





RAAF Radschool Association Magazine

Vol 34
Feb 2011

	<p>Sadly in the few months since our last issue, we have once again lost some very good mates.</p> <p>See Page 2</p>	<p>Our lovely Page 3 girl this time is Joan Buchanan. And – we have photos of courses from a long time ago.</p> <p>See Page 3</p>	
	<p>Sam has some good advice on buying a computer and then which version of Windows 7 should you buy for that computer.</p> <p>See Page 4</p>	<p>If you were affected by the recent floods and/or cyclone, there is help out there. DVA in Queensland are there for you.</p> <p>See Page 5</p>	



Prescriptions went up again on the 1st January and Ted's got the good oil on the Qantas A380 engine problem.

See page 6

Ian Johnston, ex Radtech Air, tells us his story.

See Page 7



Allan George has been surfing again and he's got some interesting stuff for us to see.

See Page 9

If you're going overseas and you've got a Gold Card, the Gov't now picks up the tab for your needles and Agent Orange is in the news again.

See Page 11



Nev Williams explains the workings of the Sabre ejection seat.

See Page 13

The WRAAFs had a reunion in Brisbane and we went along.

See Page 14



A few blokes are not as well as they should be.

See Page 17

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

See Page 18



This is where you have your say.

See Page 19

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

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Web Address

You'll notice that we now have our own Web Address, (www.radschool.org.au). We've got this edition of the RAM on the new address and gradually we'll bring everything else over too, but that won't happen overnight. There are a million links in the old material and each one will have to be checked so for a while both URL's will run in parallel. We asked Sam Houliston for help and before he could think about it we thanked him and hung up – so, thanks again Sam.

Once we get everything sorted we've got some exciting interactive plans for the site, but more on that later.

Membership.

We still get mails from blokes asking why their name does not exist on the "List of Members", even though they joined some time ago and sent in their \$10.00.

As we've said, our old data base was so far out of date that it was next to useless so we had to ditch it and start again. We now do it all on line so there is nothing to print out and post in and as there are no costs involved, joining is now free.



Please check the [list of names](#) and if your name isn't there, please click on the "[Join the Association](#)" tag (there's one on the top of each page) fill in the details and send it to us.

Also, if you change your address, or phone numbers or email address, or you just want to say hello, or you want to give us a tongue lashing, you can do so by clicking on the "[Contact Us](#)" tag, also at the top of each page and filling in the details. It's so easy even an instrument fitter could do it, it's all done on line, no printing out forms and no postage.

Over the past couple of months we have been able to put a bunch of people in contact with long lost mates - but that's only because we have your details. Please click on the [Join the Association](#) tag and fill it in, the more people that join the more we can match up.

If you want to get the RAM, but don't want to join the association, that's not a problem either. Just click on the "Contact Us" link at the top of each page and fill in the details and tell us to add your email to the list. Then whenever a new edition is released you will be advised.

We don't and won't give out your details to anyone so there is no risk of you being spammed.

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.

IN MEMORANDUM

Geoff Cash advises that SQNLDR **Gregory Cashmere** (aka "Crash") died peacefully at home on the morning of the 26th November, 2010. His one wish, other than to be cured, was to be at home when the time came. Thankfully he arrived home with apparently the comment of "Home sweet home". At least that one wish was granted.

The Air Force News, in 2002, reported that Squadron Leader Greg Cashmere (on the left in the photo) and Wing Commander Terry Morgan were reappointed to the Air Force in 2002, after years away from the Services. They are pictured here with the RAAF's Beech Super King Air at East Sale.



SQNLDR Cashmere had taken a 15-year break from the Air Force to fly for the Royal Flying Doctor Service. WGCDR Morgan, meantime, a former Lieutenant Commander in the Navy, had returned to the RAAF after a five-year hiatus.

Greg will be sorely missed.

Ted Washbrook got in touch, he says "Sorry, I had forgotten to mention that, sadly another groundy went to the great transmitting station in the sky, **Joe "Graham" Mercer** passed away in either September or October. He got out of the RAAF when it was insisted that he go to Radschool from Darwin which he did, then snubbed his nose and went back to Darwin as a civvy. He was diagnosed with a brain tumour and died about one year after, a real gentleman who was not averse to a cold beer on a hot day. He and his wife Paula moved south to Toowoomba some years ago.

Maree Fitzgerald advises that **John Leonard Brereton** passed away on the 6th July, 2007. John was on 9RMT. John was buried at the Macquarie Park Cemetery and Crematorium, North Ryde, Sydney.

Vince Stanton advises that we have lost yet another member. **Alan (Manger) Richards** passed away on or about 5th December 2010, in Newcastle NSW, following an extended battle with cancer, at only 60 years of age. He leaves behind his lovely wife Cheryl. The funeral was held at Beresfield Memorial Park on Friday 10th Dec.

'Manger' was a long standing member of 3 CRU Williamstown, he joined in 1967 and after surviving 26 Appy, retired after 22 years then worked for the Air Force Reserve then DOD.

We will miss him greatly.

Rod McKinnon told us of the sad passing of one of the RAAF's legends, **WOD Bill "Dexter" Dutton** on the 2 January, 2011. As Rod says, "Anyone who went through Wagga in the sixties would remember Dexter, he was the bloke who struck fear in us all, but was fair when handing out punishment. I have fond memories of him tearing the Canberra guard gate apart when arriving there for a parade – *'Hells flippin bells laddie don't stand there like a startled prawn'*."

I'm sure there are enough stories about the man (pictured at right at his 94th birthday on the 10th March 2010) that would fill this magazine".



Terry 'Mad-dog' Malligan probably sums Dexter up best, he says, "To me, this bloke was a definite legend and I never even met the bloke, there were just so many stories about him that you felt you knew him intimately. He was known throughout the RAAF worldwide. I would love to be remembered so fondly when my time comes."

Steve Hartigan advises that former RAAF Sir box-packer and member of the Williamtown "rat-pack" **Don "Butch" Foley**, passed away on Wednesday, 12 January 2011 at the Harbourside Haven Retirement/Nursing Village, Shoal Bay (Port Stephens NSW). He was 80 years old. His funeral was held on Tuesday, 18 January, 2011 at the Salamander Uniting Church and a wake to celebrate his life was held afterwards at the Nelson Bay Golf Club.

Dan O'Brien advises the sad news of the death of **Geoff Craig** who was on 29 Appy MT at Wagga and who graduated in October 1976. He was electrocuted at his farm at Miriam Vale QLD. Geoff was the WOFF Apprentice of his intake, one of only two MT Appys, along with Henry Higgins, to achieve that and I believe the recipient of the Governor General's Medal for the intake. He was apparently charging the battery of the ride on mower and didn't notice the 240V lead laying on the hot exhaust. It had melted the insulation and shorted to the mower frame, so when he went to disconnect and touched the mower, he was zapped. A sad way to go for a guy who was a brilliant technician and well liked by all who knew him.

John Nordheim gave a brief summary of Geoff's relatively short, yet incredibly influential 9 year Air Force career, he said: "Our loss is most certainly a gain for our maker and creator above, who obviously needed a provider of reef fish and crabs. Geoff impressed so many with his skills but led even more astray with his wicked sense of humour, though he always maintained the ability to fix anything that needed repair.

"If it was broken – Craigy could fix it".

A123828 **Geoffrey Douglas Craig** (known as Craigy to half of Australia's population) joined the Air Force as a 16 year old on the 7th January 1975 as one of approximately 150 engineering apprentices. Geoff chose to be a Motor Transport Fitter, similar to his father Alex and brother Bruce before him. This next part of his life was predominately a 2 year theory phase of a 5 year apprenticeship at the RAAF School of Technical Training at Wagga, a bitterly cold place in winter for a Queenslander. During this initial 2 years at Wagga he was, no doubt, a menace to most of his instructors, as he had far more knowledge than a student should possess. His outstanding marks, trade and people skills led to him being promoted to Warrant Officer Apprentice; an esteemed position. Only one apprentice each year is chosen. This resulted in Craigy proudly leading his 150 colleagues on for their graduation parade when their 2 years at Wagga was completed.

About the same time, further recognition came when he was awarded the Governor General's Medal of Excellence, by the man himself, "Sir John Kerr". In over 40 years this award has only been won twice by Motor Transport Fitters; Geoff and his great mate and mentor Brian Higgins being the two recipients. For the next few years the Air Force had the skills of 3 Craig lads, all following in the footsteps of their father, Alex. Geoff joined brothers Bruce and Ian serving this great country.

Geoff at right, with one that did not get away.



During his Air Force career 'Craigy' served Laverton, Butterworth, Pearce, Richmond and Amberley. The CO's at these bases no doubt breathed a sigh of relief when hurricane Craigy was posted to his next location.

Craigy could never be described as a quiet achiever, though an achiever he most certainly was.

His trade skills and "can do" attitude led to him being one of the youngest motor transport fitters chosen for overseas service. He was in the Sinai, Egypt from September 1982 to March 83.

Sadly for the Air Force, in Jan 84 he gave up his service career to be closer to family in his beloved QLD. I had the pleasure of working with Craigy for 2 years in Malaysia during 1979 and 1980. He made our work environment a "ton of fun", yet we achieved so much. I was supposed to be his boss, but somehow he always seemed to be the one in charge. From there, our great friendship was formed.

Craigy not only made a swag of friends at work, many of his vast circle of friends came from his afterhours activities. Most notably water sports, he was an outstanding water skier, social of course – not that interested in competition skiing, though I do recall his story of 13 barefoot whips on the river, out the front of the Tumble Gum Pub, in Northern NSW. When asked why

he did so many whip turns he replied, didn't you see those pretty girls on the pub veranda? Competition was obviously on his mind that day.

His ability to ski on almost anything that floated is legendary. The day he pulled a burning 4 by 2 fence post from the campfire and skied off up the river on it is another that comes to mind. It's probably a good thing the fun police with their breathaliser were not around.

In conclusion, though few of us can tell a story like Craigy could, I'm sure many of his treasured friends have other yarns to tell involving "Craigy". Click [HERE](#) to see a YouTube presentation of him.

You may be "Gorn" mate, but you'll never be forgotten. "

Harvie Ritchie advises: "It is with sadness that I am informing you of the death of **Dave "Crazy Horse" Hitchins**. Dave passed away peacefully, at home, relaxing in his favourite chair, doing a crossword, on Tuesday, 18th Jan, 2011. Dave was 88. His funeral was held on Thursday, 27th Jan, at Beresford, (near Newcastle, NSW) with an RAAF Padre from Williamtown officiating at the service. Afterwards a "wake" to celebrate his life was held at the Karuah RSL, near Williamtown.



People who worked on or flew the old A model Herc have lots of good memories of the time spent at 36 Squadron with Dave guiding the ship.

Right, Karl Reichardt from 37 Squadron and retired former 36 Squadron Commanding Officer, Wing Commander David 'Crazy Horse' Hitchins cut the cake at the Hercules 50th Anniversary 'Hangar Bash' at RAAF Base Richmond. 6 November, 2008.

Col Giles says "**Dave Hitchens** was CO Base Squadron at Amberley when I was in 3AD in 1970. I was given the secondary duty, as one was, of OIC Hobby Shop with a SGT assistant. (I think I may have taken over from Floyd.) I never quite got to the hobby shop and just left it to the SGT. One day, I am called to Dave's office and reply in the affirmative when he asks whether I am the OIC of the Shop. He said that he would like to look at it so I said that I would go and get the keys, his reply was "no worries, I have them here. Let's get in the car and go and have a look at the place." Out we go, get in the car and he drives onto the road and says "which way?" I indicate to go left as I realise that I don't know exactly where the hobby shop is - and he knows that I don't know. He lets me make a fool of myself for a few more seconds then pulls up in front of it. "Let's go in", says he. There is a sign beside the hobby shop door saying "NO MOTOR VEHICLE REPAIRS TO BE DONE IN THE HOBBY SHOP". In we go and there on the first bench is a partially stripped car engine, dirty and greasy components everywhere and pools of oil on the floor.



Needless to say, he set me up good and proper that day”.

Harry Gifford wishes to pass on the following sad news concerning **Greville “Monty” Montgomery**. He says: “Monty lived alone and as I didn't receive the usual Christmas card in December from him, I checked and found his telephone was disconnected.and I then telephoned his local golf club and the lass in the office informed me of his passing.and He apparently took ill while dining there one November evening, so was transported to hospital, where he died a couple of days later.and His heart gave out I guess”.and

Unfortunately, no further details are at hand.

Steve Hartigan advises the passing of **Mike Crimston** on the 25th January, 2011 at the Wesley Hospital in Auchenflower (Brisbane). He fought a remarkable battle for 15 years and passed on peacefully in the arms of his wife Marie, who supported him so magnificently for all of those years. Mike was surrounded by family and his close friends JJ and Graeme, he was 63. Mike was a well-known and well liked equipo and a lot will recall his 36 Sqn days in the early 1970s and would appreciate knowing of his passing. His funeral was held at the All Saints Catholic Church, 4 Fahey's Rd. Albany Creek QLD on Friday 28JAN11. A wake was be held at Kedron Wavell Services Club, Chermside.

John Kettle advises us that **Sqn Ldr Christopher John Sugden “Suggie”** passed away at Nambucca Heads (NSW) in 2009. Suggie was the CO of RAAF Transport Flight Vietnam (which later became 35 Sqn) from July 1964 to April 1965.



Steve Hartigan advises that Sqn Ldr (Ret'd) Kay Ellis passed away on the 5th January, 2011. Kay, who lost her husband FLTLT Tim Ellis in October 1991 in the Boeing 707 crash, was diagnosed in 2007 with inflammatory breast cancer which has a poor prognosis. She considered herself fortunate that her treatment options gave her another three years - these she regarded as a bonus. She recently became unwell and was hospitalised in early December. She was diagnosed with end stage kidney failure caused by secondary breast cancer in her bone marrow. She accepted this and was relieved that it would probably not be too drawn out. She was discharged for Christmas and spent the last week at her sister's home being nursed by a few good friends and relations. Some of her friends were able to spend a brief time with her in those final few weeks. Unfortunately she weakened rapidly and was not able to see a large number of others who she had hoped to see. She died on Wednesday 5th January, 2011, a week before her 57th birthday.



She is being honoured in several ways. At her request, she had a private cremation service for family only. Unfortunately the catastrophic floods in Brisbane necessitated its postponement. It

was finally held on Thursday 20 Jan. Her death notice appeared on Friday 14th January in the Courier Mail.

Kay also wished for all her friends to gather at Woorim, Bribie Island in board shorts and thongs to scatter her ashes out to sea together with frangipani from her garden, and to conjure up their happiest memory of her. This was done on Saturday 5th February, followed by the obligatory BBQ.

The Air Force will also be holding a Memorial Service for Kay at Amberley on Wed 9th March. The CDF and CAF will be speaking. Anyone who wishes to attend can email Patricia Mcdonell at patricia.mcdonell@defence.gov.au.

Frank Pederick advises that **Vivian Hague Norrish** is no longer with us. He died in a hospice in Canberra on Sunday 16 Jan 11. Viv joined the service in Feb 1948 on No 1 Radio Apprentice's Course at Frognall. He graduated on No 2 course in June 1951 at Air and Ground Radio School, Ballarat. After 18 months as an WMM(A), then RadTech(Air) he joined No 1 Fellowship Diploma Course, again at Frognall. He graduated and was commissioned in Dec 1954. Frank doesn't know all of Viv's postings but they included: Woomera, 3TelU and Borneo during Confrontation. His sharp analytical mind was sought for the RAAF's first interface with computer technology in Canberra. He was attracted to this work and although he left the RAAF for family reasons he remained in government service in the computer field.

Viv had a long battle with diabetes and eventually no longer responded to dialysis.

Kevin Knowles advises that "**Jim**" (**Alfred Walter James**) **Rogers** (Warrant/Officer. Sig) who was with Base Support Flight, Vietnam, from November 1966 to November 1967, passed away peacefully after a long illness on the 8th November in Wantirna Victoria, he was 84 years old...."Jim" was buried in the Springvale (Vic.) cemetery after a private funeral. Audrey, Jim's wife, herself suffered a mild stroke last August, but fortunately has only left her with a slight weakness down her right side.

Neil Hunter advises the passing of **David (Dave) Mangan** (4TYTC 65/66) - David was involved in a road accident some time ago and never really recovered, passing away quietly in November 2010.

Robin Hayes got in touch, he says, Hi, Just been reading some back issues and saw a photo from in [issue 25](#). One of the guys in the photo was **Ian Tyrer** who died of cancer in 2003. Ian a larger than life RadtechA with 76 Sqn, pulled the pin shortly after that photo was taken. Just recently while trip to Albany while passing through Mt Barker I stopped off to visit the Galafrey vineyard he established with his wife Lynda. He was one of the pioneers of



wine making in the Great Southern District and now his wines are considered amongst the best in WA. The name Galafrey was stolen from the Dr Who series on TV and now the wine has become the official drink for the series. If any of Ian's old friends, and there were many, are passing through I would recommend a stopover and visit with Lynda and his daughter Kim and sample some truly awesome wines.

The website for the winery is <http://galafreywines.com.au>

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Page 3 Girl.



Our lovely page 3 girl this edition is Joan Buchanan. Joan was spotted at the Djinnang reunion which was held in Brisbane back in May of 2010. She was a COMMSOP in her RAAF days and spent a lot of time at Townsville.

69 Teleg.

We were asked if we could publish a photo of 69 Telegs. We didn't have one so we wizzed off an email to Ernie Gimm to see if he had one. He didn't either so he emailed a few blokes and before you knew it, there were millions of emails hurtling through the ether all looking for a photo of 69. We got requests from 3 different blokes asking us if we had one – eventually though, Ernie was sent a few copies and he got this one below from Steve Sounness. So, thanks to all, just “shows to go you” – this internet thing works.....



L-R, Back: Matthews, Davidson, Gilbert, Bevan, Thompson, J Cuell, Deluca, Kent, Hitchens.
L-R, Front: Henstridge, Thomas, Armour, Thompson, K Smoothy, Holt, Eagles.

83 TELEGS/36 TPRINOPS COURSE - LAVERTON

(Instructor: Mal Bradbrook)

Steve McNaughton wanted a photo of 83 Telegs/36 Tprinops – well, we found one Steve, here it is. Unfortunately, we don't have all the names, possibly you can fill in some blanks...



Back Row (L-R): Tony CHILCOTT; John VICARY; 3. MAYNE; Dave FOX; Bob TWEDDLE

Middle Row (L-R): Roger LEE; Terry "Taffy" WILLIAMS; Bruce LEE; Mick MALONE; Peter DAVEY; Brian SMITH

Front Row (L-R): Derek WILKINSON; Murray MARTIN; Dave WHITE; Nev CURCHIN; Helen; 6.; Reg BONNEY; Steve McNAUGHTON.

The Aussie Hostel, 1959.

Ray "RG" Thompson sent us the next two photos.



L-R: Ray "RG" Thompson (Teleg), Reg "Shorty" Bible (Aircraft Plotter 114MCRU), Denis "Percy" Wood (Rad Tech G, Basqn Butterworth), ?, Tammy Hatelie, ?.

The occasion was a Saturday night dance, which were held quite often. The Aussie Hostel was in Tanjong Tokong, NE of Georgetown, on Penang Island.

Advice given to RAF pilots during W.W.II.

When a prang seems inevitable, endeavour to strike the softest, cheapest object in the vicinity as slowly and as gently as possible.

7 Appy.



Back Row L-R: Cpl/App Robins, JP; L/App Long, PH; L/App Womersley, GL; L/App Breen, RA; Cpl/App Angwin, EP; Cpl/App Evans, MJ; Cpl/App Swanson, MD.

Front Row L-R: Cpl/App Arthur, RA; L/App Drury, PR; Cpl/App Spencer, PJ; L/App Wood, DP; Cpl/App Coleman, GN; L/App Littlewood, LG.

17 APPY.

We had the photo below in [Vol 33](#) and we were unsure of a few names. **Peter Duncan** saw the photo and he says: “As I was on 17 Appy, I can fill in the gaps in the 17 Course Apprentice photo. Tony Natt was given the nickname Xerxes after the comic strip character in the RMIT Magazine, Xerxes Gnat”.

So now we have:

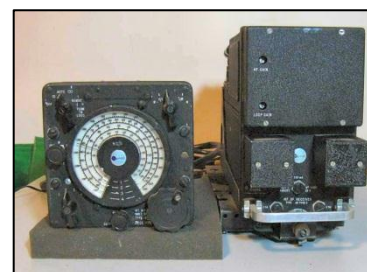


Back Row L-R: Bill Holker, "Mang" Robertson, Greg Turpin, Ian "Murch" Kerr, Quentin Fleming, Dan Slattery, Chris Short, Graeme Dennis, John Pickup, Ken Richardson, John Veitch, Tony (Xerxes) Natt.

Middle Row L-R: Terry Crewes, Bob Matters, Graham "Pansy " (*because he bought a set of terylene "Pansy Drabs" when we all wore standard issue cotton*) Sinclair, Keith Green, Ken Dinham, Ron Clayton, John Pergunas, Graham Trezise, Graham Grawford, Nev Wren

Front Row L-R: Glen "Shorty" Stevens, John Foley, Tony Reading, Ted Rowe, Peter Outtrim, Ray Carrington, Mick Nicholls, Graham Younghusband, Leon Drummond, Peter Chappelow, Peter Duncan.

Also, Peter says the Radio Compass on [page 8](#) in Vol 33 is a Marconi AD7092 not an AN/ARN6. The AD7092 was a typically horribly over-engineered pommy piece of equipment which was stuck in the Canberra and consisted of the receiver and control unit shown, a desyn (I think) tuning system and had the sense antenna on the bomb bay door, sense amp somewhere in the bomb bay and over the years I have forgotten where the loop was, maybe in the upper equipment hatch lid. The receiver was on the equipment rack beside the Nav.



39 RMC

Bruce Sharper sent us this photo, he says it might bring back some memories for some. Unfortunately, over the years, a bit of whiteout has found its way across Ian Truswell's face.



Click [here](#) to see the back of the photo which has the names

We received the following photos from the RAAF Museum at Point Cook.

18 APPY



Back Row L-R: Cpl App Toholka, FJ, L App Deans, JS, Sgt App Houliston, H, Sgt App De Ross, JD, Sgt App Vereschildt, AW, L App Legg, HJ, F Sgt App Norton, RA, L App Chapman, GR, L App Purcell, BMC, W O App Lugg, DA, F Sgt App Laird, PB, Cpl App Lee, TW, Cpl App Moodie, RA, L App Neave, AJ.

Front Row L-R: L App Jones, BP, L App Stroude, PA, L App Roelfsema, M, Cpl App Robins, CI, Cpl App George, AH, L App Smith, KS, W Off App Learhinan, GJ, L App Woodmansey, LA, L App Johnson, ED, Cpl App Thomsen, GL, L App Voolstra, W, L App Spillman, DJ, Cpl App Hewitt, PV.

20 Appy.

Unfortunately, we don't have names to put against faces, instead we have listed the names of the blokes who were on 20 Appy in alphabetical order – perhaps someone can put the names against faces for us. Photo below was taken in Feb 1966



In alphabetical order: J Aitken, P Baldock, W Blackson, R Browning, J Cashmere, J Collins, T Cox, A Chiesa, M Christensen, R Dowling, R Dries, K Edwards, G Gleeson, I Holland, J Horikz, S Jackowski, C Kerr, K Kowalczyk, D Kramer, I Laidlaw, R Lovett, D McArthur, W Malkin, J Morris, B Napper, K Norman, D Pankhurst, G Reibelt, F Rinaldi, J Skewes, N Stephenson, O Walsh, D Whitworth, W Williams, P Witty.

This photo of 20 Appy was taken towards the end of Course, July 1968.



20 Appy at [Ocean Grove](#), 1966.



L-R: Owen Walsh, Fred Holtman, Charlie Kerr.

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.



Harold McNair, Phil Baldock, Phil Witty.

If something hasn't broken on your helicopter, or has stopped working as it should, it's about to.



Ray Morris, Nigel Stephenson, Roger Durbridge, Geoff Gleeson, Tas McArthur, Trevor Vincent

Got my water bill the other day, damn thing has gone up 22.3% in the past 12 months, now I'm paying \$325 per year. I saw on TV that World Vision can supply clean drinking water to a whole village for only \$2 per month – time to change suppliers I think...



Rod Baker, John Aitken, Huey Dunn

The “Brats” must have made quite an impression on the good folk down at Ocean Grove as they named the beach where the lads did their “bonding” – RAAF’s Beach.



For those not in the know, RAAF’s Beach is south each of Geelong, on Bass Strait. Click on the map at left for a better look.



These days it is better known as an excellent surf fishing beach.



Milestone.

The photo below was taken to record an historic event at the Melbourne Telecommunications Unit (MTU) back in 1965. It marks the 1,000,000th message to come through the Centre.



L-R: Marilyn "Banjo" Patterson, WO Col Kerr and ACW Mary Moore.

The RAAF's first female Warrant Officer since WWII.

Mary Windsor, who a lot will remember as Mary Moore, sent us the photo below which is of Sally Maloney (left) and Mary on the right. It was taken at Frognall (in the front garden Mary thinks) in about 1968 or 1969. Mary says: "The photo was a publicity shot for the RAAF News and marked the historic occasion of the first woman to be promoted to Warrant Officer since WWII.

Prior to that, F/Sgt was the highest rank a WRAAF could achieve, in any mustering. After Sally was promoted there were a couple of other musterings that followed suite, but Sally was the first.



There was great excitement at Frognall at the time and we WRAAF felt privileged to be in a mustering (Tprinop) where there were opportunities for WRAAF to rise to the top, so to speak. (To put this into context - it was around the time of the fight for equal pay for equal work and all the rest).

What exciting times they were - and we were all so young”.

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Computers and Stuff.

Sam Houlston.

Don't overspend for computing performance.

So you have made up your mind that you want a new computer, you've decided to ditch the old desk-top and go for a new lappy and you're going to stick with the PC format because that's all you've ever had and you know it and you also want Windows 7. It's time to start looking around.

You've done some research and you've read that some of these new lappies come with dual core processors, some with quad core, there's i3, i5 and i7 systems, some material says you should be aware of system bus speeds or L2 cache sizes or hard-drive rotation rates and do you go for USB 2 or should you go for USB 3.

Confusing isn't it??

Well, here's a bit of advice, if all you want the computer for is to write a few letters, do a bit of web surfing, send and receive emails, keep an eye on social networking sites etc, well, unless you're really into games or you edit ginormous music and/or video files, none of that horsepower stuff makes much difference.

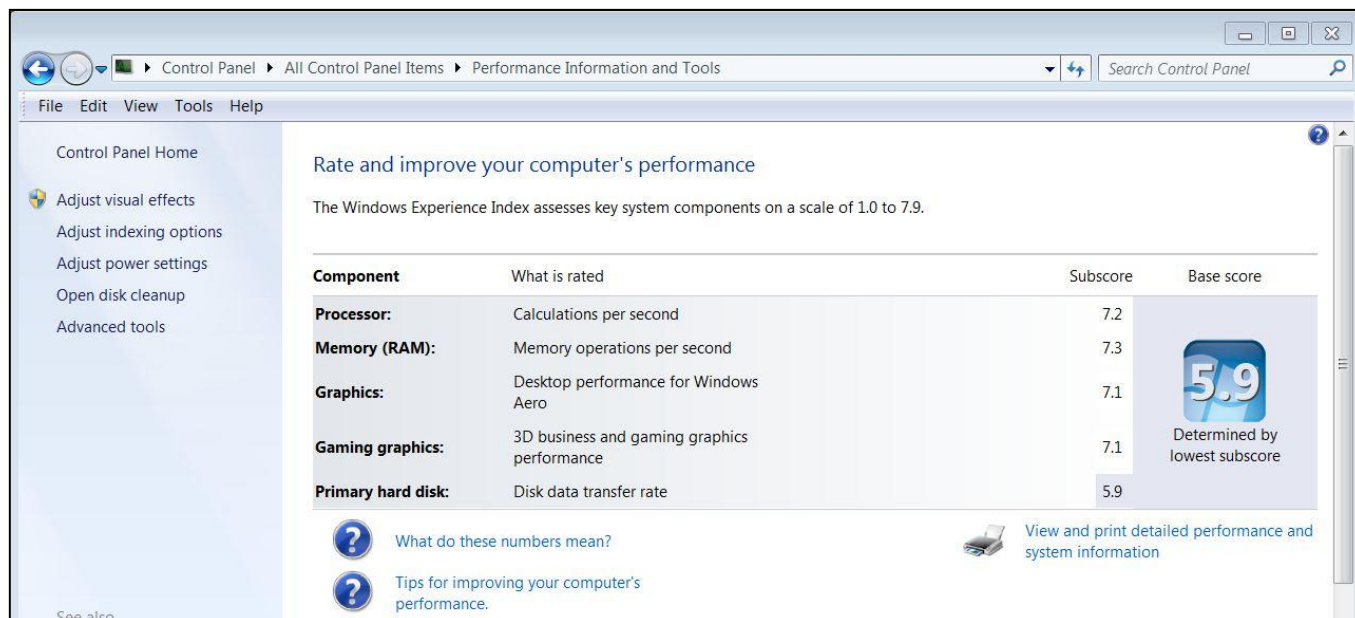


Remember, it's the salesman/woman's job to sell you the biggest and dearest machine you can afford, so you should be a bit wary of what you are told you want. Luckily, starting with Windows Vista, Mr Windows included a Performance Index (called Windows Experience Index [WEI]) in his operating systems and you can use this to see if the machine you have your eyes on will do the job. The WEI isn't a definitive measure of a PC's performance, but it's good enough.

WEI measures the capability of a computer and expresses this measurement as a number. A higher number means the computer will perform better and faster than a computer with a lower number. Bits that are measured are the processor, the memory (RAM), graphics capability, gaming graphics and the computer's primary hard disk.

Each bit receives an individual subscore, but like a chain, it's the lowest number (weakest link) that determines the final number – it is not an average. For instance, the processor might score 3.4, the memory 3.7, the graphics 2.7, the gaming graphics 1.9 and the hard drive 3.3. In this instance the WEI is 1.9 (the lowest score) – but if you're not into games – who cares??

At the moment, the scores currently range from 1.0 to 7.9 but this will change as technology advances and if you get a computer with a score around 3.5, it should do everything you want. The image below is taken from the Radschool Association's new Toshiba.



So, when you go into your store to buy a new machine, run the WEI on the ones you think will suit you and note the numbers. The numbers can give you a view of how the components that are most important to you will perform.

Here's an indication of what the numbers mean.

Base Score Level	Applications and Scenarios	Description
1.0 – 1.9	Basic performance. Productivity applications, IM, web, email, simple games - like Solitaire, educational games.	Minimum specification needed to run Windows Vista™.
2.0 – 2.9	Improved responsiveness. Same applications as a base score of 1.0 – 1.9.	PCs will run Windows Vista but in most cases will not be Aero capable.
3.0-3.9	Aero graphics, Media Center with standard definition TV, basic graphical games, basic performance while running high-end graphical games.	Minimum specification needed to run Windows Vista Premium features, including the new Aero user interface.
4.0 – 4.9	Snappy performance, high definition video, high resolution monitors, dual monitors.	Very good performing PCs.
5.0 – 5.9	Fast moving games with amazingly rich graphics, 3D modeling, high-end multimedia and high performance applications.	Top end of the PC market for the Vista time frame.

(You can find a description of Windows Aero [HERE](#))

So, how do you run WEI??

Most new computers sold today will have the Windows 7 operating system (1 = Windows 95, 2 = Windows 98, 3 = Windows 2000, 4 = Windows ME, 5 = Windows XP, 6 = Windows Vista, 7 = Windows 7 – got it??). Click on the Control Panel, then, in the search box, type Performance Information and Tools, and then, in the list of results, click Performance Information and Tools. Alternatively, you can just **Start** and then right click on **Computer**. Select **Properties** from the menu and the System Information window opens.

Using WEI to gauge performance, you can avoid buying a PC costing hundreds of dollars more for little gain.

But **the** most important decision for a new PC is choosing the right components outside the box, the monitor, keyboard, and mouse. Make sure you bang on the keyboard because the feel and placement of the keys vary widely. And the same manufacturer may ship a dozen different keyboards.

If possible, view new monitors under all sorts of lighting conditions and for as long as you can. Your best alternative is to check monitors side-by-side. Your eyes will thank you.

One final bit of advice: If you don't have a fast Internet connection, forget the new computer and invest in more bandwidth. That may mean switching Internet service providers or paying more for an enhanced account. The joy of a fast computer fades. But having a fast Internet connection will serve you well — now and far into the future.



Which Edition of Windows 7 Should You Buy?

Office Watch

It should be a simple choice – you either take the plunge and upgrade your computer to Windows 7 or continue with your existing operating system. And yet, as is often the case, the choice is not as easy as it sounds because once you decide to upgrade to Windows 7, you will also have to choose the right edition of Windows 7 that will fit your needs.



Windows 7 comes in six different flavours – Starter, Home Basic, Home Premium, Professional, Enterprise, and Ultimate. Now picking the right edition from these six variations may seem like a daunting task but in reality, you'll have only three Windows 7 editions to choose from. Here's why:

Which Windows 7 edition is not for me?

The Windows 7 Starter edition is meant for basic computing tasks (like checking email, web surfing, etc.) and is optimized for less powerful machines like your Atom powered netbook. You won't find Windows 7 Starter at the retail stores as it will only ship (pre-installed) with new notebook computers worldwide.

Windows 7 Home Basic is not as limited as the starter edition but it will be only sold in developing countries like India, China, Philippines, etc with new computers. Then you have the Windows 7 Enterprise edition which is just like Windows 7 Ultimate but for businesses that go for volume licensing.

None of the above mentioned editions of Windows 7 will be available for general retail in boxed offerings. Your choice is therefore simplified to the remaining three editions – Windows 7 Home Premium, Professional, and Ultimate.

Compare Windows 7 Home Premium, Professional and Ultimate editions.

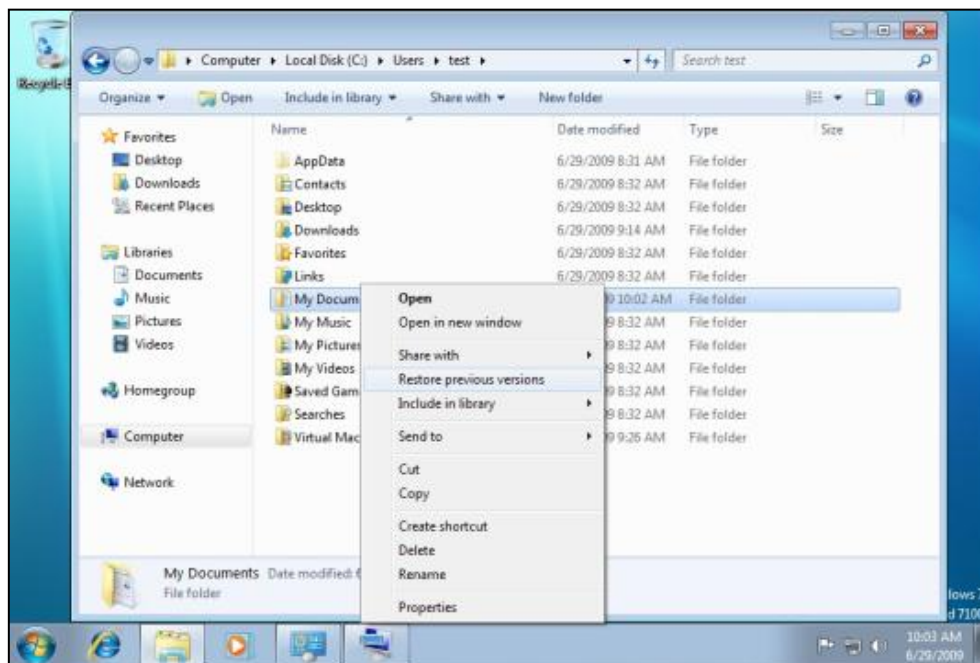
The various editions of Windows 7 are designed such that each version has all the features of the previous editions plus something extra that makes that edition unique. Also, you can use the Anytime Upgrade feature to purchase a serial key online and upgrade your existing Windows 7 license to a more advanced edition. For instance, if you decide to buy Windows 7 Home Premium today, you can use Anytime Upgrade and shift to Windows 7 Professional or Ultimate edition anytime.



To help you decide which edition of Windows 7 to buy, here's a quick rundown of features that are available in each of the Win 7 editions.

Windows 7 Home Premium.

Windows 7 Home Premium, like XP Home and Vista Home Premium, is for home consumers worldwide with a very pleasing [Aero](#) glass user interface. Home Premium edition includes Windows Media Centre to help you play a wide variety of multimedia formats (including DVD) and there's a built-in DVD maker to create DVD movies or for burning files and disk images to CD, DVD, and Blu-ray disks directly from Explorer.



Windows 7 Home Premium also includes a backup utility that can create full system images (so you save a copy of everything that is currently on your computer). It also includes the "Previous version" functionality that was earlier available with Vista Business edition only.

This feature is very useful for retrieving files that you may have just deleted or changed

accidentally.

[Windows Virtual PC](#) now supports all editions of Windows 7, whereas Virtual PC 2007 only supported XP Professional and Vista Business or Ultimate editions. With Virtual PC, you can run another operating system (like Windows XP, Vista or even Linux) on top of Windows 7 if you wish to do so. Finally, Windows 7 Home Premium supports up to 2 physical processors with unlimited cores, and up to 16 gigabytes of RAM.

The wise man chooses a partner who is attractive not only to himself,
but also to mosquitoes.

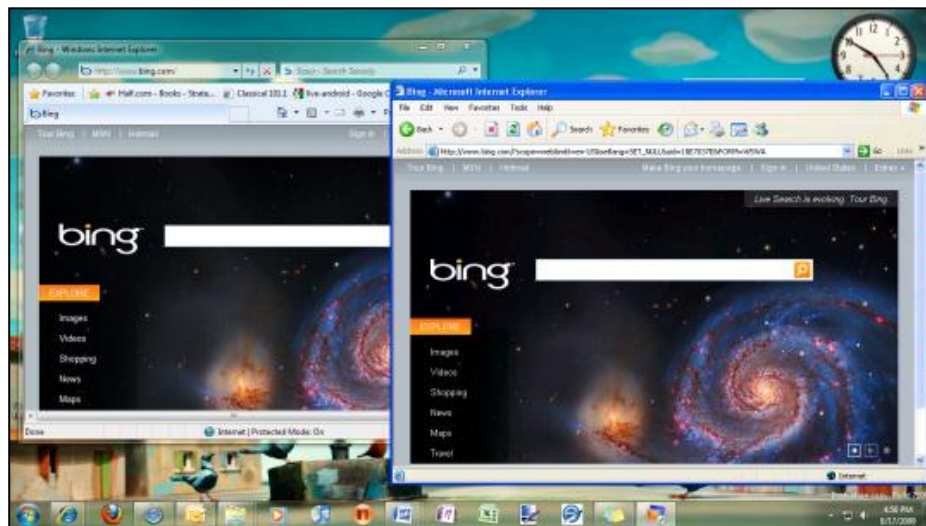
Windows 7 Professional.

Windows 7 Professional includes all the features of Windows 7 Home Premium, and then adds some advanced networking features. For instance, the Location Aware Printing feature lets you

choose different default printers for different networks and is useful for people who use the same laptop in multiple locations – for example, at work and at home.

The "offline files" feature of Windows 7 Professional caches the network files to your local drive so you can continue working even if the network connection get dropped. The built-in Windows Backup tool can backup your data to the network and you may use the encrypted file system to better protect files on the computer. Windows 7 Professional features Domain Join that lets you connect to company networks more securely and access can be managed through group policy from the Windows server as well.

Like Vista and XP Professional, Windows 7 Professional also includes remote desktop feature that enables others to connect to your Windows 7 computer across the Internet from virtually any computer.



That said, the most interesting feature in Windows 7 Professional is XP Mode. In simple English, if you buy Windows 7 Professional or Windows 7 Ultimate, you get a fully licensed version of Windows XP that will run inside Windows 7 through Virtual PC.

The XP mode is primarily for business users who want to run legacy apps in Windows 7 that otherwise only work with Windows XP.

The amazing thing is that Windows Virtual PC + XP Mode enables you to run XP software programs inside your native Windows 7 desktop – that means you can run legacy XP programs just like any other Windows 7 compatible program.

XP Mode for Windows 7 Home Premium.

If you are a Windows 7 Home Premium users but also own a licensed copy of XP, you can use Virtual PC to make your own XP mode. However, if you do not already own a copy of XP for this purpose, you will likely come out cheaper by simply buying Windows 7 Professional if you wish to use this feature.

Windows 7 Ultimate.

Windows 7 Ultimate includes all the features of Windows 7 Home Premium and Professional, plus some extra enterprise and security related features. Ultimate also lets you use multiple languages on the same PC.

The enterprise-centric features include Federated Search (for searching across network drives), [Direct Access](#) (you can access corporate e-mail servers, shared folders, or intranet Web sites securely without connecting to a VPN), [BranchCache](#) (it caches local copies of content from Web and file servers to improve performance) and a system that lets you run UNIX applications on Windows.

With Windows 7 Ultimate, you get the ability to boot from a virtual hard drive and the new BitLocker-to-go feature lets you encrypt files on your computer as well as removable disks like that USB flash drive.

If it can't be fixed with pantyhose and fencing wire, it's not worth fixing.

Windows 7 Prices.

While choosing an edition, price will be also a deciding factor for many users. Home Premium is obviously the cheapest retail version of Windows 7 but there are some good deals out there at the moment, so look around. Approximate figures are:

Windows Home Premium

- Windows 7 Home Premium Full: \$300
- Windows 7 Home Premium Upgrade: \$120
- Windows 7 Starter to Windows 7 Home Premium: \$140

Windows 7 Professional

- Windows 7 Professional Full : \$450
- Windows 7 Professional Upgrade: \$400
- Windows 7 Home Premium to Windows 7 Professional: \$200

Windows 7 Ultimate

- Windows 7 Ultimate Full: \$470
- Windows 7 Ultimate Upgrade: \$430
- Windows 7 Home Premium to Windows 7 Ultimate: \$200

Windows 7, 32 bit or 64 bit.

Most new computers sold today have 64 bit processors. These processors support much greater amounts of RAM than 32 bit processors, and can also process more information at one time than their predecessors. With a 32 bit system, you are capped at using 4 GB of ram but with a 64 bit system, you can use virtually limitless amounts of RAM. To take advantage of these features, however, your Windows 7 operating system has to be 64 bit as well.

With previous versions of Windows, you had to decide at the time of purchase if you wanted the 32 bit or 64 bit version of the OS. Windows 7 has thrown that to the wind, and now both 32 bit and 64 bit versions will be part of the same box. You still have to decide which one to install but you don't have to answer this question at the time of buying Windows 7.

The Home Premium edition should meet the requirements of most users but if you are a mobile professional who works from both office and home, Windows 7 Professional may be a better choice.

It's considered better to be down on your luck than up yourself.

Considering alternatives to Windows.

Most people are familiar with Windows and naturally think in terms of a Windows PC when considering a new computer. But there are alternatives.



A lot of people are very happy with Apples, not my area of expertise but nevertheless I have great respect for them. If you have an Apple and are happy with it, you should probably get another one when the time comes to replace it.

The use of Linux on PCs is also becoming more prevalent, especially the flavour known as Ubuntu. A year or so ago there were a few new Netbooks available with Linux installed, not so many now it seems. Not many people buy a new PC with Linux installed, but it may be worth considering replacing your poorly performing Windows OS on your old PC with Ubuntu. For example a neighbour gave me an old PC with Windows XP which was performing very badly. I installed the current version of Ubuntu on it and gave it to another neighbour who is very happy with it, it runs well.

But remember, if you switch to a different OS, don't expect to be able to install all of the software you've bought. This is probably less of an issue with Linux because it is Open Source software, and basically free, and there are lots of free software apps (which typically work well) instead of the ones you pay for on Windows, things like Open Office (for which there is also a Windows version). And you probably don't want to be the only kid on the block with Linux, although if there is help nearby it's worth considering.

Both Linux and Apple computers are generally regarded as far less vulnerable to viruses than Windows, and both should be thought of as quality products.

As time goes on, products such as iPhones, iPads and their Android equivalents are increasingly providing functionality that was previously only available on computers. Don't try to publish a newsletter from your iPhone, but if all you want to do is email, surfing, banking and looking at photos you might do just fine.

Whatever you do, try to make an informed choice.

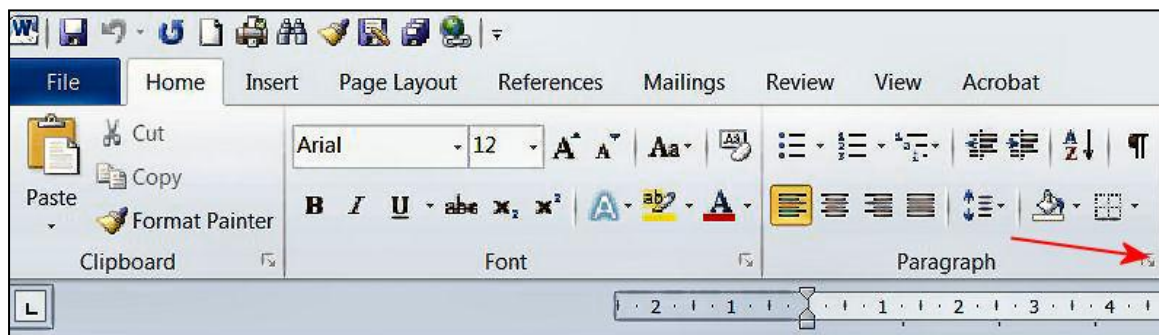
Change Default Font Settings in Word.

In Word 2007 and 2010, Microsoft have set the default font to what they consider is the best for all round performance, but it might not be what you want as different people have different font

preferences. Making modifications to font style, size and font face to suit your requirements every time you use Word is a pain.

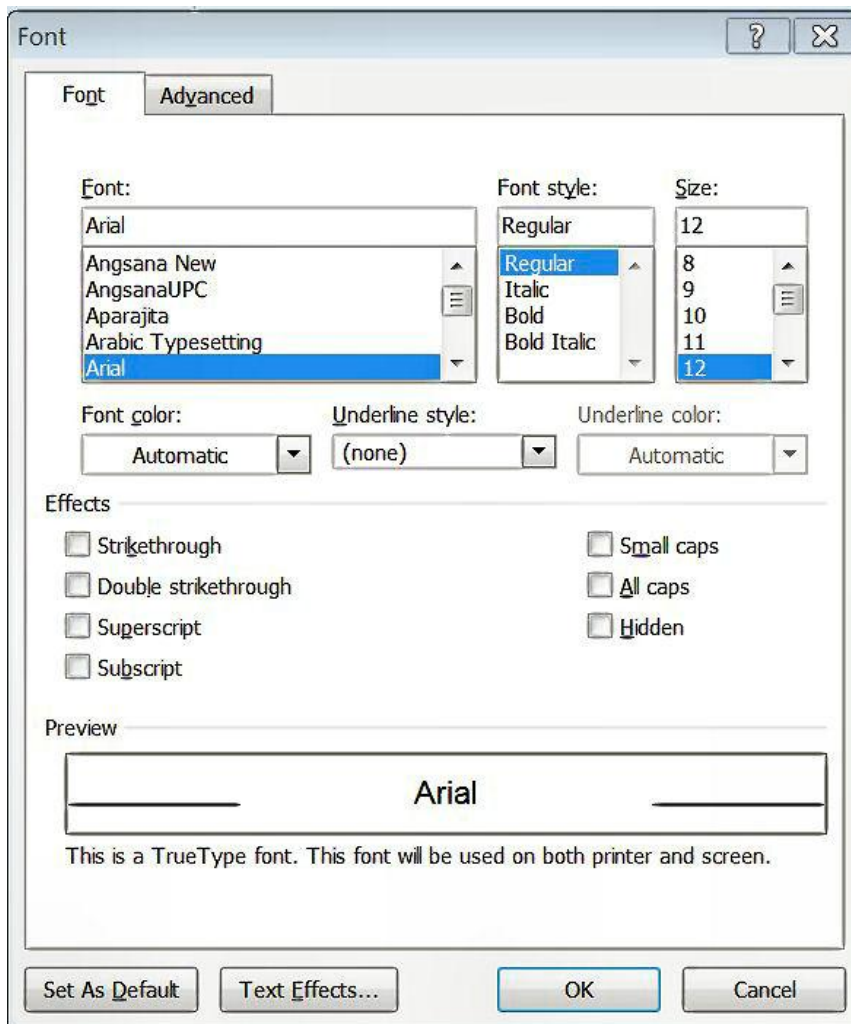
You need not worry about it as there is a way to change the default font settings in Word 2007/2010 to what suits you. Here's how:

Open a new blank document, click on the HOME tag then click on the small down arrow located at the bottom right corner. (see red arrow below)

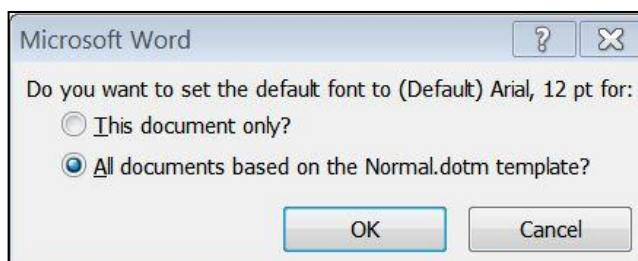


In the Font settings window that pops open select your preferred required font, font style, font size, font colour, underline style and any effects like strikethrough and small caps. As you make the changes you can see a preview of the selections in the preview pane. Apart from standard font settings you can also make changes to text effects and advanced font settings.





After making all the required changes and setting the font style, size, colour, etc. click on the “Default” button in Word 2007 and the “Set As Default” button in 2010, both of which are located at bottom left corner of the Font window. You will be prompted to confirm if you want to set the default font only for the current document or for all the documents.



To make your selected font settings apply to all future documents of that type, choose ‘All documents based on the Normal (2007) or Normal.dotm (2010) template. The changes will be set as default and apply to the current document, any documents based on that template and when you open a new Word document.

The Normal template is the 'base' template used for all blank documents in Word. The 'Default/Set as Default' option is telling Word to make the font changes apply to all new documents.

Power-Point - Turn your mouse pointer into a laser pointer.

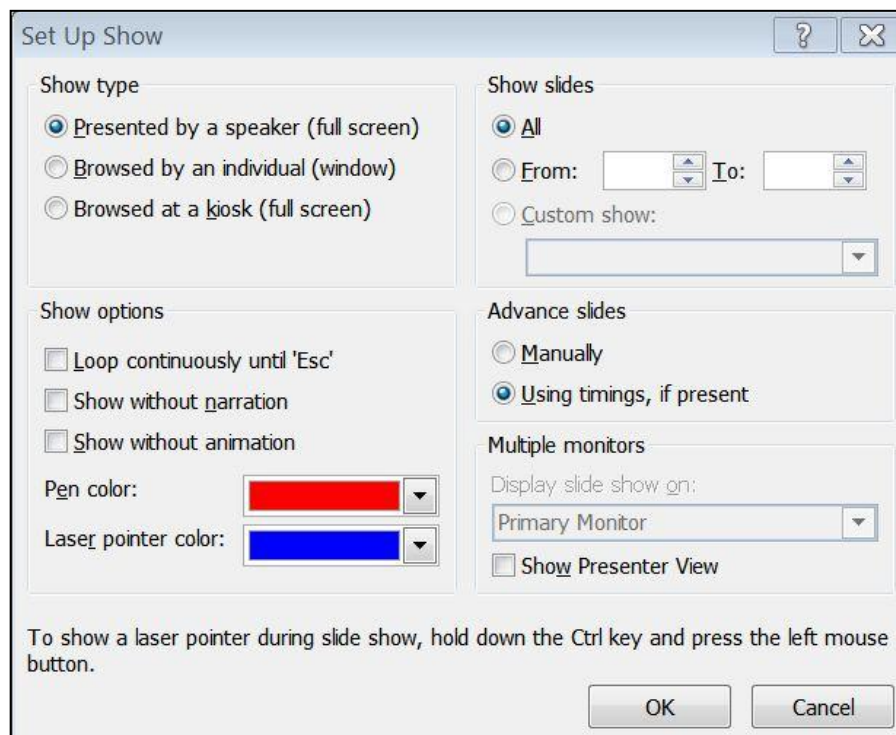


One of the features introduced in PowerPoint 2010 is the ability to turn your mouse into a laser pointer. A 'laser pointer' transforms the boring mouse pointer to something striking and easier to see on the screen – very useful when doing a presentation.

When the presentation is on the screen, all you do is hold down the Ctrl Key then left click the mouse, the "Arrow" turns into a Laser dot.

The default colour is RED, but you can change it to Green or Blue. To change the laser pointer colour, do the following:

1. Click on "Slide Show", then "Set Up Slide Show". The window below appears:



2. Under "Show options" select from the given three colors, Red, Green and Blue. After making the selection, click on OK button for the change to take effect.

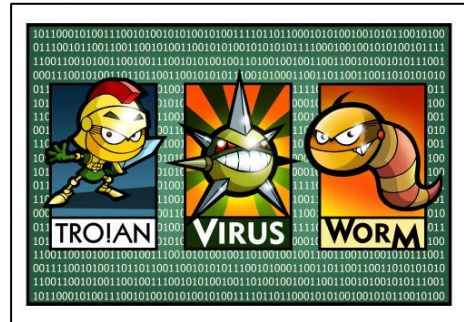
This is especially useful while delivering presentations as it eliminates the need to carry additional hardware which many presenters use to point at specific items in the presentation.

Sadly, there's no way to make the 'laser pointer' the permanent pointer in a slide show. You have to keep your finger on the Ctrl button all the time.

Fake Security.

Microsoft is warning users of fake security alerts arriving via e-mail. The e-mail purports to be from Microsoft.com and suggests users install an attached security update with a name such as KB453396-ENU.exe (or similar) and to download it to patch their PCs.

The email attachment (.EXE file) is actually a worm/virus, meaning that once it is installed on a users' PC, it will attempt to replicate itself by sending a copy of itself to everyone in your contact list (address book). The idea is to get the worm / virus on as many machines as possible in order to become part of a [botnet](#). The botnet is then used to attack websites, corporate structures, and is even sold to other online criminals.



Microsoft never sends out security alerts with attachments via email and you should never open such an email if it arrives in your inbox. If you get one, delete it immediately.

Kama Sutra presentation is malware.

A nasty email is doing the rounds promising a PowerPoint presentation of the Kama Sutra but includes a program to take control of your computer as well. This email tempts PowerPoint users looking to improve their technique in the "horizontal folk-dancing" department"

The email uses a common trick in the attachment to deceive the unwary. The attachment is called "*Real kamasutra.pps.exe*" – notice the twin extension? The trick is that people see the .pps ending and figure it's a PowerPoint presentation and overlook the real .exe extension indicating an executable file. If you do run the attachment, you'll see the promised presentation unaware that a Trojan called Troj/Bckdr-RFM is installed on your computer which allows hackers to see files on your computer or use it to run other programs (like sending spam or network attacks).



In short, be careful with any incoming email attachments and delete anything like this immediately. After all, there are plenty of other sources for the Kama Sutra and similar on the Internet.

The Queensland Floods and DVA's response.

Alison Stanley
Deputy Commissioner
Queensland



This is an overview of how DVA is responding to the recent Queensland floods and also to seek your assistance in letting DVA know of any members of the veteran community who may need assistance.

DVA has a small coordination team headed by Alison Stanley, the Queensland Deputy Commissioner, to ensure that they are ready and have all their responses in place to respond to any issues that may arise.

This team is meeting every few days but also has input into and receive daily updates. They have a single point of contact with Centrelink as they (Centrelink) are on the ground in the Recovery Centres. The numbers of veterans in the areas most affected has been analysed and the number involved seems to be about 11,000. However only around 215 of these are currently in the claims or review process.



Decisions and mail-outs are being managed so as not to put any additional burden on people who are affected. They (DVA) are also aware that there may need to be a more relaxed acceptance of proof of identify and in some cases veterans will need replacement of lost and/or damaged documents.

Defence Services Housing Insurance Services has assessed the number of possible claimants from the flood areas and have the assessors ready to go into locations once given the go ahead from the local authorities.

It is also a fact that in some instances, aids and appliances may have been lost or damaged and again the DVA have processes in place for priority replacement. At this time of year there is not generally much elective surgery but again they are aware of where there are travel bookings and have put in place alternative arrangements where needed.



VVCS is available for counselling and have checked that counsellors are on board and available.

Remember, DVA are there to help, if you need assistance, do not be too proud to put up your hand and it is far better to do it sooner rather than later.

Further information can be obtained by ringing the Department on 07 3223 8737

If the rich could hire other people to die for them, the poor could make a wonderful living.

Amberley.

Spare a thought for the blokes and blokettes who work at Amberley. The Base backs onto the Bremer River which everyone knows flooded early in January and Amberley didn't escape the deluge.

The photo below is of the KC-30 hanger looking from Chinook Ave in front of HOCU (the old 38SQN HQ – 12SQN HQ, just in front of the maintainers Building). The flood reached the top of the ground floor desks. All aircraft that could fly left for other bases. One C-17, caught on jacks, was lifted a little higher. The C-17 Simulator survived unscathed.



The wise man, even when he holds his tongue, says more than the fool when he speaks.

One 'Insignificant' RADTECH

Gary Broughton.



Below is a photo of the graduation group of 1884 Recruit Training Course at Edinburgh on 01 Nov 72.

The course started on 03 Aug 72, the day after I arrived at Edinburgh, with CPL Alan Dare ADG as DI. Later, CPL Peter Head ADG assisted. When Peter Head first appeared a few weeks after the course commenced, he was the butt of a few jokes, kept between the recruits of course, because his giggle hat had his name written on it for all to see. There was speculation

that he had his jocks and socks similarly labelled so that he would not be confused about where they go.



Back row, L-R: Kieran Brophy, Steve Kershaw, Steve Lucht, Chris Ophee, Kev Gillespie (from 1182), CPL K. Christopherson, Chris Daley, Ivan Murphy, Peter Lambert, J. Burgett, Steve Burge and Alan Curtin.

Front row, L-R: Peter Grace, Gary Broughton, L. McGrath, J. Claydon, J. McCulloch, Dave Kermode, Mick Pierce, Dave Morissey, Tony Fitz and Colin Dodson.

As it was, Alan was hospitalised on graduation day and watched the parade from a deck chair in his PJs and dressing gown, from the porch.

I suppose the course was routine. The only really memorable morning parade was when Glen Hay from 1182 or 3, later RADTECHA, rocked up with his SLR stripped down and the pull-through hanging out of the end of the barrel merrily tinkling as we marched. He was in a no-win situation: the pull-through was stuck, he had to be on parade and he had to have his weapon. We all reckoned he copped a lot less flack turning up than he would have had he stayed away.



We joined as the RAAF unique blue introduced by Sir Richard Williams was phased out by the dream merchants in Canberra in favour of the train conductor's uniform. We were issued with the new uniform and the long and short drabs. Whenever we were permitted to leave the base, we had to wear full uniform. The long drabs were the preferred kit. Naturally, it was not long before we were told we could not wear drabs anymore. They were far too practical and looked a bit too Air Forceish.

When we graduated, we were sent off to our respective training establishments, most of us going by the Overland train, cattle class, to Melbourne. Great concept: join the RAAF and get shipped around by train, sitting up, overnight, with no chance of any sleep amongst the screaming kids and snotty nosed mothers, or was it the other way around? We had to travel in

full uniform, so it was not unusual to have the other passengers ask us, usually me, to help with the luggage. I obliged, but I also explained that this was a RAAF uniform, not a SA Railways uniform. I don't think anybody believed me.

After rookies, the only people from the course I ever saw again were Steve Kershaw and Ivan Murphy. Steve went to Radschool with me and became a RADTECHA. He came from the NSW Railways and didn't mind bullying the younger blokes. I'd heard that he'd had some misfortune in his life after Radschool. Ivan was a GH and I met up with him again in Darwin in 1980 when I was posted to base radio. Ivan was a CPL then and had a great job of looking after the pool and other amenities. I've not heard of him since, though.

Having arrived at Laverton, we volunteered to work with Pool Flight. I ended up with a room at the bottom of the stairs on the ground floor, on my own, in block 124 I think it was. I don't know how I ended up in solitary, but I didn't have to share a room for months until my course started.

The best jobs on pool were on the golf course. I think everybody wanted that gig. So I ended up in Support Command at Victoria Barracks, G Block I think, working for one of the AEENGs. Everybody wore civvies, except for me in the train conductor's outfit so you never knew who was who. Suddenly, on one day of the week, which was designated "uniform day", I'd find out that I'd been rubbing shoulders with SQNLDRs and WGCDRs. To a young sprog, this was terrifying.



The building was oppressive in summer. It was an old, two or three story timber building and this AEENG was on the top floor. My job was to 'make-work' at best. I think I wrote titles on the front and spine of salmon coloured file covers. I was proud to be defending my country and learning new things. There was a young chick working there about my age. I think she was a SQNLDR's daughter and we hung out for a while. It didn't work out, so I've blanked out her name.

What you don't see with your eyes, don't invent with your mouth.

Somebody at Radschool took pity on me eventually and I got a job at Appy Sqn. I painted curbing and rocks and repainted hut numbers around the place. I'm sure the appys thought it was an appropriate use of a thick's time. That was the weird thing about being a thick. I was hardly any older than most of the appys yet, somehow, we were worlds apart.



When the ASCO Canteen was boycotted, we thickies were warned off, but the appys still had access. We young blokes relied on that canteen as much as anybody, but I guess the boycott sent a message. In any case, ASCO turned into a complete shemozzle and re-organised and became a shadow of its former self. So something was achieved.

I finally started course on 65 RMC/RTC in mid March of 73. I think that's what pool must have been about. It made you really keen to get on a course. We had our first course photo on 07 May 73 while doing RAD1. This is it.

Time has taken its toll and I am hard pressed remembering the names of most of these guys. Many never made it. Remuster to GH or discharge was the ever present threat should a student fail. It was a real threat. Some names I do remember though.



Back row centre is Bruce Beggs (dec). Bruce became a RADTECHG (we were all given the choice of becoming Air Techs or Groundies before we started the equipment phases). We were pretty good mates. He introduced me to my wife of now 36 years. His first posting was to Butterworth in 74. He was killed in an MVA in 76 while riding his motor bike on the Penang Road. On the right hand end is Glen Hay RADTECHA and JP.

Third from left in the centre row is me, Gary Broughton RADTECHG. It's an embarrassing photo, but it's too late to go back.

Front row from the left is Steve Kershaw RADTECHA, Jim Hatcher RADTECHA, Lionel Herron RADTECHG, John Simkin RADTECHG and Reg Furlong RADTECHA. I should have written all

the names on the back of the photo, but at the time, you never expect that you'll forget anybody – so if you can help with some names, please do!

We were one of the first courses that, in theory, went straight through. In a throwback to the old ways, though, we were still remustered at the end of the RADMECH phase (the end of RAD6) and sent out to various units to get some OJT. Reg Furlong and I went to 1FTS. We spent four weeks there working strictly on foreigners. This was the bulk of the work in the shop. So Reg and I repaired black and white televisions. Somebody made a killing, but it wasn't us. I did see the occasional airy go out to pull a set out of a Winjeel once or twice and I saw (or heard) a couple of sets screaming away on the bench, but that was about it.



This experience made up my mind for me as to which direction I should go. Thus I chose a ground career. Reg chose air. I never could work that out. Maybe he liked TV.

A hero is someone who can keep his/her mouth shut when he/she is right.

It's a wonder anybody ever got through the training given all the superfluous nonsense that went on around it. Trivial charges, which I managed to dodge, suspensions, back courses, discharges and remusters. A lot of pretence to military. One of our number was charged with something really stupid and Glen Hay, being a JP in QLD, thought he could mount a defence in the kangaroo court. After all, it was a legally convened venue, even as insane as it was. In the end, SQNLDR (Hoho) Jefferies was unfazed and awarded 14 days CB to the hapless accused. The guilty bastard was married, so this was quite an imposition. I guess this was designed to encourage academic success.

Wherever you are today Jefferies – you're a dill..

There were some characters at the school. Other than Hoho, there was WNGCDR Thorn, who was the CO and it seemed, universally disliked. Funny really because the students had very little to do with him, yet he attracted some passion.

When I first arrived there the WOD was a big man who had to wear a back brace. I don't remember his name, but he seemed a pretty affable guy. He treated the poolies very well anyway. His office was at the end of the HQ hut and he never seemed to miss anything. Later, Eric Nothard (right) replaced him and a lot of the dislike of WNGCDR Thorn was directed at Eric.

Hoho was a laughing stock. He was the OIC Training Squadron. I'd worked in the admin section of TS on pool for a short while. As I recall, admin was in the centre of a hut in the midst of the RADMECH classrooms. Hoho's office was at one end of the same hut with no adjoining door. My principal role was to prepare Hoho's morning cup of tea (cup and saucer) and bikkies in the admin area, descend the steps, go round to the steps at the door to his office, ascend the steps, knock on his door, wait for an answer, open the door, place his cup of tea on his desk (all without spilling any), step back two paces, salute,



smartly turn left, march out of his office and close the door. This was a major contributor to the defence of the nation.

When courses were marching along the road, one sport (provided the trainee wearing the CL armband was amenable) was to spot Hoho and move the course to the opposite side of the road. Hoho would invariably change over. He had to get the salute from the marching body of men (boys really). If you saw him soon enough, you could get him to change over two or three times before you got level with him. The sad thing is he never seemed to wise up to it.

The bulk of our graduating course was made up of re-treads and appies who'd been given another chance as thicks. [Nick Beeston](#) (Dec) taught us either the 801 transmitters or CADF in the equipment phase. He was pretty easy going and got us all through that with no drama. Where we did have a drama was with the Quad Radar. I forget who the SGT instructor was, but he would give us a morning's worth of instruction, then vanish after lunch. He never left the SGT's mess. For the most part we realised we would be in a spot of bother if we didn't deal with it, so we ran the classes ourselves when he was away. We passed, but God knows how.

65RTC finished in Jul 74. I never saw any of these guys again except for John Simkin. We were posted to 1AD TIMS together.

Thus began a wonderful career spanning 20 years where I met some fantastic people and did some very interesting stuff.

No regrets.

One of life's greatest mysteries is how the boy who wasn't good enough to marry your daughter can be the father of the smartest grandchild in the world.

Canberra A84-225

Nicole Fuge, Caloundra Weekly.

On the 3rd November, 2010, the Queensland Air Museum at Caloundra held a ceremony to remember all RAAF members who lost their lives in conflicts in which the RAAF has been involved. John Miller (Navigator) and Bob Bruce (Navigator) were there and they swapped war stories as they gathered around the water cooler after the ceremony.

On November 3, 1970, 2 Squadron Canberra Bomber A84-231 went missing with Flying Officer Michael Herbert and Pilot Officer Robert Carver on board. John Miller, fondly known as "Wang" to his RAAF buddies, was based at Amberley when he received the call and was deployed four months early. Navigating the replacement aeroplane into Vietnam, he had no idea whether his two mates were dead or alive.

"It was very sad we had to go that way, because everyone knew



Bob and Herbie,” he said. “We were part of the same outfit, flying Canberras.” When John arrived at Phan Rang, he was briefed and assigned to Herbie’s sleeping quarters. The fact his mates were gone was suddenly very real.

On November 3, 2010, Mal Sayers, Radtech A, from the Vietnam Veterans Association Sunshine Coast stood proudly in front of the Caribou on display at the Queensland Air Museum as he unveiled a brass plaque in dedication of the RAAF personnel who served in units and squadrons in the Vietnam War. Mal said the memorial at Caloundra would provide an outlet for RAAF associations across the Sunshine Coast to “call their own”.



John Miller (left) and Bob Bruce.

The service was particularly poignant as an Australian Defence Force team only found the aircraft in April of 2009 in the Quang Nam Province, Vietnam, near the border of Laos. FLGOFF Herbert and PLTOFF Carver were the final missing Australian Defence Force personnel from the Vietnam War.

When 2 Squadron returned to Australia, they were the only RAAF Squadron flying Canberras, and they continued with the aircraft well past its planned retirement date. Numbers 1 and 6 Squadrons had converted to the F4 Phantom, while waiting for the F-111, but 2 Squadron’s

aircraft were fitted with survey cameras and they continued to provide valuable service completing many cartographic surveys in Australia and overseas.

The Canberra's distinguished RAAF career officially ended on 30 June 1982 when No2 Squadron flew four aircraft over Brisbane and surrounding areas in a farewell fly-past.

Bob Bruce said of the Canberra, "It was a very uncomfortable aircraft to fly in. The only altitude it's comfortable at is 20,000ft where it can't fly at operationally because people will shoot it down,"

We can't solve problems by using the same kind of thinking we used when we created them.

The WF- 44 Weather Radar.

Gary Broughton has sent in a photo of the 1AD [WF-44](#) (woof 44) installation team who installed the new Weather Finder radar to replace the still operational WF-1 at Air Base Butterworth in Jul-Sep 75. At that time, only two WF-1s were still in working order in the world and the other was a museum piece.

The team consisted of members of 1AD TIMS (Telecommunications Installation and Maintenance Squadron), 1AD GEMS (General Equipment Maintenance Squadron), Base Squadron Butterworth, TELENG and the Bureau of Meteorology.



That's me as an AC in the middle at the back sitting on the reflector. I'd been a member of Skippy Squadron (TIMS) for a year at that point after having graduated from Radschool in July 74. The only name I recall of the others in the photo at this time is Colin (Wayne) Goodwin at front left, who was the NCOIC. The last time I saw Wayne was some time in the late 80s. He was a SQNLDR then. The chap on the left end at the back was a mechanic from 1AD GEMS and his principal role was to silver solder the flange on the circular waveguide after it had been cut to length. Next to him was our CPL and it shames me that I don't recall his name. He was something of a wag and he and Wayne used to bounce off each other constantly. After I left 1AD in 1980, I never saw nor heard from him again. The civilian in front was a BoM adviser. The bloke in the ovarybags was a Base Squadron techo I think.

The reason that the RAAF sent a team to do the installation rather than the Met boys going up to do it was political I believe. We had been trained at their premises in Melbourne for the job by the BoM technicians, who would normally have done the installation.

There were many interesting aspects to this job. To start with, a C-130 was dedicated to getting us and the whole of the WF-44 from Laverton to Butterworth. The cargo bay was stacked with crates from floor to roof and front to back. The loadies did a good job on that one. Other than the crew, there were only the seven of us on the aircraft, so there was plenty of room to stretch out. The first leg took us from Laverton to Darwin. It seemed as though the flight would never end, but when we did come in to Darwin we could see what a mess the place was, even eight months after Tracy. The airmen's accommodation was a wreck and the water heavily chlorinated, so the overnight stay there was not terribly pleasant. Each "room" had the feel of a toilet cubicle where the walls never went all the way to the floor or ceiling. Most of the buildings were still lying on the ground and half the airmen's mess was missing. There were still signs of the damage in 1980 when I lobbed up there on posting. The house next to my MQ in Derriwong Street was a flat top surrounded by what used to be walls and roof. It was only just rebuilt in 1983 when I left.

On day two we dropped in to Tengah for a couple of hours for who knows what. We sat in the terminal in our 'ovarybags' not able to go anywhere or do anything as we watched the Brits load up their Viscount for the last flight out of Singapore at the end of their withdrawal. We loaded up again and arrived at Butterworth in the afternoon. The accommodation was not bad. The mess was an experience with the diversity there and seeing such a vastly different culture was an eye opener. Swinging sisters cutting the grass, coconut palms, monnies, touch sensitive grasses, rain at 4pm every day, street vendors and bars were just a few of the amazing things. It also helped that every one of my dollars was worth 3.27 ringgit, so lining up at the pay section window was a veritable delight.



Many MQs were over on Penang Island, which was a duty free zone back then. As visitors, we received many invitations to the homes of people on posting there, so we never really had an idle moment after work. There was so much to see and do after hours that it was a shame to go to bed.



I had to go to 4 RAAF Hospital a couple of weeks after arrival

having picked up a rotten cold. While sitting in outpatients, I observed a long queue of army dudes lined up in front of a door off to the side of the waiting area. I found out later that this was a special queue for sufferers of special "colds". Very discreet.

Installation wise there were a few remarkable features. The radar head was to be placed in a one room building near the airfield. The old equipment had not been removed when we arrived, so that had to be done by locals. The 10m tower for the pedestal had not been erected. In fact, there was not even a concrete pad for it. So our poor NCOs and Officers had a bit of sorting out to do. Part way through day two, the locals poured the pad for the tower. By late afternoon, they had started putting up the tower on the still setting concrete. Inside, the old gear had been ripped out and the local electricians were fixing the lighting. That was interesting. We watched from the door as they worked on the live wiring on top of a ladder with a screwdriver accompanied by the occasional bzzzt and fzzzz.

The installation went well for our part. The tower stayed up and the pedestal was dropped on top. The equipment was installed in the room, waveguide cut, soldered and installed and wiring run. I had the job of terminating the wiring inside the pedestal. It was all soldered and there was only just enough room in there with the door open to sit cross legged. You are only going to drop a blob of solder on your leg once. I still have the scar and I never did get the solder out of that drab sock. I doubt I could squeeze in to such a space now.

The video information was sent from the head to the Met office via coax through a cable pit some 100m long. We had a 5 litre drum of Vaseline to help ease the cable through the pit. The pit had a 90 degree direction change and running the cable was the last major job we did before we were scheduled to fly out. We got the cable to the inspection pit at the turn, only to find out that toward the centre of the cable reel some bright equipo had nailed a voucher pocket to the outside of the wooden reel with really long nails. Four nails. Each penetrated the cable at differing intervals. Given the time pressure and no chance of getting replacement cable and seeing that the nails had not, fortunately, penetrated the centre conductor, the cable went in as is with plenty of Vaseline.

After that, when it was powered up, everything worked as advertised with plenty of OFDs (Officer Fascination Devices) and humming. The only problem was that the feed horn spun in the wrong direction, but that was not unexpected and simply swapping two of the phases had it going the right way. In the Met office, they got plenty of pretty pictures, beam steering, spinner lock, elevation and azimuth adjustment with their little joystick and made lots of ooh and aaah sounds. So all was well and we flew home.

I often wonder how long that cable lasted.
Gary Broughton.



Two old friends are playing golf when they get to the 9th tee, where there is a rest area overlooking a lake. Larry looks at Kenny and says, "Hey Ken, check out those two idiots fishing in the rain"

AN/CPN-4

Geoff Reddish sent us these photos, they are of the AN/CPN-4 which was the successor to the MPN11 of Berlin airlift fame. Below is the equipment at Sale in 1961.



East Sale had a Diamond T prime mover and a blitz fitter's workshop and we used to move the whole kit from 04 to 22 runway as required. Power was from PU211 diesel gennys at 110v 60cycle

Amberley by 1968 was fixed for 1 runway only and was powered by inverters (as was Butterworth during confrontation)



Williamtown 1964-5. note the HF AE still attached. (my black beetle!)

Christmas.

This is how James “Scotty” and Maggie Potter spent Christmas – I think I prefer the beach!!



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Out in the shed with Ted.

Ted McEvoy

PBS.

Each year the Government increases the patient's contributions for the cost of his/her medicines by a factor equal to the CPI. In accordance with this policy, from the 1 January, 2011, the amount of money you pay for prescriptions covered by the [PBS scheme](#) rose by a small amount. The new costs are:

General patients	up to \$34.20 †
Concession card holders	\$5.60 †
DVA Gold card	\$5.60 †



If you have a Department of Veterans' Affairs (DVA) White Card for specific conditions and your medication is for those conditions you will pay \$5.60, otherwise you pay the general amount.

† If you choose a more expensive brand of medicine, or if your doctor prescribes one, you may need to pay more—the extra amount you pay won't count towards your PBS Safety Net.

What do I need to do?

You need to keep a record of your PBS medicine on a Prescription Record Form (PRF), which you can get from your pharmacy. Each time you have a PBS medicine supplied, give the form to the pharmacist so it can be recorded. Your pharmacist might be able to keep a computer record for you, but if they can't or if you visit different pharmacies, its best to keep your own records.

If you have a family, ask your pharmacist about combining the amounts recorded for your family Safety Net total.

What happens once I reach the Safety Net threshold?

When you are close to reaching the Safety Net threshold, ask your pharmacist about how to get a PBS Safety Net card. Once the pharmacist has issued you a PBS Safety Net card for PBS medicines, for the rest of the calendar year your Safety Net patient contribution will be:

- \$5.60[†] if you are a general patient
- or
- free if you have a concession card.



† If you choose a more expensive brand of medicine, or your doctor prescribes one, you may need to pay more.

PBS Safety Net thresholds from 1 January 2011.

There is a maximum amount you will pay for medicines in any one calendar year, once you reach that threshold, your payment for each 'script' item reduces considerably.

	PBS Max cost/year.	PBS reduced payment/script item.
General patients	\$1,317.20 [†]	\$5.60 [†]
Concession card holders	\$336.00 [†]	Free [†]

[†] If you choose a more expensive brand of medicine, or if your doctor prescribes one, you may need to pay more—the extra amount you pay won't count towards your PBS Safety Net.

What if I've received a non PBS prescription?

Your doctor might prescribe a medicine that isn't listed on the PBS or isn't available on the PBS for your condition—sometimes called a 'private prescription'. Your doctor will indicate this on your prescription and you will need to pay the full price for the medicine at the pharmacy. The cost of non PBS prescriptions does not count towards your Safety Net threshold.

Early supply of medicine under the Safety Net 20 day rule.

To keep the PBS affordable for everyone, PBS prescriptions should not be filled earlier than you need them. Under the [Safety Net 20 day rule](#), an early repeat supply is one that is made within 20 days after a previous supply of the same medicine.



If you need an early repeat supply, the Safety Net 20 day rule means that, for some PBS medicine, this supply will not count towards the Safety Net threshold. If you have already reached your Safety Net threshold, you will be charged your usual PBS contribution instead of the reduced Safety Net amount.

Who is eligible for the PBS?

- all Australian residents
- people from countries with a Reciprocal Health Care Agreement (RHCA) with Australia.

I take my children everywhere, but they always find their way back home.

Speed bump!

This bloke got sick of cars speeding in front of his home so he designed and built a speed bump to slow them down, it certainly worked, see [HERE](#).

There was a knock on the door this morning, I opened it and there was a young bloke standing there who said: "Hello - I'm a Jehovah's Witness". I said "Come in and sit down, what do you want to talk about"? He said, "Damned if I know, I've never got this far before".

Qantas' A380.

The Australian Transportation Safety Board ATSB have released their preliminary report reporting, that the flight crew consisted of 5 pilots: the captain (PIC), the first officer (FO), a second officer (SO), a second captain undergoing training as a check captain (CC) and a supervising check captain (SCC) overseeing the training of the second captain.

The flight was planned to fly to the east of active [Merapi volcano](#). The PIC was pilot flying in the left hand seat, the FO was in the right hand seat, the CC in the centre observer's seat, the SCC in the left hand observer's and the SO in the right hand observer's seat.

The crew reported later, that following departure from Singapore's runway 20C and after retracting the gear and flaps they were climbing at 250 knots (CLIAS) through 7,000 feet when they heard two almost coincident loud bangs. The PIC immediately selected altitude and heading hold on the master control panel and the first officer started his stopwatch. The crew observed a slight yaw, the airplane levelled off. The crew expected the autothrottle to reduce engine thrust however it became evident autothrottle was no longer active and the engine thrust was reduced manually in order to maintain 250 knots. Both flight directors remained available to the crew. An engine #2 overheat warning was displayed on the [Electronic Centralised Aircraft Monitor](#) (ECAM) soon followed by multiple messages.

The crew actioned the engine overheat checklist which required the engine to be throttled back to idle and monitor the situation for 30 seconds. During those 30 seconds a PAN call was transmitted. The FO noticed a fire indication for engine #2 for about 1-2 seconds before the display returned to overheat. The crew elected to shut the engine down, following the shut down the ECAM indicated the engine had failed.



The crew assessed that there was serious damage and elected to discharge a fire bottle into engine #2, but contrary to their expectations they did not get indication that the bottle had discharged. They discharged again but again received no confirmation that the bottle had discharged. They then decided to discharge the second bottle into engine #2 but again received no confirmation.



The crew elected to continue the checklist and noticed that #2 was shown failed, engines #1 and #4 in degraded mode, #3 was operating in alternate mode. The ECAM continued to show numerous messages.

The flight crew recalled they received the following failures:

- engine #2 failed
- engine #1 and #4 in degraded mode
- green hydraulics low pressure and low quantity
- yellow hydraulics engine #4 pump error
- failure of AC electrical busses 1 and 2
- flight controls in alternate mode
- wing slats inoperative
- ailerons partial control only
- reduced spoiler control
- landing gear control and indicator warnings
- multiple brake system messages
- engine anti-ice and air data sensor messages
- multiple fuel system messages including fuel jettison fault
- center of gravity messages
- autothrust and autoland inoperative
- #1 engine generator disconnected
- left wing pneumatic bleed leaks
- avionics system overheat

The crew discussed whether to immediately return to Singapore, climbing or holding and decided the best option was to maintain altitude while processing the ECAM messages.

I hate all this terrorist business!!

**I used to love the days when you could look at an unattended bag on a train or bus
and think to yourself - 'I'm having that'**

The crew frequently assessed the fuel on board which was sufficient to complete the checklist procedures. The aircraft remained controllable. They advised ATC they would need about 30 minutes to process the ECAM messages and requested to hold for that period. Singapore cleared the flight for a holding east of Singapore, the flight crew advised however they needed to remain within 30nm of Singapore Airport in case they needed to land immediately. ATC

advised that residents at Batam had found debris on the ground, then vectored the aircraft to a 20nm holding pattern east of Singapore Airport.

While the crew processed the ECAM messages the SO was dispatched to the cabin to assess the damage to the #2 engine. While he walked through the cabin a passenger, also Qantas pilot, pointed out that pictures from the vertical fin mounted camera suggested a fluid leak from the left hand wing. The SO walked down to the lower deck of the passenger cabin and observed damage to the wing and a fluid leak that appeared to be about 0.5 meters wide. He could not see the turbine area of the engine from any position in the cabin. The SO returned to the cockpit and reported his observations.

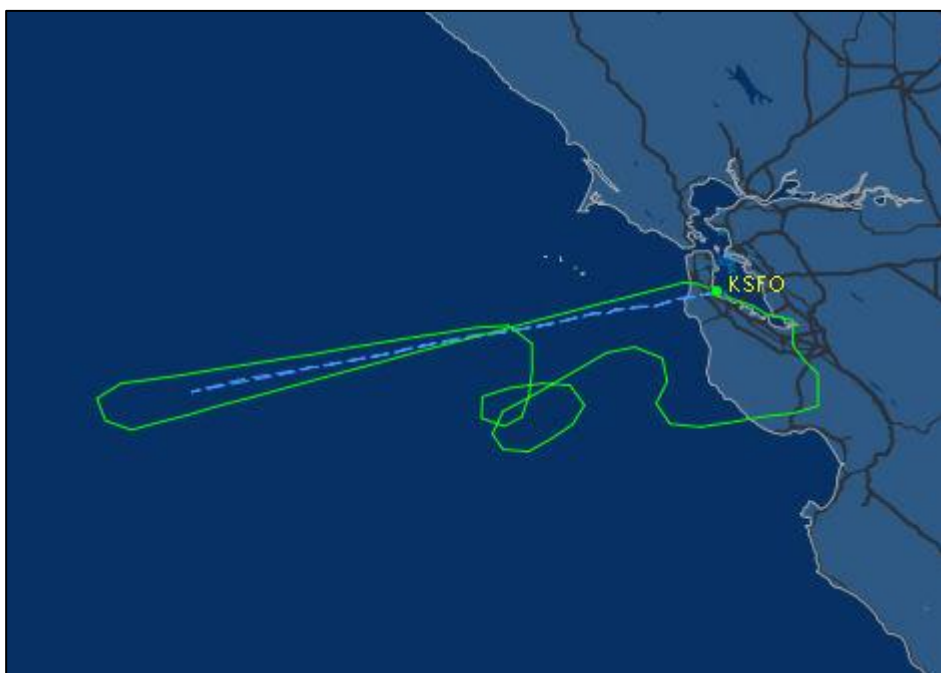
The crew stopped re-arranging the fuel system doubting the integrity of the system. They could not dump fuel due to the fuel jettison error message. The operator sent ACARS messages that they had received multiple ACARS messages indicating various system failures from the automatic reporting system, the crew was busy with the ECAM messages and found time to just acknowledge the ACARS transmissions.

The PIC and SSC made a number of announcements to the passengers advising that they had technical problems, they were working to address these issues and it would take some time to do so. Subsequently the SO and SSC went to the cabin frequently to check the left hand side of the aircraft and to provide feedback to cabin crew and passengers.

It took about 50 minutes to complete the checklist procedures associated with the ECAM messages. During that time the autopilot was engaged. The crew then assessed which systems were operative, degraded and failed and discussed the impact on landing performance. They also believed that engine #1 may have been damaged and discussed a number of concerns regarding fuel imbalances that had been indicated by the ECAM.

The crew determined their landing weight would be 440 tons, about 50 tons above maximum landing weight, and computed the required landing distance with the systems available. The computation showed, that a landing on runway 20C was feasible with 100 meters of runway remaining. The crew elected to proceed on basis of this computation and advised ATC accordingly. The crew advised further they needed emergency services at the upwind end of the runway, fluid was leaking from the left wing that was likely to include hydraulic fluid and fuel.

Prior to leaving the holding pattern the crew discussed controllability of the aircraft and performed a number of manual checks at the



holding speed. The crew requested a 20nm final to runway 20C to commence from 4000 feet, ATC fulfilled that request.

While the crew began the approach and lowered flaps they conducted further controllability tests at the approach speed and decided the airplane was controllable. The landing gear was lowered using the emergency extension procedure, a further controllability check was conducted.

The approach speed was computed at 166 KIAS. The crew was aware that reverse thrust was available only from the #3 engine, no leading edge slats were available, there was limited aileron and spoiler control, anti-skid was restricted to the body gear only, there was limited nose wheel steering and the nose would likely pitch up on landing. An ECAM message indicated they could not apply maximum braking until the nose wheel was on the runway. The flaps were extended to position 3.



ATC vectored the aircraft for a 20nm final progressively descending the aircraft to 4000 feet, the PIC was aware that speed control was necessary to avoid an aerodynamic stall and a runway overrun. Consequently the PIC set engine #1 and #4 to symmetric thrust and controlled the speed of the aircraft with the #3 engine. The autopilot disconnected a number of times during the initial approach, the airspeed dropped to 165 KIAS. The PIC reconnected the autopilot a number of times but when the autopilot disengaged again at 1000 feet he decided to fly manually for the remainder of the flight. Due to the limited runway margin available the CC reminded the PIC that the landing had to be done without flare and there would be a slightly higher nose up attitude during touch down.

The flight crew briefed the cabin crew for a possible runway overrun and evacuation.

The airplane touched down on Singapore's runway 20C 109 minutes after departure and within 6 seconds the nose wheel touched down and maximum braking was applied, reverse thrust was selected on the #3 engine. The crew felt that initially the deceleration was slow but with maximum braking and reverse thrust the airplane began to decelerate. The PIC felt confident the airplane would stop on the runway after the airplane had decelerated to 60 knots, and moved engine #3 gradually out of maximum reverse thrust. Manual braking was continued and the airplane stopped about 150 meters before the runway end.

Three mischievous old grannies were sitting on a bench outside a nursing home when an old Grandpa walked by. And one of the old Grandmas yelled out saying, "We bet we can tell exactly how old you are." The old bloke said, "There is no way you can guess it, you old fools." One of the old Grandmas said, "Sure we can! Just drop your duds and we can tell your exact age." Embarrassed just a little, but anxious to prove they couldn't do it, he dropped his duds. The Grandmas asked him to first turn around a couple of times and to jump up and down several times. Then they all piped up and said, "You're 87 years old!"

Standing with his pants down around his ankles, the old bloke asked, "How in the world did you guess?" Slapping their knees and grinning from ear to ear, the three old ladies happily yelled "We were at your birthday party yesterday!"

The crew then shut down the remaining 3 engines, the aircraft electrical systems went into a configuration similar to an emergency electrical power mode which blanked most of the cockpit displays. Just prior to the displays going blank the crew observed the body gear temperature rising to 900 degrees C and above. After some confusion which of the VHF radios remained available the FO contacted fire services who requested engine #1 to be shut down. The crew replied engine #1 was already shut down but was advised that the engine continued to run. The crew recycled the engine #1 master switch, but the engine continued to run. The crew used the emergency shut off switch and fire extinguisher bottles, but the engine continued to run. The fire commander advised there was fuel leaking from the left hand wing, the FO advised of the hot brakes and requested fire retardant foam to be applied over that fuel. The fire commander complied with that request.

After assessing the checklists the crew decided the safest course of action would be to disembark the passengers through the right hand doors via stairs. A single door was elected so that the passengers could be counted and the other doors remained available should a rapid evacuation via slides become necessary.

Crew contacted the operator via mobile phone to check how to shut engine #1 down.

The first passenger disembarked through the #2 main deck forward door 55 minutes after landing, the last passenger disembarked about 1 hour later.

The crew was advised by the fire commander that 4 tyres of the left body gear had deflated. Further attempts to shut engine #1 down were without success, operator advice to activate a



number of circuit breakers in the electronic bay also remained unsuccessful. Attempts were made to re-arrange the fuel supply in order to starve engine #1, however due to lack of electrical power that was not possible.

Finally the decision was made to drown the engine with fire fighting foam. The engine finally stopped about 127 minutes after landing.

No injuries occurred on board of the aircraft. Two persons received minor injuries on the ground at the Island of Batam.

The PIC had a total experience of 15,104 hours with 570 on the A380, the FO had 11,279 hours with 1,271 hours on the A380, the SO had 8,153 hours with 1,005 on type, the CC had 20,144 hours with 806 on the A380 and the SCC had 17,692 hours with 1,345 hours on type.

All I can say is, “If you have to go flying, it’s good to know there are blokes like those up the front !!”

War Veterans Retreat.

Greg and Anne Carter run a Veterans Retreat, called Cockatoo Ridge which is only 5 minutes from Bairnsdale (Vic), on the Great Alpine Road. Eligible guests are Returned Service Personnel, their partners and War Widows (no children or pets). There is no charge but a donation is welcome to assist with the up keep.

Click [HERE](#) for a brochure.

Lucky??

An entire crew of a B-29 (12 aviators) was rescued by a US submarine after their plane was shot down in 1944/5, 70 miles off the coast of Japan. The entire rescue was filmed in colour but was forgotten and sat in a cupboard until recently.



The film was eventually sent to a Denver (US) TV station that contacted one of the rescued airman and then viewed the whole thing to its audience. The film also shows the transfer of the rescued airmen to another submarine that is likely headed back to port before the one that accomplished the rescue.

You can see it [HERE](#).

Losers have meetings, winners have parties.

Thank God for mad people – there aren’t a lot of us left.....see [HERE](#)



Damned if I can remember where I left it, any help would be greatly appreciated....

- Q. Where do you find a dog with no legs?
A. Right where you left it.

The Mighty Valiant.

January 18, 1962: The first Valiant car was released by Chrysler in Adelaide and promptly sold out within days of its release. Known as the "R" Series, the Valiant was an instant success in a market where people wanted cars that were roomy enough for the whole family, but not tanks. They were impressed by the Valiant's performance - 145 bhp (108 KW) from a 3.7 litre six cylinder engine. This was a lot of power when you consider the Holdens and the Fords of the time had only 75 BHP and 85 BHP respectively. (Today, the Toyota Carolla's 1.8 Litre engine develops 135 BHP). Whilst not everyone was taken instantly by the Valiant's looks, the general consensus was that the car had a "modern", almost space-age quality about it.



Those first "R" series Valiants were fully imported from the USA and came with the choice of a 3 speed, very sloppy, floor mounted manual transmission, or the 3 speed Torqueflite automatic. The auto was engaged using press-buttons to the right of the instrument cluster and proved to be one of the finest transmissions available. On the other side of the instrument cluster, it was possible to order a press-button heater unit. If you wanted music, it was blasted out via the Moparmatic Deluxe Pushbutton Transistor Radio in the centre of the dash.



On the engine front was the unstoppable 225 Slant Six with a single barrel Carter Ball & Ball carburettor pumping in the fuel. To this day it is renowned as one of the most reliable, never say die engines ever built in America. It was stated that because the engine was inclined to the right at an angle of 30 degrees, a lower hoodline was permitted. Whether or not this was so is left to be questioned, but it did allow for a very efficient inlet manifold with long branches. For the first time an Australian car came with an alternator instead of a generator, and instead of coil springs, the Valiant came with torsion bar front suspension. Brakes were hydraulic drums, front and rear and the spare wheel mould on the boot was just that....a mould. The "real" wheel sat in a well in the boot.



There were only 1,008 R Series Valiants sold with demand far exceeding supply. It was in March of 1962 that Chrysler introduced the tidied up, but still imported, version - the **"S" Series Valiant**.

The S Series Valiants were basically a twin of the R models with some outward cosmetic changes. Gone was the fake wheel mould on the boot lid, replaced by a neat chromed emblem bearing the word "VALIANT". The "cat's eyes" tail lights on the R were gone, and instead a more conventional tail light lens and indicator assembly was fitted. The chequered grille was now very neat looking



and side chrome work was slightly changed also. The floor mounted manual shift was now on the steering column and various other minor things such as bottom ball joints now of a design that would continue throughout the Valiant range for years. Aside from these and maybe a few other minor changes, the car looked very similar.



Chrysler sold 10,009 S series Valiants, at an on-road price of £1,255 (\$2,510) and again were inundated with orders.

On the 30th May 1963, Chrysler introduced its Australian manufactured Valiant – the AP5 model, the letters “AP” represented Australian Production.

USB App.

These days you can download music, movies, pics, almost anything, over the internet, all for free. This has to be hurting someone as sales for money has to be shrinking with profits going south at a rate of knots. There is also all sorts of things that you can now plug into one of the USB ports on your computer, backup hard drives, iPods, card readers, camers etc. Well, the French have combined the download thing with the USB thing and have come up with a beaut App that is really going to hurt and it's cheap too, only €9.95. See [HERE](#)

Radio.

A few years ago there was a great little joke told over the radio – [HERE](#) it is.

Q: Did ya hear about the new "morning after" pill for men?
A: It changes the man's blood type and D.N.A

Secure your load.

Recently, in a land far far away, there was an accident that involved a few people in a small car. The occupants had recently bought a 25 litre tin of paint which they had on the back seat. The ambulance was called but the ambo driver wouldn't let the female paramedic out of the ambulance because she couldn't stop laughing, he said it wasn't professional. Why??? See [HERE](#).

The police are thinking about INCREASING the permissible level of alcohol in the blood from 0.5 to 0.8 mg/l again, since they have discovered that the number of accidents has gone up. They think this is due to more men than before handing over the driving to their wives.

See how tough I are...

Don't mess with us old buggers.

The hostess in the lobby of a large and expensive hotel informs a senior citizen that he is not permitted to enter the lobby or any public part of the hotel in his swimmers. Thatt was just asking for trouble, she definitely shouldn't have done that – see [HERE](#).



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

OK, OK, I'll be going to my room now!!



My Story



Ian Johnston

RAAF Caribou Avionics live again.

September 29th '64, Tan Son Nhut, South Vietnam. After you step off the QANTAS 707 the first thing that strikes you is the heat, the humidity - and the smell, the pungent aroma of Southeast Asia, that curious mix of fish sauce, humanity and god knows what else, all overlaid with a waft of recently burnt aviation kero.



The Qantas 707 flight from Australia brought the first of the ground staff to maintain the Caribou's at RAAF Transport Flight Vietnam (RTFV). We were greeted by some Vietnamese dignitaries and some lovely young girls who placed leis around our necks and offered their thanks for our support.

It was an awesome sight seeing the hive of activity at Ton Son Nut airport with US Air Force jets and transports continually taking off and landing, this was my first exposure to the might of the US military in a war situation.

At the time I was a Corporal Radio Tech and along with other musterings we were waiting on the tarmac for our Caribou (Wallaby Airlines) to arrive from its last sortie for the day to convey us to our new base at Vung Tau about 60 miles south of Saigon.

Around 5 pm the Caribou arrived, it was the first time I had seen a Caribou as none had been delivered to Australia at that time and this one was one of three that flew directly from the De Havilland plant at Donview Canada.

The short flight to Vung Tau gave me time to survey the avionics that I would be responsible for maintaining, not having any previous training or exposure to some of the equipment except for some similar models on the C130A's at 36 Sqn, this was going to be a fast learning curve of familiarization.

We hit the PSP runway at Vung Tau in the pouring rain just as darkness was falling and I got to see my new home for the months ahead, the airfield was under the control of the US Army, it was a fairly rundown place consisting a few old galvanized hangers, prefab HQ, control tower, personnel quarters and some parked US Army Caribous, Mohawks and Hueys on the tarmac.

We had arrived just in time for the evening meal and scampered through the rain to the US Army mess hall and my first introduction to US Army food – yuk, we have to look forward to that!! Following a lousy night's sleep in a tent area, the next day it was down to business.

Because of the early deployment of the RAAF Caribous to Vietnam the aircraft would have to be completely supported by the US because none of our support equipment would be available at that early stage of the Caribou re-equipment program to Australia.

Fortunately I had had some exposure to some of the Caribous avionics items having just been posted out of 36 Sqn/486 Mntce Sqn where I had worked on the C130A which had the same HF and VHF systems.

The avionics line up on the Caribou consisted of:

Collins	618T + 180L3	HF
"	ARC51BX	UHF
"	ARC-73	VHF
"	ARC ARN-59	Radio Compass
"	ARN-30	VOR/Localizer
	ARN21	Tacan

Plus minor equipment such as intercom, inverters etc.

Atheism is a non-prophet organization.

The RTFV hanger was an open structure with roof and sides, no hanger doors, there was an upstairs area built at the rear which was for us "queer" trades and the maintenance officer. As for a radio section there was only a bench with no test equipment and limited power.

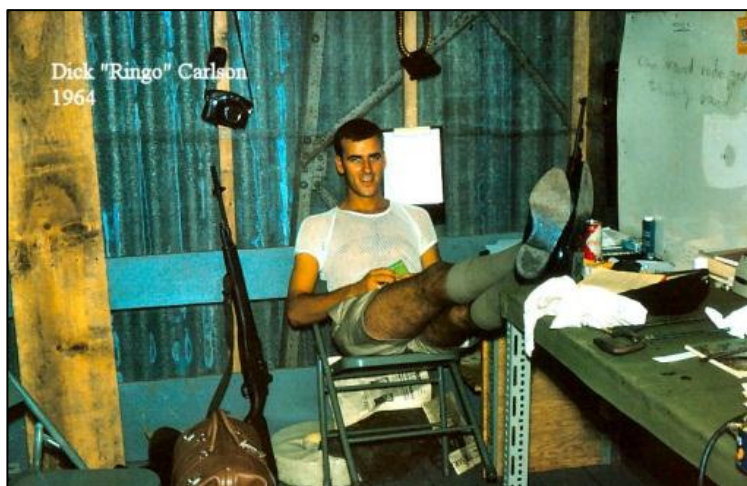


I soon set about establishing relationships with the US Army avionics maintenance guys who were set up across from our hanger in a nicely equipped air conditioned van. These guys were specialists in certain areas of avionics i.e. a guy for HF another for Nav aids and so on and expertise to troubleshoot to module level,

we got on well with these guys, I think they liked our accent. On many occasions I would visit their van not only because of the aircon but to look over the shoulder and learn something about the avionics.

As we had no radio repair section as such I went about scrounging an 18 inch rack that I thought could be used as some kind of test bed to house the Caribou avionics, after some time we gathered some spares via clandestine methods of raids on the yanks “aircraft bone yard” of crashed aircraft located in a barb wire compound just behind our hanger, under the cover of darkness with wire cutters and spanners we managed to relieve some black boxes and cable looms out of the wrecked Hueys etc.

With a couple of other Radio Techs we managed to get a rack and rack mounts that housed most of the avionics but had no looms made up or sufficient power supplies to run the gear. The months went by and my first tour was finishing and I didn't get around to completing the rack, I was hoping the follow up guys might pursue it, I guess after that time more and more spares would become available from Australia and we wouldn't have to rely on US support.



Now fast forward 45 years, I am retired after 30 years' service with Hewlett Packard and still with a keen interest in electronics. After recently attending the final Caribou “End of an era of 38 Sqn” in Townsville, I thought to myself, I should resurrect those Caribou black boxes which I had acquired over many years, some smuggled home from Nam and others purchased at RAAF auctions. It was now time for me to get the equipment operational.

My first problem was acquiring all the relevant components for the ARN-59, ARC-51BX, 618T, ARN-30, ARC-73 starting with the Radio Compass. By luck I had acquired six R-836/ARN Radio Compass receivers and six AT-780/ARN Compass Loop antennas from an auction at RAAF Laverton some years ago, ironically one receiver had 35 Sqn (formally RTFV) stencilled on the side of it. This still left a control box, dynamotor and indicator to source.

I had an idea, from 45 years back, I had remained in touch with the first US Army avionics guy, Greg Westrup, I met in Vung Tau. He was a Specialist 4 and at the time specialised on the 618T and other equipment but is now a retired North West Airlines Boeing captain, still flying medivac choppers out of Cincinnati and still dabbles in electronics in his basement workshop at his home in Greensburg Indiana. He often visits Fair Radio in Lima Ohio (right), a company which specializes in ex-military equipment so I gave him the list of components I needed and over time he has managed to source these and ship them to me. One of the hardest things to find were the canon plug connectors. Now that I had all the parts for the ARN-59 system including a



Dynavertor DV-14A to replace the noisy genemotor PP-4328, I set about making up the cable loom from an Aircraft Radio Corp (ARC) manual I'd acquired somewhere along the way.

Another ex RAAF 9 Sqn friend of mine, John McLare, runs a cable manufacturing business so I was able to build the loom at his premises using jigs and good soldering practices, it wasn't just a straight cable loom as there were the branches for the control box, loop, indicator, power supply etc, but it all came together ok.. So it was time to fire it up on a 28 Volt supply, after a couple of wiring mistakes were tracked down it all came to life except the sensitivity was well down. Previously I had noted written in chalk on the side of the receiver "weak rx" so as I had another 5 receivers I thought I put this one aside for trouble shooting at a later stage. With a short length of sense antenna and the ARN-59 control box switched to Loop it found the bearing of the local Melbourne radio stations with no problems although I wouldn't trust the bearing not being surrounded by the Caribou's fuselage.

A sign on the lawn at a drug rehab centre said: 'Keep off the Grass.'

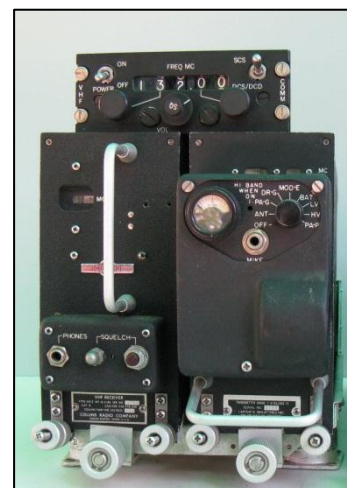
So it was now time to move on to the next challenge the ARC-51BX, Firstly I needed a control box and fortunately I managed to get one of these at the Oshkosh air show flea market that I attended last year for around \$30, next I had to find suitable Canon connectors for the 51BX and control box. As luck would have it some years back I acquired an MK731/ARC51BX Test Kit at a RAAF auction, this was a large transit case housing a 51BX radio simulator, jigs and cables, the cables allowed me to hook up the 51BX to the control box and power thereby eliminating the need to make up cable looms. Now for a power supply, the 51BX runs solely on 28vdc and draws approx 5 amps on receive and 10 amps on transmit, my trustee HP power supply could handle that so I set about cabling it up and now it was crunch time, turned on the power – nothing, time to start trouble shooting. Anyone who has worked on an 51BX knows there are 17 allen screws to remove before you can get to the modules, the first step was to locate the fuse panel, there was a blown 12 amp fuse, replaced it powered it up again and fuse blew again.



Casting my memory back 45 years I can recall the power supply module had a reputation of failing regularly so I removed it and as luck would have had a schematic to help find a fault which turned out to be one of the power transistors in the power oscillator circuit, checking thru my transistor parts box I found an equivalent put it in and powered up, this time the set came to life, then after another mechanical tuner problem I was able to change channels and do some tests.

So what was the performance like well I coupled it up to a sig gen and power meter to find I could receive a 1 microvolt signal and transmit 20 watts, not bad for a piece of avionics equipment that has sat idle for 45 years after I retrieved it from the Vung Tau boneyard. I then knocked up a simple Slim Jim antenna centred around 280 MHz and listened around for any signals but nothing heard, the military UHF band is quite dead in this part of the world.

Next on the list to get operational was the ARC-73 VHF which consisted the 17L-7 Transmitter and the 51X-2 Receiver and control box, these items were also a scrounge job off a deceased Huey. The rack turned up at a RAAF auction less rear connectors which were later sourced from Greg in the US and the loom wasn't a difficult job to knock up so having got that far it was time to apply the 28Volts DC. At switch on, motors started whirring around, the receiver stopped indicating the correct frequency relative to the control box but the transmitter just kept on motoring around. As I had no test rack for this it was down to the schematic diagram for fault analysis, after some lengthy diagnosis it was discovered that a faulty relay that operated the clutch mechanism on the open seeking switches was the cause of the problem. A relay of similar size and contacts was installed and things started to work. The final test was to fire up the transmitter on the Amateur radio band of 144 MHz and a two way contact was made verifying the ARC-73 operational -Yippee!



Probably the next biggest challenge was going to be the Collins 618T, this was a unit I didn't have in my possession but a colleague of mine from the Historical Radio Society of Australia by name of John Mackesy ex RCAF has an operational system, here's is John's input:

On the difference between men and women. "On the one hand, men will never experience childbirth. On the other hand, they can open all their own jars."

What is it about the Collins 618T? Hackneyed though the expression may be, this is a device of almost mind-boggling complexity, while at the same time being most beautifully constructed, yet maintainable by the ordinary mortal. Best of all, a 618T is reliable and built from (mostly) standard off-the-shelf components. There are, for example 14 valves, over a hundred transistors, 5 servomotors and 33 relays all distributed through 12 plug-in modules and a backbone chassis. There's also a high-speed, high-pressure cooling blower.



Getting the 618T operational was going to be a saga, a process only slightly complicated by the 618T's 28V DC (easy!) and 115V 400 Hz AC (not so easy) power requirement. 'Conversion' was not an option; I was determined that the system would be absolutely standard, as in the aircraft installation. I thought this task needed a rethink and as it was a colleague of mine had already spent numerous months getting his 618T operational so might be best if we pooled resources

and he writes up his story for another time, so now we have the 618T operational and included in the family.

In summary then I hope some of the ex RAAF Caribou Radtechs out there who had the pleasure of keeping the Caribou avionics alive can get some worthy nostalgia out of their role back in those days.

Finally I'd like to recognize some of the radio guys who were serving there in my time :

John Griffith, Jim Ryle, Trevor Hill, Ces Robinson, Brian Carney, Ringo Carlson, Ted McEvoy, Jack Bennett, apologies for any I have left out.

I saw a woman wearing a sweatshirt with 'Guess' on it. I said, 'Thyroid problem?

DVA.

Vet Affairs has released a new service called Touchbase. Its motto, *“You may now be out of the ADF, but you can stay in touch”*

It is a web based service and it brings together into one handy location information and links that can help you in civilian life, from jobs and finances to health and well-being. You can sign up for the quarterly Touchbase e-newsletter and receive stories written especially for the ex-service community, covering topics and people that are of interest to you and your family.

Whether you're just about to leave the ADF or you have already been separated for some time, Touchbase can assist you. Partners and families are welcomed too.

You can access the site here <http://www.touchbase.gov.au/>

Christmas get together.

Back on the 3rd December, 2010, DVA Queensland held their Christmas party at their offices in Brisbane to thank their staff for the wonderful work they had done over the year and to meet and greet members from the many various organisations that rely on and work closely with DVA.

The Radschool Association was invited, and not wishing to dissappoint the hard working organisers of the event, we of course accepted and attended – and might I say, John Butler and yours had a great time. Our thanks to everyone involved.

A rose between 4 thorns...



L-R: John Butler (Radtech), John “Sambo” Sambroks (35Sqn Secretary), Alison Stanley (Queensland Deputy Commissioner, DVA), Peter DeJonge (professional party goer), Trevor Benneworth (Radtech).



Tamara Hudson.

Tamara is the Executive Assistant to the Deputy Commissioner and rides shot-gun for Alison Stanley. She is usually your first point of contact when you have a serious problem.



Nikki Wood.

Nikki is the manager of the Vet Affairs Network (VAN) and looks after affairs for the Golf Coast, northern NSW and Toowoomba.

For details on how to contact your closest VAN, see [HERE](#).



Peter DeJonge and Amy Allan.

A lot of Vets rely on Amy but a majority of them probably don't know it – she is the person who arranges transport for Vets who need to travel to various appointments.

We noticed Pete was following Amy around all afternoon – he said it was because he just loves prawns – YEAH!!!!!! If you believe that, you'll believe anything.....

As a child, I was the kind of kid my mother wouldn't let me play with.

Hobart.



John Mathwin, off 41 RTC, down in Hobart in 1966, before the bridge was 'modified'.

An old couple go to the doctor, and they each go in to see him separately. The doctor asks the husband if sex is still good, and if he has any questions. "In fact, I do," said the old man. "After having sex with my wife I am usually hot and sweaty, and then, after I have sex with her the second time, I am usually cold and chilly." Surprised he can still do it twice, the doc then sees the wife. After examining the elderly wife, the doctor said: "Everything appears to be fine. "Do you have any medical concerns that you would like to discuss with me?" The lady replied that she had no questions or concerns. The doctor then said: "Your husband has an unusual concern. "He claims that he is usually hot and sweaty after having sex with you the first time, and then cold and chilly after the second time. "Do you know why?" "silly old bugger," she replied. "that's because the first time is usually in January and second time in in June."

Mirage A4-94.

Kevin Cragg sent us a couple of photos which he says he got from John Ryan, an ex Fsgt Framie. Unfortunately, Kevin doesn't have any names, but someone will for sure. (Click the photo for a bigger view).



We think the photo was taken at the Boaty, Butterworth, somewhere about 1977/78.

Mirage A4-94 was delivered to the 77 Sqn at Willytown in 1968, then went up north to 3 Sqn at Butterworth.

It came to grief in December 1977 not far from the base, and ended up in the sea, the cause being attributed to a failed engine bearing.

The Pilot was F/O B.P.Crowhurst.

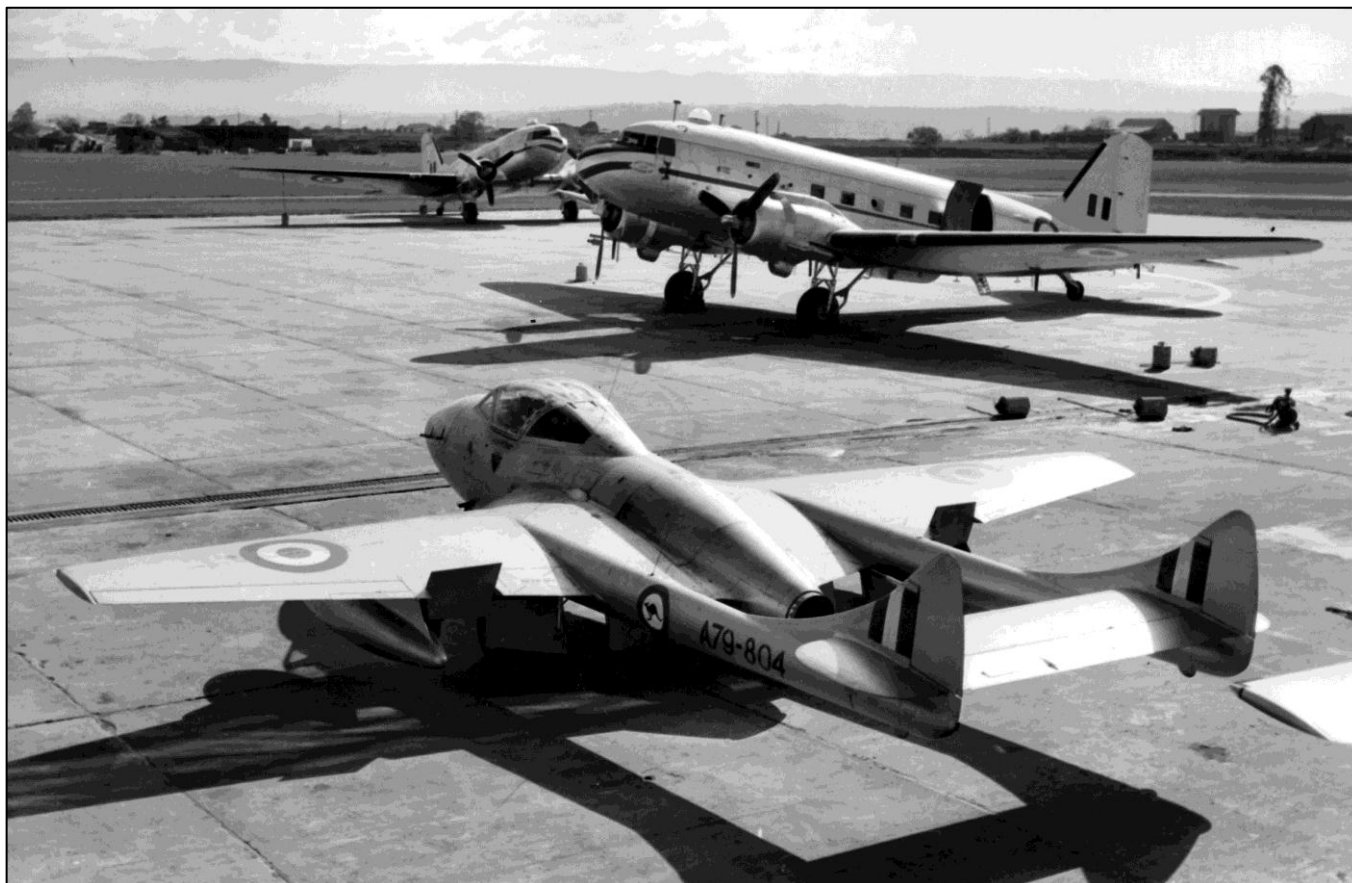


When the wreckage was retrieved from the ocean floor, there was not a lot left.

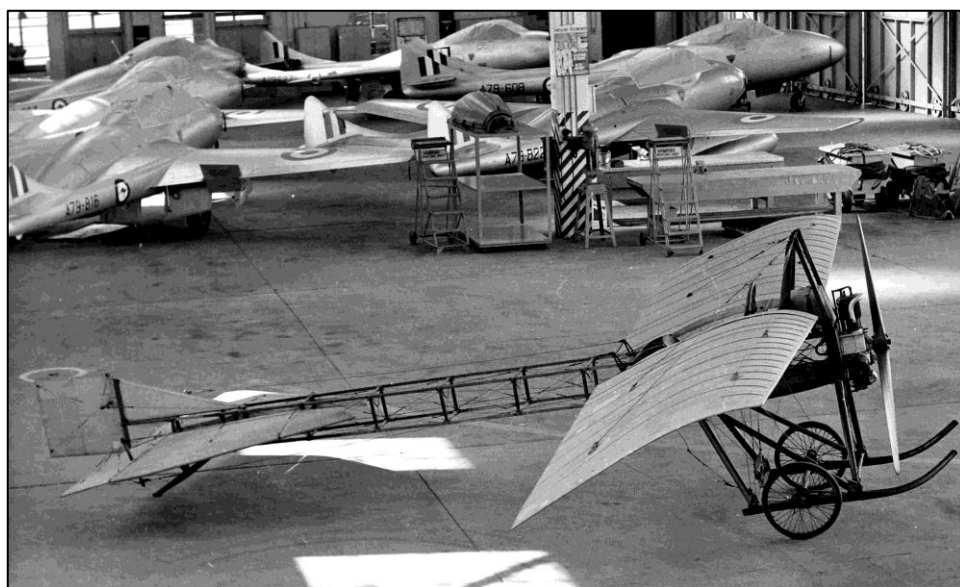
A good time to keep your mouth shut is when you're in deep water.

Richmond.

John Kettle sent us these photos, taken at Richmond back in the early 1960's. John says, "As they were just personal photos which, at the time, were really to just test my new camera rather than be a record, no date was written on the back of the photos so I'm not real sure when they were taken. I'm sure it was sometime between 1960 and 1963 because that was the duration of my posting to Base Squadron. In July 1963 I signed on again and was posted to CPE Laverton. It's a long time ago!! - though strangely, it seems like yesterday."



De Havilland Vampire single seater fighter of 22 (City of Sydney) Sqn at Richmond – in the background are 2 C-47 Dakotas of 38 (or 36 Sqn) .



Left, a group of De Havilland Vampires and in the foreground is a French Deperdussin aircraft - 'state of the art' fighter back in 1911. What it was doing at Richmond back then, or even how it got there, is anyone's guess.



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Allan George's Gems.

The power of dreams.



Honda has done it again, you won't believe what they have come up with now, have a look [HERE](#).

I want one!!!

Mini Printer.

Introduced to much fanfare and show-floor pandemonium by [Lady Gaga](#), Polaroid's purse-sized "GL10 Instant Mobile" printer connects to phones wirelessly via Bluetooth and to cameras and PCs via USB cable, enabling image printing on the fly. The GL10 uses special packets of paper embedded with cyan, yellow and magenta dye crystals that are activated by heat. The paper will come in packets of 10 sheets and although Polaroid hasn't set a price for the paper, it could be a real gotcha.



Men are like bank accounts. Without a lot of money, they don't generate much interest.

World's Fastest Helicopter.

On the 15th September, 2010, Sikorsky conducted a test flight of its X2 Technology coaxial-rotor helicopter and achieved a speed in excess of 250kt. Most conventional helicopters cruise at around 150kt and the X2 reached 260kt in a shallow dive and is expected to exceed 250kt in level flight once a fairing is fitted between the upper and lower rotors to further reduce drag. The X2 uses a single [T800 engine](#) (produced by LHTEC, a joint venture between Rolls-Royce and Honeywell) to power both the rotors and the tail-mounted variable-pitch propeller which provides forward thrust to enable the high speed. Other technologies include fly-by-wire



flight controls and active vibration control. The video also shows a full-scale mock-up of Sikorsky's proposed X2 Light Tactical Helicopter.

You can see it in flight [HERE](#).

1940's Aircraft Carrier in the Pacific.

This is original 16mm colour (not "colorized") footage of carrier action in the Pacific during WWII. Colour photography was rare back then and was very expensive and developing the film was a complicated and exacting process.

Although colour photography had been invented back on the 1840's, it wasn't until Kodak invented a process in 1935 (which they called Kodachrome) that colour film was made available to the public. Initially only available as 16mm film, it soon could be purchased as 8mm film then in short lengths of 35mm film (slides) for still photography. The German firm, Agfa, soon followed with their film, which they called Agfacolour, and which was generally similar to Kodachrome. You can see the timeline of colour photography development [HERE](#).

In keeping with Kodak's old "you press the button, we do the rest" slogan, colour film was simply loaded into the camera, exposed in the ordinary way, then mailed to Kodak for processing.

You can see the film of the life on-board a US carrier [HERE](#).

Men are like bike helmets. Handy in an emergency, but otherwise they just look silly.

Another false scare email.

A 'scare' email is currently doing the rounds. It goes like this:

This incident happened recently in Belgium... A woman went boating one Sunday, taking with her some cans of coke which she put in the refrigerator of the boat. On Monday she was taken into ICU and on Wednesday she died. The autopsy revealed a certain Leptospirosis caused by the can of coke from which she had drunk straight out of, not using a glass.

A test showed that the can was infected by dried rat urine and hence the disease Leptospirosis. Rat urine contains toxic and deathly substances.



It is highly recommended to wash thoroughly the upper part of soda cans before drinking out of them as they have been stocked in warehouses and transported straight to the shops without being cleaned.

A study in Spain showed that the tops of soda cans are more contaminated than public toilets i.e. full of germs and bacteria.

So to wash them with water is advised before putting it to the mouth to avoid any kind of fatal accident.

There's a similar one where the supposed afflicted person is a storeman who inhales dust that has been infected with dried rat droppings. He also dies.

And another one starts out by saying, "I can't believe this, very interesting" - (see [HERE](#)) it says, amongst other things, that *"You can put a T-bone steak in a bowl of Coke and it will be gone in two days"* or *"To clean a toilet: pour a can of Coca-Cola into the toilet bowl and let the 'real thing' sit for one hour, then flush clean. The citric acid in Coke removes stains from vitreous china."* Poor old Coke, won't be long before it gets the blame for Global Warming.....

All of these stories are completely false – if you get one of these emails, just hit the delete button.

Frazil Ice.

Frazil ice is a collection of loose, randomly oriented needle-shaped ice crystals in water. It resembles slush and has the appearance of being slightly oily when seen on the surface of water. It sporadically forms in open, turbulent, supercooled water, which means that it usually forms in rivers, lakes and oceans, on clear nights when the weather is colder, and air temperature reaches -6°C or lower. Frazil ice is the first stage in the formation of sea ice.

Each year it occurs at Yosemite National Park in the US – and it is a natural wonder. You can see a small video of it happening [HERE](#)

Men are like TV commercials. You can't believe a word they say.

Boeing.

Boeing's airplane manufacturing site in Renton, Washington, has been home to many of commercial aviation's most renowned aircraft, including the 707, 727, 737 and 757. Today, the site produces the most advanced airline in its class, the "next generation" Boeing 737. This



aircraft is made in a number of different variations, including the 737-600, -700, -800 and 900ER. It also produces the 737-700C convertible freighter, the Boeing Business Jet, and the company's newest 737 derivative, the P-8A Poseidon, the world's most advanced long-range maritime patrol and reconnaissance aircraft being built for the U.S. Navy.

Boeing began manufacturing operations in Renton in 1941 to build a reconnaissance aircraft for the United States Navy - the XPPB-1 Sea Ranger, an experimental flying boat. A site was chosen on the marshy shores of Lake Washington a few miles southeast of Seattle, on the Cedar River where, under Boeing supervision, the river was diverted and a 95-acre, 2.3 million square-foot (215,353 square-meter) plant was built.

Military production carried Renton through the rest of the 1940s. In 1952, Boeing made a \$16 million gamble developing a prototype that would change commercial aviation history -- the Boeing 367-80, nicknamed the "Dash 80." Two different production aircraft were developed from the Dash 80; the military KC-135 Stratotanker and the world's first successful commercial jetliner -- the 707. This aircraft established Boeing as a leader in the aviation industry and ushered in the new age of commercial jet transportation.



After 37 years of production, the last 707 rolled off the assembly line on April 30, 1991. Commercial production ceased in 1978, but the airframe continued to be built for 13 years. These airframes were converted into the E-3 Airborne Warning and Control System (known as AWACS) aircraft, as well as the VC-137 series, which was used by the President of the United States and known as Air Force One.

With the company's newfound success in commercial jet transports, Boeing continued new airplane development and during the 1960s introduced two of the most popular jetliners in aviation history -- the 727 and the 737. The popularity and economy of the three-engine 727 helped it become the world's most-ordered jetliner of its time. It was eventually surpassed by the 737.

Between 1982 and 2005, the Renton site also built and delivered 1,050 Boeing 757s to customers around the world. In the history of commercial aviation, only seven commercial airplane programs have delivered more than 1,000 airplanes.

As of Nov. 2008, the Renton site has produced 42 percent of the world's current jetliner fleet.

There is video of how they manufacture the 737, it is very interesting and surprising how quickly they can do it. If you wish to watch it, click [HERE](#).

Ford.

Boeing might build their aircraft on an assembly line, but Henry Ford was the first to realise how much quicker and cheaper a car could be built by sending it down the line. Developed

between 1908 and 1915, the assembly line allowed Ford to mass produce their cars. It also meant that even though more cars could be built per day, individual labour hours could be reduced which allowed Ford to raise the level of wages paid to their employees.



Ford was the first company to build large factories around the assembly line concept. Mass production via assembly lines is widely considered to be the catalyst which initiated the modern consumer culture by making possible low unit cost for manufactured goods. It is often said that Ford's production system was ingenious because it turned Ford's own workers into new customers. Put another way, Ford innovated its way to a lower price point and by doing so turned a huge potential market into a reality. Not only did this mean that Ford enjoyed much larger demand, but the resulting larger demand also allowed further economies of scale to be exploited, further depressing unit price, which tapped yet another portion of the demand curve.

Click [HERE](#) to see video of the assembly line as it was back in the early 1900's and the places this old car could go is amazing.

Men are like lava lamps. Fun to look at, but not all that bright.

Merlin Engines.

Last year, the UK celebrated the 70th anniversary of battle of Britain. The Battle was fought over Britain between the 10th July and 31st October 1940. The complete Fighter Command Operational Diaries for the period have now been published providing an insight into the day to day operations over the whole period of the Battle.



Supporting this official text is a series of pages detailing such facets of the Battle as the Commanders, the Aircraft and the changes in Tactics on both sides as the situation developed.

Although some of the Fighter Command claims of the time (i.e. numbers of German aircraft shot down etc.) have since been proven to be greatly exaggerated on some days, it nevertheless does give a unique insight into the RAF's perspective of the Battle of Britain.

Click [HERE](#) to see video of and to hear the magnificent sounds from some of the great old war birds from that era.

Flood.

The following 4 photos, taken over a short 22 minute period, show just how fast the flood waters rose on a farm at Helidon near Toowoomba, Queensland on Monday 10 January, 2011.

There had never been floodwater on this property before. The farm is upstream from Grantham which got the full force of this creek, and another creek (Flagstone Creek) which joins into it just before Grantham where 3 people lost their lives.

The speed of the rising water is absolutely amazing and I think we can all be thankful that there was not further loss of life.

Click [HERE](#) to see a great photo of the Brekky Creek pub in flood.





Charley, a new employee at Bunnings, just couldn't seem to get to work on time. Every day he was 5, 10, 15 minutes late. But he was a good worker, really tidy, clean-shaven, sharp-minded and a real credit to the company and was obviously demonstrating their "Older Person Friendly" policies. One day the boss called him into the office for a talk. "Charley, I have to tell you, I like your work ethic, you do a bang-up job, but you're being late so often is quite bothersome." "Yes, I know boss, and I am working on it." says Charlie. "Well good, you are a team player, that's what I like to hear. It's odd though your coming in late. I know you're retired from the Armed Forces, what did they say if you came in late there?"

AUSTRALIA

They said, Good morning Group Captain, can I get your coffee sir??

Dear God, my prayer for 2011 is for a fat bank account and a thin body.
Please don't mix these up like you did last year. AMEN!!!



A very good website has been prepared by the ABC, it shows sites in Brisbane before and during the flood. You can see it [HERE](#).

Biology Class - Final Exam.

Students in an advanced Biology class were taking their mid-term exam. The last question was, 'Name seven advantages of Mother's Milk.' One student was hard put to think of seven advantages. He wrote:

- It is perfect formula for the child.
- It provides immunity against several diseases.
- It is always the right temperature.
- It is inexpensive.
- It bonds the child to mother, and vice versa.
- It is always available as needed.

And then, the student was stuck. Finally, in desperation, just before the bell rang indicating the end of the test, he wrote...

- It comes in 2 attractive containers. He got an A.

Lost Medals.

The Government has agreed to replace medals lost in natural disasters. The Parliamentary Secretary for Defence, Senator David Feeney, recently announced that the Government will relax the policy on replacement of Australian Defence Force (ADF) medals so that medals lost during the Queensland and Victorian floods, the impact of Cyclone Yasi and the fires in Western Australia can be replaced.

“Government policy for many years has been medals can only be issued to the ADF member who earned them,” Senator Feeney said. “This usually means that medals cannot be replaced if they are lost or destroyed after the ADF member has died.”

Where medals are lost in natural disasters, however, this policy may be relaxed. This was done following the Victorian bushfires in 2009.

“While the Government is committed to maintaining the integrity of our system of military honours and awards, there are circumstances in which the Australian community rightly expects us to show greater flexibility in implementing the existing policy. I believe this unprecedented series of natural disasters is one of those circumstances,” Senator Feeney said.



“I have therefore decided that ADF medals may be reissued to the next of kin or other appropriate relative of deceased ADF members, if the medals have been lost or destroyed in the current natural disasters. Family members who have, in the course of these natural disasters, lost the medals of loved ones, may now make application for replacements.

“Unfortunately, however, only medals dating back to the First World War can be replaced. Medals for conflicts prior to this war are no longer in production.” Applicants should use the application form and statutory declaration located on the Defence Honours and Awards website at: www.defence.gov.au/medals

Completed applications should be submitted to: Directorate of Honours and Awards, Department of Defence, PO Box 7952, Canberra BC, ACT 2610. Enquiries may also be directed to Defence Honours and Awards toll free on 1800 111 321.

Damaged Medals.

Kevin Lunny is offering all veterans the following:

If your service medals were damaged as a result of the floods, he will polish, re-ribbon and mount all damaged medals FREE of charge; or if your Service medals were lost he can replace them with high grade Replicas at cost price (normally about \$10.00 ea). He will also ribbon and mount any replica medal purchased, FREE of charge.

The turn-around time would be about 7-10 days after either receiving original medals or notification of Replicas required.

The only cost to the Veteran will be return postage via Yellow Express Bag (\$10.00 approx) and cost price of any Replicas required.

Should anyone want to avail themselves of this offer, Kevin can be contacted in any of the following ways:

Phone: 02 9938 3572

Mobile: 0410 519968

e-mail: kayel@iprimus.com.au

Blackberry not working?

The little Ronnie has some fun with all this new technology – see [HERE](#)

Elderly Love.

This bloke is marvellous – see [HERE](#)

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Pilot Officer Geoff Collins.

Jenny Rawlings, who before she was married was Jenny Collins, saw the story on her father, Geoffrey Anthony Collins, (right) that we had in [Vol 24, Page 8](#).

Jenny had some additional material that she would like us to publish and we're only too happy to oblige.

Geoff was born on the 10 August 1926 in Kew, a suburb of Melbourne and played football with the [Melbourne football club](#) (The Demons). In 1948, he was promoted to the "firsts" and that year the Demons took the flag. He had 'enlisted' into the RAAF and in December 1952, at the ripe old age of 26, he was posted to Korea and went on to fly the Gloster Meteor with 77 Squadron and eventually caught the freedom-bird home in August 1953.



On his return to Oz in 1954, he was made captain of the Demons and played under the legendary coach, Norm Smith (left) alongside another legend of the game, Ron Barassi (right). In total, he played 88 games for Melbourne in years 48, 49, 50, 51, 52, and was captain in the losing [1954 Grand Final](#) side.



He is mentioned in Melbourne FC's [top 150 players](#).



Jack McCarthy standing in front of Geoff's aircraft, A77-207, which suffered severe flack damage. The aircraft performed reasonably well on one engine.



Geoff standing in front of his aircraft - with the Melbourne Football Club's demon mascot at pride of place. (Now if that Demon had been a Tiger we could understand it....tb)



Two aircraft taking off on a rocket strike. It was customary to take off in pairs.



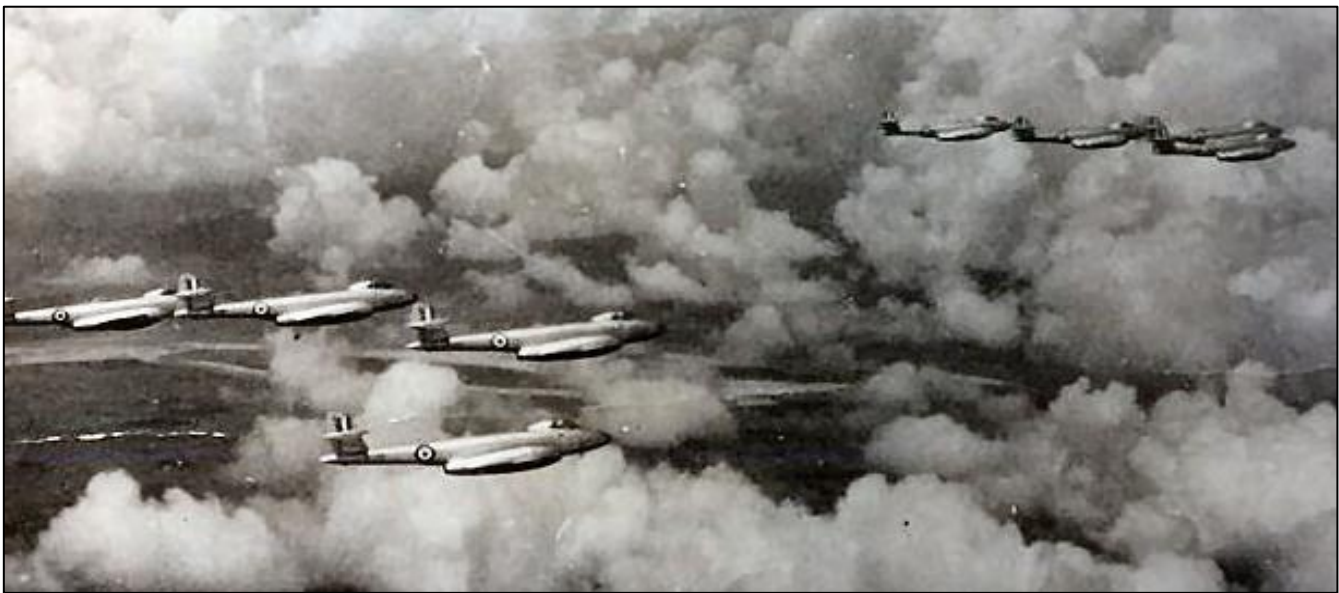
207 with a load of 8 armour piercing rockets and 4 cannons in the nose.



The tarmac area at Kimpo, after a strike, as aircraft return to base and taxi to their revetments.



These blokes were the pilots who flew the last mission with 77 Sqn in Korea.
Geoff is on the left, unfortunately, as yet we don't have any other names.



Portion of the squadron fly past over Seoul to commemorate
the cessation of hostilities (July 1953). Geoff was leading the second flight.

The photo below is of Jenny when she was on Miajima Island while visiting Japan in 2008. In the far background is Iwakuni where 77 Squadron went for R&R.



Twas Christmas Eve and in light of recent experiences and the fact Santa Claus was to bring much excitement to children around the World the CAA examiner of airman decided to do a check. In preparation, Santa had the elves wash the sled and bath all the reindeer, he then got his logbook out and made sure all his paperwork was in order. The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing gear, and Rudolf's nose. He painstakingly reviewed Santa's weight and balance calculations for the sled's enormous payload. Finally, they were ready for the checkride. Santa got in, fastened his seatbelt and shoulder harness, and checked the compass. Then the examiner hopped in, carrying - to Santa's surprise - a shotgun. "What's that for?" said Santa. The examiner winked and said, "I'm not supposed to tell you this; but you're going to lose an engine on take-off".

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Needles prior to Overseas travel

Gordon Blake
Chairman
QLD State Advisory Council
Australian Veterans' & Defence Services Council

Earlier this year after submissions had been made to me (Gordon Blake) at an Australian Veterans and Defence Services Council (AVADSC) meeting in Brisbane, I approached the Deputy Commissioner in the Queensland Consultative Forum regarding Gold Card holders being required to pay for Medical Vaccinations prior to overseas travel. I have now received a positive outcome.

Prior to 1st Aug 2010 DVA has not provided coverage for medical vaccinations for DVA clients travelling overseas, the approach was that these were privately incurred expenses.

DVA has now released a new Business Line where in it now states that as from the 1st Aug 2010 all GOLD CARD holders are eligible for all required vaccinations to be covered under the Gold Card arrangements.



Any Gold Card holders that may have incurred charges from 1st August 2010 are able to seek reimbursement via DVA. I would expect a fact sheet covering this to be issued shortly.

I ask that you make this information widely available to your friends and association membership, I will send a copy of the DVA Fact Sheet once it becomes available. If you or anyone else has any questions ask them to contact their nearest DVA VAN office.

The Internet.

If you're a Senior and you don't have your own computer and therefore you're not on the net, instead, you rely on a family member or friend to keep you up to date – why not get your own system. We realize that if you're not on the net you can't and won't read this first hand, but someone will print it out and give it to you – surely???



Centrelink and WorkVentures have combined and come up with a low cost answer to your problem. They have created a Senior's Pack which costs \$340 and which is meant to encourage seniors to enjoy the benefits of the internet.

The Pack includes:

- a corporate standard, brand name, refurbished desktop computer that performs all key computer and internet tasks. At a minimum, the computer will be a Pentium 4, 2.8 GHz with 17 inch flat screen monitor, keyboard and mouse.

- valuable and user-friendly software.
- fully licensed Microsoft Windows XP Pro and Office 2007 (Word, Excel, Outlook).
- “Take the Teacher Home”—a comprehensive and easy to follow computer and internet training pack developed by seniors, for seniors.
- plenty of support.
- helpful set-up and user guide - free phone technical support.
- home delivery to anywhere in Australia.

If required, financial support is available through the WorkVentures Purchase Plan—similar to a lay-by system.

For more information, click [HERE](#), or contact WorkVentures on 1800 112 205 or collect a brochure from any Centrelink Customer Service Centre.

Aged Pension.

Did you qualify for Age Pension before 20 September 2009 but have been too busy to retire or you just love working instead? If you are working past age pension age and you expect to receive the Age Pension when you do finally retire, you may be eligible to become a member of the Pension Bonus Scheme (PBS).

The PBS is a voluntary scheme that benefits people who decide to put off claiming Age Pension and keep on doing some paid work.

The scheme pays members a tax-free cash bonus upon retirement for working longer. If you have a partner who is also in the 'PBS' scheme, only one of you needs to meet the work requirements.

Although this scheme is now closed, you may still be able to join if you:

- are a man born before 20 September 1944, or a woman born before 1. January 1946
- met residence requirements for Age Pension before 20 September 2009 but have not received Age Pension
- currently complete at least 960 hours of work over a year (about 18.5 hours a week).



Before choosing to enter the scheme, it is recommended that you discuss your options with a Centrelink Financial Information Service Officer. They will provide free, Independent and expert information and will help you understand your options.

Under the scheme, you can keep on working and accrue bonus periods which count towards a lump sum bonus when you stop working and claim Age Pension but you must meet the work requirements for at least one year. Once you stop meeting your work requirements, claims for

Age Pension and the Pension Bonus usually need to be made within 13 weeks, however, exceptions can be made in limited circumstances.

For more information about the PBS, visit www.centrelink.gov.au call the Centrelink Seniors Line on 13 2300 or ask at a Centrelink Customer Service Centre.

Keeping Fit.

Well, the New Year has been and gone and many of us would have diligently made our resolutions, but for some reason, most of us find that resolutions are a lot easier to make than they are to keep. One of the most popular resolutions made by people is to get fit, but getting and then keeping fit takes a lot of hard work.

We thought we'd ask that purveyor of good health, well-being and of all things virtuous, Ted the Mac, what his secret is and find out just how he, at his age, manages to keep himself so proper and to maintain his body in such an attractive state that he is the envy of all maledom in the West.



“The Mac” wasn’t too keen to cough up his super-secret, but after we’d presented him with the last of our dozen cached Swan Lagers, he finally revealed his, to-date undisclosed, method of maintaining the body as a superb physical specimen.

You can see how he does it [HERE](#)

Aged Pension eligibility.

With advances in medical technology and changes in lifestyle, people are living longer and spending more retirement years in good health. Despite this, the Age Pension age has not been increased above 65 years since its inception in 1909.

When the Age Pension was introduced, a male retiring at age 65 would have expected to spend 11 years in retirement. At that time, around half of the male population reached retirement age. Today over 85 per cent of the male population reaches retirement age and can expect to spend over 19 years in retirement.

To respond to the long-term cost of demographic change, and to reflect improvements in life expectancy, the Government will progressively increase the qualifying age for the Age Pension. The Age Pension age will be increased to 67 years, at a rate of six months every two years, beginning in 2017. This change will eventually apply to all age pensioners.

This change is consistent with international trends for a number countries. The United States, Germany, Iceland, Norway and Denmark currently have, or are moving towards, retirement ages of 67. The United Kingdom is going further still and increasing the Age Pension age to 68. The Service Pension qualifying age will remain at the current level of 60 for men. For women it is already progressively increasing to 60 by 1 January 2014.

Changes to the Age Pension age.

Date	New Age Pension	Affects people born	Current age
1 July 2017	65½	1 Jul 52 – 31 Dec 1953	55½ to 57
1 July 2019	66	1 Jan 54 – 30 Jun 1955	54 to 55½
1 July 2021	66½	1 Jul 55 – 31 Dec 1956	52½ to 54
1 July 2023	67	1 Jan 57 - onwards	52½ or younger

Go Guarantee for your kids??

We all go through it, our kids, or even a good friend, might want us to go guarantee for them so they can buy a car or a house or whatever, and to be truthful, a lot of us possibly had our parents go guarantee for us at one stage – but you have to be careful.

While it may be hard to say 'no' to a loved one, guaranteeing a friend or family member's loan can have costly consequences. You must think carefully about all the consequences as you could lose a lot, for instance, how will you repay the debt if the borrower does not or cannot? If you do sign a guarantee for a friend or family member, you are promising to pay the entire loan back if they cannot or will not do so, along with any fees, charges and interest.

You shouldn't even think about it unless you have adequate savings or assets (other than your home) that you could sell to cover the loan should it all hit the fan. If you haven't, don't consider it, you could end up losing and being evicted from your home or you could be made bankrupt by the credit provider, which means that assets that have not been offered as security for the guarantee may be sold to pay the outstanding debt. You could lose everything!!



Another problem that must be considered, is what if your relationship with the borrower breaks down? What if you have a fight about something, remember, loans can drag over many years – are you confident that you will still be on good terms with the borrower for the term of the loan. The lender doesn't care if you are still friends with the borrower – all he (the lender) is worried about is getting all his money back, you won't be released from the contract just because you don't like the borrower any more.

It may be better to say **NO** now, rather than having a more damaging disagreement later should it all go down. And, don't allow yourself to be pressured into signing anything until/unless you know exactly what it is you are getting yourself into. Get some independent advice, especially if it involves a large amount of money.

If you are thinking of doing this, or if you've been asked by a friend and/or family member to do this, before you do anything, at least know your rights and responsibilities. The Government has made available a fact sheet titled "Love and Loans". You can get a copy [HERE](#).

TV viewing and good health

When it was announced by the UK's Telegraph newspaper, few people were surprised to learn that those who watch a lot of TV are less healthy than those who don't (See [HERE](#)). This does not mean that TVs cause brain cancer, it means that TV ads suck the intelligence right out of your brain, causing health problems.



AND

And, good news at long last, the likelihood of being blown up by a lithium battery is negligible, see [HERE](#).

Healthy cooking.

The Australian Government, in conjunction with Nutrition Australia, have produced a Cookbook titled, *"Adding Life to Your Years - The Cookbook"*. The book provides practical information on achieving a balanced diet to help stay healthy and prevent illness. It contains a range of simple to prepare meal and snack ideas, with easy to follow recipes, when catering for one or two people.

There is also valuable information about choosing a balanced diet, food hygiene and economical shopping. Additional information is provided about maintaining general good health with advice on physical activity, alcohol consumption and diabetes.

Nutrition Australia is a non-profit, non-government, national community nutrition education organisation. Its mission is to promote the health and wellbeing of all Australians by encouraging them to make informed food choices about what they eat based on scientific principles and knowledge related to human nutrition and dietetics, food science and technology.

You can get a copy [HERE](#)





2 Squadron.

As well as Caribous and helicopters, the RAAF sent No. 2 Squadron to Vietnam in April 1967. Equipped with Canberra bombers and flying out of Phan Rang Air Base on South Vietnam's southern coast, some 250 kilometres north-east of Saigon, No. 2 Squadron operated day and night missions destroying a wide range of infrastructure targets as well as attacking Viet Cong and North Vietnamese troops. The squadron served with the United States Air Force's 35th Tactical Fighter Wing until leaving Vietnam on 14 June 1971. Five members of the Squadron died during the war, two on operations.

2 Squadron, Australian Flying Corps (known as 68 Australian Squadron, Royal Flying Corps until January 1918) formed in Egypt in September 1916. Squadron pilots were largely drawn from Australian Light Horse units (if you could ride a horse you could fly a plane??), while many of the ground staff had served with the pioneer Australian squadron Half Flight. The squadron left for training in the United Kingdom soon after its formation and deployed to Baizieux, France in September 1917.

*2 Sqn pilots in 1918,
with their mascot.*



Equipped with DH 5 and, later, SE 5a aircraft, No 2 Squadron earned distinction flying in both ground-attack and aerial-combat operations on the Western Front. The squadron's most successful period occurred from April 1918, when it moved to La Bellevue airfield. In June 1918 Major Roy Phillip's shot down four enemy aircraft, including two Fokker triplanes, in a single day.

The squadron was disbanded in July 1922.

No 2 Squadron reformed at Laverton in Victoria on 1 May 1937 and was equipped with Hawker Demon aircraft. At the outbreak of the Second World War the squadron patrolled Australian waters using Avro Anson aircraft. Re-equipped with Lockheed Hudsons, it moved to Darwin in April 1941. In December 1941 a squadron detachment was sent forward to Timor to cover Australian troops in the area. Enemy air raids and the rapid Japanese advance nevertheless forced the detachment back to Darwin in February 1942.

During 1942 and 1943 No 2 Squadron flew bombing, ground-attack, anti-shipping, and reconnaissance missions over the Japanese-occupied Netherlands East Indies. As a result of these operations the squadron was awarded the US Presidential Unit Citation in July 1943 for "outstanding performance of duty in action". Having begun to train with Beaufort aircraft, in May 1944 the squadron converted to B 25 Mitchell bombers, one of the best twin-engined medium bombers of World War II, which they operated until the end of the war. The squadron disbanded again in May 1946



In September 1948 No 21 Squadron became No 2 (Bomber) Squadron. At this stage the squadron used Lincoln aircraft. In 1958 the squadron, equipped with Canberra bombers since December 1953, deployed to Butterworth airbase in Malaya as part of the Commonwealth Far East Strategic Reserve.

In April 1967 No 2 Squadron deployed to South Vietnam where initially it conducted high-altitude radar-controlled missions at night, before an outstandingly successful adoption of low-level daylight bombing. Over a four-year period in Vietnam the squadron flew an average of eight missions every day. Despite flying nearly 12,000 combat missions, the squadron remarkably lost only two-aircraft in the conflict: one disappeared on a night-bombing mission; and the other was shot down by a surface-to-air missile near the demilitarised zone in March 1971.

No 2 Squadron returned to Australia from Vietnam in June 1971 and disbanded again the following month only to be reformed once again in January 2000, this time to operate the Wedgetail airborne early warning and control aircraft (AEW&C).



Small Business.

Do you own a small business with fewer than 20 employees, if so, you could be eligible for the Australian Government's "Small Business Superannuation Clearing House". The Clearing House is a free service that lets you pay your employees' super contributions in one single electronic payment. Here's how it works.



Most employees now have the right to nominate their own super fund and if you have 19 or less employees chances are you could have up to 19 different funds into which you have to deposit your contribution.

If you decide to use the Government's Clearing House, you only need to make the one payment (your total contribution for all your employees for the period) and the Clearing House will distribute the funds to the individual super funds.

The benefits are:

- It is free
- It is simple to use
- It is optional
- It helps you meet your super guarantee obligations
- It reduces the time and paperwork involved in making multiple payments to different super funds, and,
- You only have to make one electronic payment to the Clearing House

If you wish to use it, this is how you do it.

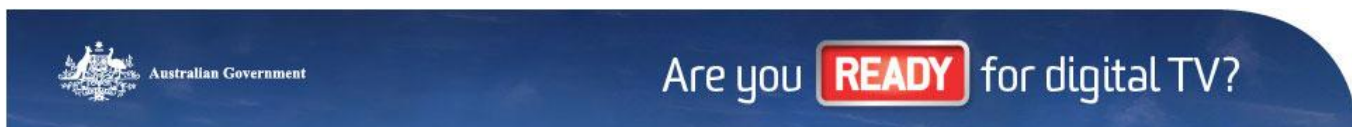
1. Go to www.medicareaustralia.gov.au/super - enter your details and a user ID and a password will be emailed to you.
2. When you receive your user ID and password, logon to the Clearing House website again and complete the registration.
3. Enter the details about each of your employees.
4. Each super payment period (usually quarterly), log onto the site, enter the amounts due to each employee, transfer the total amount to the Clearing House and the Clearing House will guarantee that the amounts will be paid to the individual super funds.

You can get further information by ringing 1300 660 048 or by emailing your queries to SBSCHequiries@medicareaustralia.gov.au

Definitions.

Flabbergasted , adj. Appalled by discovering how much weight one has gained.

Digital TV.



In Australia, by the end of 2013, the old analogue TV signals will be a thing of the past and everyone will be watching the new digital TV which offers more channels, better quality sound and clearer pictures.

The changeover has already started and in some areas, such as Broken Hill, you can no longer watch the old analogue system. If you wish to know when your area will be totally digital, click [HERE](#).

Digital TV is far better than the old system, it's like going from the old B&W TV we had prior to 1975 to colour, it's that good – but there's a catch. The old receivers will not work under the new system so you will need to either buy a new set, (LCD or plasma) or get a "set top box" which will convert the digital signal to analogue and allow you to watch it on your old set.



However, if you do not have access to digital TV on any of the sets you own, and you do not wish to buy one of the new sets just yet (they are still coming down in price) and if, during the rollout period for your region, you are receiving the maximum rate of **one** of the following payments:

- Age pension
- Disability Support Pension
- Carer payment
- DVA Service Pension
- DVA Income Support Supplement

you may be eligible for the Government's Household Assistance Scheme which will provide you with a high definition (HD) set top box free of charge.

The scheme started in January 2010 in the Mildura/Sunraysia area, which was the first area in Australia to switch over to digital and it works like this.

If you fit the criteria above, call the Digital Ready Information Line on 1800 201 013 and the Gov't will arrange for an experienced contractor to install and demonstrate a HD set top box to your existing TV set and if necessary, will also provide a UHF antenna and cable.

You can find further info on the scheme [HERE](#)

Negligent, adj. Absentmindedly answering the door when wearing only a nightgown.

Winnings and pensions.

Like a win on a poker machine or a successful day at Randwick, any winnings you may get are regarded as "*Good Fortune*" and are not counted as income, unless you receive ongoing payments. The same applies to inheritances, winning prizes or receiving awards.

But!! If a prize from lotto, or a scratchie or whatever is paid by regular payments rather than a single lump sum, income will be assessed on the amount received for each period.

And!!! Regardless of whether winnings are assessed as income or not, they may be assessable as an asset if there is a significant change in your assets as a result of the win.



For example, if you win a \$50,000 lottery prize and put the money in the bank or invest it, it will be deemed to be earning income and that deemed income may affect the amount of pension paid to you.

Clear??? Didn't think so, better to ring Centrelink on 13 2300 if you have any queries.

Willy-nilly, adj. Impotent.

Target email.

There is a nasty malicious rumour, which concerns Target stores, doing the e-rounds at the moment. We don't have any sort of association with Target so this is not some sort of paid advertisement, it's just that we don't like seeing junk like this being spread around damaging someone/thing's good name. We're always a bit suspicious of this type of email anyway and we did some checking and we are pleased to say, it's all a heap of garbage.



The email says something like:

*'Recently we asked the local TARGET store to be a proud sponsor of the Vietnam Veterans Memorial Wall during our spring recognition event.
We received the following reply from the local TARGET management:
' Veterans do not meet our area of giving.
We only donate to the arts, social action groups, gay and lesbian causes and education.'*

The email has a lot more garbage in the body and it concludes with:

*Now, I'm thinking again. If TARGET cannot support American or Aussie Veterans, then why should my family and I support their stores by spending our hard earned American/Aussie dollars in their stores???
Wasn't it last Christmas that Target refused to let the Salvation Army ring their bells in front of their stores?*

Our advice!! if you get this email, sent it to its rightful place – the dump heap.....

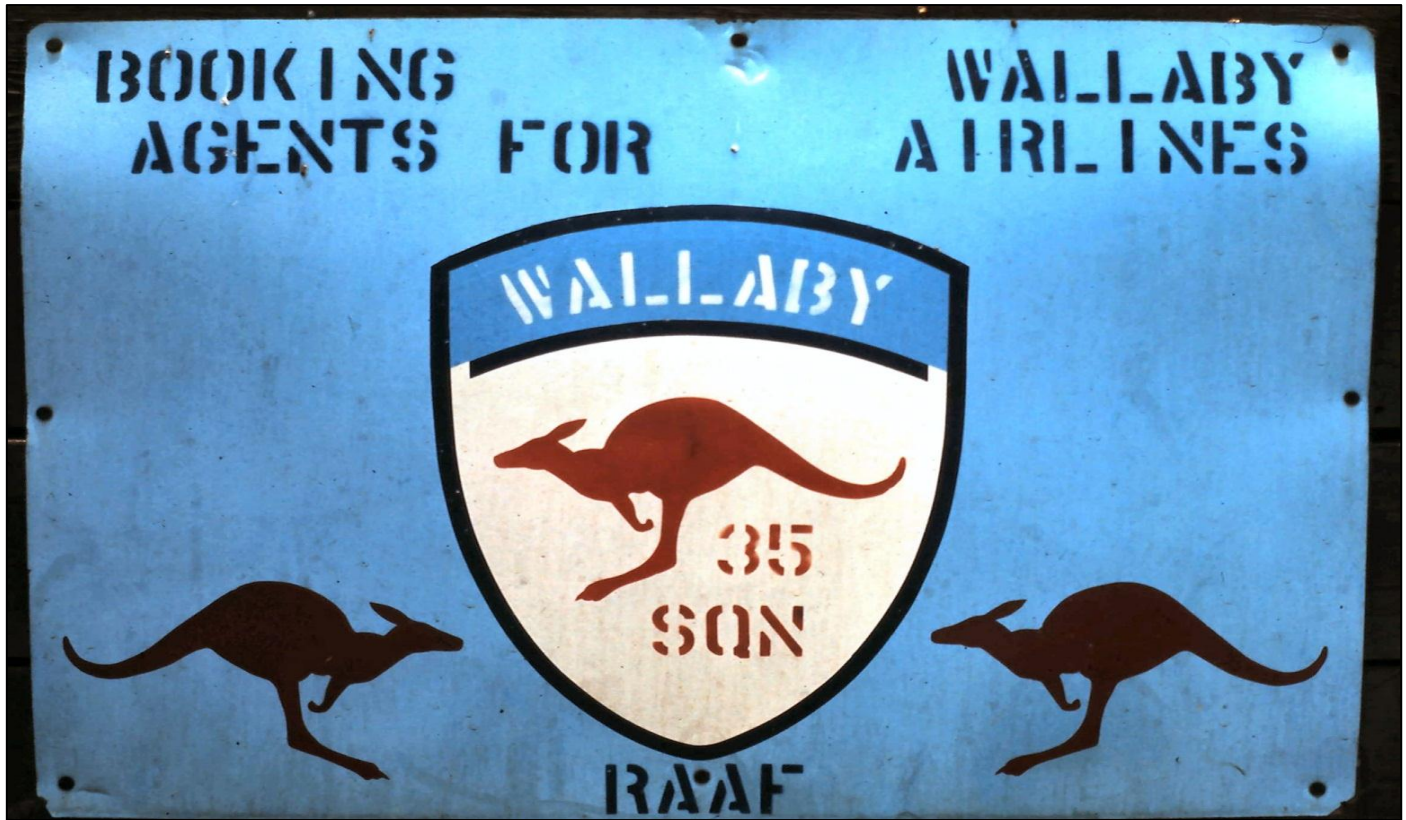
The Aussie Flag.

There's a bloke called Larry Hannigan who has made an audio tape about the origin and use of the Aussie Flag. It is actually very moving and you can hear it [HERE](#).



Wallaby Airlines

Terry Walters, who was a groundy in Vung Tau from June 1968 to June 1969 sent us the photo below which was attached to Air Movements in Vung Tau.



I was having great fun driving in the snow this morning. I was skidding, performing 360's and drifting the back end on every corner, before the police stopped me and promptly arrested me. One of the passengers on my bus must've phoned them.

International Space Station.

Stuart Ritchie says, "Look at what happened from 1998 until 2008. In just ten years it has grown and grown. Watch the pieces come together as they are sent up from Earth. This is the International Space Station (ISS) Assembly diagram, piece by piece. I had no idea the Space Station had grown to this size. What a piece of engineering!!"

You can see it [HERE](#)

Normandy.

Mick Lawson has sent us a Power Point presentation which shows various locations in Normandy as they were back when the 'Allies' landed in 1944 with comparison photos of the same site as it is today. Mick says it's pretty neat being able to go back to the exact location 66 years later - most of it looks like nothing ever happened. Very interesting!!

You can see it [HERE](#)

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The F-111

On the 3rd December, the F-111 was finally been put out to pasture and a lot of people who flew or worked on the old girl will have a tear in his/her eye.

The F-111s were farewelled at a parade at Amberley following nearly four decades of service to Australia. The retirement of the F-111 fleet marks a significant milestone in the history of Australian military aviation. The long range strike bombers have supported Australia's national security by providing a potent strategic deterrent.

The Air Force component of the Australian Federation Guard from Canberra acted as the Escort Squadron for the parade and the Air Force Band from Melbourne also participated – and I bet they loved every minute of it.....not!!

The parade was hosted by Air Commodore Chris Sawade, CSC (right).

Those who lost their lives in F-111 accidents and who died or have suffered serious health effects from working on the deseal - reseal programs were remembered as were the hundreds of RAAF air crew and thousands of ground based personnel who have worked hard to fly and maintain the F-111 during the last 37 years.



Australia has been the sole operator of F-111s for more than 10 years and the aircraft had become increasingly expensive to operate and maintain. The F-111G models were withdrawn from service in 2007 and on the 3rd Dec, the F-111Cs and RF-111Cs retired as well.

Laurie Lindsay sent us some wonderful photos of the old Pig – you can see them [HERE](#).

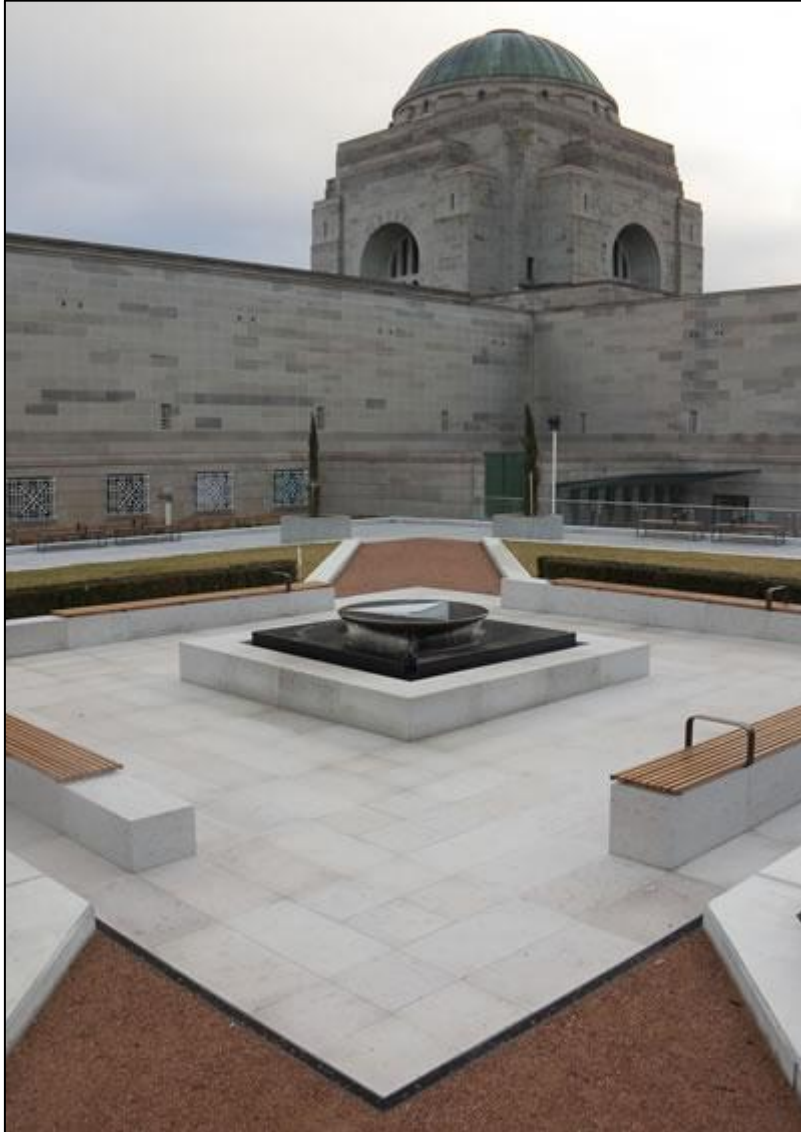
It is a cliché that most clichés are true, but then like most clichés, that cliché is untrue.

The National Service Memorial

In April 2002, the National Servicemen's Association of Australia Inc (NSAA) made a request for formal recognition of national service to occur at the Australian War Memorial (AWM). In August 2002, Council agreed that a fountain (or bench) would be appropriate.

Subsequent correspondence with the NSAA resulted in reservation of a fountain site directly east of the front entrance of the main building in the proposed Memorial Courtyard. National

On the 8th September, the memorial was dedicated by Her Excellency Ms Quentin Bryce AC, and over 4000 people attended the ceremony which honoured all National Servicemen who died on active service. It commemorates some 287,000 men called up in two schemes between 1951 and 1972 for service in the Royal Australian Navy, the Australian Army and the Royal Australian Air Force.



212 of those men died on active service in the Borneo and Vietnam conflicts.

The gathering was the largest ever reunion of National Servicemen and was a long anticipated acknowledgement of the service of young Australian men who accepted call-up duty, including being selected for service by “birthday ballot” during the Vietnam War.

The \$600,000 memorial was financed by donations from the Australian and State Governments, local authorities, the National Servicemen’s Association of Australia, RSL branches and private donors.

Gallipoli – 2011

If you and/or your family are thinking of attending the Anzac Day commemorations at Gallipoli in Turkey in 2011, don’t forget to register your interest at the DVA web site.

Once registered, you will receive helpful information and tips on what to expect at Gallipoli and what to take with you.

You can access the site [HERE](#).



A perfect summer day is when the sun is shining, the breeze is blowing,
the birds are singing and the lawn mower is broken.

Sabre ejection seat.

Nev Williams

IN the last edition there was a mention of Dick Whitman passing away and a link to a story by [Frank Alley](#) who remembers Dick from Laverton and where he mentions the Sabre Ejection Sequence and the Seat bolt and a “Mutiny”.

I was at ARDU at that time as a highly trained Blackhander and had some input (read Work) on the Seat bolt. ARDU had 2 main Hangers 33 and 34. 34 was the Sabre and Canberra Hanger. 33 was all other RAAF aircraft of the time. Well not all but we had a Goony Bird, Lincoln, Winjeel, Vampire, Meteor (Mk 7 and 8) and the Delta Wing Avro 707 Scale version of the Vulcan. I owned the gooney bird. (In other words I did the day to day care of the bird and where it went, I went), however I cannot remember the ARDU Mutiny. There was a BASE wide Canteen Munity where no-one used the Canteen or Boozer as a protest against ASCO pricing policy on beer.

Now to clear up a misconception on Sabre ejection, it was not the seat firing too early in the sequence and the canopy bow decapitating the pilot but a design flaw of the Canopy.



The ejection seat in the Sabre was a “North American - Rockwell” Ejection Seat and the seat had a handle under each seat armrest and under each handle there was a Trigger lever. Before ejecting, there was a bit of rig-morale to go through, you were supposed to lower the seat as far as it would go, then place both feet on the foot rests and then pull the 2 handles in the upwards direction.

Pulling up the handles ejected the canopy and tightened the Harness, then the triggers were closed and the seat went bang. From memory Bone Domes were not in fashion but the Blue Cloth Helmets were used.

Now this is where the design fault rears its ugly head.

The rear of the canopy had only one centre roller and the track ended BEFORE the front rollers had got to its end so now owing to the teardrop shape in flight aerodynamics took over lifting the rear of the canopy and thus lowering the front canopy bow to the approximate level of the Drivers eyes. Bad news there troops.

There was another way out, at the bottom of the Instrument panel there was a T Handle to jettison the canopy. To reach this handle a normal person had to bend over to reach it thus putting ones head below the lowered canopy bow saving one’s head. Now the pilot could sit up pull the levers and egress the aircraft.

Now to the bolts:

As the second method was a bit difficult to do in a sudden emergency, a bright Engineer came up with the idea of just blasting through the canopy instead of getting rid of it. Some sane head thought that this may be dangerous and if there was some way of breaking the Canopy glass it may be safer.

So the spring loaded Bolt mounted on the seat behind the head rest was born, and when the levers were pulled up instead of the canopy going the bolt was fired.

Three head designs were considered, flat, domed and pointed, all of which had to be tested to find the most efficient.

A seat was modified, bolts made and off to the RAAF School of Technical Training (RSTT) for the initial testing. All loaded into the Gooney, one seat, 4 canopies, troops, 3 photographers with high speed cameras the Engineering Officer, one Pilot (Jock Thompson, off the No 1 Engineering Apprentice Course), a Navigator who acted as wheel puller upper and self as a looker on.



RSTT had the prototype airframe as an instructional airframe. Some kind souls had had it on the edge of the tarmac area near one end, well away from hangers and on the opposite end to the Civilian Airport area. Mounted behind the aircraft were a number of Landing Nets at the appropriate positioning. Some-one had calculated where the seat may land

An articulated dummy was sat and strapped into the seat. On the dummy were pieces of Pig flesh complete with skin. This was to show up any trauma to the skin.

The inside of the canopy was painted with a slow drying paint. The seat and dummy were installed in the airframe and a long piece of string was attached to the firing mechanism and was ran out some distance behind the aircraft.

The camera was positioned. It was all go.

On the command Get ready, one, two, three – fire!! The cameras were started on 3 and on fire the piece of string was pulled. The bolt went straight through the canopy, the seat went off and went through the canopy and was caught in the landing net.

Now the really fun bit.

The seat and the dummy were recovered from the net. The bolt was searched for and found and then we had to find the bits of canopy that were on the ground and then play a big jig saw puzzle. The bits were taped back into position and then the paint on the pig flesh had to be matched to the scrapes on the inside of the canopy.

A bloke walks into a brothel and says: "I'm a bit kinky, how much for total humiliation?"

The madam replies \$60. "Wow, what do I get for that," he says.
She says: "A baggy green cap and an Australia shirt."

This was repeated for each of the bolt shapes.

Very spectacular it was. On the ground the bolt punched a hole in the canopy and as the seat went through the Perspex/glass had a bit of a flex and a lot of broken bits.

When the 3 firings had been done and the film reviewed we returned to Laverton.

A few days later we had to go back and do another firing as the boffins wanted to confirm that what looked the best the results could be repeated. Off we went, one Pilot again, Engo as wheel puller upper, only going for the day and were coming back that afternoon/evening, so no-one took any clothes etc.

The firing was successful, but then the weather in Melbourne closed in, Jock discovered that his Green Card Instrument Rating had expired and as were operating as single pilot, he very smartly decided we were staying as he was not going to have his name mentioned in Parliament. Being a Friday the Engo gave those who needed to get home for family reasons the OK to go (some rides to Melbourne were organized, Hitch Hike, etc). some were not allowed to go including yours truly as the Engo went, leaving me to be the pretend claytons co-pilot and the wheel puller-upperer.

Now Wagga being a training base had fairly strict dress rules after working hours. All we had were overalls so we had a chit allowing us into the boozer, mess and cinema in overalls. Also he robbed the pay section safe and gave us an advance of pay.

About 3 days later we ventured home, it was a close thing weather closed in just after we landed.



A while later an Air test was done to see what happened when the bolt was fired in the air.

A Sabre flew past the Laverton Control tower below the level of the glass box. On top of the tower was a High Speed Camera and if I remember correctly on the front roof of hanger 34. The Pilot was a Canadian exchange pilot, I have forgotten his name but think it started with an S. We were all outside to watch.

He got it right the first time, fired the bolt at the correct place and we had lovely film to watch later. In the air the behaviour was different. On the ground we got a hole and some cracking of the perspex. In the air a crack went forward from the hole to the Canopy bow and rearwards to the tail of the canopy. The cracks were not in line but off set by about an Inch .

The Bolt was considered a success and was then fitted to all Sabres.

A small foot note on an unrelated matter:

Just after I arrived at ADRU I had a Vampire to care for and it was going for a local flight and I went along for the ride. First ride in a Vampire and first in a Jet. The pilot was the same Canadian who did the bolt test. Anyway when returning to land we only got 2 greens and a red.

Back over the Bay cycled the gear a few times still the same. The pilot decided to do a tower flypast to see if indeed the 3 were down and it was an electrical fault. He informed me that if only 2 were down or any doubt on 3 being locked down I was going to have a short swim in Port Phillip Bay just off Point Cook. He was going to throw me out in a MB Seat and have the crash boat pick me up. What an intro to Vampires. Fortunately the swim did not happen. Just a Micro switch fault.

An amnesiac walks into a bar. He goes up to a beautiful blonde and says,
“So, do I come here often?”

A380 Airbus.

Ken Hunt tells us that Rolls Royce have come up with an ingenious fix for the problems they were having with the engines on the A380 Airbus – he’s sent us a photo showing, in detail, how they went about it, see [HERE](#).

End of an Era.

1944? No - it's the year 2010. Early Saturday morning in a rainy Seattle. 0300 hrs local time. The location: Boeing's historic Plant II - about to be torn down after three quarters of a century producing thousands of the most significant and historic airplanes ever built. In preparation for demolition, three airplanes that have been undergoing Museum of Flight restoration in the factory's assembly bays will have to be moved. Just as in days past, with lights and images reflecting off the wet pavement, the last three airplanes are rolled out. The giant hangar doors are raised, the tugs and towbars are hooked up, and with lights flashing, they are moved out of the factory and onto the historic ramp, where so many have gone before. Then across East Marginal Way and out onto Boeing Field. They are the last airplanes to roll out of these doors. Ever.

First out isn't even a Boeing airplane - but rather a Lockheed Super G Constellation that flew for Trans-Canada Air Lines. The Connie is destined for the Air Park, next to Air Force One, after a Plant II stay of 1 year and three days.



Next is a Boeing B-17 - especially heart-tugging as she is the last B-17 to roll out of these doors. Boeing built 6981 B-17s in this factory during WW II, at a peak rate of 16 per day. I guess you could say they built 6981 and rolled out 6982 - including this last ship - 65 years after her last sister.



Finally, a Boeing B-29 rolls under the raised hangar doors and out into the dark and wet night. The very last airplane that will ever roll from this factory.



The now empty factory bays sit silently, awaiting their fate.

Holden Ute!

Do you have a Holden ute in your museum or at home?

The hardworking Holden utility is 60 in 2011 and the National Motor Museum in Birdwood, SA is looking for Holden ute owners with an interesting story about their vehicle to help celebrate this major milestone. The cars, their owners and stories will be central to a short film that the museum is making for Holden to accompany a traveling display entitled “Ute-opia” next year.

So whether you are a farmer or city slicker, have a modern V8 or an old FJ; and whether your ute is still roadworthy or just rusting in the shed or back paddock, we want to hear from you.

Tell us your beaut ute story and be part of Australian motoring history.

If you can help or know someone who might be able to help, please contact Allison Russell at the National Motor Museum on 08 8568 4000.



Stories are being sought from all over the country and not just in South Australia .

WRAAF Reunion.

Over the three days, 28 - 30 January 2011, the Queensland Branch of the WRAAF Association, which is part of the RAAF Association, Queensland Division, held the 2011 National WRAAF Reunion at the [Mercure Hotel, North Quay](#), Brisbane.

The Event also celebrated the 60th anniversary of the formation of the WRAAF. (See [HERE](#))

The Reunion was for all ex WRAAF who served between 1951 and 1977, ex RAAF servicewomen, current serving RAAF servicewomen and ex WAAAF members.

Their hard working committee, led by Dianne Pickering (President), Rosemary Coleman (Secretary) and Rosie Forster (Treasurer) must be congratulated as the event was a huge success, with over 450 girls coming from all parts of Australia (some even from Tasmania) for the event.

Guest of Honour at the Cocktail Party was the Governor-General, Quentin Bryce. Ms Bryce has been a 'friend' of the association for many years and it is lovely that she could find time in her busy schedule to attend the function and to meet and chat with a lot of the girls.



Yours was one of the few from the male section of the community that went along to the Friday night cocktail party to mingle with all those girls – tough job I know, but someone has to do it.....

Most of the photos have been 'crunched' to make loading faster, you can get hi-res copies of a lot of them by clicking each one.



Just a part of the hard working committee who had worked for more than 12 months to put the weekend together. Without girls like these, who give of their time, events like this would never happen, they are to be congratulated.

Events they planned were:

Friday, 28 January 2011.

1600 hrs onwards Registration, then a Cocktail Party at the Mercure Hotel.

Saturday, 29 January 2011

Freetime until 1730 then a Formal Dinner – Mercure Hotel.

Sunday, 30 January 2011

1000 hrs Church Service at Ann Street Presbyterian Church.

1200 hrs Luncheon Cruise aboard the Kookaburra Queen Paddle Steamer.



Below are photos of some of the girls, obviously having a great time catching up and telling each other huge lies. Unfortunately, we did not have time to get around to catch all the girls, to those we have missed, we apologise.

All photos, from Left to right.



Jenny Kellett (nee Asser). Jenny served as a Clerk from 1965 to 1967, and in that short time had postings to Richmond, Uranquinty, Amberley and Regents Park.

Margaret Unwin (Kilshaw). Margaret was an equipo and served from 1958 to 1960

Leonie Robinson (Fallow). Leonie was a Telsop and spent most of her RAAF time in Canberra. She joined in 1955 and was discharged in 1957.

Glenda Matthews (Shepperd) was a Telsop from 1959 to 1963. She spent most of her time out at Penrith with a short time at East sale.

Jeannette Kable (Steele) was also a Telsop and served her years (1956 to 1958) at Richmond.



Shirley McLaren (Lemon) also had a reason to celebrate. 60 years ago, on the 29Jan 1951 she joined the RAAF and was sent to Richmond to do her "Rookies". Shirley was among the first 25 girls to form the original WRAAF in 1951 at the outbreak of the Korean War.

Back then the Federal Government called for interest from girls to re-form the women's services for the three defence forces (Army, Navy and Air Force) and the current king, George VI, granted the title Women's Royal Australian Air Force.

Shirley graduated as a DI and spent the next few years training more than 270 WRAAF recruits as they entered the service."

She was discharged in 1955.



Roslyn Curran (Smith) joined the RAAF in 1974 and trained as a Trinop, which was the RAAF's way of saying Teleprinter Operator in the least number of letters as possible. Roslyn served at Pearce, Darwin, Regents Park and Penrith from 1974 until she was discharged in 1976.

An elderly man was sitting on his veranda, when a young man walked up with a pad and pencil in his hand. "What are you selling young fella," the old bloke asked. "I'm not selling anything," the young man said, I'm a census taker." "A what?" the elder man asked. "A census taker. We

are trying to find out how many people live in Australia." "Well," the old bloke said. "You're wasting your time with me son, I have no bloody idea."

These 3 happy girls (below) were the first girls to go through Radschool at Ballarat back in 1960, and from the huge grins on their faces, they must have had a ball. All 3 were then posted to Darwin as Aircraft Plotters (girls who write backwards on windows) and again were the first RAAF girls into Darwin – we're sure we heard the word 'smorgasbord' mentioned more than once...



Judy Pratt (Middleton), Josie Morgan (Long) and Gail Snell (Mapstone)

The 4 girls below were all Trinops (Teleprinter Operators) and served together at that super secretive place over at Penrith back in 1972 to 1976.

Some had travelled far to be at the festivities and definitely had no plans to rush home. We heard the Brisbane Casino was going to get a thrashing later in the night, followed by a few days down at Coolangatta where it was hoped a bit of fun, sun and surf would be there for the taking.



Lalee Jagiello, Mary Moore (Windsor), Shirley Watson (Strub)
and Yvonne Trickey (Marsden)

These lovely ladies, below, all lined up as though they are waiting for the next bus to the Valley, went along to meet old friends, to reminisce, to have a laugh about times past and to have a few quiet little Sav Blancs– and that is exactly what they did.



Diane Egginton (Arnett) was a Clerk with the RAAF from 1963 to 1965 and during that time she worked at 6 RAAF Hospital at Laverton and then a short stay at SupCom.

Pam Awcock (Maxwell) was in the education mustering and spent most of her time in the RAAF (1966 to 1967) at East Sale.

Linde Cavanagh (Dattinger) was an equipo at Richmond, she started at 2AD and then went down the road to L Group. She joined in 1971 and left in 1973.

Marilyn Fordyce (McGrath) was a Clerk G at Richmond and had postings at Basqn and Base HQ. She joined in 1970 and shook hands with Madam WRAAF in 1973.

Evon Bowman (Harvey) also spent her RAAF time at Richmond (1971 to 1973). Evon was a Clerk with Basqn.

Margaret Turvey (Carroll) was a switch girl and spent her RAAF years (1969 to 1972) at Laverton and East Sale.

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



Glenys "Cis" McCleod (Marshall) was a Clerk A from 1955 to 1960 and spent her time at Wagga, Laverton and Amberley.

Clare Lotan was also a Clerk A. She joined in 1953, was posted to Laverton, then spent 1955/56 at Wagga after which she took her D.

Valerie Tobin (Burke) Val was a Clerk Equipment and had postings to [Mallala](#) in South Australia (1954), then it was off to Wagga for 1955/56 after which she went a bit further north to Regents Park where she saw out 1957/58 before taking her D.



Dianne Pickering (Southwood) joined the RAAF in 1970 as a telephone operator. During her 8 year's service she spent time at Canberra, at OpsCom and in 1978, as a Sgt, she was posted to Pearce, not long after which, she took her discharge.

Dianne is the President of the Queensland Branch of the WRAAF association and has been in the job for 3 years, and as she says, there doesn't seem to be too many girls knocking on her door for the job – so she'll probably be the Pres a little while yet.

The next reunion is planned for 2013 and will be held in Perth.

Physics lesson: when a body is submerged in water, the phone rings.

The girls below had two things in common, they were all Clerks in the RAAF and secondly they were having such a good time they didn't want to go home and were the last to leave, even though the "Shardies" had stopped being served some time ago.

They are:



Philomena David, one of the few girls who did their 20 years. Phil joined in 1971 and was discharged in 1991. During that time she worked at Amberley, Laverton, Pt Cook, Edinburgh, Canberra and Williamtown. She started her career in supply, remustered to DI, then finished her term as an SP. She currently lives up in the Torres Strait.

Judy Pattison (Gaw) joined in 1969, and after rookies at Edinburgh, was posted west to Pearce, then back east to Canberra then north to Amberley. She was discharged in 1973 and now lives on the Gold Coast.

Margaret Joyce (Taylor-Parkins) did the exact opposite. She joined in 1971 and after rookies at Edinburgh she was posted north to balmy old Amberley, then after she had got used to the heat, Mr RAAF sent her south to chilly Canberra. She was discharged in 1982 and now lives in Perth.

Trish Hodda also did full term, joining in 1970 she stayed until 2001, 31 years service. Well done!! Trish was in the Education arm of the RAAF and served at Townsville, Amberley, Edinburgh and Darwin. She now lives in Melbourne.

Terri Johnson (Horoszkó) was a Clerk A from 1969 until discharge in 1973. After Rookies, she was posted to Williamtown, Amberley, and then Dep Air. Terri is on the Committee.



Another girl who forgot all she had learned in the RAAF, ie: never volunteer for anything, is **Rosemary Coleman (Lyons)**

Rosemary served from 1969 to 1976 as a Clerk G at Point Cook, Dep Air, then at OpsCom HQ.

She has been the secretary of the Qld branch of the WRAAF Association for the past 8 years, and like Diane Pickering says, there aren't too many people trying to get her job either.

I wondered why the cricket-ball kept getting bigger. Then it hit me.

Berniece Cross, being an OLG (old Launceston girl), (sorry Bernice, for old we mean Ex) was horrified when the Shardies were turned off downstairs at the conclusion of the cocktail party, so she grabbed a couple of her mates and headed for the bar upstairs – and being an OLB, we can completely understand that.



Berniece Cross (Randall) served as a Clerk A at Tottenham from 1959 to 1961.

Marlene Grosser (Rose), gave 6 years to the RAAF, from 1969 to 1976.

Her first posting was Richmond, where everyone got her confused as Bugg's sister/wife/cousin, then it was off to Amberley, East Sale and finally back to Richmond for discharge.



A chicken crossing the road is poultry in motion.



Margaret Wahl (McWhirter), who also found her way to the top bar after the Shardies were turned off downstairs, was in the medical game in the RAAF from 1957 until 1961.

She spent most of her time at Tottenham.

The soldier who survived mustard gas and pepper spray is now a seasoned veteran.

Sorry Rupe!

After meeting and speaking with many of the girls at the reunion, we found that one thing that does not sit well with them was the fact that a lot were forced into discharge solely because they got married. That in itself was a slap in the face as these girls loved their jobs, they volunteered for service and they were proud of what they did and this is only too evident in the fact that such huge numbers turn up to these reunions. These girls provided invaluable service to the RAAF and to the nation and for too long their service has gone unrecognised. Shouldn't be!!

Royal Australian Air Force Permanent Air Force Certificate of Discharge	
Rank and Name:	Leading Aircraftwoman [redacted]
Date and Place of Birth:	9/10/1949 Crockwell, New South Wales
Enlisted on:	17/6/1969 Official Number: W225452
Discharged on:	18/6/1971 Total Service: 2 years 2 days
Reason for Discharge (under provisions of AFR 115(t)):	"On ceasing to be eligible for WRAAF service"
Conduct Assessment:	Very Good
RAAF Trade:	Medical Orderly
Trade Proficiency:	Satisfactory
Skill in trade:	Not applicable
Ability as a supervisor:	Not applicable
Administrative ability:	Not applicable
Civil Vocation:	Receptionist
Qualification and Special Courses:	No 37 Basic Medical Orderly Course 1969
Honours and Awards:	Nil
Remarks:	Nil
Signature of Member:	[Signature] Air Member for Personnel
Certificate No:	27039 Date of Issue: 5/7/1971
Form PP 83 APR 60	

Where else they were wronged, and severely we think, was on their discharge papers, where the reason for discharge was noted, it was entered "On ceasing to be eligible for WRAAF service" as though the girl had done a severe wrong.

Those Discharge Certificates should be recalled, destroyed and new ones issued stating the real reason.

As a lot pointed out, the men didn't have to leave when they got married, so why did the girls, and that is a fair enough question we reckon.

One wonders who the boof-head was who dreamed up that stupid rule in the first place and well-done to whoever it was who had it dumped in the early 1970's.

Click the certificate at left for a bigger view, the names have been removed to protect the innocent – but a few will know to whom it belongs from the details that remain.

Nobody will ever win the battle of the sexes. There's just too much fraternizing with the enemy.

On the Sunday, at midday, the girls, some with their husbands/partners/toy boys or whatever, all boarded the [Kookaburra Queen](#) for lunch, which was served while cruising down the Brisbane River.



Australian Defence Medal.

A lot of the girls (and a lot of blokes too) do not realise that they are eligible for the Australian Defence Medal (ADM). This medal was struck on the 20 March 2006 to recognise ADF Regular and Reserve personnel who have demonstrated their commitment and contribution to the nation by serving for an initial enlistment period, or four years, whichever is the lesser.

However, if you did not complete the qualifying period due to:

- You were medically discharged (based upon individual circumstances), or
- You left the service due to a Defence workplace policy of the time. (For example, in the past a woman was required to resign on marriage.)

you are eligible for the Medal provided all your service time was after the 3 September, 1945.

If you have not already done so, and you are eligible, you can download the application form from [HERE](#), fill it in and post it back to Defence Honours and Awards, Department of Defence. The address is on the form.

You should provide proof of service with your application as this will speed up the processing. The proof can include a certified true copy (no originals) of your Certificate of Service or Discharge Certificate or any other official documents which confirm the length of your service.

If you are not able to provide proof of your service, still fill in the form and sent it in, Honours and Awards will contact the service archives on your behalf to conduct an assessment. This will take some time....

Girls who are a members of the Queensland Division may also become eligible for a number of awards throughout their time with the RAAF Association. Most of these awards are provided by the National body while some are produced by the Division for Queensland members only.

Click [HERE](#) for details



Supersonic Douglas DC-8.

Rob Cooper-Maitland

We received this from an old mate from our 122.1 days. Even though it's old news, it is still interesting.



On 21 August 1961, the first supersonic flight by a civil airliner was achieved and a new world altitude record was set for civil airliners during the record-breaking flight. The aircraft involved in this milestone flight was a brand new Douglas DC-8-43 (c/n.45623), powered by Rolls Royce Conway engines. It was owned by Canadian Pacific and allocated the registration CF-CUD.

The record-breaking flight was conceived and commanded by Douglas test pilot Bill Magruder (who had co-piloted the first flight of the DC-8 prototype on 30 May 1958) and was carried out during the pre-delivery flight test program for the new airliner and with the permission of Canadian Pacific. The DC-8 was in completely standard trim (including standard airline interior) apart from some special test and recording equipment that was carried for the record-breaking flight.

The DC-8 took off from Long Beach, California and climbed to a new record altitude (for airliners) of 52,090 feet while positioning overhead Edwards Air Force Base (also in California). When all was ready, the thrust levers were advanced to bring the engines up to take-off power, then the nose was pitched down 30° and held at that attitude while the aeroplane dived and accelerated. At 41,088ft the aircraft reached supersonic speed (at that level, about 650 mph) and maintained Mach 1.012 to 36,000 feet where the nose was gently raised to 8° above the horizon and that attitude held (with the engines still at take-off thrust) until the aircraft decelerated back to subsonic speed.

The airliner reached its highest true airspeed of 662.5 mph (1,066.2 km/h) just before the recovery from supersonic flight. Power was reduced to normal cruise thrust after the recovery and the airliner was flown back to Long Beach. The co-pilot was Paul Patten and flight test engineers were Joe Tomich and Richard Edwards.

Throughout the record-breaking run, the DC-8 was accompanied by two 'chase' planes, an F-104 Starfighter equipped with specially calibrated instruments and an F-100 Super Sabre from the USAF Flight Test Centre which acted



as a camera ship. Ground tracking facilities were provided as the DC-8 performed its supersonic dive over the Askania Tracking Range at Edwards Air Force Base.

It is interesting to note that there was no airframe buffering during acceleration through the transonic region to supersonic flight, however some airframe buffering did occur during the deceleration period back to subsonic flight.

The flight carried a large number of special first-day airmail covers on the supersonic flight and these were transported to Edwards Air Force Base following the conclusion of the flight to be postmarked at the base Post Office. Click the letter at right for a bigger view.

The DC-8 suffered no ill effects from its historic flight and was delivered to Canadian Pacific shortly afterwards. During its career with the airline, the supersonic DC-8 logged more than 70,000 hours of flight before it was retired and sold for scrap in 1980. The aircraft carried a special 'supersonic' insignia on its vertical tail throughout its service with Canadian Pacific.

You can read further details [HERE](#).

Paddy is cleaning his rifle and accidentally shoots his wife. He dials 000. Paddy says "It's my wife, I've accidentally shot her. I've killed her" Operator "Please calm down sir. Can you first make sure she really is dead?" CLICK, BANG! Paddy "OK, done that, what next?"

Churchill.

RG Thompson sent us this, it is a speech which was delivered by Winston Churchill in 1899. It was delivered when he was a young soldier and journalist. It probably sets out the current views of many today, but is expressed in the wonderful Churchillian turn of phrase and use of the English language, of which he was a past master. Sir Winston Churchill was one of the greatest men of the late 19th and 20th centuries. He was a brave young soldier, a brilliant journalist, an extraordinary politician and statesman, a Great War leader and Prime Minister, to whom the Western world is forever in his debt. He was a prophet in his own time.

He died on 24 January 1965, at the grand old age of 90 after a lifetime of service to his country and was accorded a State funeral.



Here is part of the speech:

"How dreadful are the curses which Mohammedanism lays on its votaries! Besides the fanatical frenzy, which is as dangerous in a man as hydrophobia in a dog, there is this fearful fatalistic apathy. The effects are apparent in many countries, improvident habits, slovenly systems of agriculture, sluggish methods of commerce, and insecurity of

property exist wherever the followers of the Prophet rule or live. A degraded sensualism deprives this life of its grace and refinement, the next of its dignity and sanctity. The fact that in Mohammedan law every woman must belong to some man as his absolute property, either as a child, a wife, or a concubine, must delay the final extinction of slavery until the faith of Islam has ceased to be a great power among men. Individual Moslems may show splendid qualities, but the influence of the religion paralyses the social development of those who follow it. No stronger retrograde force exists in the world. Far from being moribund, Mohammedanism is a militant and proselytizing faith. It has already spread throughout Central Africa, raising fearless warriors at every step; and were it not that Christianity is sheltered in the strong arms of science, the science against which it had vainly struggled, the civilization of modern Europe might fall, as fell the civilization of ancient Rome."

Sir Winston Churchill; (The River War, first edition, Vol. II, pages 248-50 London)

One nice thing about egotists.....they don't talk about other people.

Atomic Ramblings.

Bob Webster

Klaus Fuchs was born in Germany in 1911. He went to college in Germany, joined the Communist party and then had some run-ins with the Nazi Party. So he went to England to study physics in 1933. He got doctorate degrees at the University of Bristol and the University of Edinburgh. Then he taught physics at Edinburgh.

When World War II rolled around in 1939, Fuchs, as a German citizen, spent a few months in detention camps. Some of his colleagues got him released, however, and he became a British citizen and started work on the British nuclear weapons program in 1942.

Earlier, in August 1941, a lady named Ruth contacted Fuchs. Ruth had also been a member of the German Communist party and was then a major in Soviet military intelligence. When Fuchs started his secret nuclear weapons research in 1942, he also started spying for the Soviet Union.

In December 1941, the Japanese attacked Pearl Harbour and the U.S. entered World War II. The Japanese bombed and torpedoed Pearl Harbour, but what is not widely known, they also used [midget submarines](#) in the attack.

In 1943, Fuchs went from Britain to Columbia University and Los Alamos, New Mexico to work on the U.S. Manhattan project. He continued to spy for the Soviets, working with other Soviet spies in the U.S. nuclear program.

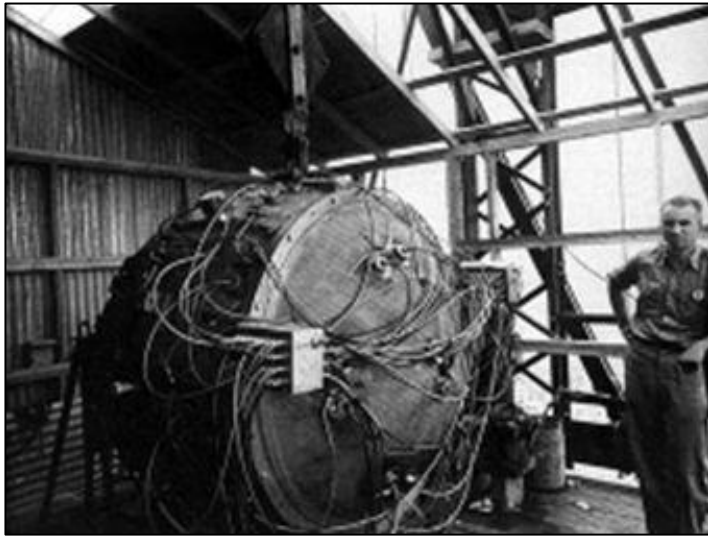
On July 16, 1945 the [Trinity Test](#) was conducted and the first nuclear explosion exploded. Actually, it was the first man-made nuclear explosion, the **Sun** had been at it for a few years already.



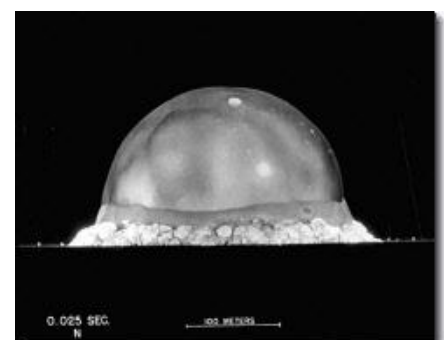
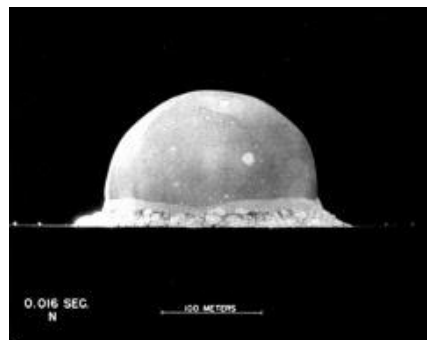
A portion of the Alamogordo Bombing Range was chosen as the site for the Trinity Test. This section of the test site was located at McDonald Ranch, which served as assembly headquarters for the atomic device. All of these temporary buildings were removed after the test. (Click on the pic for a bigger view)

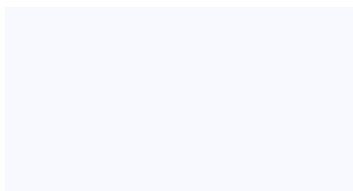


Plutonium for the Trinity device was transported to the test site in the back seat of a standard car. (Click the pic for a bigger view)



Norris Bradbury, group leader for bomb assembly, stands next to the partially assembled Gadget atop the test tower. Later, he became the director of Los Alamos, after the departure of Oppenheimer. Bradbury would serve as the director for several decades. (Click the pic for a bigger view)





"Jumbo" atomic device being positioned for "Trinity" test at Alamogordo, New Mexico. (Click the pic for a bigger view)

A few weeks later, the U.S. dropped nuclear bombs on the Japanese cities of Hiroshima and Nagasaki. Around 200,000 people were killed, including those who died within a few months of the bombs. As bad as this is, it almost certainly saved many more lives than this by ending the war. Japan had already lost over 2,000,000 military and 500,000 civilians in the war, with about 200,000 dead in the Battle of Okinawa alone.

In February 1944, when Klaus Fuchs was in the U.S. working on the Manhattan Project and spying for the Soviets, the U.S. landed on Eniwetok and took it from the 2,500 Japanese defenders and then built a 6,800 foot airstrip.

After peace broke out in 1945, the U.S. administered the Marshall Islands in the Pacific Ocean, including Bikini and Eniwetok Atolls. The U.S. nuclear weapons program went ahead full steam because the Soviets were doing the same and each country was more than a little worried about being blown up by the other. The U.S.



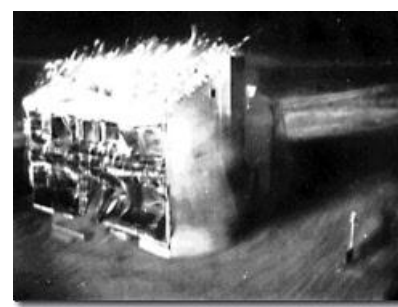
used Bikini and Enewetak Atolls for nuclear weapons testing. They conducted 43 nuclear explosions on Enewetak from 1948 to 1958. Luckily, they evacuated the residents to Ujelang Atoll before they started blowing up stuff. They also evacuated the bodies of the U.S. service men buried there during the war. On Bikini Atoll, July 1946, a 23 kiloton sub-surface burst 90 ft underwater was used to test the effects of nuclear explosions on ships, part of Operation Crossroads.

Meanwhile, Fuchs had kept passing nuclear weapons research, designs and other information to the Soviets right throughout the war and also after he returned to the U.K. in 1946. He was finally caught and confessed in 1950. He then identified Harry Gold as a Soviet spy in the U.S., who identified David Greenglass as a spy, who identified Julius Rosenberg as a spy. They were all convicted of spying. Fuchs was sentenced to 14 years in prison, the maximum sentence allowed because the Soviet Union was considered a British ally. Julius Rosenberg and his wife Ethel (Greenglass's sister) were executed in 1953.

In 1952, the first fusion explosion (hydrogen bomb) on earth was detonated on Elugelab Island, one of the islands of Enewetak Atoll. The island was vaporized. The 10.4 megaton blast is considered the first U.S. fusion explosion, but 77% of the 10.4 megaton blast came from uranium fission and only 23% from fusion energy.



In March 1953, the U.S. performed a blast test on a wooden-frame house, 1,100 meters from a 16-kiloton nuclear blast. It didn't do it a lot of good, and it has now been proven beyond any doubt that if you're within 1 klm of an atomic blast, you will need better protection than a wooden house.



On May 23, 1953, the world's first atomic artillery shell was fired from the Army's new 280mm cannon in Nevada. Hundreds of high ranking Armed Forces officers and members of Congress watched. In 1954 the U.S. exploded "Castle Bravo" on Bikini Atoll, about 200 miles east of Enewetak. This explosion was the first ever powered primarily by nuclear fusion. The 15 megaton blast was and is the largest ever exploded by the U.S. and was three times larger than they thought it would be. That must have surprised some people. An extra 10 megatons is hard not to notice. There was also three times more radioactive contamination released by Castle Bravo than they expected.



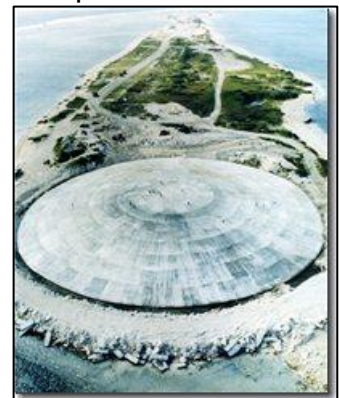
This was considered very bad manners.

Among those exposed to radioactive fallout were the crew of the Japanese fishing boat [Daigo Fukuryu Maru](#). This led to an anti-nuclear movement in Japan and inspired the movie Godzilla. In 1959, one year after the nuclear tests were stopped on Enewetak Atoll, Klaus Fuchs was released from prison. He moved from the U.K. to East Germany where he was received as a hero. He was later appointed deputy director of the East German Institute for Nuclear Research. Local (former) residents of Enewetak Atoll were



allowed to return in 1970.

The U.S. began decontamination of the atoll in 1977. This seems backwards, but there is some distance in the atoll between the nuclear test sites and the residences. The decontamination was an extensive project. They scraped and dug up more than 75,000 cubic meters of radioactive soil. They mixed this soil and other debris with cement and dumped it into a blast crater at the north end of Runit Island. The crater was about 365 feet in diameter and 30 feet deep. The crater became a mound 25 feet high. They capped the mound with an 18-inch layer of concrete and it became known as Cactus Dome, named after the Cactus "shot" that created the crater. The Cactus shot was a "small" fusion explosion of 18 kilotons in 1958.



You can find the crater on Google Earth – look for the Runit Dome.

In 1986 the Marshall Islands, including Enewetak Atoll, became an independent country. In 2000, the U.S. paid \$340 million to the people of Marshall Islands for loss of use, hardship, medical difficulties and further nuclear cleanup. In addition, the U.S. pays the Marshall Islands about \$6 million per year for education and health programs. About 62,000 people live in the Marshall Islands, less than a thousand of these on Enewetak Atoll.

The U.S. continued above-ground (atmospheric) nuclear tests until 1958, with a total of 192 nuclear explosions. In 1958 the U.S. and Soviet Union stopped atmospheric nuclear tests, each unilaterally. In 1961, the Soviets broke the non-agreement of 1958. On October 30, 1961, they detonated a 50 megaton bomb at an altitude of 13,000 feet, the largest ever exploded on earth.

Buildings, both wooden and brick, were destroyed at a test location 55 km away from the blast. Even though it was detonated at 13,000 feet, the bomb created a seismic event of magnitude 5.0 to 5.25. The weapon was a 100 megaton design, but they dampened it by replacing some of the uranium with lead in order to eliminate 97% of the radioactive fallout. In late 1961 and 1962 the U.S. retaliated with 124 atmospheric nuclear tests. Not all of these were huge bombs. The last above-ground nuclear explosion at the Nevada Test Site was a test of the Davy Crockett .02 kiloton warhead in July 1962.

The Davy Crockett had a range of 1.25 to 2.5 miles. It wasn't very accurate and was more deadly from the radiation than the blast itself. It was the sort of weapon you would get someone else to fire. The Davy Crockett was deployed in the U.S. Army from 1961 to 1971.

In the early 1960's it was a wide spread belief that people shouldn't eat snow (in Oklahoma) because of radioactive fallout from Nevada. After 1962, the U.S. continued underground nuclear tests until 1992. Most underground tests were at the Nevada Test Site, although there was a small one in Mississippi (5.3 kilotons) and a big one on Amchitka Island, Alaska (around 5 megatons).

From 1945 to 1962, there were more than 500 nuclear explosions in the earth's atmosphere.



Once upon a time a bloke said to a girl "Will you marry me?" The girl said "No" and she lived happily ever after. She went shopping whenever she wanted to, drank vodka with friends, always had a clean house, never had to cook, had a wardrobe full of shoes and bags, stayed skinny and was never farted upon. The End.

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RAAF History.

Laurie Lindsay (right) sent us this, it shows important events that occurred in the RAAF over the years, on the days 10 – 12 Dec. We've no idea where he stole it from!!!



10 Dec 1930 - RAAF ended link to RMC.

RMC graduates and cadets (rear row) at Point Cook, 1931 (one cadet missing, having knee surgery)

On this day, the eight Air Force cadets who remained at the Royal Military College (RMC), Duntroon, after the graduation of the senior class two days earlier, were withdrawn by the RAAF to continue their training at Point Cook. The move came after the Government had announced in August that the College would be removed to Victoria Barracks in Sydney at the end of the year, as an economy measure during the Depression.



The change ended, however, an association which had begun in 1923 with the secondment of RMC graduates from the Army to the RAAF and grown from 1925 through the allocation of four RMC graduates annually to proceed directly to the Air Force.

From 1927, the Air Board began selecting the applicants for RMC who were to eventually join the RAAF. As a result of these arrangements, between 1954 and 1969 the RAAF had four chiefs who were ex-Duntroon.

10 Dec 1945 - Beaufighter crash at Labuan

On the 10 December, four months after the end of World War II, a deadly accident occurred at Labuan, off the north-west coast of Borneo, which killed six RAAF personnel including some senior officers. The CO of 93 Squadron, Squadron Leader Gulliver, was embarking on a communications flight in Beaufighter A8-184 when the aircraft swung on take-off and collided with two stationary Mustangs of No 77 Squadron parked alongside the strip.



The Beaufighter sheared the engines off both Mustangs, A68-761 and A68-714,

before bursting into flames. Five personnel on the ground were killed, including the OC of 86 Wing, Group Captain Holswich.

The cause of the accident could not be determined.

10 Dec 1949 - AVM Bostock wins seat in Federal Parliament

At the federal elections on this day, which brought to power the Liberal Party led by R.G. “Bob” Menzies, Air Vice-Marshal William ‘Bill’ Bostock was elected as Liberal Member for Indi, Victoria, in the House of Representatives. While serving as Australia’s senior operational air leader during World War II, Bostock had engaged in a bitter feud with the Chief of the Air Staff, Air Vice-Marshal George Jones. As a consequence of his compulsory and premature retirement by Jones in 1946, Bostock spent much of his time in Parliament as an active and vociferous critic of the RAAF and its administration, not even hesitating when it came to criticising the Government.



He also continued his attacks through the columns of the Melbourne *Herald*, until defeated at the general elections in November 1958. Bostock was the first former air rank RAAF officer to sit in Federal Parliament, and remains the most senior.

11 Dec 1953 - First Pakistani apprentices graduate

On this day, 20 Pakistani apprentices graduated from the RAAF School of Technical Training (RSTT) at Forest Hill, Wagga, with the 5th Intake of Australian apprentices at the School. Apprentice M.A. Mir took out the award of dux of the course, while Ahmad Maqsood (who came a close second for this honour) was appointed Warrant Officer Apprentice for the graduation parade.



Maqsood rose to become Deputy Chief of the Air Staff (Maintenance) in the Pakistan Air Force, and later Director-General of Defence Procurement, before retiring as an Air Vice-Marshal in July 1990. Another 14 Pakistani apprentices who entered RSTT also graduated in 1954, with the last two members of this course passing out the next year. By this time the Pakistan Air Force had established its own apprentice school at a site near Karachi, and further intakes for training with the RAAF were not sent.

12 Dec 1985 - Last graduation at Engineer Cadet Squadron

A scheme which provided the RAAF with graduate engineering officers for 25 years closed on this day after a graduation parade at Frognall, in the Melbourne suburb of Canterbury. From its beginnings in February 1961 as 'Detachment A' of the Radio Apprentice School, then Diploma Cadet Squadron from 1962, and Engineer Cadet Squadron (ECS) from 1976, the unit administered officer cadets who were studying for engineering diplomas and degrees at the Royal Melbourne Institute of Technology.



Until 1976 the squadron shared facilities at Frognall with the Melbourne Telecommunication Unit, which had occupied the site since its acquisition in 1942. With the closure of the ECS, future intakes of RAAF engineer students attended the new Australian Defence Force Academy.

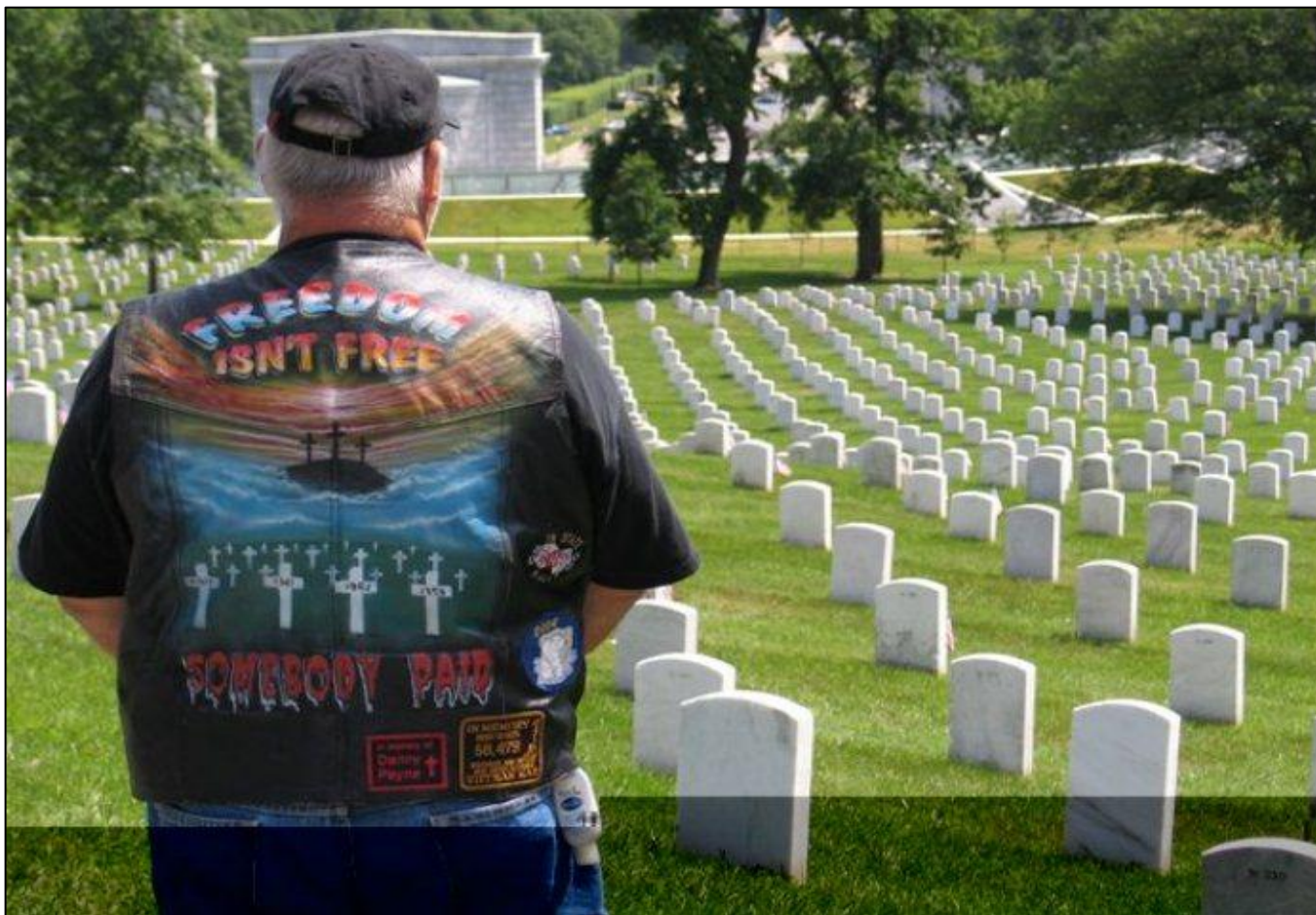
The base at Frognall closed down in March 1986 and was sold by the Commonwealth a short time later.

A bloke was getting ready to tee off on the first hole when a second golfer approached and asked if he could join him. The first said that he usually played alone, but agreed to the twosome. They were even after the first few holes. The second guy said, "We're about evenly matched, how about playing for five bucks a hole?" The first guy said that he wasn't much for betting, but agreed to the terms. The second guy won the remaining sixteen holes with ease. As they were walking off number eighteen, the second guy was busy counting his \$80.00. He confessed that he was the pro at a neighbouring course and liked to pick on suckers. The first fellow revealed that he was the Parish Priest. The pro was flustered and apologetic, offering to return the money. The Priest said, "You won fair and square and I was foolish to bet with you. You keep your winnings." The pro said, "Is there anything I can do to make it up to you?" The Priest said, "Well, you could come to Mass on Sunday and make a donation..... And, if you want to bring your mother and father along, I'll marry them."

An Aussie Poem.

Maree Fitzgerald sent us an Aussie poem, and you can read it [HERE](#).

Bruce Hurrell says "I never met one Veteran who enlisted to fight for Socialism.." and ain't it the truth.....



Tinian Island, Pacific Ocean – WW2 History

It's a small island, less than 40 square miles, a flat green dot in the vastness of Pacific blue. Fly over it and you notice a slash across its north end of uninhabited bush, a long thin line that looks like an overgrown dirt runway. If you didn't know what it was, you wouldn't give it a second glance out your airplane window.

On the ground, you see the runway isn't dirt but tarmac and crushed limestone, abandoned with weeds sticking out of it. Yet this is arguably the most historical airstrip on earth. This is where World War II was won. This is Runway Able:





On July 24, 1944, 30,000 US Marines landed on the beaches of Tinian . Eight days later, over 8,000 of the 8,800 Japanese soldiers on the island were dead (vs. 328 Marines), and four months later the Seabees had built the busiest airfield of WWII, dubbed North Field, enabling B-29 Superfortresses to launch air attacks on the Philippines, Okinawa, and mainland Japan.

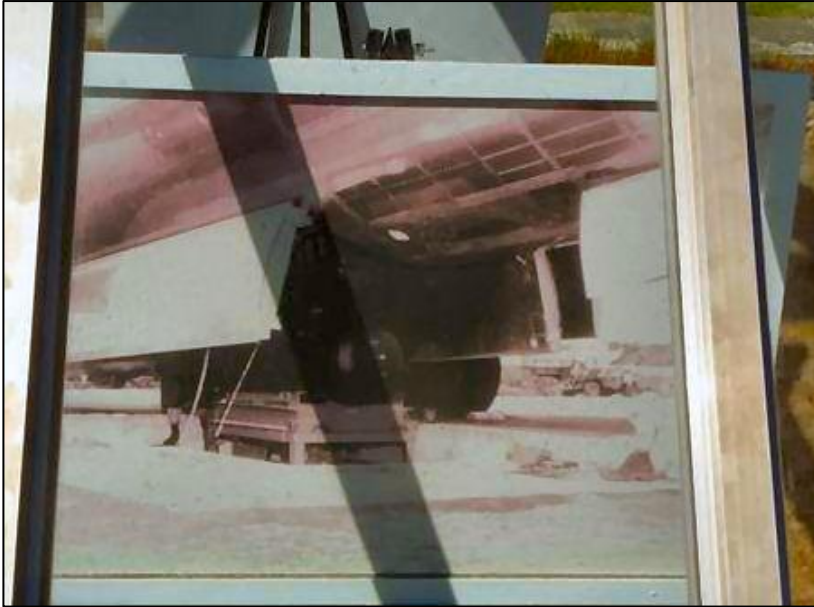
Late in the afternoon of August 5, 1945, a B-29 was maneuvered over a bomb loading pit, then after lengthy preparations, taxied to the east end of North Field's main runway, Runway Able, and at 2:45am in the early morning darkness of August 6, took off. The B-29 was piloted by Col. Paul Tibbets of the US Army Air Force, who had named the plane after his mother, Enola Gay. The crew named the bomb they were carrying Little Boy. 6½ hours later, at 8:15am, Japan time, the first atomic bomb was dropped on Hiroshima .

Three days later, in the pre-dawn hours of August 9, a B-29 named Bockscar (a pun on "boxcar" after its flight commander Capt. Frederick C Bock, piloted by Major Charles Sweeney dubbed Fat Man.

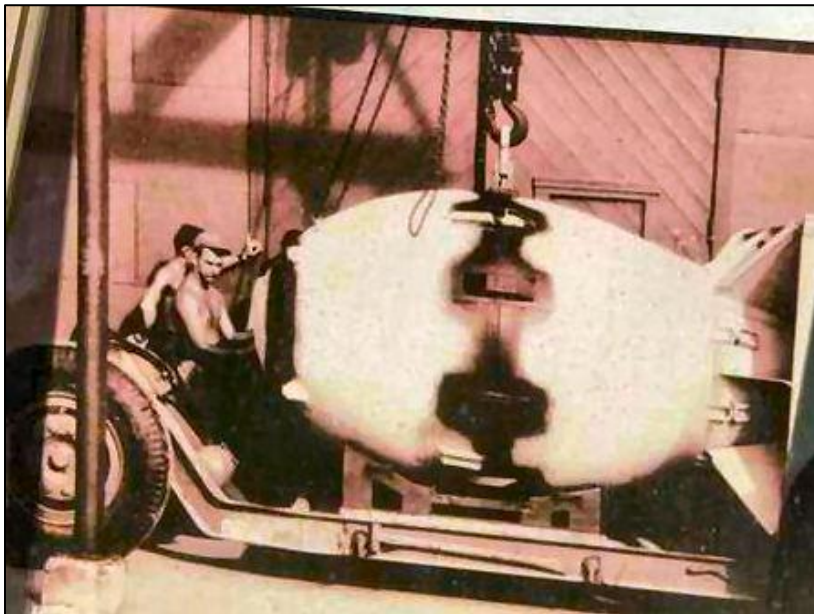


The photo at left is where the atomic bombs were loaded into the B29's.

The commemorative plaque records that 16 hours after the bombing of Nagasaki, on August 10, 1945 at 0300, the Japanese Emperor, without his cabinet's consent, decided to end the Pacific War."



Photos in the pit show the bombs being loaded into the aircraft.



This is where World War II ended with total victory of America over Japan. These days no one lives anywhere near the site. Most Americans, when they think of Hiroshima and Nagasaki, reflect not on the number of lives killed in the nuclear blasts, at least 70,000 and 50,000 respectively, but on the number of lives saved - how many more Japanese and Americans would have died in a continuation of the war had the nukes not been dropped. The bombs obviated the US invasion of Japan, Operation Downfall, that would have caused upwards of a million American and Japanese deaths or more.

Look at the photo of the cliff (left) which is on the nearby island of Saipan, which is less than 2klms from Tinian. The month before the Marines took Tinian, on June 15, 1944, 71,000 Marines landed on Saipan. They faced 31,000 Japanese soldiers determined not to surrender. Japan had colonized Saipan after World War I and turned the island into a giant sugar cane plantation. By the time of the Marine invasion, in addition to the 31,000 entrenched soldiers, some 25,000 Japanese settlers were living on Saipan, plus thousands more Okinawans, Koreans, and native islanders brutalized as slaves to cut the sugar cane.



There were also one or two thousand Korean "comfort women" (kanji in Japanese), abducted young women from Japan's colony of Korea to service the Japanese soldiers as sex slaves. We

forget about the extraordinary brutality of the Japanese and their uncivilized behaviour to the people of the lands they occupied before and during WW2. It's truly amazing how they have seemed to scrub their dark and black behaviour from popular history but the truth of it is still recorded in written records of history.

Within a week of their landing, the Marines set up a civilian prisoner encampment that quickly attracted a couple thousand Japanese and others wanting US food and protection. When word of this reached Emperor Hirohito - who contrary to the myth, was in full charge of the war – he became alarmed that radio interviews of the well-treated prisoners broadcast to Japan would subvert his people's will to fight. As meticulously documented by historian Herbert Bix in Hirohito and the Making of Modern Japan, the Emperor issued an order for all Japanese civilians on Saipan to commit suicide. The order included the promise that, although the civilians were of low caste, their suicide would grant them a status in heaven equal to those honoured soldiers who died in combat for their Emperor.

And that is why the precipice in the picture above is known as Suicide Cliff, off which over 20,000 Japanese civilians jumped to their deaths to comply with their fascist emperor's desire – mothers flinging their babies off the cliff first or in their arms as they jumped. Anyone reluctant or refused, such as the Okinawan or Korean slaves, were shoved off at gunpoint by the Jap soldiers. Then the soldiers themselves proceeded to hurl themselves into the ocean to drown off a sea cliff afterwards called Banzai Cliff. Of the 31,000 Japanese soldiers on Saipan, the Marines killed 25,000, 5,000 jumped off Banzai Cliff, and only the remaining thousand were taken prisoner.

The extent of this demented fanaticism is very hard for any civilized mind to fathom – especially when it is devoted not to anything noble but barbarian evil instead. The vast brutalities inflicted by the Japanese on their conquered and colonized peoples of China, Korea, the Philippines, and throughout their "Greater East Asia Co-Prosperity Sphere" was a hideously depraved horror.

And they were willing to fight to the death to defend it. The only way to put an end to the Japanese barbarian horror was unimaginably colossal destruction against which they had no defence whatever. Bombing Japan was not a matter of justice, revenge, or "it getting what it deserved". It was the only way to end the Japanese dementia.

And it worked - for the Japanese. They stopped being barbarians and started being civilized. They achieved more prosperity - and peace - than they ever knew, or could have achieved had they continued fighting and not been bombed. The US achieved this because they were determined to achieve victory. Victory without apologies.

Oh, yes... Guinness lists Saipan as having the best, most equitable, weather in the world. And the beaches? Well, take a look:



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Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out.



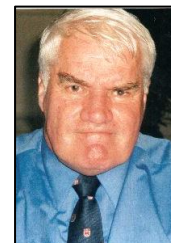
Wally Salzmann informs us that **Graham Sutcliffe** is in Knoxfield Hospital in Melbourne. Graham has prostate cancer and only half of his heart is working. He recently collapsed in Melbourne. Jeff Later says, unfortunately, the news is as bad as it can be, with Pam having to make the decision today on whether to turn off the machine. The girls are taking things very badly and are in Melbourne at present. There is no hope of improvement as a number of organs have shut down and he is in an induced coma at present. John I would appreciate it if you would contact myself or Jim Hall with members news, rather than Neil as we have built up a network with our members and it is confusing if they are hearing one thing from the present committee and another from the past secretary. I'm sure you understand what I mean.

Peter Holmes, who lives just north of the South Pole in Burnie, has recently been in and out of hospital trying to fight off the dreaded diabetes. The prognosis doesn't look too good and there is a very good chance that he could lose a leg. Unfortunately, it looks like he won't be lacing up the boots with the Dockers this year.

We wish you well Pete – and a speedy recovery.

The Eyes Have it!!!

John Broughton has been having trouble with his eyes for some time, the dreaded diabetes has played havoc with his left eye and for some time all sight in that eye when sent to the grey demodulator comes out blurred. That's not too bad as his left ear is bung too and for many years he's had mono hearing and mono sight, everything was in equilibrium. But recently, the right eye has started to mimic the left and now the grey material produces only blurred images – and I went with him on a 3,000 klm trip around Qld.....I wondered why he kept the big old Labrador handy at all times.



He keeps telling me in explicit detail how the docs have given him needles in the eye (he knows I'm squeamish) and shortly they are going to try and fix one of them. We wish you all the best mate, hope it all works out, Anzac Day in Brisvegas won't be the same without you.

Paul "Skin" Hickerton advises: I have the sad duty of informing you that **Geoff 'Farrelli' Farrell** (ex CO 5SQN, et al) is currently in Canberra Hospital suffering an aggressive relapse of

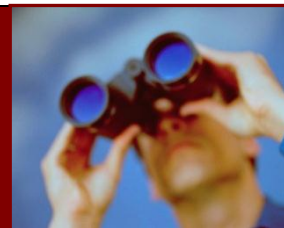
a previous melanoma incident, and the prognosis is not good. This time the cancer has spread throughout his body and while the Doctors have yet to indicate a timeline the indications are that his death is expected be 'sooner rather than later'. Apparently Chemo is not a good option as it will only prolong his situation; Radiotherapy may be an option but only to control the pain. His options and ongoing care are currently under discussion which may change the options. It is his wish that he spend his remaining time at home.

The suddenness of onset has taken all by surprise as his previous bout was considered to be a "successful" excision! He currently has his immediate family by his side but I am sure that he would appreciate hearing from friends and colleges. Cathy, his loving wife, is willing to take messages of support, etc, via email [HERE](#) or if you prefer, you can pass them through me [HERE](#).

Lance Haslelwood advises that **Gary Jones** (Two-Dogs) is very ill in Concord Hospital. Gary was an armament fitter with 9 Squadron in Vung Tau from December 1969 to December 1970. His lungs are on the way out and it looks like he'll need a transplant, if of course, he can get onto the transplant program.

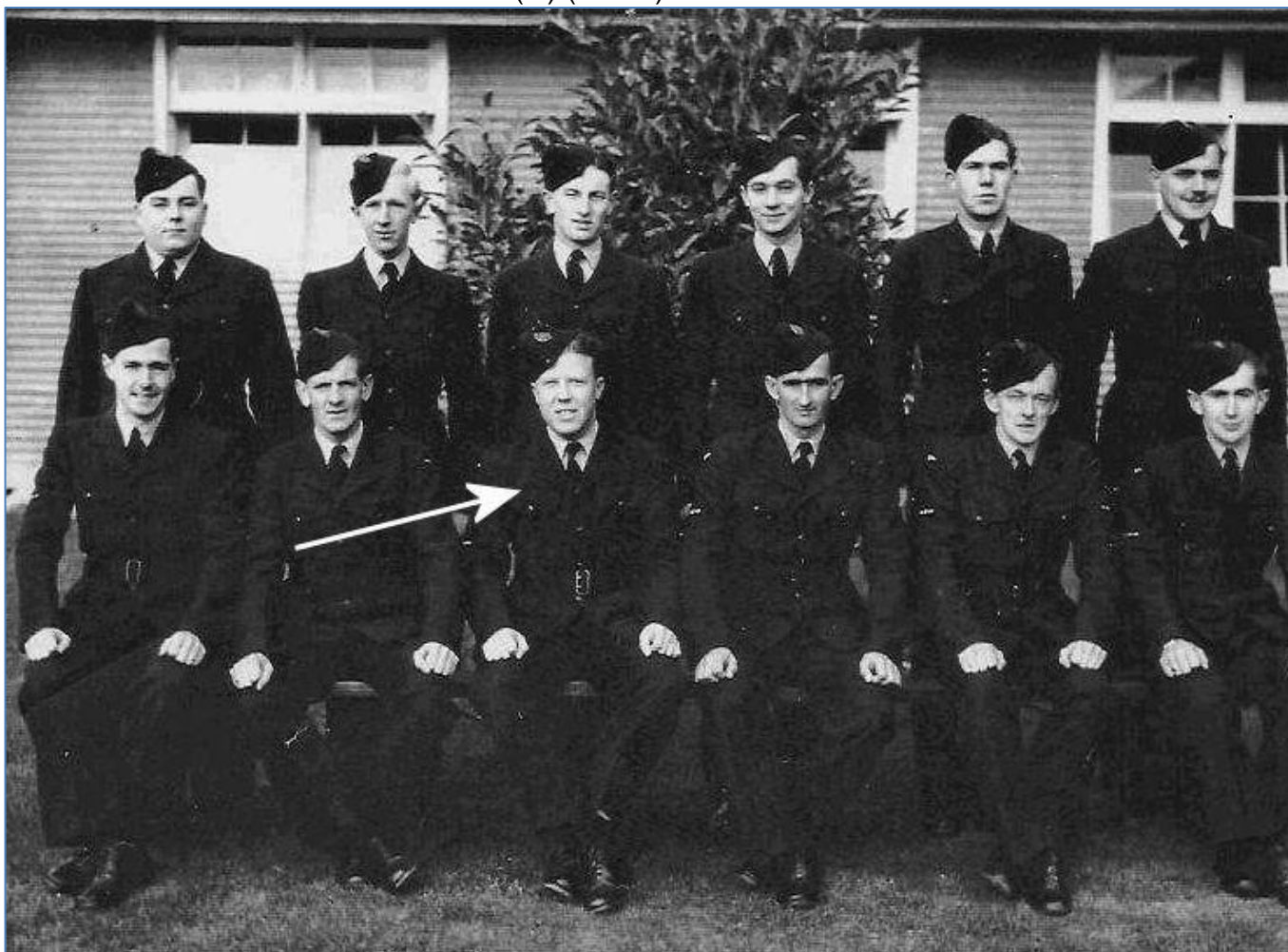
When I first heard of Gary's illness a little while ago, I phoned him at home and had a bit of a chat to him. He was in good spirits and seemed to be speaking alright but was on full-time oxygen. I've since learned that he has been admitted to Concord with fluid on the lungs and that the situation didn't seem good.

Where are they now?



Harry Andrews.

In [issue 26](#) of the magazine we had a photograph, which was taken in 1947, of a group of RAAF blokes who were on No 1 RTC (G) (below).



Peter Wilcock saw the photo and thinks he might know Harry Andrews, who is in the front row (arrowed) and has asked us if we can put them in touch.

Eddie Young (4th from the left in the back row) sent us the pic back in December 2008, and said at the time that he wondered if any other blokes in the photo were still alive as most would be well into their 80's by now.

If anyone knows where Harry is these days or can help us with a little bit of info on Harry, please get in touch with us by clicking the "Contact us" link above.

Diane Robertson got in touch, she said, "Is there any way the message below could be passed on to Peter Duncan, who submitted the article about Alec Robertson? Dear Peter: The article you submitted to the Radschool Association newsletter surfaced on an Internet search while I was looking for information on my brother, Alec Robertson. Although I've never heard of him being called Mang, the rest of your description rings true. There was a significant age difference between my older brother and me. He left home when I was still young, and I never got the chance to know him very well. Do you know anything more about the Alec Robertson mentioned in your article? What I remember of my brother is this:. He went by Smithy, joined the RAAF at 17, went to Vietnam with the RAAF as a helicopter mechanic, then went to work for a seismic survey company in Singapore after discharge from the RAAF. He met and married his Korean wife while working in Singapore, then lived in Brisbane for a while after discharge. He was born in Melbourne, but mostly grew up in Brisbane, then in Southport, Queensland. He was a guitar player. Any more information you can share with me about the Alec that you knew would be appreciated. Thank you. I know you lost track of him some years ago.

Hi my name is **Anne Humphrey** and I am looking for a '**Rocky**' who was based at Laverton Airforce Base in October 1971 and he would have been about 29 years old. I know it's a long shot and I'm sure I am probably clutching at straws but I would dearly love to get in touch with him. Unfortunately I know very little about him, only that he had a friend called Jim Kennedy and he would have known a girl called Delia O'Donnell.

If you can help, get in touch with us and we'll pass on the details - tb

Janice Anderson is looking for **Darrell Arthur McCune**, Army no 38389, who served with 5RAR, in Vietnam from May 1966 to May 1967. Janice is desperately trying to find him as his father is ill and not long to go.

If you can help, please contact Janice by email [HERE](#)

Steve Hardigan says, "I have received the following request and if anyone is able to assist please contact Phillip Parsons via email [HERE](#). I've just run into the son of **Ron "Shakey" Holling**. He was a photographer in Vietnam. The name rings a bell, however as you know there was a 'Shakey' in every unit in the RAAF. If you know him (Shakey), could you fill me in on him as he has just lost his wife this week and his son is very concerned as Shakey is doing it tough at the moment. He may have been at Phan Rang, although if he was at Vungers' in our time it would make this task a little easier. i.e, to get him some help as he may remember us and that would make intro' and offer for help a lot more friendlier.

Steve Hartigan would like some information on (or perhaps you are or know a crew member that was involved in) a 9 Sqn extraction of a SAS team on the 27 June 1967. He believes that Sqn Ldr J H Cox (Dec) may have been the pilot. This information is sought in order hopefully to be able to assist one of the SAS team. If you have any info please email Steve [HERE](#).

We heard from **Patrick Lee**, a currently serving FSGt, he says: “I was recently given a box containing pictures, an ID card and exercise books and notes of a **WOFF DAR Grant** who was an Armourer in the RAAF during WW2. The pictures are mainly of the various Gunnie courses that went through Laverton at the time plus a number of social occasions as well. His service number is 4784, born in Newtown, NSW in Feb 1916, He had nominated his next of kin as Ruth Grant. I believe he died in Mar 94.

If anyone might know of a Grant whose father was in the RAAF, please get in touch as any info would be appreciated in trying to return the box of belongings. If I can't find an owner, I intend to donate them to Defence Explosive Ordnance Training School (DEOTS) at Orchard Hills.

I've already been contacted by a number of Gunnie associations but the leads they have offered haven't materialised any new information as yet.

Owen Rawlins is interested in contacting some old mates from School of Radio. He was on 116 RTC in 1978/79, if you wish to get in touch with Owen, you can email him [HERE](#).

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Your say!



Last issue **Phil Witts** (right) was looking for a RAAF hat badge as he'd given all his uniforms to the local kindergarten for dress ups. Now grown up, his own billy lids are interested in what dad used to do when he was young and fancy free and wanted to see dad's uniform, not that dad could get into it these days.



Well, we asked and we're pleased to say that **Norn Ellis** saw Phil's request and as he had a spare, he offered to help Phil out. We put them in touch and now everyone is happy.

Thanks heaps Norm, that was a very nice thing to do...



Faye Chatham got in touch, she says, "Hi, You have a great team working to produce this great magazine. I really love Sam Houlston's "Computers and Stuff" page - it always has such interesting information."

Thanks Faye – we've passed your nice remarks onto Sam, "Some say he....." tb

38 RTC.

We had the photo below in [Vol 24](#) and [Vol 25](#), and we weren't too sure of some of the names. **Keith Russell** saw the pages and he says: "In looking through the past history of courses etc, I noticed some unidentified persons on 38 RMC.

In the photo the first unidentified person on the left of Ken McDougal is Chris Quain. Chris never finished the course and I believe left the RAAF very early afterwards. The second unidentified person next to Bruce (Tex) Writer is Mick Sicard. Mick failed an early exam and was remustered to the supply world. The third unidentified person next to John (Shep) Wooley is Graham Goodfellow. I believe he failed the same exam as Mick Sicard and was also remustered possibly to supply.

I am still trying to recall the name of the fourth unidentified person.

My memory of the details around 38 RMC is slightly different to that recorded by Roger Davis. We were all to be Radtechs and not sure if it was to be ground or air. However, on the day the course started we were advised that we were to be Telstechs and apparently some people on the course had some justification to leave the course and were simply transferred to the next Radtech course; the remainder of us continued on to become Telstechs and graduated as RADMECHS. We returned for the Telstech conversion course about 8 months later. Prof Carter was from 42 RMC and returned to join us on No3 TTC.

Again my memory is different from Roger's in that I am confident that the next course of Tels Techs was not No 39 RMC but something like No 42 RMC. No 3 TelsTech course was made up of the previous 38 RMC and a number of members from No 42 RMC. Our instructors were Eion McCarthy, Don McConville, Ron Fryer, and another short Sgt whose name starts with "H"

So now we have



Back Row: Chris Quain, Ken McDougall, Paul Egan, John Woolley, Graham Goodfellow, Unknown, Kev Cahill, Allan Martin

Front Row: Mick Sickard, Bruce Writer, Phil Hughson, Roger Davis, Paul Fairley, Rod Kime, Keith Russell.

Q. Which is worse, ignorance or apathy

A. I don't know, and I don't care.

Number 5, Mini-Computer Course.

Mike Carson got in touch, he says he can fill in one blank in the photo of No 5 Minicomputer course we had in Vol34. He says the bloke in the front row, second from the right, is Keith Starks, Telstech, who later became a Systech.

So now we have



Back row: Mark Fraser, Unknown, Mark? Grey, Unknown, Cliff Rogers
Front row: Len? Anderson, Unknown, Unknown, Keith Starks, Rory O'Connor.

Can anyone help with the others???

On some bases, the Air Force is on one side of the field and civilian aircraft use the other side, (Townsville and Willytown for starters). The control tower looks after everyone. One day the tower received a call from an aircraft asking, "What time is it?"

The tower responded, "Who is calling?" The aircraft replied, "What difference does it make?"

The tower replied, "It makes a lot of difference... If it is a commercial flight, it's "on the hour". If it is an Air Force plane, it is 1500 hours. If it is a Navy aircraft, it is 6 bells. If it is an Army aircraft, the big hand is on the 12 and the little hand is on the 3. If it is a private light aircraft, it's Wednesday afternoon and 120 minutes to "Happy Hour."

Frognall.

Ernie Gimm tells us that Mary Windsor (Moore) (right) is correct in her assumption, in the last issue, that the building at Frognall (below) is Transport/Equipment section and Pay Section near the tree. The Sgt Mess was on the other side of the parade ground/volley ball court.



Also [Page 3](#) mentions Frognall and 3 TELU in the same breath.



This is incorrect. Frognall certainly was the Primary Relay Station for the RAAF but known as Melbourne Telecommunication Unit (MTU) which housed No 1 Communications Centre (RAYP).

It had overseas circuits to Nairobi, Vancouver, Singapore, London, Wellington etc, to name a few.

Steve Irwin says: Hi All, I look forward to every issue of the magazine. I do tend to disappear into the fog of time for a day or 2 afterwards much to my wife's amusement.

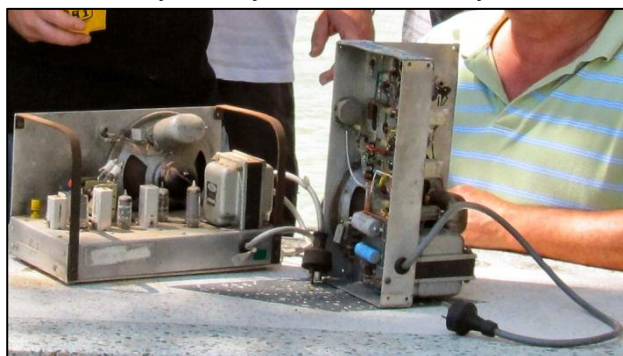
Frank Alley got in touch, he says, re the notice of the passing of Nick Carter in [Vol 33](#), I'm really sorry to hear that. I had a lot of time for Nick, a bit of a character, but genuinely helpful,

as was Ivan Spiller. When I started as an EDO at Radschool, I wasn't satisfied to just teach the theory, but would go with the troops down to the lab and do the practicals with them. Nick Carter was always helpful. I was also lucky to be taken under the wing of (Flt. Lt.) Jack Saunderson who took it upon himself to make sure this sprog could do such things as tune a transmitter. Regards,

(We're with you Frank, he was certainly a character and definitely had things organised in Vung Tau – and I don't think I ever heard a bad word spoken about him. He definitely helped a few of us on 41RTC get through Radschool – tb)

During training exercises, the Flight Lieutenant who was driving down a muddy back road encountered another car stuck in the mud with a red-faced Wing Commander at the wheel. "Your jeep stuck, sir?" asked the Flt Lt as he pulled alongside. "Nope," replied the Wingco, coming over and handing him the keys. "Yours is."

Alistair "Butch" Craill, ex 71 RTC wrote: Howdy all, in [Vol 32 on page 19](#), Reg Wood asked if one of the superhets in the photo might be one that he set up as a display unit for his FSgt while at Rads. I am almost certain that the superhet currently in my care is exactly that set, Perspex cover and all. It is currently on long term loan to me by a good mate who acquired the set from Radschool many years after Reg's efforts to preserve it. The set is still in very good condition and makes an excellent historical reference point. The other set in the photo was given to me by another good mate and I'm delighted to have it. As a valve radio collector, restorer and some time writer for the Historical Radio Society's magazine, "Radio Waves", I see it as a rare and interesting part of our radio history. Its restoration will form the basis of an article that I hope will properly document its existence and add a little bit more to the Radschool story.



If anyone has any anecdotes (colourful or otherwise) about their experience with Radschool superhets I'd love to read them (Brent – not telling tales out of school, but I believe you have a story concerning an AVO – tb) . And the known survivor count is currently at 2, are there any others? For all those that still enjoy "hollow-state" tech, click [HERE](#) for a copy of the original schematic for the "5 Valve Superhet, Basic Servicing".

The Bones.

Graham Crawford has corrected our spelling of Monte's name, it is Kakoschke, not Kakaschke as we had it in [our last issue](#) (been fixt), and Graham thinks the bloke directly behind Monte, next to Toby Paine, is Dan Slattery (ex 17 course Radio Appie).

Q: What's the difference between God and a fighter pilot?

A: God doesn't think he's a fighter pilot.

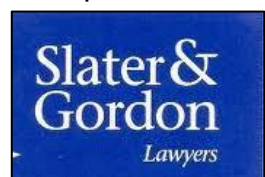
Michael Morrissey got in touch, he said:- "Re the mention of **Cpl. John Jarman** in [Vol 33, page 16](#). John had served as an interpreter with the 2nd AIF in the Middle East in WW2, he spoke German and Yiddish. On return to Australia from the middle east John was discharged from the AIF and joined the RAAF where he trained as a WAG. I have no information on his aircrew service in WW2. The reason he was so strange was because he was suffering from PTSD which was solely due to his war service. As John wandered around the camp talking to himself and sometimes waving his arms around, he retrieved drink bottles from the garbage bins and collected the returns on these and presented the cash to the Catholic Nuns who I think ran an orphanage in Ballarat.

Yes he was a strange character but he had a heart of gold. He was also very knowledgeable on all things WT, radio, radar and TV.

I met John when I was on No. 18 RadMech course at Ballarat in 1960. All the bods on this course were remustered mechanics from other trades who were considered surplus to RAAF requirements. John was our instructor on a number of radio subjects. I hope he did find a niche in civvy street and perhaps some mental peace away from RAAF service bull. And yes, there did seem to be a lot of jealousy from other instructors re John's abilities and perhaps his WW2 achievements.

I enjoy reading your magazine.

John Macmahon got in touch, he said, I have recently received a \$60,000 pay out from the Military Rehabilitation and Compensation Group (DVA-MRCG) for "severe depression" in consequence of a medical condition which has its genesis while on service in the RAAF. There may be information in my battle through Slater and Gordon to obtain compensation which may be useful to others. I also expect further compensation to be paid in respect of cancer. If you would like further details in the hopes that my journey can help others I will be happy to provide.



Thank you for an excellent magazine. I really look forward to reading it.

You can more information from [HERE](#) or if you prefer, you can contact John via email [HERE](#).

Officer: "Airman, do you have change for a 50 dollar note?"

Airman: "Sure, mate."

Officer: "That's no way to address an officer! Now let's try it again! Airman, do you have change for a 50 dollar note?"
Airman: "No, Sir!"

We heard from **Stuart Manson** who is with 10 Sqn down at Edinburgh, he says:

I am undertaking research from past 10 Sqn members who worked with the Neptune airframe. The sole purpose of my research is to create a website dedicated to 10 Sqn's past, present and future. I have managed to track down a lot of information from WWII and modern day aircraft, but have fallen quite short with the Neptune days. Would it be possible to pass on my email address to any of your members who served with 10 Sqn at any stage of their career? I am looking for any interesting info and pictures to be placed on the timeline of our website. Any help you could offer would be greatly appreciated.



You can contact Stuart [HERE](#)

Having just moved into his new office, a pompous new Squadron Leader was sitting at his desk when an airman knocked on the door. Conscious of his new position, the Sqn Ldr quickly picked up the phone, told the airman to enter, then said into the phone, "Yes, Air Vice Marshall, I'll be seeing him this afternoon and I'll pass along your message. In the meantime, thank you for your good wishes, sir."

Feeling as though he had sufficiently impressed the young airman, he asked, "What do you want?"

"Nothing important, sir," the airman replied, "I'm just here to hook up your telephone."

We heard from **Reg Wood**. Reg was on 55 RMC, then went to 36 Squadron with the old C130A's as a mech then back to Laverton for 35 RTC to do his techs and then posted to 3 Squadron with the Miracles, then off to Butterworth and 77 Squadron, then back to Willytown.

He took a D in January 1971 and would love to hear from anyone from the past before time runs out – but, he reckons he's not planning to leave in near future.

If you want to get in touch with Reg, you can email him [HERE](#)

Q: How do you know if there is a fighter pilot at your party?

A: He'll tell you.

Laurie Cook says: Howdy all, I saw a clipping in the Herald Sun (Melbourne) re the Radschool Association few weeks ago but then it went into the system and disappeared. So I was delighted when after a short search I found you on the net.

It is a long time from those days at Ballarat on those freezing mornings on the parade ground and the trumped up excuses to get weekend guards but what a good time it was. I was on 21 Rad Mechs course which later became 15 Rad Techs course, one of the first to go through Laverton. I spent my time thereafter at 1AD and then Base Squadron Laverton. I did know Gus Comer he was a WO at 1AD at the time and we also had WO Watson at Ballarat and Flt Lt McDermott at Ballarat and then at Laverton. He was also my school science teacher at Numurkah years before.

I am trying to remember names now Sgt Cliff Collert comes to mind too and the one and only Johnny Jarman with his AN-URD 2A Rotating Goniometer and his blackboard pointer with a great penis head at one end and a larger one painted bright red at the other end which caused us to fall over with laughter and his pissophone in the little Austin A30 was it? Then I remember too the fitting classes. Hours and hours of filing on the bloody dovetail that was never right and the tempering of steel that was ready when it was “**DOG C**K RED!**”. Then it was study, study, study in the freezing Nissan hut with a blanket wrapped around the legs to keep warm at 2.30 in the morning. The dunnys with no doors and seeing one of my mates sitting on the toilet after breakfast eating a Cherry Ripe.

The absolutely great billiards tables in the army hut, where I learned how to hustle for free beers long after my stay at Ballarat. And yes there were chicks too. We had a mate who looked like Ed “Cookie” Burns from 77 Sunset Strip - if you can remember that you're getting old. (Click the photo at right to play the opening scene from one of the shows and if you can understand what he's saying!!!! Did we really speak like that???)



Any, this mate played guitar and sang pretty well, so we got lots of invites to the WRAAF staff room where Corporal Trudy kept a beady eye on all of us. There were sabs which only got dipped in the mustard sauce supplied by the WRAAFs (sadly) and from memory, there was an endless supply of them until Trudy told us to go home.

One lasting memory was when it was a very frosty morning we tramped the CO's lawn near the flag at “Bullshite Castle” and when it thawed out it left the outline of a Superhetrodyne burnt into the grass. The WOD went mad but the CO loved it and we never got into trouble. Yes cold it surely was and the freezing mornings on the parade ground were those to remember after Darwin.

Ballarat was pretty tough in some ways for me. I was suffering from a bad back and was in and out of the Ballarat Gen for some time. I had hurt my back in Darwin when I was GH'ing for 5ACS, and the climate was a bit of a shock too since we got six inches of snow and blasting sleet while I was there. The CO wanted his office warm after parade and quite unknown to him I was given the job. What was unknown was that I grew up in the hills of Foster after the war where it rained for nine months of the year and dripped off the trees for the other three. As a six and a half year old kid I had to fill a nine gallon copper with water and boil it by the time my father and my older brother milked the cows by hand and if the water was not boiling, it was look out for me and I mean look out..... I got the tripe belted out of me quite a few times when it was proclaimed to the world that "the fire's black out and the water's stone bloody cold".

My father was an ex Jap POW and he had the shortest fuse of any person I have ever known. So if I could light a fire in Gippsland then it was no trouble anywhere else after I grew up, especially with a four gallon tin of RAAF polish at hand so when the CO came to his office it was always cosy, warm and a coffee was on the table. That kept me off the parade ground most days. One morning, I watched the lads line up on parade and next thing they were pulling off the greatcoats to reveal that lots of them still had their pyjamas on underneath. It was the funnies thing I had seen for a long time. The CO came into the office that morning and saw the grin on my face and looking very sternly at me said. "I know you are dressed Cook you don't take chances. And you are the best fire lighter I have ever had and you make a good coffee right when I need it."

Times never to be forgotten. Yes I would like to go to a reunion when one is arranged.

Q: What's the difference between a fighter pilot and a jet engine?

A: A jet engine stops whining when it shuts down.

Shirley McLean got in touch, she says, it's been a bit hectic here of late, not only have I needed a new computer but my land-line has been out of order since 27 January. No telephone and no computer, peace!! -- but I am up and running now.

After speaking with you at the EX-WRAAF National 60th Reunion in Brisbane last week, I am sending you some details on the First WRAAF course in 1951, for which I am proud to have been selected.

In 1949, permission was sought by the Australian Government, from Britain, to re-form the three women's services and in 1950 King George VI granted the title of WOMENS ROYAL AUSTRALIAN AIRFORCE (WRAAF), to distinguish the Australian Service from the WWII English "WAAF", Womens Auxilary Airforce and the Australian "WAAAF", Womens Australian Auxiliary Airforce.

In the late 1950's, the Federal Government advertised in the Australian newspapers, for expression of interest from women, to re-form the three women's services. This came about because of the outbreak of the war in Korea. There was a great deal of discussion in Federal Parliament at the time, as 1950 was a period of very high employment and the Air Ministry did not know if young women would be interested in giving up their jobs to join the service.



Shirley McLaren (left), shown here proudly wearing her ADM, leading the WRAAFs in the march on Anzac Day 2010 in Sydney.

How wrong they were, the recruiting office was overwhelmed as thousands of applications were received by the closing date in early January 1951. The criteria was for women who were single, 18 to 35 years of age or 37, if they had served in WWII. The enlistment was for four years with an automatic discharge if the girls got married or became pregnant. Overseas service was not allowed.

The selection process began to find 50 ladies for the first intake.

On Monday 29 January 1951, fifty (50) women were required to report for their final medicals and interviews for the WRAAF. Twenty five (25) were selected from Sydney NSW and twenty five (25) from Melbourne Victoria. The 25 Sydney WRAAF were transported by RAAF bus to RAAF Base Richmond NSW and 25 Victorian WRAAF were transported by bus to RAAF Base Laverton Victoria. These two groups of WRAAF were co-joined and were given the course numbers one (1) and (2).

Both courses were recruited on the same day and completed their recruit training on the same day.

Recruit training for WRAAF courses 1 and 2 commenced on Tuesday 30 January 1951. On Monday 26 February 1951, course one's pass out was held at Laverton and course two's pass out parade was held on the same day at Richmond. On the tarmac at Richmond, Air Vice Marshall J.P.J. McCauley (left) took the salute. The tarmac was used instead of the parade ground in order to make the first WRAAF's pass out parade a memorable one for the girls. Aircraft were placed around the tarmac, airmen from the base were placed in front of the aircraft, to make a background for the movie cameras which were to film it.



I wonder where that film is today?

In 1951, Richmond was responsible for WRAAF recruit training, drawing on women who lived in NSW and Queensland. Laverton was responsible for WRAAF recruit training, drawing on women who lived in the southern states. At the end of 1952, WRAAF recruit training ceased at Richmond and all WRAAF recruit training was moved to Victoria.

In 1950, Wing Officer Doris Carter OBE, based in Melbourne, was appointed Director of WRAAF. (Doris had been Australia's first women's field athlete to compete at an Olympic

Games when she was placed sixth in the high jump at the 1936 Berlin Olympic Games. She also represented Australia in international hockey, and was General Manager of the Australian Women's Team at the Melbourne Olympic Games in 1956. She was a remarkable woman being also the first woman to fly both the Canberra Bomber and the Vampire Jet. She said her proudest moment was in 1996 when she co-led the Melbourne ANZAC Day parade. Doris died on the 28 July 1999)



Flight Officer Peck was responsible for the planning of the WRAAF in its early days, then Flight Officer Eleanor Brett, who was her successor, commenced the task of making an untrained group of girls, into a highly efficient and well disciplined section of the service.

When the girls arrived at Richmond, they were met by Section Officer Pat Thompson, who was the OIC WRAAF TRAINING and Corporal Jimmy Carter RAAF, who was our drill instructor. As there were no WRAAF to precede us, we were trained by a male, whose nickname was "Killer" Carter. The story goes that, on one of the male recruit courses he trained, before we arrived, a recruit dropped dead.

Cpl. Carter considered it a badge of honour to be given the first WRAAF course to train, despite the ribbing from the airmen on the base.

Initially there were only 10 mustering's from which the girls could chose, once they and passed out, they were: Clerk, Clerk General, Clerk Stores, Drill Instructors, Equipment Assistants, Medical Orderlies, Police, Stewardess's and Tailoress's.

The average age of the girls was 23 years and they were required to be either trained or experienced or highly proficient in our chosen mustering. Further training was given to us after pass out, into the way the AirForce wanted us to perform our duties.

There have been many milestones reached in the last 60 years. In 1972:

- Equal pay rates for male and females were introduced.
- WRAAFs could remain in the services after marriage and/or pregnancy.
- Long service leave was available.
- Overseas service was allowed.
- In 1975 many non-traditional areas were opened to females, e.g. engineering, pilots.
- In 1977 the WRAAF were integrated into the RAAF and the title Women's was dropped. from WRAAF and became RAAF.
- Air Vice Marshall Julie Hammer (CSC) (right) was the first WRAAF to reach air rank, (she was an engineering officer.)
- In 1988, the first female Air Force pilots graduated .

With the exception of Airfield Defence units, there are few jobs within the RAAF today, barred to women.



The members who were in the WRAAF, never miss the opportunity to use “Royal”, when describing the WRAAF.

As Shirley says, “The title “Royal” is one which we have all been proud of. We were the ‘Royals.’

- I was proud to be a WRAAF.
- I was proud to be selected for the first intake.
- I am very proud to be an EX-WRAAF.

W23838

Sgt. Lemon S.J. Drill Instructor

29 January 1951 - 11 June 1955.

John Kettle got in touch, he says while at Richmond he worked in the same hangar as Radio Section and for better or worse, got to know some of the guys .



In the photo at left are two radio bods, John says the bloke on the ground is Mick Henry and he can't remember the name of the bloke up top, but thinks his first name was Arthur.

Other names he remembers from that era are:

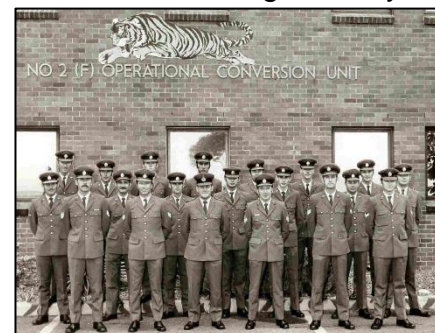
Tom CLANCY - deceased
Jim MEWTON - (NSW) now living on the Sunshine Coast
Tony MONTGOMERY - (NSW)
'Shorty' McMAHON - ex-Appy (?)
Bob PARKER - (Vic) now living in Thailand
Cpl Peter ..(?)

I knew some of them pretty well because on Saturday I used to travel to Sydney in a car with some of them going to Cahills (?) chain of restaurants for a big lunch. Also to go back Sunday night I would meet some of them at the Chevron at the Cross after dinner coffee before the 'long' trip back to Richmond usually on the train.

Jack Fenton says, Radio operators of RAAF 1 TelecomUnit, Pearce, and of Army 7 Sig Regiment, Cabarlah, continued serving together after WWII in Melbourne, Singapore and Hong Kong. Those RAAF ex-Operators commissioned and serving in South Viet Nam did us the honour of checking out our Army unit there, helping us locate Ozbeer sources while we obliged with Intel Summaries. Les Stapleton was a popular Operator with us in the UK station in Singapore and I wonder you would ask him to email me. I would be most grateful. Apart from my personal interest, I am sure that our Newsletter would be the richer for even the smallest bit of news of ex-RAAF colleagues which I'd be delighted to pass on to its Editor.

It was in your Radschool Magazine that I spotted his name.

Geoff Schmidt writes, Firstly, let me thank you for the excellent Radschool Magazines you publish. There are so many interesting snippets of information in them. In fact, I was in the photo in Issue 32 -- It showed a motley group of 2(F)OCU AEMF flight Willytown around '75/76. I was the OIC and Blue Gilmore was the SNCO in-charge (Lance Warren kept our TV's in working order).



I am an Enginst, having come through the RAAF Forest Hill Appy Scheme, and then went through RMIT while living at RAAF Frognall. Unfortunately I am unable to offer any of the missing names.

Alan Johnson got in touch, he saw our [recent article](#) on **Ron Raymond**, he says: I knew Ron Raymond first in Townsville circa 1957-1960. I was a Telegraphist my main job was manning Area Guard watches. I was also a student glider pilot (Ron was the instructor) flying out of an old WW2 aerodrome near Woodstock west of Townsville. After a landing mishap which resulted me ending up in an apple tree, Ron decided I needed some Wirraway lessons which was my first powered flight. As a Teleg I often swapped places with Signallers on 10 Sqn maritime flights with Ron as skipper. Later in about 1978 or thereabouts I met Ron in Port Moresby where he was flying for Air Niugini. since then I have not heard anything more of him. He was a top pilot and a great bloke.

(We agree on both counts Alan – tb)

Phil Carr got in touch, he says, “Been meaning to drop a line for a while. I currently work at Richmond for Raytheon (not for too much longer, the office is closing and the work will be transferred up north to Amberley/Brisbane). We have quite a few names some of you may recognise. Bryan Napper works here in the same office (20RAC) - I was on 28 Course. Some of our 'loggies' you may know too? Bob West, Doug Broome. Other ex radio guys you might know are Tracy Mostran, and in the Amberley office - Greg Fenwick (Cobber), and Peter Cheyne. Ian (Blue) McGregor (also ex 28 appie) works down the road on the simulators (he

retreaded to FltEng on C130H/707s). Clockies; Steve Ikin, Derek Gibbins, Col Mcewan (Amb offices). Blackhandlers; Tim Northen, and Karen Scifleet. Have run into quite a few other ex RadTechs and ex appies over the years too. Mick Paget (ex 18 Course) was at Thales while I was there. 'Most senior' (earliest course) appie I met was Dennis Wood off 8 Course.

My RAAF time was for 9 years, ending 27+ years ago now, but it sure has had a lasting effect on my working life.

News and Reunions!



Appy Reunion.

On Saturday 29 January, about 80 ex-Brats got together at the Werribee RSL for their annual get together. This event is held every year around the Australia Day weekend, and as one of the organisers, Phil “Dick” Tracy, who is the Secretary of the Melbourne Ex-Apprentice Committee said, it just keeps on getting bigger and better.



Don Ripper, Laurie Lindsay, Gordon Charlton.

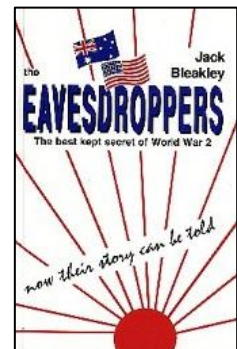
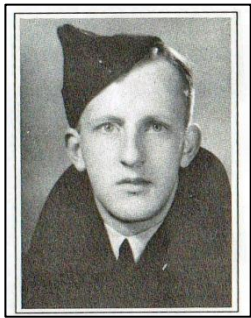
The reunion was started some years ago as an annual get together for the Wagga Brats, but was shortly “amended” to include the Queer Trade blokes from Laverton, who, as Laurie Lindsay insists, brought a bit of couth and culture to the event.

Dick Tracey said after the event that it was a magnificent success and the attendance numbers were definitely the best so far. He said they were already planning next year's event.

An Air Force Flight Sergeant and a Wing Commander were sitting in the barber-shop. They had just had a trim and a shave when the barbers reached for some after-shave lotion to slap on their faces. The Wingco shouted, "Hey, don't put that stuff on me! My wife will think I've been in a whorehouse! The FltSgt turned to his barber and said, "Go ahead and put it on, my wife doesn't know what the inside of a whorehouse smells like."

The Eavesdropper.

A wonderful book was written by Jack Bleakley back in 1995. It tells the story of Australian men and women, wireless interceptors, whose skill in intercepting coded Japanese transmissions in WWII provided MacArthur's intelligence organisation with vital information about enemy operations in the South West Pacific Area. Jack was a member of one of those Wireless Units during WWII.



The RAAF's [No. 1 Wireless Unit](#) is featured in this book.

Their secret operations were located in a number of houses in French and Sycamore Streets in the suburb of Pimlico in Townsville, before moving to a new location at Stuart in a fortified concrete bunker disguised as an old farm house. It's a very good read and you can read a précis on the book [HERE](#).

Jack was born and educated in Melbourne and he joined the RAAF in 1942. He served with No 1 Wireless Unit in Townsville and later in Port Moresby (1943), Nadzab (1944) and Biak (1944). He was then posted to No 5 Wireless Unit in the Philippines in 1945.

After the war, he resumed a career in Banking, rising to senior management level before he retired in 1982.

If you want a copy of the book, it is hard to get but you can buy one from [HERE](#).

Graham Brinsden is organising a reunion for Course 67 that went through Radschool from April 1973 to September 1974. He says the reunion is a preliminary get together to plan something bigger at a later date. All class mates and partners of Course 67 are welcome to a BBQ at Graham's house in Melbourne at midday on Saturday 26th February, 2011. It will be a "bring your own drinks" barby, all meat and salads are provided.

If you can make it, please email Graham [HERE](#), include your phone number and he will get in touch and give you the address. Graham apologises for the late notice, if you can't make it, but would be interested in a reunion, get in touch anyway.

2 Squadron Association.

There have been a number of books written about 2 Squadron from its inception back in 1916, its WW II exploits, the involvement in the Malaysia Emergency in the 1950s and 60s, Vietnam 1967-71 and then as a PR Squadron until 1982 when the Canberra was withdrawn from service. Some books have provided a history over the entire period, others have been time specific. All have provided valuable history.

Ken Marks, (right) has put together, into a 470 page book, the memories of 17 people who served with 2 Squadron in Phan Rang from 1967 to 1971. Their remembrances of significant events are in chronological order along with nearly 200 photographs and illustrations. Each section contains annexes that include members who served during that year, bombing tables, aircrew sorties flown and more. The final Annexes contain Primary Source resources for academics and students alike. Anyone who served in the squadron, or indeed their relatives and friends, would find this an exclusive insight into their "Personal" war.



This book is very much time specific and deals only with 2 Squadron's involvement at Phan Rang airbase in South Vietnam from April 1967 to the beginning of June 1971 when the squadron was withdrawn and returned to RAAF Base Amberley in Australia.

It is a lasting legacy and tribute to each and every one who served with the Squadron in Vietnam that they created a unit of excellence that drew high praise and accolades from the USAF and South Vietnamese with the Squadron being awarded the USAF Outstanding Unit Citation and the Republic of Vietnam Cross of Gallantry.

Contributors include:

John Downing - *Commanding Officer and Pilot (Oct 1970 – Mar 1971)*

Bill Wheeler - *Padre and CA Off*

Bob Bruce - *Navigator*

Wally Walters - *Pilot*

Nev Duus - *Navigator*

John Miller - *Navigator*

Kevin Hurman - *WOD*

Graham Giffin - *Motor Transport Fitter*

Dan Kinsella - *General carpenter*

Peter Finn - *Journalist*

Garry Cooper *Pilot - Australian FAC*

Howard Maniloff - *Journalist*

Stuart Ritchie - *Radio Technician (air)*



Ian Schafferius - *Instrument Fitter*
Ken Marks - *Radio Technician (air)*
Fred Neville - *Armament Fitter*
John Bird - *Safety Equipment Worker*
Lynton Clarke - *Telecommunications Operator*
Peter Maher - *Radio Technician (air)*
John Sainsbury - *General Hand*
William Peterson - *US Forces*
Jan Marks - *Wife of Vietnam Veteran Ken, and*
Dr Andrew Marks - *Son of Vietnam Veteran Ken*

(I see there's nothing there from one Alfred William - tb).

If you would like to order a copy, click [HERE](#) for order details. All profits from the sale of the book will be shared equally between the Blue Mountains Division of Legacy and the Blue Mountains Vietnam Veterans and Associated Forces.

"Well," snarled the tough old WOD to the LAC who was about to take his discharge, "I suppose after you get discharged, you'll just be waiting for me to die so you can come and pee on my grave." "Not me, Sir!" the airman replied. "Once I get out of the RAAF, I'm never going to stand in line again!"

34 Squadron.

Formed as a transport squadron in February 1942, No 34 Squadron, although equipped with inferior aircraft, such as Dragons, Ansons and Tiger Moths, operated from remote Northern Territory airfields until its disbandment in December 1942. It was then reformed in South Australia in January 1943 and equipped with DC3's which allowed the squadron to carry out general freight and troop carrying operations throughout Australia and into much of South East Asia. At the end of the war, 34 Sqn evacuated Australian POWs from Singapore and commenced courier flights to Japan in support of the Allied occupation of that country. In February 1946, No 34 Squadron returned to Australia, disbanding at Richmond four months later.



2 years later, it was reformed again (in March 1948), this time its task was principally in support of the various activities undertaken at the Woomera rocket range in South Australia and in July 1959 it was decided to give it another task, this time of providing VIP transport for Australia's leading citizens and visiting dignitaries, a job it has held to this day as it continues to provide a high standard of special transport for the Australian government.

Since 1959, it has operated a range of different aircraft, including Vickers Viscounts, Convair Metropolitans, BAC 111, HS748, Mystere Falcon 20 and Falcon 900.

Equipped now with the modern Boeing BBJ and Challenger CL 604 aircraft, the Sqn has attained an outstanding record for safety and efficiency.

Ken Stone is planning to hold a reunion to mark the 70th anniversary of the Squadron's formation, which will be held at Parliament House in Canberra and all past members of 34 Sqn are invited to advise their interest in holding such an event.



If you would be interested in attending, (this is not a commitment, but is required to gauge interest only) please let Ken know your intentions by emailing him [HERE](#) or you can call him on 02 6255 9732.

Ballarat Reunion.

Philip Marsh would like to remind all that went through Radschool Ballarat that the proposed reunion is for this year, 2011, not last year as mentioned in previous emails – so you haven't missed it after all. It will be held over the period 23-27 March. "If you are planning to be alive in 2011, and are interested in a FINAL reunion, please let us know so we can get an idea of how many are interested. By doing so you are NOT committing yourself to attending. We know from last time that disaster can strike at any time. We will canvas activities you may be interested in later. Just getting there may be activity enough.

Please advise changes of email, change of address or passing on of those ex Ballarat members you have been in contact with. 2 years is a long time in network affairs and I had a lot of bouncing emails last time. I haven't contacted any of the snail mail members as yet, so if you know anyone who might be interested please let them know.

If you would like to attend, please drop me an email to Radschool.reunion@gmail.com and let me know, or you can call me on 0416 099 464".

Further details [HERE](#).

9 Sqn.



Steve Hartigan would like to inform everyone that 9 Sqn is currently planning a welcome back celebration for A2-771, along with an Association get together, to be held in the first week of November 2011 at the RAAF Base Amberley. Discussions are currently being held with the hope of being able to organise a dinning in night in one of the hangers of the Aviation Heritage Centre. Further details of the event and meet and greet places and times will be announced once the planning takes a more specific shape. Accommodation availability details and costs will also be announced when planning has progressed. We are expecting that the restoration of A2-771 to 1971 configuration including a gunship fit-out will be complete and provide the complete backdrop to the weekend's festivities.

We ask that you keep the first week of November 2011 free and hope that you will be able to join us at RAAF Amberley.

32 RMC Proposed Reunion.

3 July this year will mark 50 years since arriving at Radschool, RAAF Laverton, for the blokes on 32 Radio Mechanics Course which was the 1st RMC to start at Laverton.

Bevin Ford is trying to organise a reunion. If you were on 32 RMC and would be interested, please contact Bevan via email [HERE](#).

The Djinnang Association is holding its annual get together on the 28th May, commencing at 1400, once again at the Queensland Public Service Club. The club was high and dry during the recent flood and is looking forward to welcoming Djinnang members again. As Ernie Gimm says, "After a year of bushfires, floods and cyclones we could all do with a little respite and what better way than to visit Brisbane and reflect with old friends at our annual re-union." If you are able to attend, please email your intentions to Kerry Harington [HERE](#).



Names would be appreciated for catering purposes.