestions as to where the word ANZAC originated, the favourite is attributed to General Sir William R. Birdwood. He said: *“One day early in 1915 Major C.M. Wagstaff, then junior member of the “operations” section of my staff, walked into the General Staff office and mentioned to the clerks that a convenient word was wanted as a code name for the Corps. The clerks had noticed the big initials on the cases outside their room—A. & N. Z. A. C.; and a rubber stamp for registering correspondence had also been cut with the same initials. When Wagstaff mentioned the need of a code word, one of the clerks suggested: “How about ANZAC?”*

Major Wagstaff proposed the word to me and “Anzac” thereupon became the code name of the Australian and New Zealand Army Corps. It was, however, some time before the code word came into general use, and at the Landing many men in the divisions had not yet heard of it.



Later on, when we had effected our landing at Gallipoli in April, I was asked by General headquarters to suggest a name for the beach where we had made good our first precarious footing, I suggested that this might be recorded as “Anzac Cove”—a name which the bravery of our men has now made historical, while it remains a geographical landmark for all time.”

Gallipoli campaign, 1915



In 1915, Australian and New Zealand soldiers formed part of an Allied expedition that set out to capture the Gallipoli Peninsula to open the way to the Black Sea for the Allied navies. The objective was to capture Constantinople, the capital of the Ottoman Empire, which was an ally of Germany during the war. The ANZAC force landed at Gallipoli on the 25th April, meeting fierce resistance from the Ottoman Army commanded by Mustafa Kemal (later known as Atatürk). What had been planned as a bold strike to knock the Ottomans out of the war quickly became a stalemate, and the campaign dragged on for eight months. At the end of 1915, the Allied forces were evacuated after both sides had suffered heavy casualties and endured great hardships. The Allied deaths totalled over 56,000, including 8,709 from Australia and 2,721 from New Zealand. News of the landing at Gallipoli made a profound impact on Australians and New Zealanders at home and the 25th April quickly became the day on which they remembered the sacrifice of those who had died in the war.



Though the Gallipoli campaign failed to achieve its military objectives of capturing Constantinople and knocking the Ottoman Empire out of the war, the actions of the Australian and New Zealand troops during the campaign bequeathed an intangible but powerful legacy. The creation of what became known as an "Anzac legend" became an important part of the national identity in both countries. This has shaped the way their citizens have viewed both their past and their understanding of the present. The heroism of the soldiers in the failed Gallipoli campaign made their sacrifices iconic in New Zealand memory, and is often credited with securing the psychological independence of the nation.



Australians recognise 25 April as a day of national remembrance, which takes two forms. Commemorative services are held across the nation at dawn – the time of the original landing, while later in the day, former servicemen and servicewomen meet to take part in marches through the country's major cities and in many smaller centres. Commemorative ceremonies are more formal and are held at war memorials around the country. In these ways, Anzac Day is a time at which Australians reflect on the many different meanings of war.

Popularity of the Day

By the 1950s many New Zealanders had become antagonistic or indifferent towards the day. Much of this was linked to the legal ban on commerce on Anzac Day and the banning by many local authorities of sports events and other entertainment on the day. Annoyance was particularly pronounced in 1953 and 1959, when Anzac Day fell on a Saturday. There was widespread public debate on the issue, with some people calling for the public holiday to be moved to the nearest Sunday or abolished altogether. In 1966 a new Anzac Day Act was passed, allowing sport and entertainment in the afternoon.



During and after Australia's involvement in the Vietnam War (1962–1975), interest in Anzac Day reached its lowest point in Australia. Anti-war protesters used Anzac Day events as a platform to voice opposition to

conscription and Australia's military involvement in general; in the following 20 years, the relevance of Australia's war connection with the British Empire was brought into question.

However, since the late 1980s and especially the 1990s, interest in and attendance at Anzac Day ceremonies has grown. On 25 April 1990, Bob Hawke became the first Australian politician to visit Gallipoli, and he also decided that government would pay to take Anzac veterans to Gallipoli for the 75th anniversary of the dawn landing. This is seen by historians as a major milestone in the recovery of Anzac Day. John Howard (PM 1996–2007) was also a huge proponent of Anzac Day commemorations and visited Gallipoli on 25 April in both 2000 and 2005.



An increasing number of attendees have been young Australians, many of whom attend ceremonies swathed in Australian flags, wearing green



and gold T-shirts and beanies and with Australian flag tattoos imprinted on their skin. This phenomenon has been perceived by some as a reflection of the desire of younger generations of Australians to honour the sacrifices made by the previous generations.

One of the traditions of Anzac Day is the "gunfire breakfast" (coffee with rum added) which occurs shortly after many dawn ceremonies and recalls the "breakfast" taken by many soldiers before facing battle. Later in the day, ex-servicemen and ex-servicewomen meet and join in marches through the major cities and many smaller centres. In 2018, female veterans were encouraged to march at the front of their sections. The "By The Left" initiative was launched following a number of reported cases where servicewomen had been challenged that they were wearing their medals on the wrong side, as people should wear their own medals on the left side of their chest, but people marching in place of their parents or other ancestors should wear that person's medals on the right side. According to historian Dr Carolyn Holbrook of Deakin University, "We reached Peak Anzac in 2015 sure, and there has been some backing off since then, but in terms of the dawn services and Anzac Day commemoration, it will remain huge for a good while yet," says Carolyn. "There is nothing better to take its place in terms of a national mythology."



Brisbane 2019

As was the case right throughout Australia, there were many ceremonies held in Queensland to mark and commemorate the day, the largest of which was held in Brisbane. After people attended the various Dawn Services, a lot caught buses, trains, taxis, or drove in themselves and congregated along both sides of Brisbane's main streets, ready for the march which was programmed to start at 9.30am and finish at 12.30pm.

Many thousands of people of all ages, some of whom had arrived hours earlier bringing along folding chairs, rugs, thermoses of coffee and sandwiches, settled in ready for the parade. For the full three hours they stayed put, waving flags, displayed "Thank you" signs, and cheered and clapped those that marched.





Those who had served in Vietnam and remember the animosity dealt out by a very vocal minority on their return, wonder at and are thankful for the huge change in attitude that has taken place over the years. Perhaps, if times had been different back then, there would not be as many lost Vietnam Vets as there are today. Perhaps!

Army, Navy and Air Force personnel, both serving and ex, began forming up from about 9.00am. This year the Navy led the way, followed by the Army with the Air Force bringing up the rear. Various accompanying bands formed up in Queens Gardens and commenced tuning their instruments to the amusement of hundreds of interested people.

There were bag-pipes, drums of all sorts, cymbals, trumpets, horns, bugles – all contributing to the mix.

You can see and hear them [HERE](#).

Over the years the parade has grown like Topsy and now lasts for nearly 3 hours. This is ok for young people but for many older people, many aged north of 70, standing around, in most years in 30 degree heat, is far too strenuous and possibly far too dangerous. In nearly all cases there is nowhere to sit and definitely no shade. The organisers have thoughtfully organised the distribution of bottled water but that does not alter the fact that the elderly should not be expected to endure hours of standing in the streets in hot sunlight for an hour or so. Unfortunately, there is not a lot that can be done about it, there are just so many associations that need to be paraded but the organisers do change the order every year with each Service taking turns to lead the Parade.

The Parade is now a mix of former service personnel and also current personnel and we feel an easy fix would be to have all the elderly march first followed by the current, young and fit persons. The Army and the Air Force had many current members in the parade, perhaps they could follow the elderly, that and close up some of the gaps, at times there were very large gaps between groups.

That has been suggested – it will be interesting to see if anyone listens.

Bertie Milne in front of the RTFV-35Sqn Banner at the form-up area..





Ted McEvoy with daughter Bree at the form-up



The WRAAF Association (Qld) – lining up behind Janet Noack and the new banner.



ADG



3 Sqn Association people, standing – waiting.



9 Sqn Association



RTFV-35 Sqn Association.



Then finally, at about 11.40am, the Air Force Associations moved off, all with stiff legs from the prolonged standing.



Some people who wanted to take part in the parade but whose legs refused to tolerate the distance were ferried the route in WW2 vintage jeeps.



John Donohue



Tom Mills



John Broughton

Once again, the ABC did a wonderful job of televising the Parade – you can see an edited version [HERE](#).

After the march, 3 Sqn, 9Sqn and RTFV-35 Sqn Associations and a great bunch of serving blokes and blokettes from Amberley, with a few others, headed for the Jade Buddha Restaurant/Bar for their annual get together.

Once again, the Brisbane Vietnamese Community tossed in, all at their own expense, and helped make the day so enjoyable. Some of the lovely girls met people at the front door at the Jade Buddha and presented everyone with a leigh of flowers. Here Thien Khuong lays a leigh on one of the blokes as he enters the Jade Buddha.





The Vietnamese people were co-ordinated by Diamond and Thai Dang – who have given of their time and expertise for some years now – we gratefully thank them.



Diamond, Thai and Roy Morris entertained everyone for most of the afternoon.



Lorea and Peter Gleeson, Andrea Butler.

Gate-keepers at the Jade Buddha, collecting the entry bribe. (Two for them, one for me?)



The outlook from the Jade Buddha.



Some of those at the Jade Buddha, after the march, are: (all names L-R).



Amelia Marsh, Jennifer Pearsall, Tim Pearsall.



Allan Pickering, Whisky Carter.



Ben Nielson, Doug Stonehouse.



Ben Rearson, Ross Wilcox, Bill Luyton.

After 35 years of marriage, a husband and wife went for counselling. When asked what the problem was, the wife went into a tirade listing every problem they had ever had in all the years they had been married. On and on and on: neglect, lack of intimacy, emptiness, loneliness, feeling unloved and unlovable, an entire laundry list of unmet needs she endured. Finally, after allowing this for a sufficient length of time, the therapist got up, walked around his desk and after asking the wife to stand, he embraced and kissed her long and passionately as her husband watched - with a raised eyebrow. The woman shut up and quietly sat down in a daze. The therapist turned to the husband and said, "This is what your wife needs at least 3 times a week. Can you do this?" "Well, I can drop her off here on Mondays and Wednesdaybut I fish on Fridays."



Chris Greenwall, Ben Strong, Raba Nona.



Colleen Gidley, Bill Krause.



John McDougall, the RTFV-35Sqn Association President, welcomed everyone to the afternoon and thanked the sponsors for contributing to the Association.



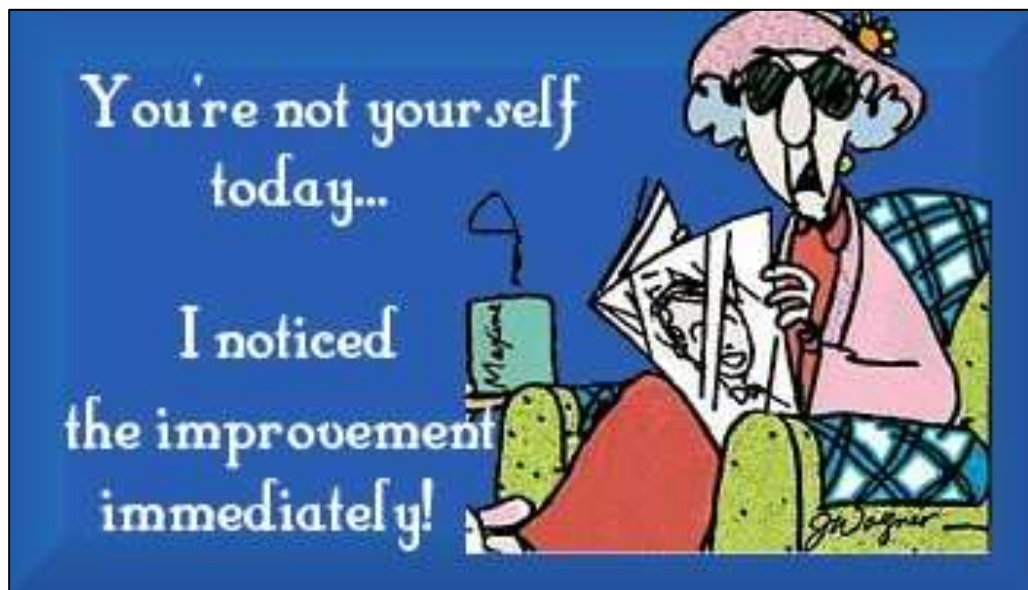
Katrina Puranik and her son Sean, with her plaque of appreciation for all the work she has done for the association. Katrina has developed and maintains the Association's web site.



John "Sambo" Sambrooks with Jenny McIntosh.

Jenny is the Marketing Manager for KM Smith Funeral Directors which is a major sponsor of the RTFV-35 Sqn Association.

Jenny was presented with a plaque of appreciation by Sambo, the RTFV-35Sqn Association's Secretary/Treasurer, as a thank you for KM Smith's support.





Aaron Freney, Myles Fenoglio, Chris Greenall, David Kelly.



David Kelly with his young bloke.



Darryl Holden, Jenny McIntoch, Dick Marman.



Dennis Roles, John Lunn



Ian Oxborrow, Steve Keale, Ken Bishof

Some of the revellers.









Jessica Woodyard, Kristy Watson, Katie Brander.



John Donohue, Wally Jolley



John McDougall with his lovely daughter Karinne Cilento.



Dougie Linnett, Renae Halley, Steven "Rabbit" Burrows., Ben Poxon, Shaunn Segon, Andrew Burgess, Benjamin Calman.



Pete DeJonge



Keith Kinch, Simon Deguara

Y



Ray Bennett, Cath Doyle



John Broughton, Dave McCarey, Sue Trimmer.



Ros Rossi, Phillip Chamberlain.



And while the food, the drinks and the fibs flowed freely, the lovely Thien Khuong handed out mandarins for everyone.



These lovely girls, Thien Khuong, Tuyet Van and Kim Oanh, had several costume changes during the afternoon and entertained the troops with a colourful national dance.



John Sambrooks, Emily Renshaw, John McDougall.



Ted Strugnell and his lovely daughter Shan.



Ted NcEvoy and Jack Bennett



Troy Reeves, Taylor Moore



Pete DeJonge, Elizabeth Goopy, looking after the old bloke!



Late in the afternoon, as the vets started to slow down, those in uniform were just starting to hit their straps.

Oh to be young again!!!



Then, at about 5.00pm, people started to wander off home, the Brisbane City Council had moved in, removed all the barriers, cleaned up any mess and opened up the City's streets for normal every day commerce.

In 12 month's time, we'll do it all again.



ANZAC Day in Sydney.



Group photo of the 37SQN Association contingent at the Sydney Anzac Day March, led by GPCAPT Bryan 'BDH' Harris OAM, former CO 37SQN 1981-83, CDRALG 1989-91.

Unfortunately, again this year, Association members were segregated from current serving members resulting in our veterans getting to The Establishment 2.5hrs after the serving members had arrived.

The Sydney opera House was lit up by laser.





ANZAC Day in Perth.

Some of the WRAAFs that marched in Perth.



ANZAC Day in Scotland, 2019



"Scotty Potter, all decked out for ANZAC Day at Edinburgh Castle.



ANZAC Day in Darwin, 2019.



Chris Cates and Colleen Higginson



John Laming. Aeroplanes and other stuff.

Air Nauru.

The Republic of Nauru, once rich in phosphates, is a tiny atoll in the Pacific Ocean. At an easy speed, it takes just half an hour to drive around the island, passing battered Land Rovers cruising slowly, with rap and heavy metal music blaring from their speakers. When I was there in the 1970s and 1980s, it was the home of Air Nauru which flew three Boeing 737-200s and two B727-100s and I was a pilot on the B737 fleet.



The island's airport had a short runway only 5,700ft (1737m) long, with 30ft (9m) drops into the ocean at each end. With strong westerly winds sending shimmering mists of salt water spray from nearby big rollers, landings on Nauru are not for the inexperienced. One day, I was waiting to fly a leg to Hong Kong. The handwritten flight plan in my navigation bag showed refuelling stops at Ponape, Guam, Saipan and Manila. The sound of an approaching jet was heard, and all eyes turned to watch an incoming B737 appearing on a close left base behind the phosphate pinnacles on Topside (the mining area). A police motor-cycle rider halted traffic on the coast road crossing just feet away from the threshold of Runway 12, and seconds later, a well-judged touch-down sent up a blue puff of smoke from the tyres, accompanied by the shattering roar of full



reverse thrust. Everyone craned their necks to see if the B737 would pull up in time, and there is visible relief when they see it has stopped with feet to spare.

Watching the Boeings take off and land is a national pastime on Nauru, there being little else to do by way of recreation. After turning at full lock on the nosewheel, the aircraft backtracked towards the airport terminal — a scene repeated each day as Air Nauru Boeings passed through the Nauru Island hub. The public address system at the terminal announced that Air Nauru Flight 385 from Tarawa had landed — no mention of the aircraft being two hours late on schedule. Officialdom does not apologise on Nauru and in any case, one hour late is considered an everyday occurrence for this small Pacific operator — half a day late seldom raised eyebrows.

As an aside, and on the subject of eyebrows, these are used in many Pacific islands to signify a casual greeting or simply when talking to someone. Although most Nauruans speak good English, they choose words carefully, and sometimes acknowledge not by nodding, but by an upward twitch of bushy eyebrows.



A pilot was in the cockpit of his B737 on the tarmac with a new First Officer. The control tower at Nauru is situated close to the apron, pilot and tower operator can see each other. The First Officer called ATC to obtain a radio check, but received no reply, so he called again. The captain waved at the tower operator, who waved back indicating he had received the transmission. Meanwhile, the First Officer tried again to elicit a response from the controller. The Captain smiled and pointing to the man in the tower said: “He has acknowledged your radio call — can’t you see he’s raising his eyebrows?”



As people speculated upon the reason for the late arrival of the flight from Tarawa, the policeman on his equally huge Honda Goldwing, had left the road at the end of way and, missing a wandering pig by inches, scorched down the half-mile of road skirting the runway just in time traffic crossing the taxiway into the tarmac area. Carefully negotiating the road crossing, the pilots of the B737 waved a 'thank you' to the policeman, who flashed him a broad recognition. He then made a tight one eighty on the tarmac and as the sound from the great turbines wound down, chocks were inserted under the wheels and the hot brakes were released.



The cabin cleaners, a motley crew of large and expressionless ladies, walked slowly towards the B737, their rubber-thonged sandals thwacking on the hot tarmac. No one hurries on Nauru. Reaching the shade of the left wing, they watched as the passengers stepped gingerly down the steep air-stairs. Large, colourful bags masquerading as hand luggage were shouldered from the cabin, it was almost possible to see the squat oleo struts of the B737 expanding in relief as it lost the combined weight of 80 passengers, with bulging suitcases, and boxes of cargo.

Finally the two pilots appeared at the door way, navigation bags in hand. The captain looked as if he'd been in a brawl with the Devil himself, his face showing the signs of severe bruising. He was not in his usual amiable mood as he explained the cause of the delay on the trip from Tarawa. Tarawa lies 378 miles (610km) northeast of Nauru and was the scene of bitter fighting between Japanese and American forces in 1943. Known then as the Gilbert Islands, this area became the Republic of Kiribati in 1979 and was one of Air Nauru's early destinations when it received its first Fokker F28 in 1974. A second was later added to the fleet, though both were





eventually replaced by three B737-200s. Two of the Boeings were fitted with gravel protection kits to cope with operations into the coral runways of Tarawa, Ponape and Truk (in later years these names were changed to Pohnpei and Chuuk). Tarawa's Bonriki Airport was built after World War Two to replace the Japanese bomber airstrips on the atoll of Betio, where the battle for Tarawa took place. On the edge of the airstrip are hundreds of coconut palms, the owners of the land living in thatched huts among the trees. In the 1970s, the Air Nauru flight departed from Nauru to Tarawa and then returned, with an hour turn-around time at Tarawa. Customs and health officials would board at Tarawa to spray the cabin with insecticide and collect the aircraft's papers from the crew. Then a stopwatch would be started, and five minutes later the sneezing passengers and crew would be allowed off the aircraft. Air Nauru pilots wore standard blue airline uniforms, while the government officials who met the aircraft wore the typical Pacific island attire of shorts, shirts and rubber-thonged footwear, with no identification cards.



Some of the wrecked and dumped aircraft around the islands were interesting. This is a French Navy Avro Lancaster which ground looped on landing at Wallis Island around 1957 and was left there. It was later transported to the museum at Le Bourget, Paris.

After the airstrip had been cleared of stray dogs and pigs by the sole fire-tender, the B737 landed. (Earlier, a visiting New Zealand inspection team had discovered that the fire vehicle carried less than half a tank of water. Questioned, the local fire chief explained gravely that with less water in the tank, the vehicle could travel faster and thus arrive at the scene of a crash more quickly.)

After stopping outside the open-air terminal, the pilot cut the engines and directed the senior female flight attendant to lower the air-stairs. Stepping carefully down to lock the handrails, she was astonished to see one of the waiting officials break away from the group and, yelling loudly, rush up the stairs towards her. He knocked her sideways and burst into the cockpit, where the two pilots, still strapped in, were completing their final cockpit checks. Both turned around at the



intrusion, only to be attacked by flying fists and unintelligible shouting in the local language of Gilbertese. Caught in their seats, they were initially unable to defend themselves. The flight attendant, who had been knocked off the stairs, quickly recovered and called to the remaining officials to help the pilots, who were still battling with the intruder. Two members of the island police were quickly summoned from the crowd waiting at the terminal, but were too frightened to board the B737. As far as they were concerned, this sort of incident was not in their duty statements, so they merely watched with interest as one of the passengers stood up in the cabin and launched himself at the crazy fellow who was still lashing out at the pilots.

A typical Air Nauru crew awaits its passengers in 1980



After an almighty brawl, the intruder was unceremoniously thrown down the stairs on to the tarmac where, as a last gesture of defiance, he picked up some coral and hurled it back up the stairs. At this point, the police stepped in and led him away. After checking to make sure the flight attendant was not hurt, the dazed captain picked up a microphone and, with a commendable sense of humour, apologised to the amazed passengers, assuring them that this was not the normal standard of Air Nauru's in-flight entertainment. Nevertheless, he said, it was an international incident and the flight would be delayed until things were sorted out with the local police.

To add insult to injury, spraying the cabin went ahead in spite of the fact that the door had been open all this time. The battered chief pilot demanded to see the Police Commissioner, who eventually arrived in a rusty Land Rover. After the intruder was interviewed, the Commissioner offered the following explanation. Yes, the man was known for his strange behaviour but apart from chasing a local pilot with a knife the previous year, he was considered harmless. He had been allowed to wander around the tarmac as long as he didn't get in the way, though latterly he had shown a keen interest in the arrival and departure of the twice-weekly Air Nauru flight. He lived in a thatched hut among the coconut trees near the runway threshold and even played football on the runway with other locals when no aircraft were due. When police asked him the reason for his attack on the crew, he pointed out that he was merely defending his property.

Asked to clarify that statement, he told the Police Commissioner that three times in as many weeks a departing B737 had blown the roof off his hut with its jet blast as it lined up for departure. He felt that enough was enough and that the time had come to sort out the pilot of the Boeing. As far as he was concerned, honour was now satisfied, and he was quite happy to accept the consequences of his actions. To the locals, his explanation was perfectly logical and he was set free.



To prevent further problems, the aircraft captain graciously undertook to publish an amendment to the operations manual that for departures, all taxi turns were to be made to the left, thus minimising the risk of jet blast damaging nearby grass houses.

During the years I flew for Air Nauru, there was no shortage of similar stories. Crews criss-crossing the Central and Western Pacific and making stop-overs at various islands would meet at the bar and exchange gossip about the latest adventure. A few months after the Tarawa punch-up, a B727 departed Nauru for Kagoshima in Japan via Guam. On this occasion there were no passengers, a common occurrence on Japan flights. On board were three Australian cockpit crew and four female flight attendants. Of the latter, one was Japanese, another from the Solomon Islands and the other two Nauru nationals. Shortly after take-off, the seat-belts sign was turned off and the flight engineer ordered coffee for the three crew. The Japanese air hostess, relaxing in first class with no passengers to worry about, rang down the order to the Nauruan girls, who had already settled down to sleep on empty seats at the rear of the aircraft. There had been an island party the night before and they had hangovers.



Nauruan nationals working for the Government airline could break the rules and rarely get sacked. Not so for contract expatriate staff, who could be dismissed on the spot. Consequently, when one of the Nauruan girls told the Japanese flight attendant to make the coffee herself, it was done with the knowledge that her insubordination would go unchecked. She was wrong on this occasion. The Japanese girl, an exponent of the martial art tae-kwon-do, stalked to the rear of the B727, shook the Nauruan by the shoulder and ordered her to get off her backside and prepare coffee. Nauruans are normally slow to anger, except when suffering from hangovers. Punches were thrown, hair pulled and a full-on brawl was under way by the time a junior attendant woke up and frantically rang the cockpit crew to come down and stop the fighting.

The Flight Engineer picked up the phone and initially thought she was joking as he knew there were no passengers aboard. The Captain handed over control to the First Officer and went to investigate. Finding a fight on his hands, he stepped in to separate the combatants. As he said later, there was no way these two were going to kiss and make up, and the thought of further action enroute to Japan convinced him that drastic measures were needed. He told the Flight Engineer to dump fuel and the aircraft returned to land at Nauru. Safely on the ground, the flight was delayed until two more cabin crew were produced and the warring pair had been sent to the local hospital to be patched up. The problem eventually solved, a late Air Nauru Flight 821 was again dispatched to Japan with a crew of seven and nil passengers.

Although these stories might be considered a bit of a laugh at the expense of Air Nauru, the airline has nevertheless had an unblemished safety record since it started out in 1973 with one F28. While the pilots were mainly Australian, in a nice touch by the President of Nauru, flight attendants were recruited from each of the destinations the airline served. Maintenance was of the highest standard money could buy and was undertaken in Australia, New Zealand or Hong Kong. A ground engineer was carried on all flights, a policy which ensured excellent serviceability of the aircraft enroute.



In 1968, Nauru won its independence and soon became extremely wealthy due to its phosphate exports. Chartered aircraft flew skilled labour and essential services to the island, until in 1973 the Nauru Government decided to operate its own air services, using two F28s purchased in Australia. The government financial centre was Melbourne, and the airline's primary route was Melbourne to Nauru with New Caledonia as a re-fuelling stop half-way. With millions of phosphate dollars available to run the airline, the President of Nauru now began to fulfil his dream of uniting the Pacific peoples with air links that would eventually serve destinations as far away as Singapore and Honolulu and many island countries in between.

The route structure was a travel agent's dream, including services to Hong Kong, Kagoshima, Taipei, Okinawa, Singapore, Guam, Saipan, Palau, Manus Island, Truk, Ponape, Kosrae, Majuro, Tarawa, Honolulu, Guadalcanal, Vanuatu, New Caledonia, Western and American Samoa, Fiji, Tonga, Wallis Island, Niue, Rarotonga, Auckland, Melbourne, Sydney, Brisbane and Christmas Island.



The arrival of a flight always attracted a large number of well-wishes and relatives in Western Samoa.

Few travel agents had ever heard of Air Nauru in those early years. The President saw no need to advertise the airline and indeed the first commercial manager to be hired lasted just six months before he was dismissed. An outspoken Irishman, he lost his job for daring to tell the President that the operation was losing millions of dollars due to lack of passengers and freight through all destinations and that serious advertising was needed. As far as the President was concerned, if you hadn't heard of Air Nauru, you didn't deserve to fly on it. When they stayed at the prestigious Hilton Hotel in Guam, its pilots would meet up with the highly-paid crews of the then-famous Pan American Airways. When we were asked which airline we flew for, our reply "Air Nauru" invariably invoked a quizzical look and an incredulous "Air Who?" The average load factor throughout the network was around 20%, the airline being heavily subsidised by the island's Government, which regarded the operation as an essential service.



However, the good life which followed the huge earnings from phosphate sales eventually resulted in the population of Nauru starting to suffer high rates of diabetes and heart disease, and a good proportion of the passengers carried from Nauru to Australia were locals seeking urgent medical treatment. With almost half of the gross national product at that time, (1976-86) 100 million Australian dollars per year, going into the airline, health services, education and other essential services on the island were being given low priority in government spending.

The operations of Air Nauru, along with poor economic decisions from succeeding governments, would one day send the tiny island broke. For the airline's pilots, flying for Air Nauru was one of the best jobs in the world.



Although salaries were well below those of the union-dominated Australian airlines, the exotic locations, well-maintained modern jets and the company of the delightful island flight attendants amply made up for the lack of take-home dollars. Passengers who flew the Pacific routes with Air Nauru often included school-age children whose parents worked on Tarawa and Nauru, most of whom travelled unaccompanied from Hong Kong and England. Other passengers included war veterans from USA and Japan returning for one last look at old battlefields on island atolls.

A large number of buildings and gun emplacements from WW2 can still be seen on the islands.



The airline carried businessmen selling anything from sewing machines to stamps, and often there would be Pacific islanders visiting long-lost cousins on remote atolls.



Occasionally one saw priests and nuns returning home to Ireland after years of missionary work in far-away places with strange-sounding names. From Hong Kong harbour came Gilbertese seamen paid off from their ships, going home to rejoin wives and children they may not have seen for several years. There were adventurers and tanned Lotharios, accompanied by beautiful young girls, travelling to Guam and Palau to pick up or deliver a rich man's yacht. Diving club members eager to visit the underwater marvel of Truk Lagoon to snorkel on sunken Japanese warships from the Pacific War. And who can forget the polite bowing of so many young Japanese honey-mooners as they boarded the Air Nauru flight from Kagoshima for a week of sand and sun on Guam or Saipan.

Japanese tourists were always made welcome, despite the fact that both islands had been the scenes of fierce battles between US and Japanese forces during the war in the Pacific.

In 1988, Air Nauru pilots went on strike for better pay and safety conditions. The President of Nauru, realising too late that the airline's losses were crippling the island's economy, sold the two B727s. This had left three B737s at the time of the strike, the first to hit the Government on home ground. The President reacted angrily by sacking all but a handful of pilots. His actions alarmed the civil aviation authorities of USA, New Zealand and Australia and led to the suspension of Air Nauru's Air Operators Certificate. Undeterred, he quickly recruited volunteer pilots from Indian Airlines to replace the sacked Australians, and for six months the B737s flew under a Private' category, with passengers travelling free of charge. Before long, Nauruan passengers flying to Australia for medical treatment were showing growing unease about the competency of foreign pilots, and their concern led the Government to reconsider its decision about not recruiting pilots from Australia.



A heavy landing on Nauru by an Indian pilot had succeeded in chipping one of the President's daughter's teeth. Enough said —“Let's get the Aussies back” was the view of the Nauruan population which, in spite of the earlier strike, still had a fondness for the Australian pilots. In 1989 there was a major confrontation between the Australian Government and pilots from the two main domestic airlines, which resulted in over 1,000 experienced pilots finding themselves out of work. Air Nauru was inundated with job applications, and when the airline resumed operations with just two B737s, its pilots were predominately from Australian airlines. However, the island's phosphate reserves were fast running out and by 1994 Air Nauru was down to one aircraft, a B737-400, registered in Australia and maintained by Qantas.

The once incredibly wealthy island of Nauru is suffering a severe financial crisis, its phosphate deposits, the primary source of its income, having almost gone. Once-profitable investments have been sold in order to stave off critical short ages of food and supplies, leaving it almost totally dependent on Australia for aid. A long-term legal battle over lease payments on the remaining B737 threatens the long-term viability of Air Nauru. Just a few destinations are still being flown, the rest are now just a memory in the log-books of the airline's former pilots. Today



you can buy a ticket to Brisbane, Nauru, Guadalcanal, Tarawa, Fiji, Majuro and Melbourne, and that's about all. It's a far cry from the days when the Boeings of Air Nauru roamed the Pacific skies from Tarawa to Taipei and islands in between.



Pilatus Porter.

In a recent issue we had a pic of a Pilatus Porter that is on display at the Museum at Amberley. We said:

“This particular aircraft arrived at the 1st Aviation Regiment, which was situated at Amberley, in May 1971. It saw service overseas in Papua New Guinea and Vanuatu. All the Army's Porter aircraft were delivered to Amberley and were operated from there until the move to Oakey in 1973. RAAF personnel were posted to 16 ALA and 1 Aviation Regiment and were initially involved in servicing the aircraft and training Army personnel.”



A mate who lives in Canberra and who normally tells whopping lies – but this time I believe him, saw the article and wrote. He said:



“Mate,

My fading memory tells me that that Porter was one of two Army ones that came to the then New Hebrides around September of 1980 during the ‘Bow and Arrow Rebellion’ led by Jimmy Stevens. One of the pilots was named Groves I think but I can’t remember the name of the other one - I think one of them was killed later on at Oakey. Apparently, they set some sort of record on the way to Port Vila for the longest ‘over-the-water’ flights by that type of aircraft coming from Oakey via the Solomons.

When in Vila they would take off for the island of Santo late afternoon and scare the life out of the rebels on Santo by doing some low-level stunts up and down the main street of Luganville (the widest uninhabited main street of any town in the World) while looking for the source of a rebel radio transmitter. Lying on their faces on the floor of the Porters were a couple of strange looking Australian civilians from Canberra with some sort of ‘funny’ equipment. A day or two before their departure the boys took the entire Australian-based staff (there were two of us at the time with two support staff and a blow-in from Canberra) for a joy ride around Vila and environs. Unfortunately for us some senior chappies in Defence and Foreign Affairs were trying to contact us at the same time. Suffice to say we were reminded of what might have happened to Australia’s representation were there to have been some sort of accident.

I tell you what though, not only could those two blokes fly but they scared us as much as they did the locals. They also were very active on the social scene but I cannot reveal further as some of the participants are still alive.

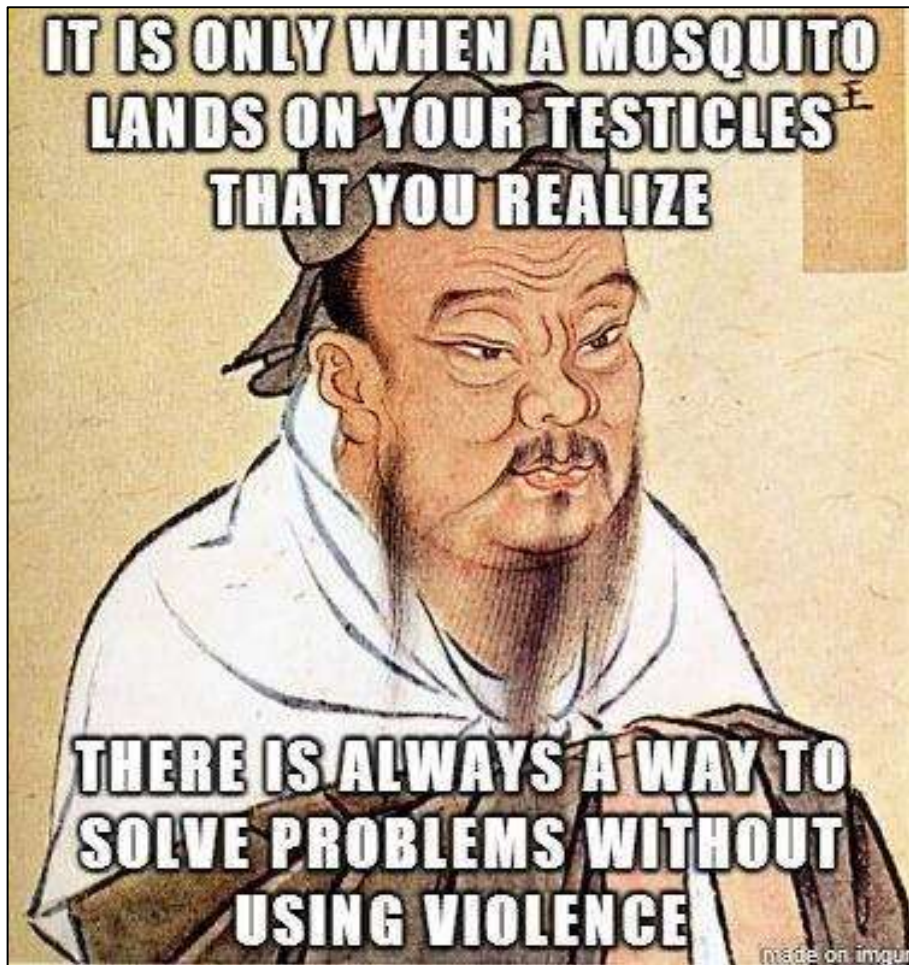
I also remember a bloke called Lang Kidby who came down from Moresby (also in DC’3’s and a couple of Nomads) with the PIR (among quite a few other Air Force and Army blokes in support roles including a Tasmanian who was their Commanding officer) and they very quickly put a stop to the rebellion nonsense. I remember getting permission from Vanuatu’s Prime Minister (and Minister of a good protestant religion) Walter Lini for Kidby to keep a silver-plated .45 Revolver



that had been taken from a rebel - I remember Kidby because apart from being a good bloke I believe he flew that replica Vickers Vimy from England to Australia a few years back?

I also recall you telephoning us in Vila a few times no doubt to make sure that all was well and that I was attending Mass regularly during those dark and threatening times.”

Regards – Gazza.



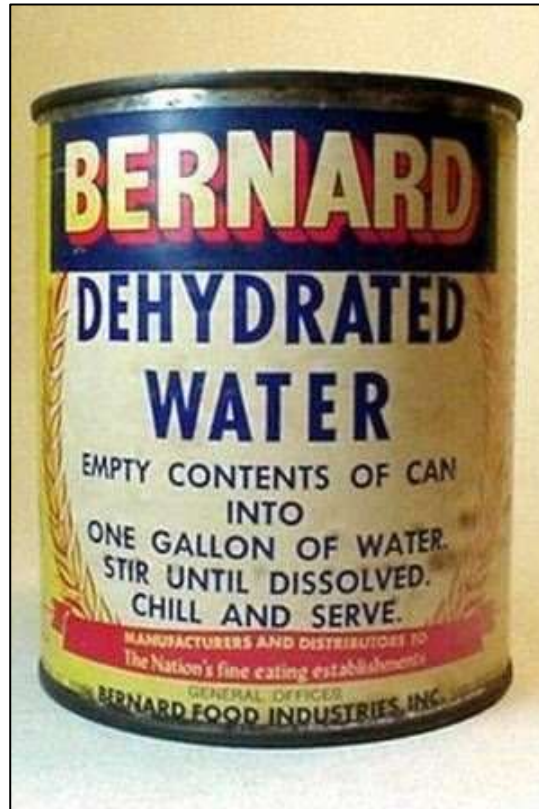
Gazza also says:

“The story about Air Nauru reminds of one late afternoon in Port Vila I was standing on the tarmac (more likely beside the Bar) with a Kiwi named Ian McIntyre who was the local representative of Air Nauru. We were waiting for an Air Nauru 737 with some sort of medical evacuation capsule on board to come from Nauru to take someone to Australia for medical treatment. We waited and waited and some hours after it was due to arrive the Kiwi got a telephone call from Nauru to say that the President (or his wife) had commandeered the 737 for a flight to Hong Kong to do some shopping - we normally relied on the RAAF out of Richmond to provide emergency medical



evacuations and I can tell you that after this incident we never went commercial again while I was still there.

They tell me that all medical evacuations now are done by private firms but back in the 80's the RAAF was our best personal health insurance policy. It also got us a lot of kudos as we could use it for not only our Staff but for anyone else on a needs basis regardless of nationality."



RAF Canberra incidents 1954.

John Laming

A detachment of the four Canberras, under detachment Flt 1323 deployed to the Pacific under Operation *Bagpipes/Likewise*, to cover the CASTLE series of US hydrogen bomb tests in the south Pacific scheduled for the Spring of 1954. In January 1954 the Flight received a further two Canberras for a second commitment known as Operation *Dogstar*. This task was particle sampling of the radioactive clouds produced by the US hydrogen bombs at the invitation of the US military. Both the *Likewise* and *Dogstar* Canberras were fitted with extra navigation and radio equipment (twin TR1936 VHF sets and a STR18B HF set) for overseas flying during the January.





On 11 February two officers and five men left RAF Base Wyton for Darwin in support of Operation *Bagpipes/Likewise* followed on 14 February by the ground party for Operation *Dogstar* comprising five officers and 14 men. The two *Dogstar* Canberras followed on the 15 February tracking via Singapore to Darwin. From Darwin the next leg of the journey for the two *Dogstar* aircraft was to Momote in the Admiralty Islands (to the North of Papua New Guinea), then a long hop across the South Pacific to the US test site at Kwajelein. While flying in loose formation enroute to Kwajelein on 23 February, WH738 drew up alongside WH881 and the pilot gave the "cut throat" signal indicating a loss of radio or electrics, before turning away and descending. Sadly, WH738 and its crew were never seen again, presumably lost after ditching in the Pacific. Such was the importance of *Dogstar* that one of the Operation *Bagpipes/Likewise* Canberras, WH697, was then fitted out for particle sampling and dispatched from Wyton as a replacement for WH738 on 28 February.

The replacement Operation *Dogstar* Canberra, WH697, arrived at Darwin on 4 March and then flew from Darwin to Townsville and enroute experienced navigational problems, which culminated in his following a civil aircraft into Townsville. On landing at Townsville (I saw the landing personally), the nose-wheel shimmied to ninety degrees which was quite spectacular.

It took several days to get spare parts and the aircraft was roped off and under guard on the tarmac. It later took off for Momote and began the Momote/Kwajelein leg of the journey a week later. Problems were encountered with the Radio Compass during the flight. Apparently when enroute to Eniwetok there were a lot of cumulonimbus clouds about and the radio compass usually pointed to the biggest.

When the Canberra descended on flight plan ETA the navigator was unable to pick up the Kwajalein beacon. Worse still, no land was visible. A square search was then commenced and, just as the possibility of ditching seemed likely, an island was spotted. A successful forced landing was made on the beach in shallow water, happily without injury to the crew. The island was part of the Ailinglaplap atoll, about 115 miles south of the Kwajelein.

The crew remained as guests of the islanders for several days until a US amphibian search and rescue aircraft spotted the beached Canberra and landed to retrieve them. Islanders from Ailinglaplap atoll had sailed to Kwajalien Island and notified the Americans that the plane was down on their beach.



WH697 was damaged beyond repair and so, after removal of the engines, the airframe was towed out to sea and sunk. Unfortunately the Canberra floated rather better than expected and refused to sink, even when subjected to gunfire. Finally the salvage vessel resorted to ramming and WH697 sank beneath the waves into 1,500 ft of water, safely beyond all recovery.

I was involved with the extensive search for aircraft WH738 a week or so earlier. We had several Long Nose Lincolns Mk 31's searching out to sea from Momote, Kavieng and New Britain. I did 70 hours in eight days including positioning legs from Townsville to Momote. At one stage my



Lincoln lost an engine 700 miles out to sea, but we continued the search on three engines before returning to Momote. We saw several old Japanese aircraft that had forced landed on various beaches and one very rusty and deadly floating mine with horns and all.

At Momote we were told that the missing Canberra had struck radio or electrical problems on its arrival at Momote, but that the pilot elected to press on regardless of the defects. There was no advance support for the RAF Canberra's which seemed incredibly poor planning by the RAF.



When WH 697 also went missing, we could hardly believe our ears. Like the first missing Canberra, we were awoken at 0200 from our beds in the Sergeants Mess at Townsville and briefed to get going asap for Momote all over again.

We thought that the first aircraft must have flown into a thunderstorm at high altitude - they abounded in those waters or should I say skies! But the account of two Canberra's in formation has come as a complete surprise to me after all these years. We were never briefed that there were two Canberra's involved when Garfield disappeared. Such was the secrecy of the operation.

Shuffling through some of my old writings during a compulsory wife directed clean-up of stuff in the shed, I found the following:

A CANBERRA IS MISSING

In early 1954 two RAF Canberra bombers were to fly from Australia to Kwajalein Atoll in the Marshall Islands. The purpose of the flights was shrouded in secrecy. At the time the Americans were using the remote atolls of the Marshall Islands for Atomic Bomb testing. The most well known of these was Bikini Atoll. The first Canberra simply disappeared. In all probability it went down in a severe thunderstorm. The second Canberra also ran into a thunderstorm from which it survived, only to force land on a remote Pacific atoll. Neither aircraft was fitted with an automatic pilot, which meant that pilots had to hand-fly the aircraft for several hours at high altitudes.

The inter-tropical front weather in the Central Pacific region is characterised by violent thunderstorms topping 60,000ft. In those days, with no weather radar available, aircraft around the world were known to have been lost after penetrating thunderstorms at night in thick cloud. Despite the undoubted flying skills of RAF pilots at instrument flying, the severe turbulence experienced in thunderstorms could cause the pilot to lose control of the aircraft. Flying as co-pilot on a Lincoln bomber, I was involved in the airborne search for both Canberra bombers. The first one vanished forever.



The second Canberra forced landed in a lagoon and the crew got wet feet. Fifty years later Flight Lieutenant J. Thomas RAF, the pilot of the surviving Canberra, published his story in the British aviation magazine "Fly-Past " under the title "Pacific Splash-Down." His edited tale is reproduced below with my part of the story added.

PACIFIC SPLASHDOWN.

The year was 1954 and Winston Churchill was Prime Minister of Great Britain. The British spies Burgess and McLean had defected to Russia along with Fuchs, the atomic scientist, and as a result the Americans were very reluctant to share any new nuclear developments with us. Churchill was aware that a new device (an H-Bomb) was to be detonated and he wanted the UK to be involved, but the US military refused to allow the British to participate. However, Churchill had come to an agreement with President Roosevelt in 1945 that our countries (Great Britain and USA) would share any nuclear development. Though the US thought we were a poor security risk, they were reminded of this agreement and reluctantly decided to let us participate in the experiment. It is probable that only a few members of the Cabinet and even fewer Americans ever knew that the UK would be involved.

At the sharp end, 1323 Flight was formed at the Royal Air Force base at Wyton, near Huntingdon under very tight security. Those of us on the flight were unaware of our true destination or the task to be done. We thought we were going to Woomera in Australia, or to Christmas Island. Early in 1954, myself (then a Flight Lieutenant) and a navigator Flying Officer Chalkie White, were flown by civil aircraft to Darwin where Canberra B2 WH 697 was already located.



It had special filters fitted to the wings and in addition to the two 250 gallon wing tanks, an extra 400 gallon tank was installed in the bomb bay. Much later, we discovered that we were to take samples of airborne particles following the H-Bomb tests. We were still unaware of our destination or task. I was given a code-book - all the signals concerning 1323 Flight were known only to me. During the stay in Darwin, extra navigational equipment was installed in the aircraft, although it proved to be useless.

Then I received a signal informing me that F/L Garside and crew were missing. Garside and two crew were flying in Canberra WH 738, also of 1323 Flight, and went missing enroute between Manus Island (Momote) and Kwajalein, off the Marshall Islands, on February 23 1954. Both Manus and Kwajalein had been occupied by Japanese forces during the war. My signal said that I should proceed immediately to Townsville. The first attempt to reach there was aborted after an hour because of electrical failures. A few days later we set out for Townsville again, but after 90 minutes problems developed with our various navigational aids, so we decided to overfly our ETA and descend out to sea. Just at that moment we spotted a civil aircraft some way ahead descending into clouds - it could only be going to Townsville. We came out of cloud at 3000 ft about 20 miles out to sea. On landing at Townsville the nose-wheel of the aircraft turned at right angles to our landing path. It took several days for spare parts to be flown in. Soon after I received



another coded message giving our next destination as Momote aerodrome on Manus Island, which was within the Admiralty Islands chain. The flight was uneventful. The visibility was excellent and we waited at Momote for a favourable weather report from the US base at Guam.

At Momote we were informed of our final destination which was Kwajelein. We knew that F/L Garside and his crew had gone missing on this last leg of the journey. We received a favourable weather report and took off on March 11, 1954, for Kwajelein, a trip of approximately 2500 miles.

After about 90 minutes at about 45,000 ft, we ran into an inter-tropical weather front and experienced violent turbulence. We were still in cloud at 50,000ft, then within 30 minutes both No2 and No3 inverters failed. This left me with about 20 minutes of full instruments before we would have to revert to the primary instruments (no artificial horizon). A decision to remain at height or descend had to be made. Descending would mean we would have a fuel shortage, but by staying at height, the heavy turbulence could mean loss of control. We descended and never really came out into the clear but flew at about 100 ft above the water in intermittent rain. By our calculations we had flown through the line of the Marshall Islands which were running north-west to south-east of our flight path. I decided to turn south hoping to touch one of the group of islands - we only had enough fuel to last us about 30 minutes.



Suddenly, palm trees flashed past the wings and we were over an atoll. We circled with flaps and wheels down and landed on the reef in about 8 inches of water and rolled about 500 yards. A few hours later I started the engines and taxied closer to the palm trees. The only damage to the aircraft was to the flaps, caused when the water hit them. Some natives arrived from another island (ours was uninhabited) and during our four days there they were most helpful.

The head man, Tokuni, agreed to send a message by outrigger canoe to the US base at Kwajelein. We also established from Tokuni that we were on Borg Island, or Ayling Laplap, some 75 miles from Kwajelein. During the few days on the atoll, we observed the numerous sharks in and around the lagoons and when the PBY Catalina put down to rescue us, they signalled us to swim out - I think both of us must have broken all Olympic swimming records!! must be the only RAF officer to have shaken the hand of an American Admiral wearing only my underpants!

The story by the surviving Canberra pilot greatly interested me because, as a young sergeant pilot, I flew in several searches for both of the missing aircraft. My unit was No.10 (Maritime Reconnaissance) Squadron of the Royal Australian Air Force, based at Townsville in North Queensland, Australia. We were equipped with Lincoln MK 31 aircraft, known as Long Nose Lincolns. With bomb bay fuel tanks, these aircraft could patrol for 13 hours. We were alerted on the night of 23 February 1954 that a RAF Canberra was missing north of Manus Island enroute to an unspecified destination. Momote airstrip on Manus Island was a remote RAAF base which 10 years previously had been a battleground against Japanese forces in the Pacific campaign. By 0100 local time, I was aboard one of three Lincolns hastily despatched to carry out searches



to the north of Momote towards Guam and around the islands of New Britain and New Ireland. The six hour flight took us over Port Moresby, where we are forced to climb to 16000 ft in heavy cloud to get over the Owen Stanley Ranges in New Guinea. I shared the flying with Flight Lieutenant Wally Wearne (a former Lancaster pilot) and Sgt. Bill Fisher the co-pilot of that crew. We were battered by heavy tropical cloud enroute and I felt dizzy due to an oxygen hose fault, which resulted in my experiencing anoxia for much of the flight.

After arriving at Momote, all three Lincolns were refuelled and readied whilst the officers in the crews were briefed on the search area. The non-commissioned officers (NCOs) of each crew were not permitted to attend the briefings due, apparently, to the secret nature of the missing Canberra's mission. This was rather absurd, in that the captain of one crew was an NCO, who

had to be briefed second hand by his officer navigator. Certainly none of the search crews were aware that the destination of the Canberra was Kwajalein, although we knew that American search aircraft were covering the Pacific well to the east of Guam. One hour later at 0700, with full fuel and extra crew, our Lincoln A73-67 needed every inch of the 5200 feet length of Momote's coral runway to get airborne. I remember instinctively lifting my backside off the



co-pilot's seat as the reef flashed under the aircraft, with the rear gunner remarking over the intercomm at the slipstream ruffling the Pacific swell. There were no take off performance charts in those days, just a matter of full throttle on the four Rolls Royce Merlins and hopefully reach flying speed by the far end! The captain on this trip was Flt.Lt. John Thomas AFC with Sgt Bill Woods as navigator and Sgts Geoff Yule and Keith Cameron as signallers. The search height was 1500 feet and covered the area 200 miles south of Guam and east towards New Ireland.

During the next 10 hours, we encountered the extensive thunderstorm activity and torrential rain associated with the inter-tropic frontal zone. It gave me a sobering insight as to the possible fate of the missing Canberra. With lack of modern day weather radar and no automatic pilot, one did not envy the job of a Canberra pilot, battling violent turbulence and flying blind at 45000 feet. Thirty years later, as a Boeing 737 pilot, I flew on air routes in that area and frequently experienced anxious moments at night, steering around monster storms visible only on radar. I logged over 50 hours flying in the first week. Despite hundreds of search hours being flown by Australian and American aircraft, no trace of the missing Canberra was ever found. Our hopes were raised when various aircraft were spotted in shallow lagoons or on atolls and beaches. These proved to be Japanese fighters and bombers apparently pranged during the war. They were in remarkably good nick, with little obvious damage. On one flight we spotted what we thought was a yellow rubber dinghy floating north east of Rabaul in New Britain. A low inspection pass was made at 50 feet, which revealed that our dinghy was actually a rusted shipping mine, complete with ominous looking horns. Perhaps we were fortunate that it wasn't a magnetic mine, because 30 tons of metal passing a few feet overhead, could conceivably have set it off. On this sortie, the starboard outer engine of our Lincoln began to overheat due to a glycol leak and the propeller was feathered. Engine failures such as this were relatively common, and we continued the last 700 miles on three engines.



After landing we were given a 24 hour break to give the ground-crew time to repair the engine, and for the aircrew to catch up on much needed sleep. The latter was difficult because our sleeping quarters were wartime Quonset huts only 200 yards from the airstrip. There was no privacy with six men to each hut. Lincolns running up engines and taking off, and occasional drunks shambling through made fitful sleep impossible. These metal huts were unbearably hot during the day and night and teeming with mosquitoes. After dark, looking for the outdoor latrines among the trees was an illuminating experience. We carried a torch in case a crocodile from the nearby swamp was lurking. There was, however, other entertainment in the form of an open-air cinema with the screen strung between palm trees - the projector being sited in a wooden hut. Its beam attracted hundreds of moths and mossies. The audience of navy and air force personnel would wolf-whistle at the sight of Esther Williams and Rita Hayworth displaying their bountiful charms and boo at the baddies.



The projector being sited in a wooden hut. Its beam attracted hundreds of moths and mossies. The audience of navy and air force personnel would wolf-whistle at the sight of Esther Williams and Rita Hayworth displaying their bountiful charms and boo at the baddies.

I took the opportunity to explore the cockpits of several Douglas Dauntless dive bombers which had been left behind after the war. It would have taken little effort to make them airworthy and in later years I regretted not having the foresight and finance to transport these aircraft back to Australia. I sometimes wondered who finally got their hands on them. They would be worth a mint now.

We were warned about crocodiles. I didn't see any, but neither did I deliberately go looking for them. Few airmen ventured too far from their quarters at night, just in case. The local pidgin English for crocodile was "puk puk". I recall picking up a new Lincoln crew that had just arrived from Townsville. Our transport driver was a local islander who wore Australian navy uniform. A detachment of naval personnel was based at Lorengau Navy base a few miles from Momote airstrip, and islanders who worked on the base wore appropriate naval attire. As our wartime jeep skirted the crocodile swamp, I briefed the new crew on basic pidgin English. However I had forgotten the local native term "puk-puk," for crocodile. Resorting to rather expressive gestures involving simulated gnashing of teeth and chomping sounds, I asked the driver, "What name you call animal with many teeth (demo of teeth gnashing) and swims in swamp? " (much arm waving imitating swimming croc). "We call them crocodiles, Sir" came the polite reply from our uniformed native driver, and in perfect English! I felt a right twit in front of a bemused Lincoln crew, who laughed at my embarrassment, as did the driver.

Eventually the search was called off and we returned to Townsville. A week or so after our return, another RAF Canberra landed at Townsville. It was immediately roped off and put under armed guard. Rumours abounded that the aircraft had experienced serious radio and navigation problems enroute Darwin to Townsville and that the crew had refused offers of help from our radio technicians. It had also made a spectacular landing at Townsville when the nose-wheel apparently locked off centre, causing violent gyrations. Its destination was unknown, and no one was talking. Several days later, it took off and headed towards Manus Island, 1200 miles north of Townsville. This was the Canberra that eventually forced-landed on Ayling Laplap atoll. At 1800 hours on March 11th, we were told that this aircraft was missing, and that we were to be airborne at midnight for Momote. I was co-pilot to Flt.Lt. Keith Wilson, a former wartime Halifax



pilot. It was instrument flying all the way, and we ran smack into the usual embedded thunderstorms guarding the Owen Stanley Ranges of New Guinea. We landed into a beautiful tropical sunrise at 0600.

After refuelling, we were airborne for 8 hours, searching along the Canberra's planned track. Again we found nothing. Later the news came through that the Canberra had been found by the Americans on an atoll south-east of Kwajalein, the American naval base in the Marshall Islands. Once more we headed for home, having no idea of the purpose of the two Canberra missions, their final destinations, or the fate of the crews. Then in 1994, I chanced upon the magazine story

by the pilot of one of the missing Canberras. The picture was now complete. In the magazine "Pacific Flyer" dated February 2001, more information came to light with regard to the saga of the missing RAF Canberra bombers. The following story was



published in Pacific Flyer and written by then Flight Lieutenant Paul Jessop who was a test pilot at the Aircraft Research and Development Unit (ARDU) based at Laverton. It was titled "The Missing Canberra – Will we ever know the real story". It starts thus:

In the September issue (Pacific Flyer 2003), there was a story entitled "A Canberra is Missing" by John Laming. Perhaps I can add a bit more information and start some serious investigation about the full story. I chanced to be in Darwin from 5 Feb 54 to 9 Mar 54 (as visitors from ARDU, Laverton, we were guests of the Base). Darwin owned a Wirraway which had suffered a misadventure and been repaired. Being current, I had been invited to test it. However, no sooner were we airborne than we got a call from Darwin tower to the effect that there was a Pom in dire straits, in a Canberra with both generators failed and unable to determine his position. The blokes in the tower, being a smart bunch of cookies, had deduced his approximate location and sent us out to fly towards it. This was either 12th, 24th or 26th February but from the dates given by John Laming, I believe it must have been the 12th.

Short story. We didn't see anything, but the Pom made landfall and landed at Darwin a bit older and wiser. Enter thirteen twenty-three flight-or 1323 as shown in your article. Now how about this for a coincidence? I picked up the September issue of Pacific Flyer enroute to a symposium in Canberra; while there, I met an ex Pom. In conversation, I discovered that he had been a member of the first RAF Canberra Squadron, so I showed him the article in the "Flyer". Surprise, surprise! Well what do you know – "Black" Thomas was in the same squadron before he was sent to 1323 flight. The article refers to Flt Lt J. Thomas but to everybody who knew him he was "Black" – so with a navigator named White, they had to be the Black and White minstrel show. His comment about the Thomas story was that Black's memory must have been influenced by the passage of years. He had a clear recollection of the story which he had been told by Black shortly after the event: (this was also the way I recalled it). He also made some comments regarding the anomalies to which John Laming alluded – nothing really new about this when history is written from memory.

Something which must be added is that Black was an engaging character. He was dark complexioned, bald at an early age and a real "hellraiser". According to my information, he was known to climb out of the pilot's seat and have a sleep on the walkaway of the Canberra, leaving



the flying to the navigator. He was not the type of bloke to let the facts inhibit a good story. During the time 1323 spent in Darwin, we shared the same hangar- the big wooden framed open truss type where you could drive right through in a Gooneybird (DC3) if you felt so inclined. As we also shared the mess, we got to know the boons of 1323 including Black Thomas and Chalky White, all Whites are known as Chalkey.

In spite of what Black says in his story, they were aware that their job was to fly through the H-bomb clouds and take samples. They disappeared from Darwin before we finished our testing. According to the date shown in your story, Garside disappeared on 23 Feb – presumably it was his Canberra which caused concern over Bathurst Island. When we got back to Laverton on 11th March, we found that 1323 had made themselves at home. From John Laming's account, this was the day when Black and White were reported missing. Bear in mind that because of all the secrecy, we didn't know any of this at the time. At some stage – it must have been later – we were in the bar having the usual post-fright briefings and doing tomorrow's flight planning, when a couple of scruffy characters entered the Mess through the back doors – the big glass wall facing south – dressed only in khaki shirts, shorts and footwear. Definitely not mess dress. No evidence of rank or even nationality. Thomas and White – no less. As I knew them from the previous encounter at Darwin, I had to perform the essential introductions and then we got down to the serious business of the evening; ie. To explain their presence and state of mess undress. So at this stage, I got it straight from the horses mouth, as it were.

The immediate response was that their gear was still in the back hatch of the Canberra which was about 20 feet under water. This explanation was followed by their excuse for it being under water. Black explained that their best-laid plans had gone stray, but they had been fortunate to observe “an island with a beach that looked good enough to land on”. So he did just that - wheels down – no less. They were Poms, you see, so it didn't occur to them that there could be water above the beach – you can't see through water in UK land! By way of explanation, I have to say that because of his comment about their gear being behind the back hatch (and therefore inaccessible because of the depth of water), and Black's reference to 20 feet of water, I did not then see any reason to enquire more specifically about the depth. I do recall asking about how they got out of the aircraft. My recollection was that they blew the hatch – but don't ask me to swear on that one. (Normal entry to and exit from the Canberra was via a door located on the starboard side, the hinge-line being roughly half way up the nose section. The door opened outwards. Therefore, if immersed, it would be difficult or impossible to open. The pilot could jettison his heavy Perspex canopy by firing explosive bolts and the navigator could similarly dispose of a panel of the airframe above his head.



Some 50 years later, I detect some discrepancies between the story that Black told then and what appears in the Laming synopsis, eg. took off on March 11th 1954 for Kwajalein, a trip of 2500 miles. Interesting, what? The B2 Canberra with full fuel, 2x250 gallon wing tanks and a 500 gallon ferry tank in the bomb bay gave you a marginal still-air range of just over 2000 miles. Within 30 minutes, both No2 and No 3 inverters failed (how many did he have, and what did he



use them for) – did he mean generators? –we descended and never came out in the clear but flew about 100 ft above the water in intermittent rain. We circled with flaps and wheels down and landed on the reef in about 8 inches of water and rolled about 500 yards. A few hours later, I started the engines and taxied closer to the palm trees.

The story he told us at the time was that they were lost and running out of fuel. As he said at the time “I saw an island with a beach and decided to land on the beach with the wheels down (that was not the recommended procedure). It was only after we touched down that I found there was 20 feet of water over the beach. All our gear was in the back and there was no way we could get down to get the hatch open, so we were stuck with what we were wearing. (the back hatch of the Canberra was under the rear fuselage aft of the bomb bay).

When they arrived at Laverton, they still had only what someone had lent them. The other statement which seems congruous reads – “we were flown by civil aircraft to Darwin where Canberra WH697 was already located – during the stay in Darwin, extra navigational equipment was installed in the aircraft, although it proved useless.

What is the full story? It would be interesting to know the real story of 1323 flight, but it is doubtful if a factual account could be written. The cloak of secrecy which existed at the time meant that little was divulged for posterity. Hindsight would seem to indicate that the operation was a disaster in both concept and implementation.

- Firstly, the crews had no experience of operations and flying conditions in the Pacific equatorial areas.
- Secondly, the aircraft were not equipped for navigation in the Pacific – this involved techniques which were different from those needed for continental Europe, and
- Thirdly, the reliability of the aircraft at that time was such that operation away from established support facilities was hazardous.

Questions which come to mind, are...

- How many Canberras were operated by 1323?
- How many were lost or damaged?
- How did Thomas and White get to Darwin in the first place?
- If they didn't ferry the Canberra from Wyton (UK), why didn't they?
- Who did- and what happened to that crew?

1323 was supported by at least one Hastings to carry maintenance staff and equipment Why did the unit set up shop at Laverton which was about as far away from the scene of operations as they could get? It stayed at Laverton long enough for one of the members to marry a RAAF Nursing Sister. What else did they do





during this time if only their two Canberras had already disappeared?

- How did Thomas and White get to Laverton from wherever they were picked up?
- Why was it necessary for them to wait until reaching Laverton before they received a change of clothing? This story in itself needs an explanation.
- How did WH 697 get to Darwin?
- Where did the navigation equipment come from?

We, (the RAAF) were aware, as the result of the Last Great Air Race (London to Christchurch in October 1953) that there were serious problems with “generators”. The Canberra, being the first aircraft to operate for long periods above 40,000 ft, encountered accelerated wear of the generator brushes not previously experienced. In the tropics, this appeared to be aggravated. The Canberra, being an English Electric aeroplane, used electrics for doing almost everything. If a generator packed it in, it got your attention. If the generators on both engines failed, you had to get by on battery power, which didn’t last long. The electrics powered your instruments, communications, fuel pumps and transfer, trim, undercarriage and flap operation, engine re-start and no doubt a few other unimportant things. Therefore, if the focus of 1323 operations was the Marshall Islands in Micronesia, why did they come to Australia at all? Why not go from Changi (Singapore) direct to Guam or wherever – or via Honkers where they could get RAF support.

Certainly, neither Darwin, Townsville, or Momote either knew about or was able to support Canberra operations at that time. Why go Singapore – Darwin – Townsville- Momote- Guam, to get to Kwajalein? Hardly the most economical route, and again – what were they doing at Laverton? (apart from playing silly buggers in the Mess?)

Seriously; on the navigation side:

Weather in Europe was/is such that it is normal to become lost as you leave the circuit. It was therefore normal, at the time of which we speak, to call for a bearing to get back to base. (This was a source of soul-searching among the Australians, who liked to maintain their independence).

On the other hand, the Poms expected to be under continuous surveillance. This just did not exist in Australia or the Pacific. The Yanks had a long range navigation system called Loran, but this did not extend as far as Australia or the islands to our north. Thus the comment by Thomas “during the stay in Darwin, extra navigational equipment was installed in the aircraft, although it proved to be useless”, has particular relevance to the inadequacy of preparations by the Poms. (navigation in Australia was taught on the basis of survival with what you could glean by observation, from whatever sources).



There was at this time considerable dissension about disclosure of information; for brief periods the Australians were on the favoured list with the yanks and at other times, it was the Poms. The Australians had provided range facilities for the Poms, so were subject to scrutiny by both the Poms and the Yanks. If that was not enough, the civilian contractors who were developing weapons systems on the basis of information given to them by the armed services, derived either



by intelligence obtained from the enemy or research by government departments, sought to secure their positions by classifying all their work as "Secret". Let us therefore suppose that at the time in question, the Poms were out of favour, but wanted to get some detailed information about the Yank H-bomb tests. The Australians had accumulated some experience by flying through the Pommy A-bomb tests in the Monte Bellos in late 1952, and the later bangs at Maralinga in late 1953. So if the Poms could appear from Australia doing scientific investigation of H-bomb clouds, they could pass as Australians and hence avoid whatever restriction Congress had imposed on disclosure to the Poms. Just a thought. Does somebody have a better idea?

In 1946 Britain was excluded from cooperating with the states on any nuclear weapons development by the Mc Mahon Act, so proceed alone. Come 1950, the US was desperate to know the extent of Soviet nuclear weapon development in particular their manufacturing capacity. To this end they started air sampling for Krypton 85 which is was thought to be only present in the atmosphere as a result of nuclear weapons production (incorrect as some comes from cosmic radiation - this was a discovery of the program) The US invited the U.K. to help with Krypton 85 sampling so two Canberra's where converted and so 1323 Flight was born. The sampling fit consisted of a high-pressure pump, feed from bleed air taken off an engine compressor and a single gas bottle in the bay.

When the UK embarked on the H Bomb development it was well behind (William Penny's first meeting having been instructed to develop the H Bomb, asked "has anyone got any idea's "). However, by exploiting the joint Kr 85 sampling the U.K. was able express an interest in sampling the Castle H Bomb tests but didn't expect a favourable response. Samples of the American tests would provide a unique and incredibly valuable insight into the device tested. Much to the surprise of all concerned a request for Kr 85 sampling at Castle came through with only six weeks to prepare. The two Canberra's of 1323 flight were flown to Warton where hurried modifications were undertaken to prepare them for the vast distances and high altitude radioactive sampling;- an ultra long range fuel tank installed in the bomb bay, conversion from Avtur to [Avtag](#), Radio compass navigation equipment and a maximum size filter in the cabin air pressurisation system.



There was no time for flight testing, so the schedule had the testing being done on the outbound trip. It didn't go well with multiple problems with all the modifications;-

- Navigation systems overheating,
- engine flame out due to extra cold exposure from the extended time at altitude,
- generator failures and,
- breathing air from a cobbled together system, which when done properly for Grapple took nearly a year.

Add into this the necessity to transit tropical convergence thunderstorms, high accuracy navigation or bust, limited SAR, almost zero training with the new nav equipment, it was extremely high risk flying - one aircraft lost with its crew, its replacement marooned on a beach, but one Aircraft did make it to the test. The look-see this provided into the state of the art H Bomb work gave Britain's own effort a boost of enormous value.



Djinnang Reunion.

On Saturday the 25th May, 2019 the Djinnang Association held their annual reunion/AGM upstairs at the Port Office Hotel in Brisbane.



The Association has had a bit of bad luck with venues, years ago they met at the Alexandra Hills Hotel, then they moved into the City to the Public Service's Club, then when that closed it was the Hotel Jen which also closed so this year it was downtown to the Port Office. Not that anyone minded, they could have held it at [Luggage Point](#) and they would still have come. The Association has to be one of the most successful of all ex-RAAF Associations. Every year they hold their AGM/Reunion in the Brisbane area and every year they come in droves from all points, from Townsville, from Perth, from Tassie.

A great bunch of people, proud of their heritage, comfortable in each other's company and happy just to get together and reminisce about old times.

I've learned two important lessons in my life,
I can't recall the first one but the second one is that I need to start writing stuff down.

The event was scheduled to run from 2.00pm until 9.00pm, but they started rolling in from 1.00pm



Gail McDermott, your hostess with the mostest – who worked so hard to make the event a success.

Gatekeepers.



Robyn Russell and John Isaacs held the fort and made sure no-one snuck in.

Some of the people who attended this year are: All names left to right.



Ros Curran, Marie Anderson.



Joy MacPherson, Wendy Matherson.



Betty Yardley, Shirley Watson.



Denise and Lew Jenkins, Nev Paten.



Di Hoopert, Trev Benneworth, Ros Curran. (A thorn between two roses!)
How lucky can a bloke get??



Frank Rosa, Jewels Townsend, Debi Banks, Dave Grant.



Gail McDermott, Shane Buckby.



Gary Hagan, Tony Ireland, "Swampy" Marsh, Sandy Matheson, Mick Maloney, Steve Ellis.



Gavin Smith (Association's President), Glen Watson, Wayne Dalmeida, Ros Smith.



Grant Robson, Peter Brough.



Hugh and Marion Barlow.



Jewels Townsend, Debi Banks.



John O'Loughlan, Reg Wilson, Bob Tonkin.



Karen Downs, Debra Doig, Mike Downs.



Karen Downs, Karren Brown, Debra Doig.



Karren Brown, Libby Brown, Janette Dekuyer, Keely Coppock, Colleen Jollow, Debra Doig.



Keely Coppock, Janette Dekuyer.

THE RAM

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



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Kerry Harrington, Les Coxhedge, Ernie Gimm, John McCormack, Dennis Greig.



Liz Wright, Debbie Masters, Murray Crome, Debbie Kinsel.

Before and after – we don't know what was in the punch, but we'll have some!!



Standing: Karren Brown, Trevor Weisbrodt, Debra Doig.
Seated: Lisa Williams, Libby Brown, Spike Milligan, Janette Dekuyer, Keely Coppock. (David Brown)





17 Comms Course.



I want to lose weight but I don't want to get caught up in one of those "eat right and exercise" scams.



Nipper McGilvery and Jill McAndrew.



At 3.30pm, Gavin Smith, the Association President closed the bar (boo hiss) and declared the AGM open. First item on the agenda was for all committee positions to be declared vacant and to elect a new committee for the next 12 months.

Wayne Dalmeida was declared the temporary President and called the meeting to order and asked for nominations for all positions.

The old Committee indicated they would stand for re-election en-masse and as there were no volunteers from the floor, the old committee were re-elected in total.

The committee 2019 – 2020.



Tracey Stephens (Committee), Alwyn Hawkes (Treasurer), Gavin Smith (President), Gail McDermott (Secretary), John Isaacs (Committee), Brian Webb (Publications).

The first item on Gavin Smith's agenda, once re-elected, was to grant Life Membership to Ron Bellert, who Gavin said was well overdue for such appointment.



At 4.00pm, after all AGM business had been expended, the President re-opened the bar (Yahoo) and everyone partied on.



Aunty Joy was happy to see the bar re-opened.



Brian Webb, Shirley Watson.



Debbie Masters, Col and Marie Price, Jill and Pygmy McAndrew.



Glen Walton, Gavin Smith, Wayne Dalmeida.



Lisa Williams, Peta Brough.



Marie and John Findlay.



John Cridland



Mick Downs



Mike Roberts, Mike Downs.

I came, I saw and I forgot what I was doing.



Paul Cashman, Colleen Jollow, Christine Cashman, Ros Smith, Carolyn Wilson.



Pygmy and Jill McAndrew, Duncan and Heather Slaven, Col and Marie Price.



Ron Amos, Ron Bellert.



Tony Ireland, Glen Walton.



Ros Curran, Joy MacPherson, Marie Henderson, Di Hoopert.



Ros Smith, Libby Brown.



Shelley Mathers, Sue Colly.



Wendy and Sandy Matherson.

Then, as it was late in the afternoon, it was time to get some group photos.

CommsOps



Radtechs.



Telstechs



Telegs and Sigsops.



Trinops



Darwin Footrot Ski Club.





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John Negus.

Roger Bailey is looking for John Negus. John was on 34 RTC at Radschool in 1964, graduated as a Radtech Air and was posted to Williamtown in early 1967. He left the RAAF in 1970. The last I heard of him was he got a job on a South Pacific island as a computer programmer. Pretty forward thinking getting qualified as a programmer, at that time, when he was already a Radtech.

If you can help, let us know and we'll pass on the info to Roger.

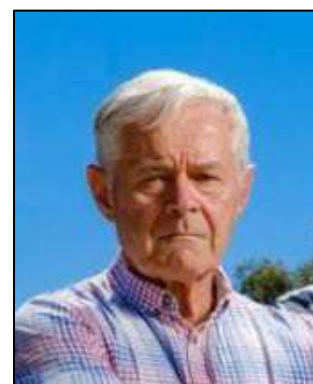


DFRDB.

We get nearly as much correspondence on this topic as we do from the man-made global warming/climate change/the end is nigh believers/non-believers so we thought we'd devote a page to it. It doesn't affect us as we didn't do long enough to get a pension, but going by the amount of emails we get on the subject, it does affect an awful lot of people.

Those that took an advance on their retirement benefit early on are being ripped off big time by their Government – and that's not how it's meant to be. The Government is supposed to be there to support you, not rip you off.

Herb Ellerbock is a retired Warrant Office Class 1 who served for 20 years in the Australian Army. He is a systems and database analyst who has, since his departure from the Defence Force in 1983, conducted an IT consultancy business. Herb has written an excellent exposé on the scheme, you can read/download it [HERE](#) and when you read it you just wonder why Government would be so stupid as to alienate so many of its ex-service men and women. Why does the Government insist on having its service men and women continue to make re-payments on a loan well after the loan has been repaid in full?



It just doesn't make sense.

The problem with this sort of decision – you never get to know who the person is/was who made it in the first place. It would be nice to be able to front this person and ask him/her *why* it was made. These faceless and completely unaccountable people make decisions that adversely affect thousands of people, it's just not right. Surely there had to be a reason behind it, if so, let's hear it!!



Money wise, it is just piddling amount in the Government's overall scheme of things, from a total budgeted income of about \$550 billion (that's \$550,000,000,000) the amount in question is probably equal to half a day's interest on the Gov't's war chest – nothing, but to the ex-service men and women who are trying to make ends meet from their DFRDB pension it's a helluva lot. The Gov't has probably spent more on legals and inquiries in trying to continue dragging repayments from its constituents than they would if it just admitted fault and played fair.

The last thing ex-service people in retirement want is to have to fight a tight-fisted Government. These people are at the end of their working lives, they've devoted the best years of their lives in defending this wonderful country, now they are being exploited. For what reason??

The sheet at right is the information blurb put out by the Government back in 1973 (Click it to get a readable copy). Nowhere does it say you'll be paying back your advance for the rest of your life. People went into this scheme thinking once the advance was repaid it was repaid. They certainly got a shock.



But – at long last things might be changing. Thanks mainly to three blokes Herb Ellerbock, Jim Hislop and Ken Stone, who have worked tirelessly over many years, the Commonwealth Ombudsman has become involved and an enquiry has been [announced](#). Although, at the moment it's just another enquiry, we think this time, as in all good enquiries, we think with this one we know the outcome before it starts. The Ombudsman asked for [submissions](#) some time ago (closed 30 June) and Ken Stone has submitted an excellent 45 page submission on behalf of the estimated 55,000 affected DFRDB Superannuants.

You can read it [HERE](#).

[HERE](#) is the latest info on the whole sorry mess. This was presented by the Australian Defence Force Retirees Association.

Good luck to you all.

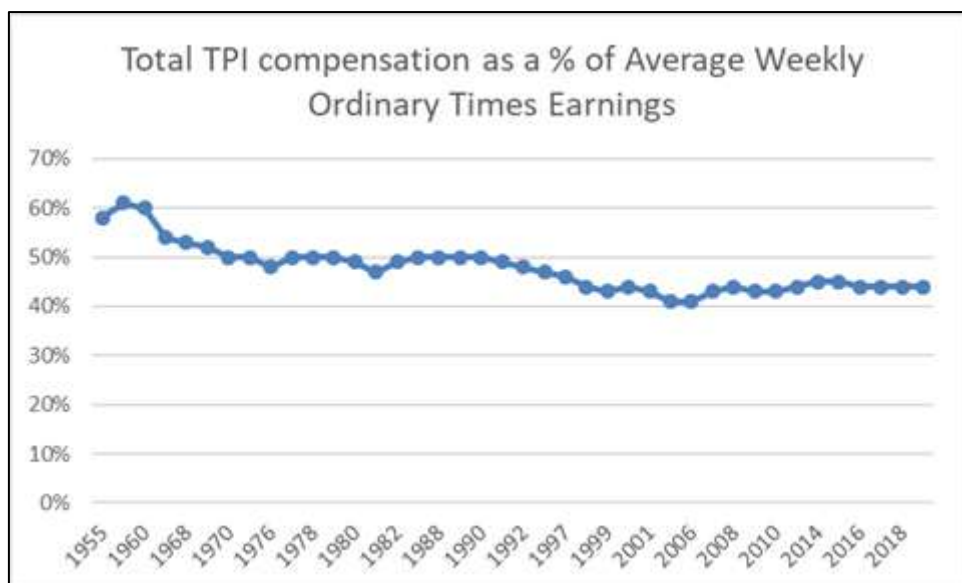
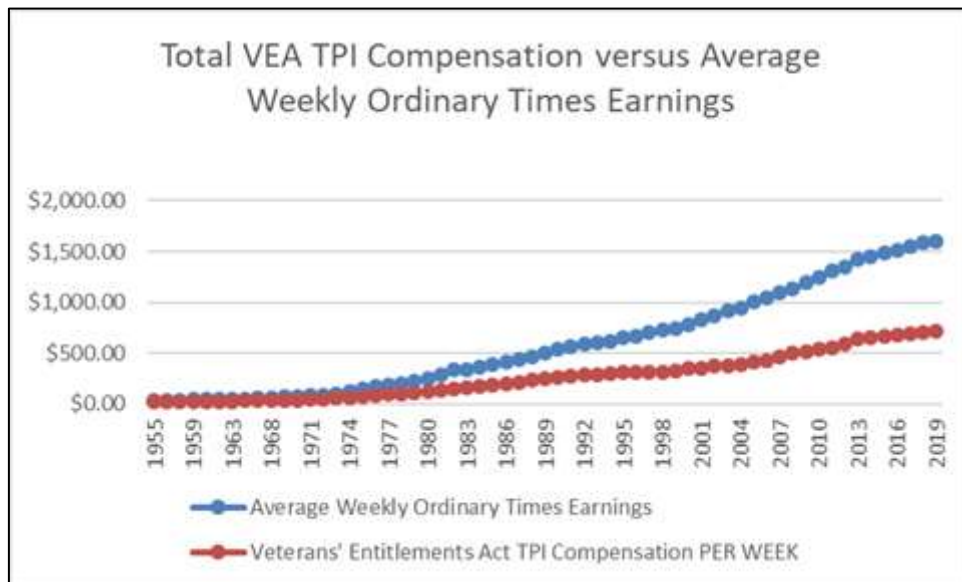


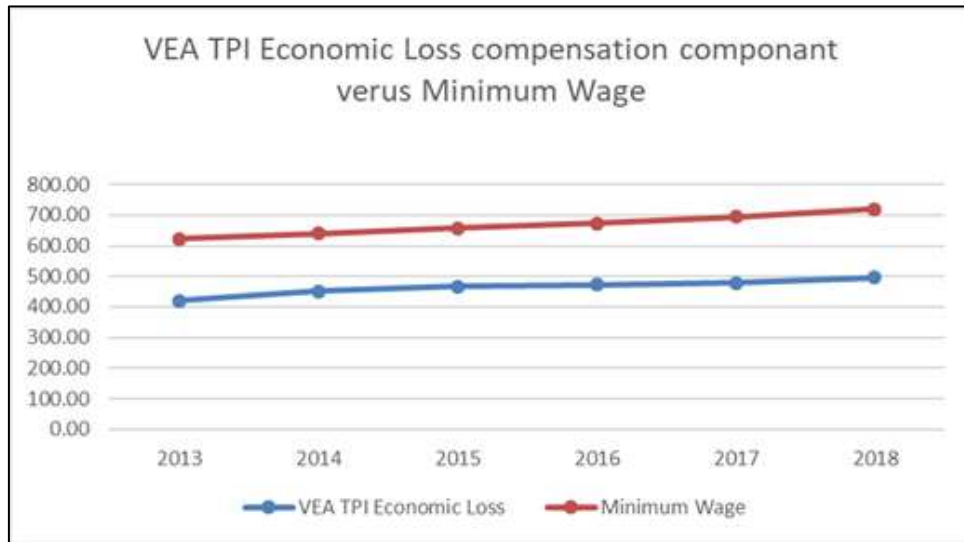
While the Association does not necessarily agree or disagree with everything on this page, we do respect the right of everyone to have their say.

Veterans' Entitlements.

Ray Evans got in touch, he writes:

People can rave on as much as they like about Veterans' Entitlements Act and TPI compensation but real numbers don't lie nor bend the real truth! See the graphs below:





Today, VEA TPI Vietnam veterans "Loss of Income" compensation stands at \$693.25 a week and does not meet today's Minimum Wage – hence no real value anymore because it was never indexed against a decent adult weekly wage value. Then there was that generous one off TPI "Base Rate" increase of \$25 a week in 2007. Government from both sides of parliament trumpeted this as great. That one-off "Base Rate" increase stands at a sobering fifty-three cents (53 cents) a year, "Base Rate" increase over forty-seven years (1972-2019) because the TPI "Base Rate" payment has no benchmark

By denying VEA TPI's a meaningful Loss of Income compensation and only offer what constitutes a liveable "retirement" income when all others in the community have paid houses off shows that our caring politicians are just waiting for Vietnam TPIs to drift into the sunset and die off, without ever paying VEA TPIs Injury compensation. Today, all VEA TPI clients suffer financially due only by poor government policy in not maintaining adequate Loss of Income compensation in the first place.

In fact those on fixed income go backwards in worth/value against net earnings now that there is more money in the pocket of those fortunate to have the health to be in the paid workforce just the same as DVA Disability Pensions went backwards against other pensions in 2009 under Rudd when all other pensions 3.3 million got a structural increase but the legislation was massaged to exclude 128,000 Disabled Diggers.

DVA think there are 47,000 Australian Vietnam veterans (based on the average ordinary death rate) but there is nothing "ordinary" about Vietnam veterans!

DVA have about 34,000 Vietnam era clients, of that number, some 20,500 are TPI.

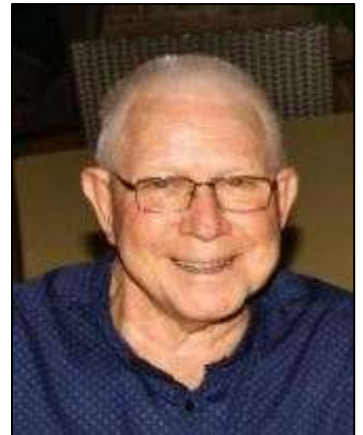
"You have fingertips but don't have toe tips but you can tip-toe but not tip-finger"



Identity Crisis

Ernie Gimm says:

- I used to think I was just a regular person, but I was born white, which now, whether I like it or not, makes me a racist.
- I am a fiscal and moral conservative, which by today's standards, makes me a fascist.
- I am heterosexual, which now makes me a homophobe.
- I am mostly non-union, which makes me a traitor to the working class and an ally of big business.
- I was baptized a Christian, which now labels me as an infidel.
- I am retired, which makes me useless.
- I think and I reason, therefore, I doubt much that the mainstream media tells me, which must make me a reactionary.
- I am proud of my heritage, which makes me a xenophobe.
- I value my safety and that of my family and I appreciate the police and the legal system, which makes me a right-wing extremist.
- I believe in hard work, fair play, and fair compensation according to each individual's merits, which today makes me an anti-socialist.
- I (and most of the folks I know), acquired a fair education without student loan debts and little or no debt, which makes me some kind of an odd underachiever
- I believe in the defence and protection of my country and I honour those who served in the Armed Forces, which now makes me a right wing-militant.



Please help me come to terms with the new me... because I'm just not sure who I am anymore! Funny ... it's all just taken place over the last 10 years; prior to which I had no confusion or delusions about myself. As if all this nonsense wasn't enough to deal with ...

Now I'm not even sure which toilet to go into!





Drabs!

Jim “Scotty” Potter wrote, Could anyone please find me some drabs. The right size would be good but any to be used as a template to have some made would be great. Have matured in the last few years so here goes: Waist 36/38, Collar 16½, Chest 42/44. All are in inches by the way. Anyone who has a belt would also be appreciated. I’d like set to wear at next year’s ANZAC Day Edinburgh Castle.



Also please start now to spread the word to anyone who is going to be in the area. Would love to grow the contingent and get you a really good article for the MAG. It does not have to ANZAC Day anyone in Scotland who wants can give me a shout anytime. You have my contact details so pass them on.

If you’d like to get in touch with Scotty, email us and we’ll pass it on – tb.

A Defence Force slowly dying?

by [Ted Chitham](#)

The Australian Defence Force is shooting itself in the foot over political correctness, but venturing opinions on PC is reminiscent of complaining in the old Soviet Union. It’s a glance over each shoulder before saying a word – to see if the Thought Police are listening; a ‘career-limiting move’.



The recent announcements by both Air Force and Navy that they will consider ‘gender’ in offensive operations is merely the latest bit of virtue-signalling foolishness. Announcements such as ‘The Royal Australian Navy Deputy Fleet Commander has ordered that “all operations and exercises” be conducted with consideration of a “gender perspective”’ are ridiculous. For it’s obvious to anyone with the slightest bit of knowledge of military operations that there is always consideration of the target before offensive operations commence.

I spent a while some years ago in Baghdad being shot at by various groups who hated us. We had large pieces of artillery linked up to radar which saw the rockets the second they launched. Did we indiscriminately fire back? We did not. We conducted an assessment, in a moment, of the target area where the enemy had launched from. If it was, as it often was, a primary school playground, or a hospital roof, we did not fire back. It was ever thus. Did the British use their nuclear weapons in the Falklands War? These recent announcements are merely a way to show how much in tune with the screaming minority ADF ‘leaders’ can be. But it’s not helping the armed forces, it’s damaging them.



Anyone who's served for years in the forces knows what it used to be like. Opinions were forthright, sometimes with salty language, but one of the best aspects was that it was a big family, and family fights are common. But it was shoulder to shoulder against the enemy. Serving in a combat zone with the ADF then made you realise how good they were, united with the best in Aussie ingenuity and mateship. That cohesion is disappearing.

Political correctness is setting one member against another. A small [coterie](#) have determined to use PC agendas to advance their careers, a habit becoming all too common. One male general decided to wear women's high heels so he could experience walking a woman's mile. Their argument has often been that to meet recruiting targets the forces has to be 'fully inclusive' of the community. This is rubbish. Armed forces always have attracted a small part of the communities they represent: people who can cope with the physical and mental demands of deployment to harsh environments, where they will be subject to fierce mental and physical needs. You simply take anyone who can do the job.

One irony of the present PC situation is that traditionally the armed forces have been the place where everyone was treated equally. It didn't make any difference whether you were Aboriginal, Greek or short. You were expected to soldier. When society allowed females to be recruited, then they were gone after with enthusiasm. Why not expand your recruiting base by 50 per cent? But Western society then went too far: it insists that there is no difference between females and males in demanding trades such as the infantry – when there clearly is.

Years ago, the Australian Defence Force Academy used to be one of the jewels in the Defence crown. It was everything you expected a university-level entrance to being a young officer to be. Squads of students marched everywhere, heads held high. No officer-instructor was safe from an 'eyes right' from the class and a salute from the squad leader. Even though the ranks held all sorts of multinational types: they'd all made the decision to serve their country.



Now, insiders report this university campus is more interested in recruiting students from China and the Middle East; from countries that do not share Australian values, ironically against the 'inclusion' mentality of PC. Uniformed staff report habits such as spitting on the formerly sacrosanct grounds, or in the military-manned pools, is now normal. Civilian students talk in overseas languages, walking on the grass in whatever shoddy clothes they like, whilst young officers wear uniform and march on the pavement.

The university has lost its way, coming to be disinterested in Defence and fascinated by the \$32 billion international education market. The university is distancing itself from Defence in word and



in deed. Where once the slogan was 'The University of New South Wales at the Australian Defence Force Academy', now it is 'UNSW Canberra'.

Outside, the PC madness continues. Recent obsessions include making all toilets on defence bases 'gender-free'. This actually costs money, with buildings altered and new signage installed. The money of course, comes at the expense of military hardware, operations, and training. As do gender reassignment operations, and breast enlarging and reducing. Muslim advisors are needed; when for a hundred years we never had such people. Then again, nor did we have the ridiculous situation where the 40-year veteran at general rank does the same compulsory 'awareness' training in relation to suicide, or that you really shouldn't use a Defence credit card for a holiday to Vanuatu, as one soldier did, as the newest recruit.

We hear of bans on the wrong words, or badges, which might suggest that the business of Defence is to kill the enemy. I assume the RAAF's new C-27J 'Spartan' aircraft will have to change its name therefore, and the winged dagger of the SAS will be re-designed.



The expense of all of this foolishness is the destruction of unit cohesion, with the force splintering into groups, with many resentful of what some get at the expense of others. Time was when essential words in the ADF were 'teamwork' and 'leadership'. Now, to get promotion, or cushy jobs, such concepts matter much less.

Most of the public are no fools. They see such attitudes are traitorous. Many see our country as being unable to fight if war comes: we will be too under-equipped and too lacking in fierce warrior types. So when you want an aggressive focused leader like the American General Patton, or our own WWII Navy's Harry Howden, or the Air Force's Clive Caldwell, they will have been hounded out and it will be too late to get them back.

**TOMORROW IS
NATIONAL
STAY AT HOME
WITH YOUR DOG
AND DRINK BEER DAY.

IT'S NOTHING OFFICIAL.
I MADE IT UP,
TELL THE OTHERS.**



Fred (Fernando) Chilco

Peter Chilco is trying to find some details about the service career of his dad Fred (Fernando) Chilco. He says: "Dad is still going OK, though he's slowing down a bit. His memory is getting a bit hazy so I'm trying to get information and piece things together while I can. I've been getting bits and pieces of information from various people and it's been really useful".

Fred was a WOff radio tech (ground). If you can help you can contact Peter here (pchilco@yahoo.com)



Stuart Henry Bosanquet

Pat Johns wrote, he said: "My father, Stuart Henry Bosanquet No.A1259, was in the RAAF. I have the following pieces of information but would be grateful if someone could give me a fuller picture of what my father's work entailed, live as a BCOF member, what the courses he attended were about, etc.

He was a signal-comms member/telegraphist with 381 Squadron in Japan as part of BCOF in 1947-48 He attended the Air and Radio School in Ballarat in 27/1/1949."

If you can help, contact Pat Johns direct (pmandicjohns@yahoo.com.au)

Kerry Seibold

Kerry Seibold wrote, he said "I joined the RAAF in May 1968, started on 4TMT up to end of mechs, then 15 hours flying at Pt Cook on 73 Pilots (failed 15 hr test), back to Radschool and completed 29 Radtech Air in April 1970, a brief 8 months at 10 Squadron, then started 17 course DCS at Frognall in Jan 1971 and finished Diploma Electronic Engineering in December 1973. I spent 1974 to 1978 as an officer instructor at Radschool and got out in Aug 1978.

I enjoyed reading about the latest Froggers reunion in Canberra. I was delighted to see the Rugby jumper and background banner in the 13 course photo and so I thought I would send you this photo of my 1971 Froggers Rugby T-shirt that I found deep in the dark recesses of my shed a couple of weeks ago. Was truly surprised to find that it is almost in mint condition!! As I remember the T-shirts were of dubious origin supplied by myself and a non RAAF mate, and I believe that the drawing was by Ken Thomson."





TPIs Outraged at Unfair Compensation

The Totally and Permanently Incapacitated (TPI) Federation of Australia has called on the Government and Opposition parties to recognise and address a glaring inequity in compensation payments to our Defence Force Veterans who are left unable to work and provide for their families as a result of their Service.



TPI Veterans, including WW2 Veterans now in their 90s and disabled Veterans from a range of other conflicts, are only receiving 63% of the gross minimum wage as compensation for not being able to work, due to their Service caused incapacities. This fails the community's basic minimum wage benchmark.

The TPI payment is made up of two compensation components, pain and suffering, and economic loss. While the pain and suffering component has remained stable, the economic loss compensation component has eroded to such an extent that it only rates at approximately 63% of the gross minimum wage.

The TPI Federation President, Ms Pat McCabe OAM, said the Federation met with Prime Minister, Scott Morrison, on the 13th March 2019. Mr Morrison noted that the TPI Federation had a compelling case for the restoration of the economic loss compensation to at least the gross minimum wage but would not commit to restoring the payments to that level. Ms McCabe said that the TPIs have proudly served their country and paid a massive price for that Service. They now need to be on the same footing as those on the barest minimum standard of living. As history now shows, the Government failed to deliver for the TPI Veterans in Budget 2019.



After 6.5 years, TPI Veterans remain at a considerable disadvantage as a consequence. Since that meeting, the Prime Minister has agreed to yet another review of the TPI Federation request. This will be the fifth review on this in the last 6.5 years and the facts, as they have been presented repeatedly, are yet to be altered and are yet to be refuted. "TPI Veterans have been left permanently disabled as a result of their Service for Australia, yet by no fault of their own, they find themselves receiving well below the minimum wage for their economic loss compensation while trying to live a normal life for themselves and their families," Ms McCabe said.

"The TPI Federation not only welcomes a recognition of the Service that Veterans have rendered, but concrete actions that support the restoration of the 'economic loss' compensation for our most disabled Veterans – thereby providing a basic community recognised benchmark for a TPI's 'economic loss' that is commensurate to that of the gross minimum wage."



Ms McCabe said this erosion and shortfall was very difficult for Veterans who had served their country, and suffered as a result, along with the burden equally shared by their supportive families.

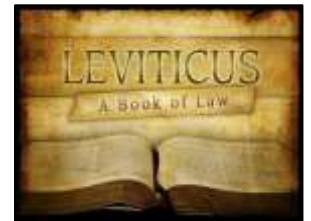
“TPI Veterans and their families should not have to bear the financial burden of years of Government mismanagement and failures,” Ms McCabe said. “The Department of Veterans’ Affairs (DVA) and the Department of Finance are required to maintain the value of the Veteran’s compensation. They failed! The nation’s 28,000 TPIs urgently require a restoration in compensation to restore a Veterans’ minimum standard of living.

“That is only fair and is the right thing to do.”

Freedom you say??

Derek Harper got in touch, he writes:

Let's thank Israel Folau for enlightening us about homosexuality and educating us regarding God's Law, however, I do need some advice from Israel regarding some of the specific laws and how to best follow them.



1. When I burn a bull on the altar as a sacrifice, I know it creates a pleasing odour for the Lord (Lev 1:9). The problem is my neighbours. They claim the odour is not pleasing to them. Should I smite them?
2. I would like to sell my daughter into slavery, as sanctioned in Exodus 21:7. In this day and age, what do you think would be a fair price for her?
3. I know that I am allowed no contact with a woman while she is in her period of menstrual uncleanness (Lev 15:19-24). The problem is, how do I tell? I have tried asking, but most women take offense.
4. Lev. 25:44 states that I may indeed possess slaves, both male and female, provided they are purchased from neighbouring nations. A friend of mine claims that this applies to Papuans, but not New Zealanders. Can you clarify? Why can't I own New Zealanders?
5. I have a neighbour who insists on working on the Sabbath. Exodus 35:2 clearly states he should be put to death. Am I morally obligated to kill him myself?
6. A friend of mine feels that even though eating shellfish is an Abomination (Lev 11:10), it is a lesser abomination than homosexuality. I don't agree. Can you settle this?
7. Lev 21:20 states that I may not approach the altar of God if I have a defect in my sight. I have to admit that I wear reading glasses. Does my vision have to be 20/20, or is there some wiggle room here?
8. Most of my male friends get their hair trimmed, including the hair around their temples, even though this is expressly forbidden by Lev 19:27. How should they die?



9. I know from Lev 11:6-8 that touching the skin of a dead pig makes me unclean, but may I still play football if I wear gloves?
10. My uncle has a farm. He violates Lev 19:19 by planting two different crops in the same field, as does his wife by wearing garments made of two different kinds of thread (cotton/polyester blend). He also tends to curse and blaspheme a lot. Is it really necessary that we go to all the trouble of getting the whole town together to stone them? (Lev 24:10-16) Couldn't we just burn them to death at a private family affair like we do with people who sleep with their in-laws? (Lev. 20:14)

Thanks

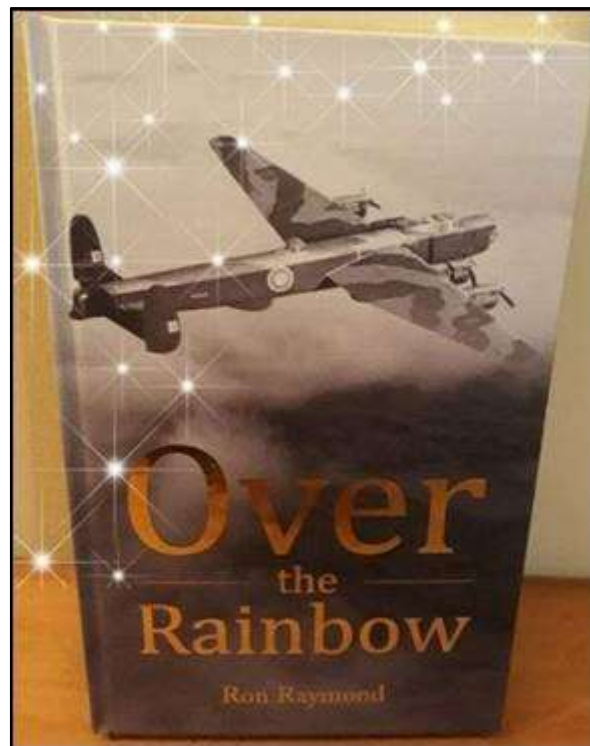
I think it's funny anyway!! See [HERE](#) if you're game.

Over the Rainbow.

Ron Raymond, who served for 25 years in the RAAF, has compiled his memoirs into a book titled "Over the Rainbow". It initially focuses on Ron's time in the RAAF and his early efforts to establish himself as a professional aviator before his selection as a General Duties Pilot. It describes training methods in the 1950s and 1960s, handling the WW2 heavy bombers, the Lincoln Mk30 and Mk31, fast jets, air instruction, tactical air operations (Vietnam and Papua New Guinea), and Air Staff career assignment and finally appointment as the Chief Flying Instructor at the RAAF's Basic Flying School at Point Cook.

His last flight while in uniform, was at Point Cook on the 1st November, 1974.

Ron has had the book printed by Austin Macauley Publishers in the UK and if you would like a copy you can order one from [HERE](#).



Hard copy books cost GBP£9.09 (about AU\$16.60) and GBP£6.29 (about AU\$11.50) for the paper back. If you're into eBooks, you can order one for GBP£3.50 (about AU\$6.40)

I've read it, it's a great read and there's a fair chance you'll recognise a few names in there.

TelsTech Mustering.

On 29 November 2019, it will be 30 years since the TelsTech mustering disappeared and as nobody, except perhaps George Mellick, has suggested a venue to celebrate or commiserate the disappearance, a decision has been made. We were looking for an area that had some sort of connection to the mustering and so Penrith was decided on. The preferred venue in the first instance, was the Penrith Leagues Club, but they wanted 'an arm and a leg' just to use their facility, by charging \$800 just to hire the dining room, so our faithful 'servants' Jon Wye and Nick Marathakis went to the Penrith RSL - what a 'breath of fresh air' they were, we booked their dining room for 29 November and they didn't charge anything up front.

On 29 November 2019, it will be 30 years since the TelsTech mustering disappeared and as nobody, except perhaps George Mellick, has suggested a venue to celebrate or commiserate the disappearance, a decision has been made. We were looking for an area that had some sort of connection to the mustering and so Penrith was decided on.



Their dinner menu is equal to that offered by Penrith Leagues Club, and quite considerably cheaper, allowing for pre-dinner nibbles, as well as entree, main course and sweets for dinner.

What's more, we found out later that 'Jock Cartwright' is the Assistant Marketing Manager at the RSL, so that may help as well. The plan is to have a sit down dinner from 6:30pm on Friday 29 November at the Penrith RSL - A meet and greet is planned to be held on the previous Thursday evening, at a venue to be decided, and other activities will be decided in the next few months to entertain you during the day on Friday, and may even have something planned for an 'after glow' on the Saturday.



Now that the venue has been decided, the committee would like an indication from those who could make a reasonably firm commitment to attend, so we can decide on the makeup of attendees, i.e. Just ex Telstechs, or ex Telstechs and their partners. We are restricted to approximately 125 seated for the dinner, but with a bit of a stretch, they can accommodate 150 - plenty of notice has been given, so please give it some thought.

RAAF Apprentice Intakes (1948 - 1993)

We have just completed our first reunion committee meeting regards to the next all Apprentice Intakes Reunion to take place in Wagga in 2021. We shall also be celebrating the one hundredth year of the RAAF formed on the 31st March 1921.

Some details at this early stage of the following.



- Friday 23rd April 2021** Registration day. Welcome to Wagga night at the new The Range Function Centre.
- Saturday 24th April** Either a rest day or private visits or individual intake functions.
- Sunday 25th April** ANZAC Day, Dawn Services, March down Baylis St, Two-up and a few brown lemonades.
- Monday 26th April** Public Holiday. Reunion Dinner at The Range Function Centre.
- Tuesday 27th April** Breakfast catered by AIRCARE at the Wagga Botanic Gardens.

As you can see, there are no exact times for events at this very early stage. This notice is to inform all in advance for your Diary entry.

The RAAF Heritage Centre at the Base main gate is open all days except Fridays, however it may be open if they have a volunteer for this special occasion. The RAAF base is an area out of bounds to all public, but if we have enough starters, we will try to have a guided tour arranged for the Tuesday 27th either am or pm hours.



The Temora Aviation Museum will have a flying display over the ANZAC weekend.

In approximately 12 months from now we will be posting out mail and you will receive 2 forms.

- Form 1: Will be yours to retain and will give you the itinerary for times, locations, and costs. etc.....
- Form 2: Very important to return to us ASAP through the AIRCARE mail box. This will give us the number attending the different venues, so we can organise all requirements.

One last item. For all you grey nomads. The Range Function Centre have their own caravan Range Function Centre parking facility with 56 sites having power and water. If you wish to book a site early or wanting to know more, (dogs are allowed) ring 02 6938 2121 or on the web [HERE](#)



Let me say, on behalf of the committee I hope to see you all in Wagga in April 2021.

Just remember if Bob Gnezdiloff does not have your postal address, he cannot send you a registration form.



Terry Gould
Co-ordinator/Secretary
[AIRCARE](#)

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East Sale Reunion. 2020

The 2020 East Sale Box Packers and Friends reunion will be held in Albury NSW over the weekend 16 – 18 October, 2020.

There's more info [HERE](#).

Just before I die, I'm going to swallow a bag of popcorn kernels,
the cremation is going to be epic.

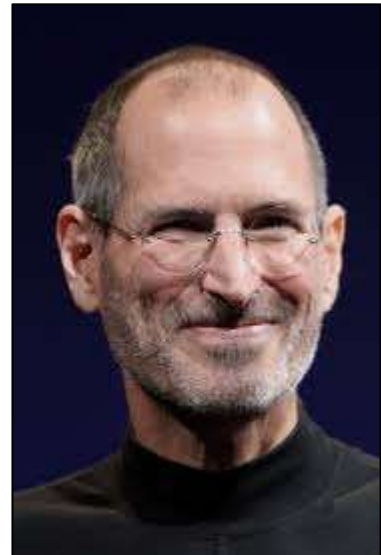
Steve Jobs.

Steve Jobs, the past boss at Apple, died a billionaire at age 56. This is his final essay:

"I reached the pinnacle of success in the business world. In some others' eyes, my life is the epitome of success, however, aside from work, I have little joy. In the end, my wealth is only a fact of life that I am accustomed to. At this moment, lying on my bed and recalling my life, I realize that all the recognition and wealth that I took so much pride in have paled and become meaningless in the face of my death.

You can employ someone to drive the car for you, make money for you but you cannot have someone bear your sickness for you. Material things lost can be found or replaced but there is one thing that can never be found when it's lost - Life. Whichever stage in life you are in right now, with time, you will face the day when the curtain comes down.

Treasure love for your family, love for your spouse, love for your friends. Treat yourself well and cherish others. As we grow older, and hopefully wiser, we realize that a \$300 or a \$30 watch both tell the same time. You will realize that your true inner happiness does not come from the material things of this world. Whether you fly first class or economy, if the plane goes down - you go down with it.





Therefore, I hope you realize, when you have mates, buddies and old friends, brothers and sisters, who you chat with, laugh with, talk with, have sing songs with, talk about north-south-east-west or heaven and earth, that is true happiness! Don't educate your children to be rich. Educate them to be happy so when they grow up they will know the value of things and not the price. Eat your food as your medicine, otherwise you have to eat medicine as your food.

The One who loves you will never leave you for another because, even if there are 100 reasons to give up, he or she will find a reason to hold on. There is a big difference between a human being and being human. Only a few really understand it. You are loved when you are born. You will be loved when you die. In between, you have to manage!

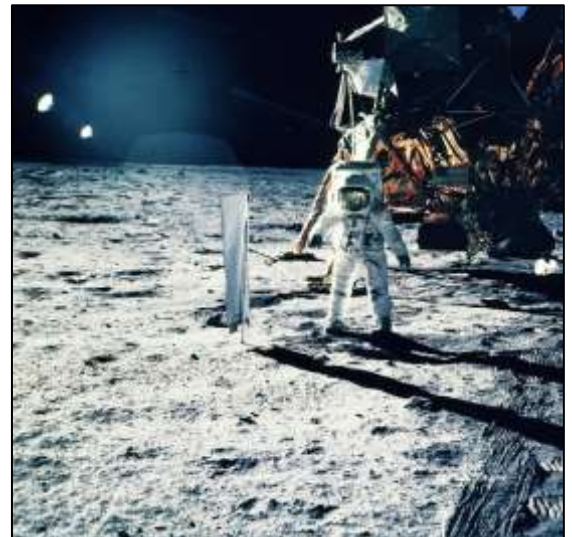
The six best doctors in the world are sunlight, rest, exercise, diet, self-confidence and friends. Maintain them in all stages and enjoy a healthy life."

50 Years ago.

Most people with 60 or more summers under their belt can remember where they were on the 20th July 1969. That was when Neil Armstrong and Buzz Aldrin, tucked away inside the Apollo Lunar Module, safely landed on our moon, while their mother vehicle cruised above with Michael Collins at the controls – or so say most of us.

Apollo 11, the mother vehicle, was launched by a Saturn V rocket from Kennedy Space Centre on Merritt Island, Florida, on the 16th July.

The Apollo spacecraft had three parts: a command module with a cabin for the three astronauts and the only part that returned to Earth; a service module, which supported the command module with propulsion, electrical power, oxygen, and water; and a lunar module that had two stages – a descent stage for landing on the Moon, and an ascent stage to place the astronauts back into lunar orbit.



Armstrong became the first person to step onto the lunar surface six hours after landing and Aldrin joined him 19 minutes later. They spent about two and a quarter hours together outside the spacecraft and collected 21.5kg of lunar material to bring back to Earth. Armstrong and Aldrin spent 21.5 hours on the lunar surface at a site they named Tranquillity Base before re-joining Collins in the command module in lunar orbit.



They then jettisoned the little bus that brought them up from the moon's surface and propelled the command module out of the last of its 30 lunar orbits and headed for home where they splashed down in the Pacific Ocean on July 24 after more than eight days in space.



I was in the radio section at 38Sqn at Richmond at that time. Queer trade CO back then was Kev Carroll and in those days 38Sqn did its own maintenance, radio section fixed all its own equipment and had a bunch of work benches and thousands of dollars of test equipment. 1969 was also only 13 years after the introduction of TV into Australia and most people had a black and white set which being valve operated, often failed. Most of us back then were valve trained, (those transistors were but a passing phase) so we could handle the odd TV set without much trouble and if there was a problem, there was always the late Bill Coyer to call on. There was always at least one set belonging to someone in the Sqn under repair in the back section and on that fateful day, we made sure one was serviceable and hooked up to one of Bill Coyer's classic antennas.

On Wednesday, at 12.56pm, just after lunch, as Neil Armstrong stepped onto the lunar surface, half the Sqn had climbed the stairs and was in the back room at 38Sqn radio to watch it happen.

One of those moments you'll never forget!!

Changing of the Guard.

Outgoing Chief of Air Force, Air Marshal Leo Davies, AO, CSC, handed command of the Royal Australian Air Force to Air Marshal Mel Hupfeld, AO, DSC during a ceremonial parade in Canberra on the 3rd July 2019.

The parade included Australia's Federation Guard, the Air Force Band, a didgeridoo performance by Wing Commander Jonathan Lilley, and a flypast featuring aircraft introduced during Air Marshal Davies' tenure as Chief of Air Force.

Air Marshal Leo Davies, AO, CSC receives the retired Pennant from Warrant Officer Air Force Warrant Officer Robert Swanwick, before transfer of command of the Royal Australian Air Force to Air Marshal Mel Hupfeld, AO, DSC.





Air Marshal Mel Hupfeld, AO, DSC.

Air Marshal Davies retired after a distinguished 40-year Air Force career.

Click [HERE](#) to see the RAAF video of the ceremony



Compensation and Rehabilitation for Veterans inquiry.

The final report into *A Better Way to Support Veterans* has been released by the Australian Government/Productivity Commission.



The Commission wishes to thank all those who participated in the inquiry. The report is available for free download [HERE](#) and printed copies of the report can be purchased from our publications agent, Canprint Communications

Contact
Ingrid Ottaway
Ph: 02 6240 3307 | Email: veterans@pc.gov.au
Compensation and Rehabilitation for Veterans.

Ex-3TU

This is an early warning message to all members and other interested ex-3TU people, that the Association has planned a celebration of the 75th Anniversary of the establishment of 3TU. At a committee meeting on 10 July it was decided that the event would be a formal dinner at the new RSL ANZAC Club (currently under construction) on Friday 15 October 2021. Located in the Perth CBD, the Club is ideally located for hotel accommodation and public transport. In addition to the dinner, it is planned to conduct a visit to RAAF Pearce for those wishing to refresh old memories.

Details of costs will be determined and advised at a later date but likely participants can make a note of the date and start saving your pennies. This info will be circulated on Facebook by Ken McLennan, to reach those non-members not on the Association email list. Please respond to Ken or myself if you are likely to attend the grand celebration.

Cheers
John Stewart
Secretary
3 Telecommunication Unit Association (Inc).
admin@djinnang.com