




# RAAF Radschool Association Magazine

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Sept 2011

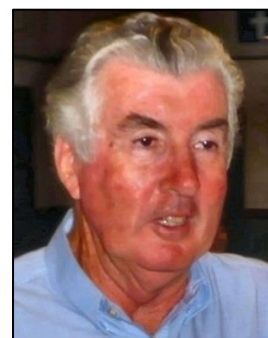
	<p>Sadly in the few months since our last issue, we have once again lost some very good mates.</p> <p>See Page 2</p>	<p>Our lovely Page 3 girl this issue is Flt Lt Name withheld who is the Admino at 33 Sqn, Amberley. We also have photos of courses from a long time ago.</p> <p>See Page 3</p>	
	<p>If you've just bought a Mac, Sam tells you how to transfer the data over from your old PC. And, he shows how to save ink/toner on your printer.</p> <p>See Page 4</p>	<p>Col O'Brien has sent us a bunch of photos taken at Ballarat yonks ago and Joy Hutchinson sent us some from a recent RAAF Assoc meeting at Coffs.</p> <p>See Page 5</p>	



There's been some confusion about who gets a set top box and who doesn't – Ted sorts that out. And there's a Bra war going on in Qld, Ted's got a grasp of that.

John McDougall, ex-Caribou Loady and F111 sumpie, tells us his story.

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See page 6



The un-necessary anxiety imposed on those young Army blokes has finally ended and the old CO2 topic has re-emerged.

Allan George is back on deck, having taken a break and swanned around the US for many weeks. He has a close look at the Cowra Breakout and other stuff.

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The Djinnang Association got together again on the 28<sup>th</sup> May.

A lot of people suffer from Sleep Apnoea, check it out here and is depression caused by the weather?

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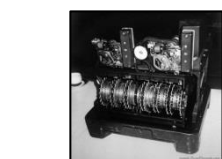


33 Sqn's new Tankers are arriving at Amberley and Dick Harcourt has the good oil on the UK's code breaking section during WWII.

Ted Strugnell has been researching the 'myth' of the lost Spitfires of Oakey.

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August was a busy month for the RSL, VP day and Vietnam Vets day kept them busy. We find out what is planned for Iroquois A2-1022.

A few people are doing a lot to bring some fairness to the DFRB/DFRDB issue, but you have to help. If you are affected, join them.

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	<p>Back in 1969, Australian Forces Radio was set up in Vung Tau.</p> <p>See Page 16.</p>	<p>A few blokes are not as well as they should be.</p> <p>See Page 17</p>	
	<p>We're looking for a few people, perhaps you can help.</p> <p>See Page 18</p>	<p>This is where you have your say.</p> <p>See Page 19</p>	
	<p>Here's the news, all the news, the whole news and nothing but the news.</p> <p>Page 20</p>	<p><b>Index.</b></p> <p>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 <a href="#">Index</a> link on the top of each page and just follow the links.</p>	

## Opinion!

All legal action has finally ended against a group of Australian commandos involved in a disastrous raid in which, tragically and accidentally, six Afghan civilians died. Thankfully, the Director of Military Prosecutions, Brigadier Lyn McDade lost her case before a Military Judge and the soldiers, whose job it is to carry out orders given by the Army, at huge risk to themselves, have had to live a dreadful and anxious life since that incident in Feb 2009. A judge, who it seems knows a bit more about how the Army works than does McDade, has thrown the case out.

We admit we do not have access to all the facts in the case, but, relying on what has been reported and what is out in the public domain, it looks very much like it was a political decision to bring on the charges - but why??



Surely McDade would know that the Aussie soldiers did not, and would not, deliberately set out to kill innocent civilians. Surely she is not suggesting that they would?? If this were so, then why the charge?

Surely she would know that those young blokes were involved in a live fire incident, people were trying to kill them. An interesting questions, and one that has to be asked, is, if she was in the same situation, what would she do??

All McDade has done now is cause enormous anxiety in the Defence Force ranks – all solders will surely be worrying whether they could be next – if, when under enemy fire, they accidentally kill or maim one or more civilians, could they also be on a manslaughter charge. Unfortunately, we feel that this could lead to Australians losing their lives – there is no room for hesitation when under fire. There's an old saying, "He who hesitates is lost," when under fire, I think it is right on the money.

What if the artillery kills one or more civilians in a barrage, or what if an RAAF aircraft drops a bomb on a target and civilians are killed – are they now chargeable offences?? It was McDade's decision to bring on those charges and because of her decision, there is now considerable unrest in the ADF.

The people in the real ADF are distancing themselves from her. Defence Force chief General David Hurley said ""The legal processes that were adhered to in relation to this matter were independent of the chain of command," and the Defence Minister Stephen Smith said he would now ask the director of Military Prosecutions Brigadier Lyn McDade to provide a comprehensive assessment of the case and of circumstances which led to it being finalised.

But still she was recently re-appointed to her \$100,000 pa job.

The best thing a new government could do is dump the Office of Military Prosecutions and return discipline in the military to senior officers who know how the Services work.

You can see more on [page 8](#)

## Facebook

We've had a lot of requests/suggestions to open a Radschool Facebook account. That has now been done and it's there if you wish to join. A lot already have and it's a great vehicle with which people can keep in touch. Search for RAAF Radschool-Association, ask to be a friend and you're in.



## Virus

There is a nasty virus doing the rounds via email. If you use Internet email (Yahoo, Hotmail, Gmail etc) you could receive an innocent looking email titled "Here you have it". If you open the file a message will appear on your screen saying: 'It is too late now, your life is no longer beautiful, f\*\*\* you and die....'

You can see more information on it [HERE](#)

## **Membership.**

Please check the [list of names](#) and if you've joined but 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 again and send it to us. If you're not a member and would like to be, do likewise.

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.

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## IN MEMORANDUM

Bob Hambling got in touch, he said “Sadly, **Bill Leeming** passed away in Toowoomba on Sunday the 29<sup>th</sup> May. He has been in poor health over the last 5 years and his condition worsened in the last 2 weeks. He served at RRIS 1AD (Radio Repair and Installation SQN) as a CPL in the early 60’s and then had a tour of duty in Ubon. RRIS operated out of two fibro shacks on the tarmac near Air Movements at Laverton. The unit would install electronics gear at bases around the country and also repair anything electronic that was returned to the stores system as “Repairable”. Some of the work entailed stripping radio gear completely, having the chassis electroplated and then the item being rebuilt entailing enormous man-hours. Much of the gear was obsolete and probably ended up in disposals after repair.

Bill was also on the Bloodhound Mk II in England, Cyprus and Singapore as a WOFF before



being commissioned. He served a stretch in TELENG at HQSC and then at BSQN Pearce before retiring. The photo at left was taken when about 25 RAAF members were serving at 112 RAF SQN in Cyprus as part of the Bloodhound Mk11 SAM project.

We were sampling our first taste of Kokinelli wine in Cyprus, unlimited quantities of this red wine (vintage about last week) were served free with a kebab dinner for the

princely sum of about \$1.50.

**Far side of table:** **Bill Leeming**, Kev Davis, Geoff and Rosie Forsyth, Norma and Bob Hambling.

**This side:** Tom and Cathy Rix, Beryl Leeming. Jenny and Max Porter.

Neil Hunter advises the passing of **Doug Arnold**. Doug was admitted to Werribee Hospital Palliative care unit on the 4th June in an attempt to better manage his pain however, his condition rapidly changed for the worse and he passed away that evening.

His funeral was held in Altona on Tuesday 7th June.

The photo of **Doug** (right) was taken at a Telstech reunion held at Laverton back in May 2008.

The following message was received from Val Arnold, wife of the late Doug Arnold: "Please could you pass the following message on to your members. My family and I would like to give our heartfelt thanks to those who could make it to his funeral and those of you who have sent messages of sympathy to us on Doug's passing. It was deeply gratifying to know that so many of you held Doug in such high regard. I'm sure that if Doug was still here he would tell you all to get your prostrate checked out. Also if you do have cancer DVA may cover your expenses, even if you did not serve in a war zone. Doug was and didn't. Thank you all again, Val Arnold and family"



We heard from Jacqui Clough who told us the sad news that **Will Clough** had passed away towards the end of 2010. Unfortunately, we have no further details.

Steve Hartigan advises the passing of **Tom Kajevic** in Gatton (Qld) Hospital on the morning of the 27<sup>th</sup> June 2011. Tom, who was a crewy with 5 Sqn, had been ill with multiple problems and appears to have died from a heart attack. His funeral, which very well attended with over 40 people, including about 20 from 9 Sqn, was held at the Gatton Cemetery on Monday 4<sup>th</sup> July. The service was a graveside funeral with the RSL providing the ceremony with the Australian flag and was very moving.



The wake afterwards was held at the Gatton RSL and gave folk a good opportunity to celebrate Tom, catch up with one another, swap stories and contact details. Some of us had not seen many fellow service folk for near forty years.

Tom's sisters Vera and Maria and Tom's partner Diane, wish to pass on their heart-felt thanks for the support and well wishes from the many people who attended and for those who sent on their condolences.

With regret, Dick Tracy advises the death of two 6 Intake members (the Pansies, passed out at Wagga on the 10th Dec 1954) **Jim (David) Tully** died towards the end of June when his Spyder motor cycle hit a pothole near Scone and Jim was killed when he was thrown into the roadside guard rail. He became a Flight Engineer on the C-130A Hercules in 1966. In 1974 he left the Air Force to join Cathay Pacific Airways as a Flight Engineer. After Cathay he retired to Raymond Terrace. He had a heart attack whilst riding his Motor Bike on the New England Highway on Tuesday 16<sup>th</sup> August, went into hospital on the Wednesday and passed away on Saturday 20<sup>th</sup> Aug. He was 75 years old and loved doing up, and riding old motor bikes. He was buried on the 29<sup>th</sup> August at the Garden of Remembrance, Carbrook.

My other close mate **Bill McAloney** died on the 27th June after collapsing while visiting his son David at Bathurst.. He was medivaced to Sydney but he never regained consciousness”.

Ernie Gimm advises that **Alun Rundle**, shown here on 91 Telegs in 1969, passed away peacefully in his sleep at midday on Sunday 22nd July. He was in hospital in Plymouth in the UK after a fall sometime around the 4th July. It is not sure whether the fall caused his condition or his condition caused the fall. Alun leaves his wife, Jean (nee McCrath).



Gerry Hemy advised that **Ron Tyler** passed away peacefully on the 8th August 2011 at the St. John of God Hospital, Subiaco. Ron's funeral was held at Karrakatta Crematorium (Norfolk Chapel) on the 11th. August.

Steve Hartigan advises it is his sad duty to notify you that another of our 'fold', **Alan Bielby** (Crewman) died suddenly at home on the 12th August. Alan was a 'gunny' with 9 Sqn in Vung Tau from December 1970 to December 1971, he was 64 years old.

Ian Pilbeam advises the sad news of the passing of **Glenn (Shorty) Stevens**. Glenn lived at Wellington point, a bay side suburb of Brisbane and passed away suddenly on the 20th August, 2011. Ian says he followed Glenn into the WOE position on the F-111 Avionics Upgrade Program (AUP) Project for the final six months. Glenn was a truly outstanding man and great mentor. He will be sadly missed by many, especially those in the F-111 AUP community. He was buried at the Great Southern Garden of Remembrance, Crematorium Chapel, 1774 Mt Cotton Road, Carbrook, Monday 29th August.



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## **Page 3 Girl**

Our Page 3 girl this issue is the delightful **Name and photo withheld on request..**

xxxx was born and grew up in Mackay North Queensland. Upon completing her primary and secondary education in Mackay, she continued her studies with the Central Queensland University where she successfully completed a Bachelor of Arts in Communications and Mass Media, Social Work and Psychology.

After almost 10 years in retail as a Manager for Target, Bunnings and subsequently opening Store Manager for Priceline Townsville; xxxx entered the Air Force as a Direct Entry Officer into the Administrative Officer specialization.



Her first posting was as the Senior Administrative Officer to 3 Combat Support Hospital at RAAF Base Richmond with subsequent postings to Air Force Headquarters, Headquarters Joint Operations Command (HQ JOC) at HMAS Kuttabul, Fairbairn and at the headquarters current location outside of Bungendore, and now at RAAF Base Amberley with 33 Squadron.

She has been employed in various roles as an Administrative Officer, Public Relations Officer and as a Public Affairs Officer (PAO) including roles as a Military Camera Team (MCT) leader in support of the 1st Joint Public Affairs Unit. Tasks included providing support to the Roulettes, Air Force Band, Air Force Balloon, Puppy Foster Program (Military Working Dogs), Avalon Air shows, RAAF Air shows and other tasks such as the Hobart Battle of Britain celebrations. She was also engaged in various roles on exercises such as Talisman Sabre 05, Pitch Black 06 and as the OPSO of the Combined Joint Information Bureau for Exercise Talisman Sabre 07.

In 2007 she deployed with the Special Operations Task Group into Afghanistan and then again to both Afghanistan and the MEAO towards the end of 2009 as the Senior Military Public Affairs Officer for both Operations Kruger and Slipper.

She says “I would have to say the most challenging and most enjoyable time I have experienced so far, was during my deployment with the Special Forces into Afghanistan. It was a rare opportunity to be immersed in their battle space and to see the execution of their roles first hand was a privilege.”

Back in 1977, (and not before time) the Army, Navy and Air Force disbanded their separate female divisions and integrated the girls into the services as equals to their male counterparts. Female officers assumed the same ranks as male officers.

She joined the “new” RAAF, a RAAF that now offers girls the same opportunities, the same benefits and the same pay that the blokes have enjoyed for years. The RAAF now treats all of its members equally and Catherine, like her female colleagues is making the most of it and good luck to her.

We reckon they are lucky to have her.

(And - we didn't have a lot of female officers in our RAAF and so, just in case you want to know, she is referred to as Ma'am)

## 66 TELEGS (Instructor: Cpl Don HORSBURGH)



**Back Row, L-R:** Bernie McDERMOTT, Bruce NEAVE, Col METCALF, Lionel ROSE, Bob PLATT, David ROE, Gordon BASSETT, Roy "Dutchy" HEASLIP, Ray ARLOTT  
**Front Row L-R:** Lloyd MEREDITH, Clarrie BROWN, Noel VINSON, Bruce WESTON, ?? ROBERTSON, ?? WOOD, Col "Limpy" MALLETT, Mick FARGHER

## 32 Appy.

Phil Miller sent us these photos from his Radschool days which he scanned from the Radio Apprentice course graduation booklet. The first photo shows the lads at the end of course, (before celebratory drinkies) the next one is of the Apprentice Flight staff, including Doc Johnson as mentioned in the May edition of the RAM and the last is the lads, after celebratory drinkies.

Phil (far left in the bottom pic) says he can't remember why he looks so sad in the pic as he seems to remember having a wonderful time.

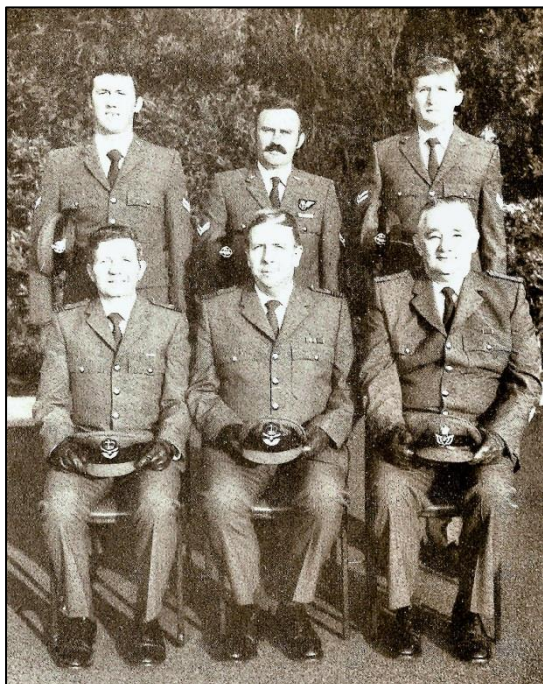
## 32 Radio Appies Course – 20<sup>th</sup> October, 1980.



**Back Row L-R:** LApp Reid, LApp Whiteside, LApp Dines, LApp Nillesen, LApp Spenser, LApp Bagnell

**Centre Row L-R:** LApp Price, LApp Ashworth, LApp Miller, LApp Tottle, LApp Mitchelson, LApp Cullen, LApp Lane, LApp Robjent

**Front Row L-R:** LApp Cox, CplApp Paris, CplApp Coyne, SgtApp Vis, FSgtApp Greber, FSgtApp Cook, SgtApp Price, CplApp Dawson, LApp Terrell



### Radschool Apprentice-Flight Staff.

**Back Row L-R:** Cpl D Dern, Cpl A Tregilgas, Cpl M Kearney.

**Front Row L-R:** FltLt Bob Hambling, Sqn Ldr R Dines, WOff K "Doc" Johnson

## 32 Appy Graduation-night Party

(Click the pic for a bigger view)



### Brains of Britain - they walk among us!

BBC NORFOLK.

**Announcer:** Who had a worldwide hit with "What A Wonderful World"?

**Contestant:** I don't know.

**Announcer:** I'll give you some clues: what do you call the part between your hand and your elbow?

**Contestant:** Arm

**Announcer:** Correct And if you're not weak, you're...?

**Contestant:** Strong.

**Announcer:** Correct - and what was Lord Mountbatten's first name?

**Contestant:** Louis

**Announcer:** Well, there we are then. So who had a worldwide hit with the song "What A Wonderful World"?

**Contestant:** Frank Sinatra?

## 23 Radio Appy.



**Back Row L-R:** LApp Allan, LApp Hawley, LApp Reibelt, CplApp Darby, LApp Holland, LApp Garner, LApp Prescott, LApp Dahl, CplApp Daly.

**Standing L-R:** LApp Kendal, LApp Mackenzie, LApp Coombs, LApp Bates, CplApp McDonnell, LApp McFarland, LApp Gilbert, LApp Webster, LApp Carter, LApp Weir.

**Seated L-R:** LApp Haddock, LApp Habel, SgtApp Farley, FSgtApp Massie, WOffApp Wakefield, FSgtApp Bambach, SgtApp Pick, AgtApp Roberts, LApp Sollors, LApp Dix

**Front Row L-R:** LApp Mewburn, LApp Luff, CplApp Heather, LApp Skipworth, CplApp Gedders, LApp Cowan, LApp Bond

Half the people you know are below average.

This is a photo of the DTS Staff (Defence Technical Scholarship) taken in 1984 but unfortunately, we don't have all the first names. Ken Morris, who was posted to Radschool in 1985, has helped us with a lot but if you can help with more, please get in touch.

Click the pic for bigger view.

STYS, Ed ORR, Wayne MORRIS, Brian FITCHES, PERKINS, BELL, DUGGAN, MILES, Mick ROGERSON, SCOTT, Mick SWEETLOVE, ANDERSON, Steve HILTON, COAD.

Frank OSBORNE, Doug ARNOLD (Deceased), John QUAST, MURPHY, John MASON, Barry MANN, CUTHBERTSON, HOOD, Neville MORRISSEY, Dennis "Mouse" GRAHAM, GOODWIN, Garry RICHARDSON.

M ACKAY, ROGERS, WHITE, HILL, Paul (Ferret) ATKINS, GILLIS, Ray VICINO, Ted SANDERSON, ALLEN, Len BEILBY, Alan "Spider" LAMBERT.



## ASAFCOMMEN RICHMOND STAFF??

We think this is a photo of the Richmond Comm Centre staff and was taken in 1987, but we don't have any names, can anyone help?? (and what is ASAFCOMM???)



## Ubon.

We received the following two photos taken of the Comm Centre at Ubon many years ago. Unfortunately, we don't have any further details, if anyone can help, please do!!



## 41 RTC.

Ken Marks sent us this photo of a bunch of virile, young, handsome and super smart young blokes who were on 41 RTC at Laverton in 1967, some of who went on to become the best Radtechs the RAAF ever had. We're a bit short on a few names - any help would be appreciated. (Click the pic for a bigger view)



**Back Row L-R:** ....., Phil Witts, Brent Knight, ....., ....., John Mathwin, John Butler, Lindsay Gale, Terry Horsley, .....DeKevitt??, Laurie Gray, ....., .....

**Front Row L-R:** Ken Marks, Stuart Ritchie, John Thomson, ....., Trevor Benneworth, John Beattie, Peter Kensett, ....., ....., Geoff Phillips, Alan O'Connor, Graeme Benthien

## 5 Commsop Course.

Once again, we don't have any first names and we don't know when the course passed out, please let us know if you can.



Hilton, Ashdown, Hardinge, Whitmore, Browning, Plenzich  
Johnson, Filkin, McPherson, Kuhl, Brown, Cannel, Hogarth

The morning after their honeymoon, the wife said to her husband, "Y'know, you're really a lousy lover!" The husband replied, "How would you know after only 30 seconds?"



## Computers and Stuff.

Sam Houliston.

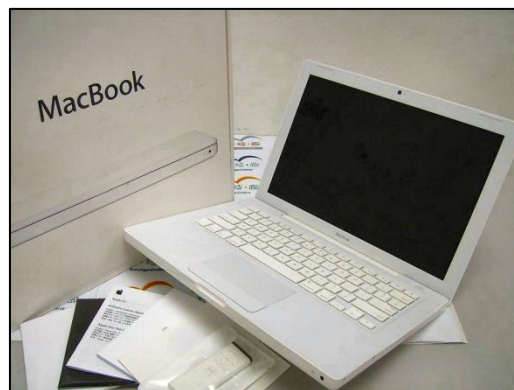
### PC to MAC.

A lot is happening in computer world these days. Most people are switching from the desktop style computer to the more useful laptop which, with the recent advances in technology, are just as versatile, fast and able to store as many zeros and ones as the big old desktop.

Another change is happening too – people are abandoning the PC in favour of machines from the Apple factory, which, apart from being streets ahead in terms of aesthetics, are far better at crunching large bunches of numbers and are more intuitive to use.

But, if you were to buy one tomorrow, how do you transfer all that stuff you've accumulated on your trusty old PC to the shiny new Mac.

Well, in reality, provided you are a little handy with the way computers work and don't have a huge amount of 'stuff' to transfer, it can be quite an easy job. You can do it through a home network or by just copying your files from the old PC onto a memory stick then copying them into the Mac. But, if you're a bit of a novice and/or you have lots of quirky little programs that you've picked up over the years, it can be quite a task. If you are a real novice, you would be well advised to have the Apple people do it for you, they will/might charge you but it will be money well spent.



Those users that aren't heavily into programs, who use Web based email such as Hotmail, Bigpond, Gmail or Yahoo instead of a client based email, such as Outlook, with years of Calendar history, thousands of emails in hundreds of subfolders and thousands of contacts and groups, will bolt it in. Similarly, if you use iTunes instead of Windows Media Player or some other exotic music handling program and you use Word to write letters, you won't have any trouble.

But, if you are a more complex user and have lots of programs that have years of data stored in a variety of proprietary formats then you may hit a few hurdles. There probably is a freeby or very cheap program out there that will convert all that stuff into the new format for you but you will have to do your homework and go find it.

Here are a few problems you could face:-

**REMOTE ACCESS.** If you work for a company and need to connect to the office remote system, check with the business IT section first as some Company systems are not Mac compatible.

**EMAIL AND ADDRESS BOOKS** – If you use Outlook, Incredimail, Thunderbird and others with lots of emails and contacts, you will probably find there is no easy transfer system available. You will need to do it all manually.

**QUICKEN** - Quicken for PC and Quicken for Mac are similar but not identical and depending on exactly what features you use, you could run into issues making the transition. For example: If you pay your bills directly through Quicken on the PC this feature does not exist on the Mac version without having to pay the monthly fee for Quicken Bill Pay. If you currently use Quickbooks on your PC and you are thinking of changing to the Mac I would suggest that you read [THIS](#) first because there are some differences.

**MICROSOFT ACCESS** - If you use or have a need to work with Access databases then you are going to have to keep a PC around or run Windows on your Mac because Microsoft does not provide Access for the Mac. But - running Windows on your Mac is like buying a two seater sports car then hooking up a trailer to carry all your luggage – we suggest you don't....

**PRINTERS** - You may find that you will need to replace your current printer. Some older printers may not offer Mac drivers.

**FAVOURITES** – If you used Microsoft's Internet Explorer on your PC and had lots of favourites, you can't directly transfer these over to the Mac, what you can do though is download Firefox onto the PC and let Firefox convert the Favourites to Bookmarks then just copy them over to Firefox on the Mac.

**SECURITY SOFTWARE** – Popular folklore says that a Mac can't get infected. Well that is not so true anymore and with the ever increasing popularity of Apple computers, it is only going to get worse. Your PC virus protection will not transfer across so you will need to install Mac antivirus software.



**MICROSOFT OFFICE FOR MAC** - If you were an avid user of Microsoft's Office suite of programs and have tons of old files in these formats then you might want to consider purchasing Office for the Mac, or, you can just download Open Office which is free to install and will work with many of these files.

And finally - here are two web sites which will make the transfer for you a bit easier

[http://cbsnews.com/stories/2009/03/05/tech/real\\_technology/main4845688.shtml](http://cbsnews.com/stories/2009/03/05/tech/real_technology/main4845688.shtml)

<http://perishablepress.com/press/2011/01/20/switching-from-pc-to-mac/>

Good luck!!

## How do LEDs work?

**Light emitting diodes**, commonly called **LEDs**, which were a novelty back in the late 60's, are now the real unsung heroes in the electronics world. Basically, LEDs are just tiny light bulbs that fit easily into an electrical circuit, but unlike ordinary incandescent bulbs, they don't have a filament that will burn out, and they don't get especially hot. They are illuminated solely by the movement of electrons in a semiconductor material, and they last just as long as a standard transistor. They do dozens of different jobs and are found in all kinds of devices. Among other things, they are a source of strong white light in torches, head-lamps, etc, they form numbers on digital clocks, transmit information from remote controls, light up watches and tell you when your appliances

HowStuffWorks



are turned on. Collected together, they can form images on a jumbo television screen or illuminate a traffic light.

Though they often come in tiny packages, they produce a large amount of light for their size and are used in an ever-growing list of technologies

'OLD' IS WHEN... Your friends compliment you on your new alligator shoes and you're barefoot.

## What is a Diode?

A diode is the simplest sort of semiconductor device. Broadly speaking, a semiconductor is a material with a varying ability to conduct electrical current. Most semiconductors are made of a poor conductor that has had impurities (atoms of another material) added to it. The process of adding impurities is called doping.

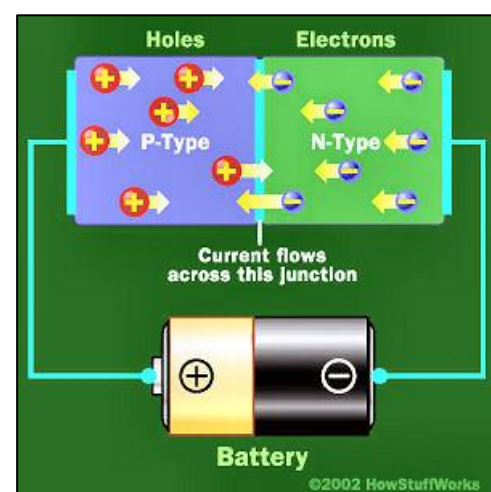
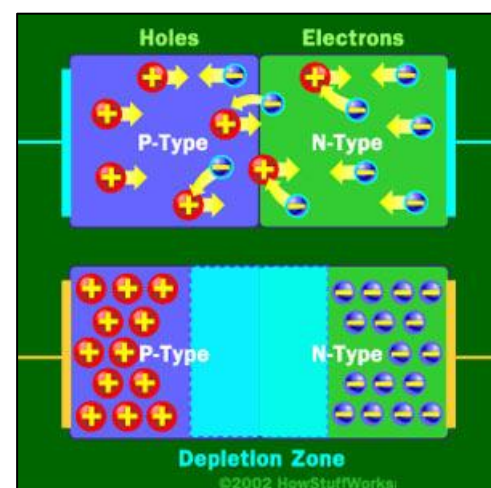
In the case of LEDs, the conductor material is typically aluminum-gallium-arsenide (AlGaAs). In pure aluminum-gallium-arsenide, all of the atoms bond perfectly to their neighbors, leaving no free electrons (negatively charged particles) to conduct electric current. In doped material, additional atoms change the balance, either adding free electrons or creating holes where electrons can go. Either of these alterations make the material more conductive.

A semiconductor with extra electrons is called N-type material, since it has extra negatively charged particles. In N-type material, free electrons move from a negatively charged area to a positively charged area.

A semiconductor with extra holes is called P-type material, since it effectively has extra positively charged particles. Electrons can jump from hole to hole, moving from a negatively charged area to a positively charged area. As a result, the holes themselves appear to move from a positively charged area to a negatively charged area.

A diode consists of a section of N-type material bonded to a section of P-type material, with electrodes on each end. This arrangement conducts electricity in only one direction. When no voltage is applied to the diode, electrons from the N-type material fill holes from the P-type material along the junction between the layers, forming a depletion zone. In a depletion zone, the semiconductor material is returned to its original insulating state -- all of the holes are filled, so there are no free electrons or empty spaces for electrons, and charge can't flow.

To get rid of the depletion zone, you have to get electrons moving from the N-type area to the P-type area and holes moving in the reverse direction. To do this, you connect the N-type side of the diode to



the negative end of a circuit and the P-type side to the positive end. The free electrons in the N-type material are repelled by the negative electrode and drawn to the positive electrode.

The holes in the P-type material move the other way. When the voltage difference between the electrodes is high enough, the electrons in the depletion zone are boosted out of their holes and begin moving freely again. The depletion zone disappears, and charge moves across the diode.

If you try to run current the other way, with the P-type side connected to the negative end of the circuit and the N-type side connected to the positive end, current will not flow. The negative electrons in the N-type material are attracted to the positive electrode. The positive holes in the P-type material are attracted to the negative electrode. No current flows across the junction because the holes and the electrons are each moving in the wrong direction. The depletion zone increases.

The interaction between electrons and holes in this setup has an interesting side effect -- it generates light! (We're asking questions later!!)

## How Can a Diode Produce Light?

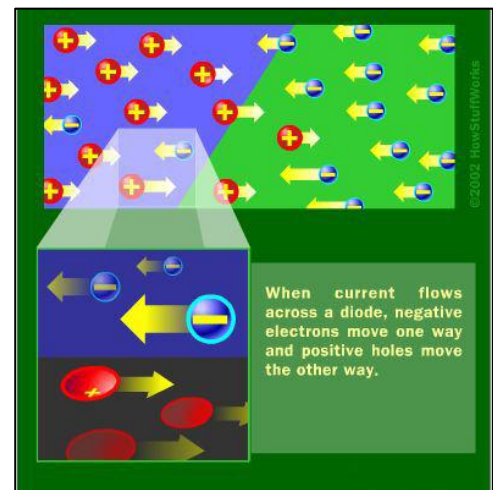
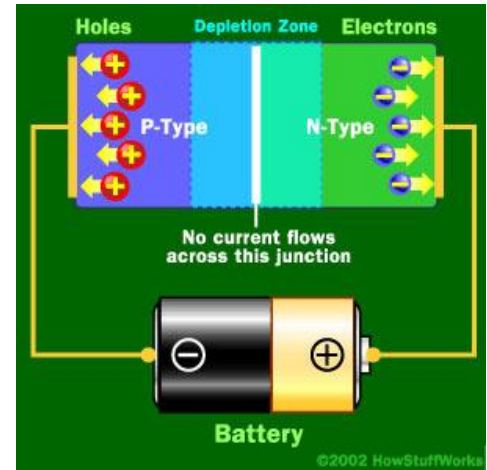
Light is a form of energy that can be released by an atom. It is made up of many small particle-like packets that have energy and momentum but no mass. These particles, called photons, are the most basic units of light.

Photons are released as a result of moving electrons. In an atom, electrons move in orbits around the nucleus. Electrons in different orbits have different amounts of energy. Generally speaking, electrons with greater energy move in orbits farther away from the nucleus.

For an electron to jump from a lower orbital to a higher orbital, something has to boost its energy level. Conversely, an electron releases energy when it drops from a higher orbital to a lower one. This energy is released in the form of a photon. A greater energy drop releases a higher-energy photon, which is characterized by a higher frequency.

Free electrons moving across a diode can fall into empty holes from the P-type layer. This involves a drop from the conduction band to a lower orbital, so the electrons release energy in the form of photons. This happens in any diode, but you can only see the photons when the diode is composed of certain material. The atoms in a standard silicon diode, for example, are arranged in such a way that the electron drops a relatively short distance. As a result, the photon's frequency is so low that it is invisible to the human eye -- it is in the infrared portion of the light spectrum. This isn't necessarily a bad thing, of course: Infrared LEDs are ideal for remote controls, among other things.

Visible light-emitting diodes (VLEDs), such as the ones that are used in headlights etc, are made of materials characterized by a wider gap between the conduction band and the lower orbits. The size of the gap determines the frequency of the photon -- in other words, it determines the colour of the light. While LEDs are used in everything from remote controls to the digital displays on electronics, visible LEDs are growing in popularity and use, thanks to their long life and miniature size. Depending on the



materials used in LEDs, they can be built to shine in infrared, ultraviolet, and all the colours of the visible spectrum in between.

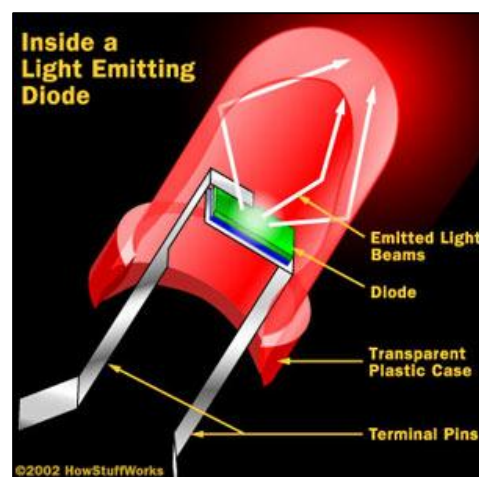
'OLD' IS WHEN... A sexy babe catches your fancy and your pacemaker opens the garage door.

## LED Advantages.

The interior of a LED is actually quite simple, which is one of the reasons this technology is so versatile. While all diodes release light, most don't do it very effectively. In an ordinary diode, the semiconductor material itself ends up absorbing a lot of the light energy. LEDs are specially constructed to release a large number of photons outward. Additionally, they are housed in a plastic bulb that concentrates the light in a particular direction. As you can see in the diagram, most of the light from the diode bounces off the sides of the bulb, traveling on through the rounded end.

LEDs have several advantages over conventional incandescent lamps. For one thing, they don't have a filament that will burn out, so they last much longer. Additionally, their small plastic bulb makes them a lot more durable. They also fit more easily into modern electronic circuits.

But the main advantage is **efficiency**. In conventional incandescent bulbs, the light-production process involves generating a lot of heat (the filament must be heated). This is completely wasted energy, unless you're using the lamp as a heater because a huge portion of the available electricity isn't going toward producing visible light. LEDs generate very little heat. A much higher percentage of the electrical power is going directly to generating light which cuts down on the electricity demands considerably.



Per-watt, LEDs output more lumens of light than regular incandescent bulbs. Light emitting diodes have a higher **luminous efficacy** (how efficiently electricity is converted to visible light) than incandescent.

And they last: LEDs can have lifetimes of **50,000 hours or more**.

Up until recently, LEDs were too expensive to use for most lighting applications because they're built around advanced semiconductor material. BUT, like everything associated with electronics, the price of semiconductor devices has plummeted since the year 2000, making LEDs a more cost-effective lighting option for a wide range of situations. While they may be more expensive than incandescent lights up front, their lower cost in the long run can make them a better buy. Several companies have begun selling LED light bulbs designed to compete with incandescent and compact fluorescents that promise to deliver long lives of bright light and amazing energy efficiency.

## Save ink in your printer.

If you are sick of regularly replacing those pricey ink cartridges for your ink-jet printer, there are a few ways of getting more out of them.

First thing you should do is check your paper. Most modern Inkjet printers have a scanner built into the carriage that scans to see if the ink is "dense" or solidly printed enough. On copy paper, the ink soaks into and through the paper, so it doesn't seem "dense" enough for the scanner which tells the printer to overprint, or send more ink, onto the paper with each pass.

On a paper designed for inkjet printers, the paper is coated so that the ink can't sink through and dries on the surface, so the scanner sees the printing as being solidly printed and doesn't overprint the page. A good paper will potentially save you upwards of 60% of the ink that you would use on a sheet of copy paper, and produce less dust to gum up the machine. The best is to watch for it to come on sale and stock up. At such times, you can usually get it for the same price as cheap copy paper.

Another way is to download a program called **PretonSaver Home**. This promises to cut ink and toner use by up to 70 percent and best of all - it's free!!

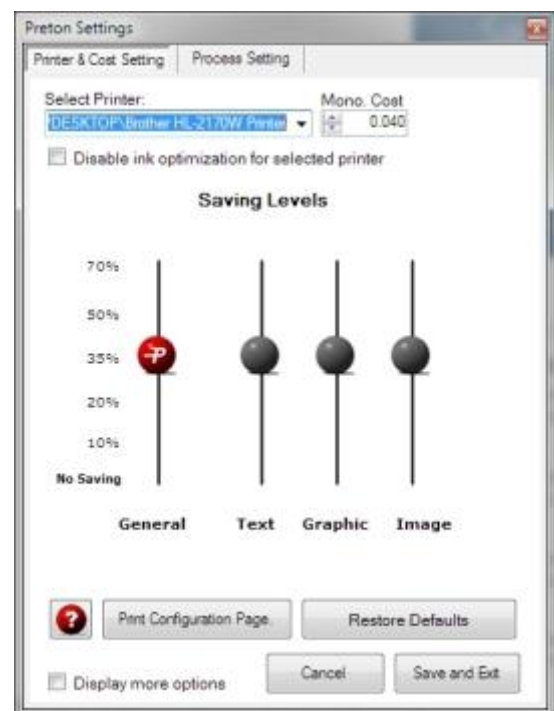
This utility originally sold for \$39.95, then \$19.95, now, it's free for home use. You'll need Windows XP, Vista, or 7 to run it and it comes in both 32 and 64 bit versions.

This Windows-only utility works its ink-saving magic by removing overlapping pixels (of which there are many) from the printed page, thus reducing ink consumption and it's compatible with pretty much all programs and printers.

Once you've installed the program and you send a file to the printer, you will see the window at right. All you do is raise or lower the sliders to set the program and tell it how much ink/toner you wish to save. It's that easy.

You could, of course, just set your printer to print in "Draft" mode which ultimately accomplishes the same thing but "Draft" mode does not print anywhere as clearly as PretonSaver.

If you would like a copy of the program, go [HERE](#) or if you would like to read more about it, go [HERE](#).



'OLD' IS WHEN... Going bra-less pulls all the wrinkles out of your face.

## Windows Task Manager.

If you're a Windows user, you would know about the three finger salute, CTRL+ALT+DEL, which has been around for a long time.

Back in Windows 3.1 days, it brought up a blue screen and offered the user the option to either press the ENTER key to end a task that had stopped responding or to press the CTRL+ALT+DEL keys again to perform a soft reboot.

When Windows 95, Windows 98, and/or Windows Me came into being, the CTRL+ALT+DEL routine temporarily halted the entire system and opened a window which listed currently running processes and offered the option to end that process or to kill it. You could also press the CTRL+ALT+DEL routine again to perform a soft boot.

Windows XP brought up a “new-look” Task Manager, which allowed you to do lots of things and provided tags where you could end a task, switch to a new task or open up a new task. It also provided options where you could list all the Processes that were running, check the CPU usage, check your network and see who else had access to your computer. You could also click on “ShutDown” where you had the option of putting your computer into Standby, or do a Restart, Log Off, Switch User or turn the computer off all together.

Vista and Win7 provide all the facilities offered by XP, but now opens the Security Window which contains the Task Manager.

The Task Manager is a very handy tool, but sometimes a virus can take control of your computer and stops the CTRL+ALT+DEL process from working. If that happens and you're using Win 7, fear not, there are now other ways of opening the Task Manager.

1. The fastest way is to right click the task bar (at the bottom of your screen) and chose the Task Manager option.
2. Press the Windows Key (right) and the R key together, this brings up the RUN command. Type **TASKMGR**, click GO and you've got it.
3. Press CTRL+SHIFT+ESC together, this bypasses the Security Window and takes you straight to the Task Manager. This also works in XP.
4. Probably the best way is to create a shortcut and leave it on your desktop or drop it into the taskbar. It's easy, and this is how you do it:



Right-click on a blank spot on your desktop and choose “New” then click “Shortcut”. A new window will pop up. Browse to *C:\Windows\System32*. Scroll down until you see “**taskmgr.exe**”, highlight it, and then click OK. Click Next, type Taskmanager as the name for your shortcut, and finally click Finish.

## Dropbox.

Probably one of the most useful things I know of is DropBox. DropBox allows you to setup a Free 2GB Folder in the “Ether” (Cloud) that you can access from all of your computers and devices. You can use it to transfer data from one computer to another, from a PC to a Mac or to simply share Photos, Video and anything else. If you need more space, you can opt for the paid 50GB or 100GB folders. It works with Windows, Mac, Linux as well as mobile devices, such as Android, Windows Phone 7, iPhone, iPad and BlackBerry.



It works like this, you download the program onto your computer and any other device you might have, iPad, Blackberry, Tablet etc. Once downloaded, it creates a folder called Dropbox, then any file you save in the Dropbox folder is instantly available on all your devices. You can also use someone else's computer, log onto [www.dropbox.com](http://www.dropbox.com), then up the top right hand corner of the screen, enter your email

address and the password and then all your files in the dropbox folder are available to you. For instance, you might be working on a file at work and you want to continue working on it at home, (it's too big to email) so you just drop it into the Dropbox at work, then open it when you get home.....

It's not 100% secure, but if you're not part of ASIO, the ADF or the Commonwealth Bank, it's probably safe enough for you.

You can get it [HERE](#)

## **Windows.**

When you need to maximize the height of a window (but not the width) you can do so by placing the cursor over the upper or lower edge of the window. When it becomes a little resize arrow, double click. The window will instantly extend to the full height of the monitor (but not the width). Then if you want it to revert back to its original size, double click it again (at the top or bottom) and it shrinks back to the original size.

'OLD' IS WHEN... You are cautioned to slow down by the doctor instead of by the police.

## Ballarat

Col O'Brien sent us these photos which were taken at Ballarat back in the 50/60's, no doubt they will bring back a lot of memories to a lot of people. Col is not sure of a few names, if you can help, please do.



**“Blue” Henry** aboard his ‘rigid heel’ 500 single BSA motor bike. (I had one of those, dreadful thing to ride – tb). Blue was the “Gofer” on an off-pay week-end when we scraped up enough change for a pie from the pie stall near the bus stop (Romano’s) while we were playing Deuces Wild



**1TS staff,  
1962.**

1TS  
(Transmitting  
Station), which  
was  
administered  
from Frognall,  
was on the road  
from Laverton to  
Pt Cook.

## 4 WMM (*Wireless maintenance mechanic*) Ground, 1951.

Having a break from the classroom to check out the snow.



Paddy, Siddiqi, Bill Flynn, Erick Smith, Blue Henry. Col Price, John Boettcher, Jim Ferris.

4WMM was a 56 week course training blokes to become Wireless Maintenance Mechancis – later called Radio Technicians. [When Pakistan separated from India](#), their Air Force initially sent Radio trainees to Ballarat.

A woman goes to her doctor complaining that she is exhausted all the time. After the diagnostic tests showed nothing, the doctor gets around to asking her how often she has sex. "Every Monday, Wednesday, Friday, Saturday and Sunday," she says. The doctor advised her to cut out Wednesdays and Sundays. "I can't," says the woman. "Those are the only times I'm with my husband."

## BALLARAT 4 WMM'G' 1950



Paddy O'Brien, Riaz (P), Phil Ford, Shah (P), Cec Newberry, Alan Boettcher, Blue Henry, Bill Flynn, Jack Squires, Dusty (P), Millar, John Markey, Col Price, Harry Hall, Jim Ferris, Manzoor Hussain (P), Siddiqui (P), Iqbal Hussain (P), Khadim Hussain (P), Aethishum Un Nabi (P).

[The "P" signifies that the blokes are from Pakistan.]

An elderly couple are sitting around one evening and the man says to his wife, "Marsha, we are about to celebrate our 60th wedding anniversary. We've had a wonderful life together, full of contentment and blessings. But there's something I've always wondered about. Tell me the truth. Have you ever been unfaithful to me?" She hesitates a moment, then says, "Yes, three times, Sidney." "Three times? How could that happen?" Sidney asks. The wife begins recalling slowly, "Well, do you remember right after we were married and we were so broke, and the bank was going to foreclose on our little house?" "Yes, dear, that was really a terrible time" replies the man. Marsha continued, "And remember when I went to see the banker one night and the next day the bank extended our loan?" "That's hard to take" the man says, "but I guess it really was for us, so I can forgive you. What was the second time?" "Well," she continued, "do you remember years later when you almost died from the heart problem because we couldn't afford the operation?"....."Yes, of course" the man replies. "Then you will remember that right after I went to see the doctor, he did your operation at no cost?" she explained. "That's true" Sidney nodded. "That shocks me, Marsha, but I do understand that you did it out of love for me, and I forgive you. So, what was the third time?"

"Marsha lowers her head and says, "Sidney, do you remember when you ran for Country Club President and you needed 62 more votes...?"



## CLASSMATES 1952.

L-R: Jim Ferris, Splinter  
Sutherland, Bill Flynn



## Showing the Quad radar to the Appies, 1950

Col O'Brien on the left.

## The Radschool Sgts basketball team (*"The Snakes"*). 1960



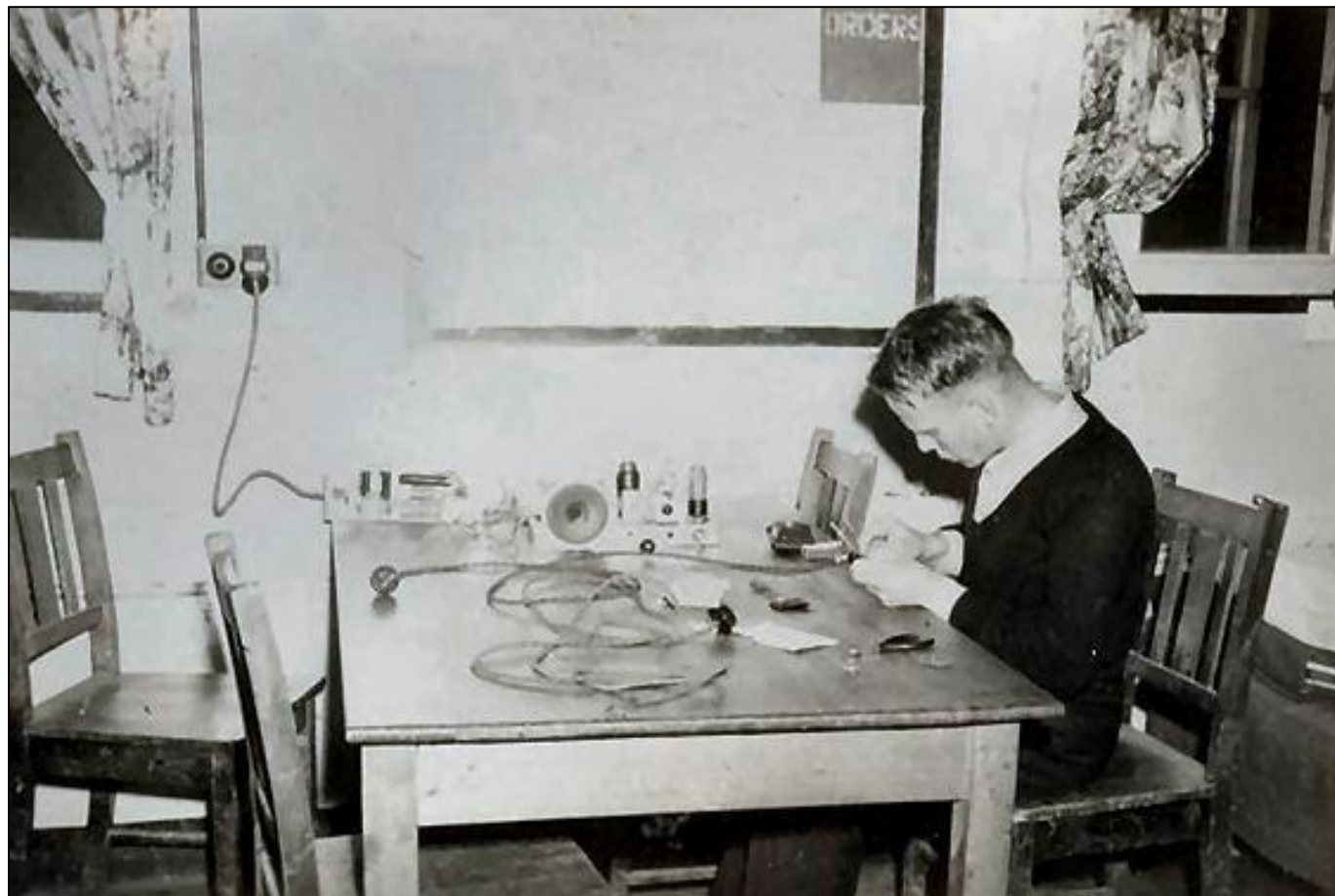
L-R: Allan Patterson, Eion McCarthy, Col "Paddy" O'Brien, Dusty Millar, Len Dancy



## On Guard Duty – Ballarat, 1950.

One of the more important tasks while on Guard Duty was to stoke the Boilers. Ballarat back then was not known for its abundance of terrorists.

## Building the receiver.



Jack Squires building a superhet receiver. On the occasional afternoon, Jack and a few other blokes, would shoot rabbits in the nearby paddocks.



## Classmates, 1950

Bob Gordon, on the left, was later commissioned. We don't know the other two blokes, if you can help, please do.

It looks like the blokes are cruising the Botanical Gardens, possibly on the lookout for some lovely ladies, also cruising the Botanical Gardens.



Joe Chamberlain, who was on a Radar Conversion Course in 1957. Joe later went on to be the WOff I/C at Sale.

This photo was taken from Black Hill lookout, with Ballarat in the background. Joe is done up to the nines, must have been going to either a wedding or to church....

## **Radar Conversion Course, 1957.**



Back L-R: Col O'Brien, L Nugent, A Wight, J Blythman, L Wright, J Chamberlain, J Kelly, Instructor.  
Front L-R: B Tracey-Paktti, K Sutherland, P Millar, A Barty, B Garrick.

## Ballarat, 1950



Col O'Brien – all done up in battle dress (Giggle Jackets), and wearing the C-Cap.



A 'nice' sunny (??) day in Ballarat, with snow falling – yuk!!

I actually know people who, each year, pay money to go and play in that stuff.

How weird is that??

## Ballarat, under snow.



No wonder they moved Radschool down to Laverton.....



We don't know what this building is, or what it was used for, but they can have it for mine...

The doorbell rang and the lady of the house discovered a workman, complete with tool chest, on the front porch. "Madam," he announced, "I'm the piano tuner." The lady exclaimed, "Why, I didn't send for a piano tuner." The man replied, "I know you didn't, but your neighbours did."



**Radar Conversion  
Course, 1959**

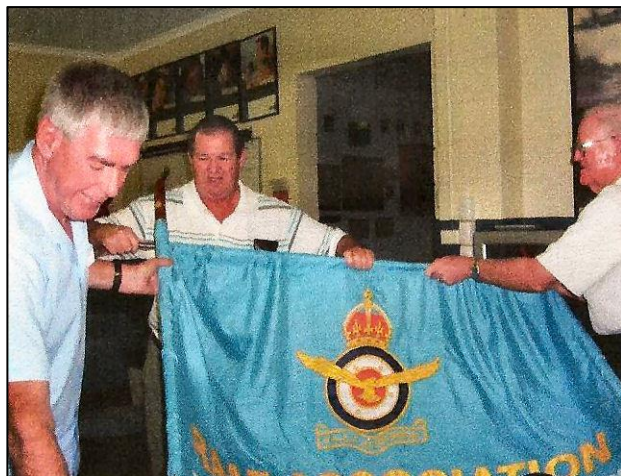
A friend said "While I was driving down the road the other day (going a little faster than I should have been) I passed over a bridge only to see a cop on the other side with a radar gun laying in wait. The cop pulled me over, walked up to the car with that classic patronising smirk we all know about and said to me "what's your hurry?" To which I replied, "I'm late for work." To which he asked, "What do you do?" "I'm a rectum stretcher," I responded. The cop was surprised and confused. "A what? A rectum stretcher?? And just what does a rectum stretcher do? "Well, "I said, "I start by inserting one finger, then I work my way up to two fingers, then three, then four, then with my whole hand in I work side to side until I can get both hands in, and then I slowly but surely stretch the hole, until it's about 6 feet wide." Then the cop asked questioningly and cautiously, "And just what do you do with a six-foot arsehole?" To which I replied, "You give him a radar gun and park him behind a bridge...."

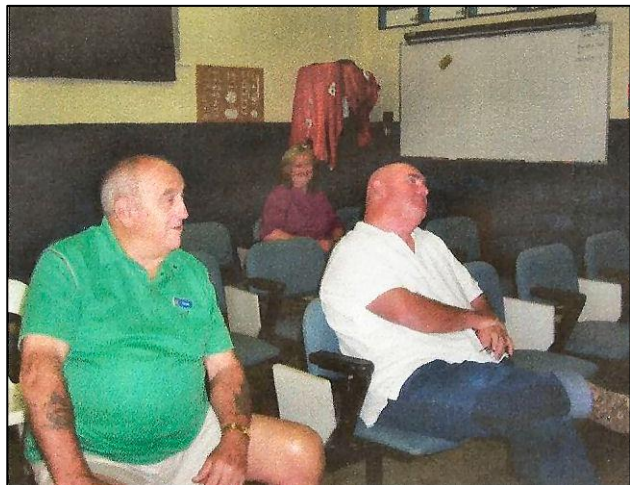
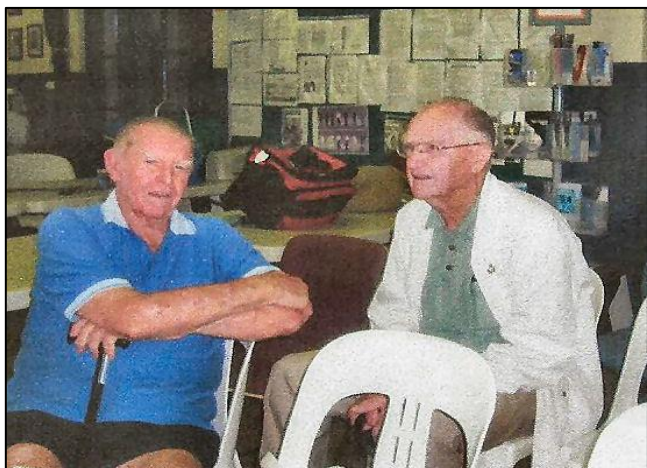
Traffic ticket: \$95.00 Court cost: \$45.00 Look on cop's face...PRICELESS

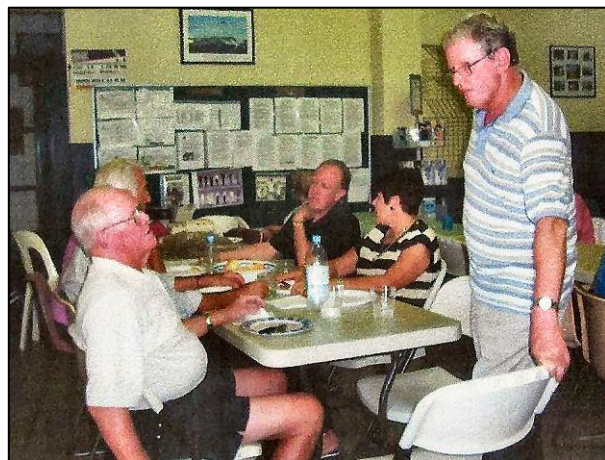
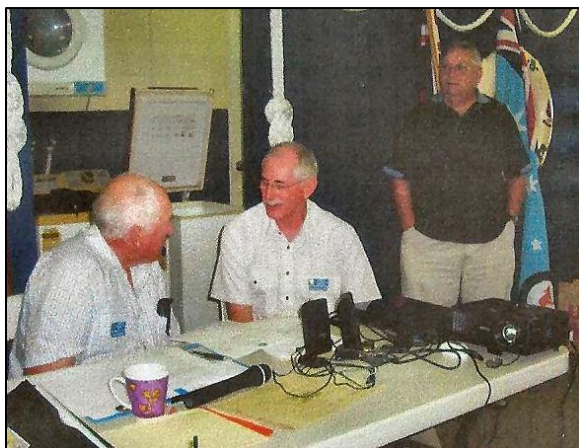
## RAAF Association

Joy Hutchinson, who lives on the mid north coast of NSW, and who used to be Joy McAuley when she was a young and fancy free WRAAF (a Switchy) sent us these photos of a recent meeting of the Coffs Harbour RAAF Association. Joy said they had Kent Lee (ex RAAF) as a guest speaker at the meeting. For many years Kent has been reconstructing, to as original as possible, some of our earlier magnificent planes. He has a Hanger at Coffs Harbour airport at the Civilian end and if you're in the Coffs area, we're sure Kent wouldn't mind if you dropped in to say howdy.

Unfortunately, Joy didn't give us any names to go with the photos, so if anyone can help, please do!!







### THE DIFFERENCE IF YOU MARRY A QUEENSLAND GIRL

Three friends married women from different parts of Australia.....

The first man married a South Australian girl. He told her that she was to do the dishes and house cleaning. It took a couple of days, but on the third day, he came home to see a clean house and dishes washed and put away.

The second man married a lady from New South Wales. He gave his wife orders that she was to do all the cleaning, dishes and the cooking. The first day he didn't see any results, but the next day he saw it was better. By the third day, he saw his house was clean, the dishes were done, and there was a huge dinner on the table.

The third man married a girl from Queensland. He ordered her to keep the house cleaned, dishes washed, lawn mowed, laundry washed, and hot meals on the table for every meal. He said the first day he didn't see anything, the second day he didn't see anything either but by the third day, some of the swelling had gone down and he could see a little out of his left eye and his arm was healed enough that he could make himself a sandwich and load the dishwasher.

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## Out in the shed with Ted.

Ted McEvoy

### Carbon Pricing.

John (Blue) Ryan OAM, National President of The Australian Federation of Totally and Permanently Incapacitated Ex Servicemen and Women Ltd (TPI) recently wrote to the Prime Minister about the effects of Carbon Pricing on ex-servicemen/women, stating what he sees as “a disgraceful betrayal of the veteran community by the government you now lead.”



You can read the full letter [HERE](#). And speaking of carbon tax, see [HERE](#)

### Set Top Boxes.

A set-top box is a device that connects to a television and sits between the TV set and the antenna. It converts the new digital signal to an analogue format so older, non-digital sets are able to display the new signal. The older analogue TV signal is being phased out and soon all TV transmissions will be in the newer and far better, digital format.

People who own older sets are not required to purchase a new set to be able to receive the new signal, all they need is a high definition (HD) set top box. These can be purchased for a little as \$45 and enable the older set to receive and display all the [Freeview](#) channels.



In the recent Federal Budget, the Government set aside \$308 million to supply, install and demonstrate a HD set top box to pensioners, free of charge. However, to be fair, there were conditions accompanying this announcement, most of which seem to have been overlooked by quite a few people.

When announced, the conditions were:

- You or your partner must receive the **maximum** rate of one of the following payments:- Age Pension- Disability Support Pension- Carer Payment- Department of Veterans' Affairs Service Pension, or- Department of Veterans' Affairs Income Support Supplement.
- You own a functioning TV.
- You do not currently have access to digital TV on any of the TVs that you own.
- You live in a switchover area that is currently switching to digital TV.

The 'gift' was never meant to be available to all pensioners, only to those who filled the above conditions. If you fall into one of the above categories, ring Centrelink and receive your entitlement.

Save the Earth; it is the only planet with chocolate.

## A relic from the past??

Now here's something you don't see everyday, well, you did once, but you don't anymore, it's a genuine piece of history. For the kiddies out there who were born in the previous 50 years or so and haven't a clue what it is, it's a Bakelite double adaptor – and it still works. This particular item resides in a unit not far from the Rosstown Hotel in Melbourne. It's probably worth a million bucks, but the owner's not parting with it – he likes watching the coronas as the electric stuff tracks across the face of the unit and down onto the floor. Better than watching TV he reckons.



## iPads.

If you are interested in getting an iPad I can get hold of them through a contact. These are straight, not off the back of a truck, they are from a cancelled Hospital contract due to the Government's cutbacks. The numbers are limited - he has twenty iPads going for less than one third price, on a first come - first served basis. He has already sold one (see a pic of it [HERE](#)). Get back to me as quick as you can if you want one.

## Agent Orange.

Vietnam has started the first phase of a joint plan with former enemy, the United States, to clean up environmental damage left over from the chemical defoliant Agent Orange, a lasting legacy from the Vietnam War that ended more than three decades ago. The work concentrates on a former US military base in central Vietnam where the herbicide was stored during the war. It marks the first time the two sides will work together on the ground to clean up contamination.



The US Embassy in Hanoi said Vietnam's Ministry of Defence will begin sweeping areas around the Danang airport for unexploded ordnance. It will then work with the US Agency for International Development to remove dioxin from soil and sediment at the site. US aircraft

sprayed millions of litres of the chemical over South Vietnam during the war to destroy guerrilla fighters' jungle cover.

Agent Orange has been linked to cancers and birth defects and remains a thorny topic between the former foes as relations have thrived in other areas. Washington was slow to respond to the issue, arguing for years that more research was needed to show that the wartime spraying caused health problems and disabilities among Vietnamese. As Secretary of State Hillary Clinton remarked while visiting Vietnam in October 2010, the dioxin in the ground here is 'a legacy of the painful past we share,' but the project we will undertake here, as our two nations work hand-in-hand to clean up this site, is 'a sign of the hopeful future we are building together.'

The \$US32 million project will remove dioxin from 29 hectares of land at the Danang site where a 2009 study by the Canadian environmental firm Hatfield Consultants found chemical levels that were 300 to 400 times higher than international limits. Two other former US air bases in the



southern locations of Bien Hoa and Phu Cat also have been identified as hotspots where the defoliant was mixed, stored and loaded onto planes during the war, allowing spilled dioxin to seep into the soil and water systems.

The war ended on April 30, 1975, when northern communist forces seized control of Saigon, the US-backed former capital of South Vietnam. The country was then reunified under a one-party communist government. Vietnam's Red Cross estimates up to 3 million Vietnamese have suffered health-related problems from Agent Orange exposure but the US has said the actual number is far lower and that other health and environmental factors are likely to blame for many illnesses and disabilities.

You can read more about it [HERE](#).

Bob walked into a sports bar around 10:00 PM. He sat down next to a blonde at the bar And stared up at the TV. The 7 pm news was coming on. The news crew was covering the story of a man on the ledge of a large building preparing to jump. The blonde looked at Bob and said, "Do you think he'll jump?" Bob said, " I bet he'll jump. "The blonde replied, "Well, I bet he won't." Bob placed a \$20 note on the bar and said, "you're on!" Just as the blonde placed her money on the bar, The guy on the ledge did a swan dive off the building, falling to his death. The blonde was very upset, but willingly handed her \$20 to Bob. "Fair's fair. Here's your money." Bob replied, "I can't take your money. I saw this earlier on the 5 PM news, so I knew he would jump. "The blonde replied, "I did, too, but I didn't think he'd do it again." Bob took the money.

## **Vietnam War Myths**

There are lots of widely spread, yet inaccurate, myths concerning the Vietnam war. Most have been perpetuated by a biased media for reasons better known only to themselves.

**Myth: The average age of an Australian infantryman fighting in Vietnam was 19.**

Assuming KIAs accurately represented age groups serving in Vietnam, the average age of an infantryman serving in Vietnam to be 19 years old is a myth, it is actually 22.8.

The average man who fought in World War II was 26 years of age.



**Myth: The domino theory was proved to be false.**

The domino theory was accurate. The ASEAN (Association of Southeast Asian Nations) countries, Philippines, Indonesia, Malaysia, Singapore and Thailand stayed free of Communism because of the U.S. commitment to Vietnam. The Indonesians threw the Soviets out in 1966 because of America's commitment in Vietnam. Without that commitment, Communism would have swept all the way to the Malacca Straits which is south of Singapore and of great strategic importance to the free world. If you ask people who live in these countries who won the war in Vietnam, they have a different opinion from the news media. The Vietnam War was the turning point for Communism.

**Myth: The fighting in Vietnam was not as intense as in World War II.**

The average infantryman in the South Pacific during World War II saw about 40 days of combat in four years. The average infantryman in Vietnam saw about 240 days of combat in one year, thanks to the mobility of the helicopter.

About 50,000 Australians served in Vietnam, of that number, about 2,400 servicemen were injured and 508 were killed, 478 from the Army, 14 from the RAAF, 9 from the NAVY and 7 civilians – that's about 1 in every 17 Australians, who went to Vietnam, was a casualty. One out of every 10 Americans who served in Vietnam was a casualty. 58,169 were killed and 304,000 wounded out of 2.59 million who served.

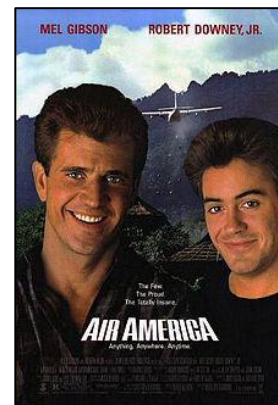


Although the percentage who died is similar to other wars, amputations and/or crippling wounds were 300 percent higher than in World War II. 75,000 American Vietnam veterans are severely disabled. MEDEVAC helicopters flew nearly 500,000 missions. Over 900,000 patients were airlifted (nearly half were American). The average time lapse between wounding to hospitalization was less than one hour. As a result, less than one percent of all Americans wounded who survived the first 24 hours died.

The helicopter provided unprecedented mobility. Without the helicopter it would have taken three times as many troops to secure the 800 mile border with Cambodia and Laos (the politicians thought the Geneva Conventions of 1954 and the Geneva Accords of 1962 would secure the border).

**Myth: The CIA transported opium for the war lords.**

The 1990 movie "[Air America](#)," which starred Mel Gibson, helped to establish the myth of a connection between Air America, the CIA, and the Laotian drug trade. The movie and a book the movie was based on, contend that the CIA condoned a drug trade conducted by a Laotian client; both agree that Air America provided the essential transportation for the trade; and both view the pilots with sympathetic understanding. American-owned airlines never knowingly transported opium in or out of Laos, nor did their American pilots ever profit from its transport. Yet the myth contends that undoubtedly every plane in Laos carried opium at some time, unknown to the pilot and his superiors.

**Myth: Most Vietnam veterans were drafted.**

Of the 50,000 Australian servicemen who served in Vietnam, 19,000 were conscripts and the balance, 31,000 were regular volunteers.

**Myth: The media have reported that suicides among Nasho Vietnam veterans is 6 to 11 times the non-Vietnam veteran population.**

The [Vietnam Veterans Association's study](#) into mortality among Vietnam Vets found that the rate of death from suicide was not elevated for national service veterans compared with non-veterans.

**Myth: A disproportionate number of American blacks were killed in the Vietnam War.**

86% of the men who died in Vietnam were Caucasians, 12.5% were black, 1.2% were other races. Sociologists Charles C. Moskos and John Sibley Butler, in their recently published book "[All That We Can Be](#)," said they analyzed the claim that blacks were used like cannon fodder during Vietnam "and can report definitely that this charge is untrue. Black fatalities amounted to 12 percent of all Americans killed in Southeast Asia - a figure proportional to the number of blacks in the U.S. population at the time and slightly lower than the proportion of blacks in the Army at the close of the war."

**Myth: The war was fought largely by the poor and uneducated.**

Servicemen who went to Vietnam from well-to-do areas had a slightly elevated risk of dying because they were more likely to be pilots or infantry officers.

**Myth: The United States lost the war in Vietnam.**

The American military was not defeated in Vietnam. Neither the American nor the Australian military lost a battle of any consequence. From a military standpoint, it was almost an unprecedented performance. This included Tet 68, which was a major military defeat for the VC and NVA.

**Myth: Kim Phuc, the little nine year old Vietnamese girl running naked from the napalm strike near Trang Bang on 8 June 1972, was burned by Americans bombing Trang Bang.**

No American had involvement in this incident near Trang Bang that burned Phan Thi Kim Phuc. The planes doing the bombing near the village were VNAF (Vietnam Air Force) and were being flown by Vietnamese pilots in support of South Vietnamese troops on the ground. The Vietnamese pilot who dropped the napalm in error is currently living in the United States. Even the AP photographer, Nick Ut, who took the picture was Vietnamese. The incident in the photo took place on the second day of a three day battle between the North Vietnamese Army (NVA) who occupied the village of Trang Bang and the ARVN (Army of the Republic of Vietnam) who were trying to force the NVA out of the village.

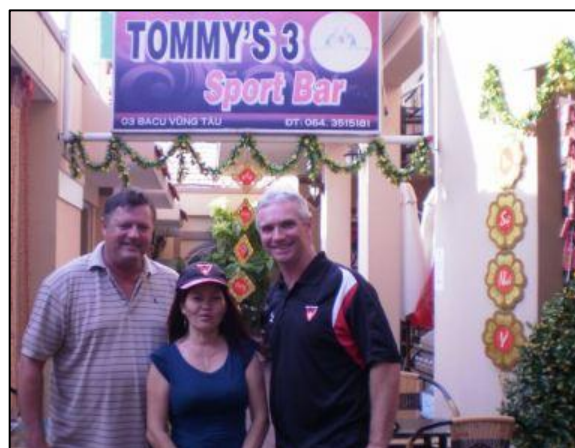


Recent reports in the news media that an American commander ordered the air strike that burned Kim Phuc are incorrect. There were no Americans involved in any capacity. Also, it has been incorrectly reported that two of Kim Phuc's brothers were killed in this incident. They were Kim's cousins not her brothers.

Everybody should believe in something; I believe I'll have another drink.

**Vung Tau, Anzac Day, 2011**

A bunch of blokes went back to Vung Tau on Anzac Day this year. While there they 'persuaded' the young Waitress at Tommy's Sports Bar to sing the Cheap Charlie song. This delightful young girl would not have been alive when her fellow 'Waitresses' used to sing it all those years ago, when the blokes had their first trip in country, but she did a fabulous job and you can see it [HERE](#).



Tommy's is owned by Glenn Nolan (left in the pic) and his wife Trang and if you're in Vung Tau make sure you drop in.

## Beer Ad.

Some years ago there was a commercial on Brisbane TV promoting a brand of beer. The brew wasn't the best, but the advert was a hit – you can see it [HERE](#)

You don't need a parachute to skydive. You only need a parachute to skydive twice.

## Creech Air Force Base.

Creech Air Force Base, formerly known as Indian Springs Air Force Auxiliary Field, is situated about 45 miles northwest of Las Vegas at Indian Springs.

All of the US Air Force's unmanned drones are now operated from Creech Air Force Base. They used to operate out of Nellis AFB but now have their own Wing at Creech. As unmanned aerial vehicles, or UAVs, become a staple of modern military operations, their uses and forms have grown more varied. Today they range from slingshot-launched spybots to global guardians. In fact, the acronym itself may be morphing into UAS (unmanned aerial systems) to indicate that these are not just aircraft, but systems that include ground stations and other elements. It's not just the military that uses them -- police use the same technology for surveillance, while terrorists build flying suicide bombers.



WASP is the smallest UAV in use today, weighing less than 300 grams. It is launched from a sling-shot like device. The miniaturization is achieved by the use of multifunctional components, like the combined wing/battery. WASP is nearly silent and, when flown at night, it's almost undetectable. The Air Force has just ordered several hundred for reconnaissance and bomb-damage assessment.

The Predator is flown like playing a video game. Airmen at Creech AFB can control the Predator drone and the second generation Reaper anywhere in the world. Since 2001, Predator's have been airborne 24 hours a day, 7 days a week, primarily over Iraq and Afghanistan. The unmanned program is so successful it's now under the command of the Air Force. The USAF say they are going to increase the number of combat air patrols that they fly with it astronomically," This year the Predator drone will fly 75,000 hours -- up 20 percent from last year. Originally intended purely for reconnaissance, it was later armed with a single Hellfire missile. This combination appears to be extremely effective at precision strikes according to the US Department of Defence, which



claims a success rate of "nearly 100 percent." Predators are used by both the Air Force and the CIA. *Photo: U.S. Air Force*

The MQ-9 Reaper (above) is a scaled-up version of the Predator, larger, faster and more powerful. Reaper was designed from the outset as a hunter-killer. It can carry up to 14 Hellfire missiles or other weapons such as the 500-pound, laser-guided bombs shown. The 432nd Wing of the U.S. Air Force was activated to operate MQ-9 Reaper on May 1, 2007.

The RQ-4A Global Hawk (Right) is the Air Force's endurance drone, able to cruise at around 400 mph for 35 hours. It has an operational ceiling of 65,000 feet, and from this altitude it can scan an area nearly twice the size of Tasmania in just 24 hours. It is equipped with radar and infrared, as well as optical sensors.



I drink to make other people more interesting.

The Joint Unmanned Combat Air System demonstration program, or J-UCAS-D, is intended to be the forerunner of the next generation of stealthy robot-strike aircraft. Its geometry and radar-absorbent materials make it difficult to impossible to spot on radar. Operating from aircraft carriers, the UCAS-D could fulfil the Navy's goal of an aircraft that can carry a payload (such as bombs) of up to 2,000 pounds, plus an extra 2,500 pounds externally when stealth is not required. A typical use would be to send unmanned drones in as a first wave to take out enemy air defences and clear the way for manned aircraft. *Photo: U.S.Navy*



The CQ-10 Snow Goose is a parafoil-wing UAV for carrying medical equipment or other urgent supplies to Special Forces operating in unfriendly territory. The flexible wings are made of textile, like a parachute. The Snow Goose can be launched from the ground or from the loading ramp of a transport aircraft. Range and payload are inversely proportional; the CQ-10 can carry a 75-pound payload for 200 miles, or 500 pounds for a shorter distance depending on launch altitude and wind speed.

The MIRSAD-1 drone has been flown over Israel by the Lebanese militia group Hezbollah (*Mirsad* means "ambush" in Arabic). It may be armed; Hezbollah has claimed that it can be loaded with a warhead of 40 to 50 kilos of explosives, turning it into a flying suicide bomber able to reach anywhere. The Israeli Defence Force shot down two similar drones in 2006. *Image: Hezbollah*



HELIOS was NASA's record-breaking solar-powered flight demonstrator. It achieved an altitude of more than 96,000 feet -- the highest for any aircraft not powered by a rocket. A combination of solar cells and fuel cells meant it could, in theory; stay aloft for days, weeks or even months at a time. The vehicle broke up in 2003 during a flight near Hawaii when it hit turbulence, but the military is rumoured to be continuing research into solar-powered UAVs with ultra-long endurance (vehicles capable of many hours in flight)



The Battle hog 150 is intended to meet the Marine Corps requirement for a vertical take-off drone capable of operating from aircraft carriers. It can fly at over 300 mph with a payload of 500 pounds, with armaments likely to include Hellfire missiles, rocket pods and 7.62-mm mini-guns. The Battle hog series is designed to be as robust as possible, being able to withstand small-arms fire from close range. The drone is steered entirely by moving the two wingtip fans, so there are no vulnerable flight controls. *Image: American Dynamics Flight Systems*



The Killer Bee is part UAV, part missile. It's intended to be deployed in 'constellations' of many vehicles working cooperatively. These swarms can be used for either reconnaissance or for attack with up to 30 pounds of weapons per drone. The Killer Bee is designed so several can be stacked together in the cargo bay of an aircraft or in a truck, maximizing the number that can be carried. *Photo: Northrop Grumman*



The German-made Micro drone is equipped with GPS, a camera and a loud-hailer to give instructions to those on the ground, and is currently being tested by police in the UK. This type of UAV is the one you're most likely to see hovering around your neighbourhood. Its quad-rotor design is intended to make it resilient. Law-enforcement officials hope the Micro drone can carry out some of the tasks of

police helicopters, but at a fraction of the cost. *Photo: Micro drones GmbH*

The MQ-8 Fire Scout, made by Northrop Grumman, is operated by the U.S. Navy and can make an automated landing on a moving aircraft carrier. Typical missions include surveillance, locating targets and directing fire. There have also been weapons tests with a Fire Scout armed with 2.75-inch rockets. The U.S. Army has now shown interest in having its own version. Though nine MQ-8 vehicles are in the flight-test stage, the model is not yet operational. The Navy plans to eventually have a fleet of 168. *Photo: U.S.Navy*



The Honeywell MAV, or micro air vehicle, will be an integral part of the U.S. Army's Future Combat System, giving reconnaissance capability to front-line troops. The small 'Class I' version seen here will be back-packable. It has a planned weight of 20 pounds, and is capable of a 50-minute mission spying on locations up to half a mile away. The vertical take-off and



hovering capability make it well-suited to the urban canyons of the modern battlefield. *Photo: U.S. Army*



The morphing micro air/land vehicle, or MMALV, is a hybrid that can fly, then land, fold up its wings and crawl around buildings or other tight spaces. The MMALV project is lead by Bio Robots, in collaboration with the Biologically Inspired Robotics Laboratory at Case Western Reserve University, the University of Florida and the Naval Postgraduate School. *Photo: Richard Bachmann.*

Originally used for tracking schools of tuna, the Scan Eagle drone is used by the Marine Corps in Iraq, where various versions of the model have flown several thousand hours of missions. It has a stabilized, gimballed camera turret that can be fitted with either daylight or infrared imagers. No runway is required; instead it is fired aloft by a pneumatic launcher and retrieved by a rope-and-hook arrangement where a crane snags it out of mid-air. *Photo: U.S. Air Force*



Wife says to elderly husband, "let's go upstairs and make love".  
Husband says to wife, "make up your mind, I can't do both."

## **Damn big trucks.**

ETF developed a new and innovative Mining truck range which combines the features of Large Haul Trucks and Articulated Dump Trucks. Because of the All-Wheel-Drive/all-Wheel-Steering capability, ETF trucks can operate in both Off-Highway and Off-Road conditions. Production delays due to slippery road conditions during heavy rain or snow are events consigned to the past.

It is one amazing piece of machinery, see it [HERE](#).

## **One great Aussie thing to do before you die.**

The tiny township of [Nindigully](#) is located on the edge of the Queensland outback - 160km west of Goondiwindi and about 530km west of Brisbane and approximately 70 km north of the Queensland/New South Wales border. The Nindigully Pub is Queensland's oldest hotel, (located in its original condition and position) and sits on the banks of the Moonie River. The licence was issued in 1864 after operating as shearers' accommodation for the Nindigully Station. The "boom" town has now been reduced to just two houses, the pub, the old general store and the town hall, with a population of six!



Nevertheless, it was voted the Best Country Pub in Australia in 2006 by “44 Australia” magazine, and you can see why - it has become famous for the Nindigully Road-Train Burger. This giant hamburger is served with French fries, onion rings and a selection of sauces and it is supposed to be able to feed from 1- 4 people. It costs \$36 - the meat patty alone is 1.2kg!

Click the pic above for a clearer view.

Before the 2001 inauguration of George Bush, he was invited to a get acquainted tour of the White House. After drinking several glasses of iced tea, he asked outgoing President Bill Clinton if he could use his personal toilet. When he entered Clinton 's private toilet, he was astonished to see that President Clinton had a solid gold urinal. That afternoon, George told his wife, Laura, about the urinal. “Just think,” he said, “when I am President, I too could have a gold urinal. But I wouldn't do something so self-indulgent!”

Later, when Laura had lunch with Hillary at her tour of the White House, she told Hillary how impressed George had been at his discovery of the fact that, in his private bathroom, the President had a gold urinal.

That evening, when Bill and Hillary were getting ready for bed, Hillary smiled, and said to Bill: “I found out who pi\*\*ed in your saxophone.”

## Plonking.

A friend's Mum has invented a new craze – it's called “Plonking”. You plonk yourself down in a chair with a glass of Plonk and get Plonked then get someone to take your photo.

Apparently it's a real hit with the over 60's. (I'm very advanced, I've been practicing for years!)



I have a simple philosophy. Fill what's empty. Empty what's full. Scratch where it itches.

## Smokes!!

If you want to see the best Television commercial ever made on smoking and associated cancer – click [HERE](#).

## **Pay attention when I'm speaking to you!!**

Sometimes it's just too hard to keep your mind on the job – see [HERE](#)

## **Tank Treads.**

This appeared in the August 2002 edition of the US C-7A Caribou Association magazine. Dit Eaton sent me a copy

Arriving in-country for the year 1970, I was prepared for 12 months of “trash hauling” without much anticipation of anything out of the unusual occurring. Was I in for a surprise! The first six months were spent in the 536th at Vung Tau.

The base was under the command of an Army full colonel with a host of Air Force tenants (two Caribou squadrons, ALCE, FAC unit, etc., plus an Australian Caribou squadron). The officers lived off base, very fortunate to have their own “clubs”. An inevitable topic of discussion centered on the base commander.

In his view of the war we had greater dangers from speeding on the streets of the base than we did, say, from VC infiltrators and the likes. Thus, he had installed broken tank treads across the heavily traveled streets of the base as “speed bumps”. They were very effective, did what they were intended to do, but a source of constant irritation to everyone.

In the early spring after a rather unusually well attended late liquid evening at the 536th bar, the “troops”, with the enthusiastic support of the ALCE commander, returned to the base whereupon, using forklifts, each tread was loaded on a pallet, loaded on an aircraft and the ramp closed. The next morning, bright and early as was his habit, the Army base commander was at the flight line to see all the aircraft takeoff. This particular day he was highly agitated as he was at a loss as to the whereabouts of his precious “speed bumps”.



The aircrews flamboyantly called back to ops, “Bombs Away” as their tank treads were air dropped (sans chutes) into the mud of the Mekong Delta. The base commander, convinced that the “renegade and unruly” Aussies had stolen his tank treads, immediately barged into their CO's office demanding an explanation. Bewildered (but truly laughing on the inside) the Australian CC could offer nothing, further infuriating the base commander. After dark that evening, the entire officer cadre of the Aussie squadron drove up to the 536th club demanding to speak to our commander.

The Aussie CO yelled at our squadron CO saying, “it was the greatest thing in the world to get my ass chewed out by an Army colonel for something I had nothing to do with, let alone had any knowledge of”. With that having been said (and agreed upon), everyone (Aussies included) adjourned to the bar to what can best be described as a night never to be forgotten. The victory was thoroughly enjoyed by all and esprit de corps among the crews of both organizations was never higher (thanks unwittingly in part to the U.S. Army)!!!

## Home support Loans.

If you are

- an eligible person under the *Defence Service Homes Act 1918*
- eligible for a benefit under the *Veterans’ Entitlements Act 1986* as the result of service with the Australian armed forces or a Peacekeeping Force
- a surviving partner or dependent parent of a person mentioned above.

and provided you do not a current Defence Service Loan with an outstanding balance equal to or more than \$10,000, you may be eligible for the DVA Home Support Loan.

The maximum amount you can borrow is \$10,000 but the actual amount you can obtain depends on various factors, e.g. your ability to meet the repayments and any other commitments. The minimum drawing at any one time is \$1,000.

The interest rate is a variable rate set on the 5th of each month. It is set at 1.5% below the average standard variable home loan rate on the last working day of the previous month. It will not exceed 6.85% per annum. Westpac Banking Corporation is contracted to provide the subsidised housing loans.



Generally, first mortgage security is required.

If your wish to know more, click [HERE](#)

## The Bra Brigade.

The girls from Wyandra (Wyandra is a small town between Charleville and Cunnamulla in Qld, with a population of just 60 people) have chosen a unique way to raise funds and awareness for breast cancer.

They're looking to put together the world's longest bra chain to hang in Wyandra's main street (the record



they need to beat was created in Bundaberg with a chain of 166,625 bras spanning 163 kilometres).

Mother-of-two, Leanne Martel, is leading the fundraising and collecting the bras. She's always wanted to raise money for breast cancer because her mother and grandmother had the disease. She says it's not just the locals who are supporting the cause; bras are coming in from all over the place and tourists are stopping off to hang a bra on her front fence as well.

Leanne will keep the bra chain going for another twelve months to attempt the record, so keep the bras coming with or without a donation, all are appreciated and it's as much about creating awareness as fundraising.

If you'd like to throw your support (and a bra or two) behind the breast cancer fundraiser, you can do so by posting them to Leanne Martel, 33 Railway Street, Wyandra, QLD 4489..

My only gripe is, I wasn't there to help the ladies remove and hang the bras – I'm still available if required.....

## **What if your partner dies?**

Some very good advice – what to do if your wife/husband/partner dies. See [HERE](#)

.....

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



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



# My Story

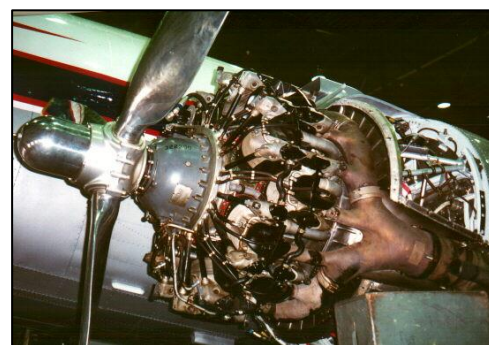
**John McDougall**



I grew up in Paddington in Sydney early in 1944. As WW II was in full swing, my dad was in the army but as he had been declared unfit for overseas service, he had been posted to the coast watchers group over at Fremantle. Mum and I were left in Sydney and after a while dad arranged a swap posting with a fellow army bloke who was a guard at the prisoner of war camp at Hay in NSW. Dad wanted to get closer to Sydney and the guard wanted to get home to WA, so it was a win for both of them. Mum and I then moved down to Hay where we stayed for about 12 months. After the war, we all went back to Sydney and lived in Hargrave Park, which, at the time was a large Army camp, over the road from Warwick Farm. After that, we moved to the Sydney suburb of Revesby and that house is still in our family.

In 1950, I started at Padstow Primary school and then East Hills boys high. I joined the boy scouts and ended up as Troop Leader. I also joined the Army Cadets and after two camps at Singleton Army base, I made up my mind that the Army wasn't for me.

In the mid 1959, I saw an advertisement in the local paper looking for RAAF Appies, and not being a Rhodes Scholar, I thought, this is for me. I did all the tests at Rushcutters Bay and after passing, was off to Wagga on the 16<sup>th</sup> January, 1960. I was inducted into 14 Appies (the tulips) and passed out on the 14<sup>th</sup> December, 1962 as a fully-fledged sumpy and was posted to 2AD. I had 18 months at 2AD working on Winjeel and DC3 engines.



After 2AD, in July 1964, I was posted down the tarmac to 86 Wing, which at the time contained 36 Sqn (A Model Hercs) and 38 Sqn (Dacs, Caribous and a Meteor). About this time, the RAAF had committed the Caribous to Vietnam and being young, single and bullet proof, I wanted to go too. I approached the 38 Sqn WOE and after a bit of wrangling, managed a posting to 38 Sqn and after 3 weeks, and a week's pre-embarkation leave, I was off to La Viet. During my 3 week stay at 38, I didn't learn a lot as the blokes who had gone to Canada to accept and learn the aircraft were still over there, so it was a case of the blind leading the blind. However, as the aircraft were brand new, there wasn't a lot to do and all we had to do was bung in petrol and oil and the thing would fly.

I arrived at Vung Tau on the 22nd August 1964 and Joined RTFV (RAAF Transport Flight Vietnam) and like most of the other tech blokes, still didn't know an awful lot about the aircraft. We had no ground support equipment (GSE) so a lot of our time was spent making work stands, gantries, tool boards and we spent as much time as we could with the Yanks learning all we could.

As there was no accommodation for the RAAF contingent, apart from tents on the airfield, the CO at the time, the late [Chris Sugden](#), decided that tents weren't what was needed and arranged for two down-town, water-front villas to be rented. We moved into one, the officers into the other and it was a very comfortable way to wage war.

I ended up doing 8 months with RTFV, (August, 1964 to April 1965) and during that time had a few detachment trips away to Danang, Saigon plus an R&R trip to Butterworth for the Compass Swing.



By chance, someone got talking to some South Vietnam army blokes who had the parachute flash on their shoulder and we asked where and from what did they jump. It turned out that



although they were a parachute regiment, they hadn't done a lot of parachuting as South Vietnam didn't have the aircraft from which they could jump. Back then we used to send an aircraft down to Saigon each morning empty – it would pick up its first load there. We mentioned this to the boss, Chris Sugden, who offered to take the blokes with us out of Vung Tau and they could jump from the Caribou as much as they wanted. We did this for some time and eventually, the boss of the jumpers asked whether any of us would like to try a jump. Most of us jumped at that with both hands – why not, we were young and bullet-proof after all.

We had some instruction from a retired old ex-army bloke who used to instruct jumpers during the second world war and it was decided that we should jump into the ocean as we figured the water was a bit softer and a lot more forgiving than terra firma. We were fitted with May Wests and instructed to dump the chute when we were about 10 feet from the water – that way the chute would not fall on our heads and drown us!!!! A good idea we thought!!

As we worked a 6 day week, it was arranged that we would jump on a Sunday, so the big day arrived, we were kitted out with parachutes, May Wests, etc, loaded up into the Caribou and off we went. It was a huge buzz – and we spent quite a few Sundays thereafter leaping out the back of the Caribou.

Probably wouldn't be allowed today.

Eventually, I was posted back to 38 Sqn and by this time, the blokes who had been in Canada learning the aircraft had arrived in Vungers to take over. Back in Oz and towards the end of 1965, the CO announced that the Canadian trained blokes were due to leave Vietnam and had to be replaced, so he was looking for volunteers to go back. A few of us put up our hands, we were still single and the earn was good too, so why not? At the time, my fortnight pay was \$54 gross and in Vietnam it was tax free and we also got \$58 in allowances – at the time a fortune for a young single bloke. So in Dec 1965 I was on the way back for 9 months with the option of extending for another three.



While I was there for the second tour, (Dec 1965 to Dec 1966) Caribou 173 pranged at Ba To (16<sup>th</sup> Aug 1966) and I was to Ba To to assist in the repairs. The crew of the aircraft was Dick Cooper, Captain, Stew Spinks, Co-pilot, Barry Ingate, Loadmaster and Fred Robinson, a Cpl Framie who was the assistant Loadmaster for the trip. The first thing we had to do was move it off the runway so it (the rwy) could be used again and then scrounge equipment and parts to

get the aircraft airworthy again. We spent 10 days there, replacing a wing and engine and eventually it was flown out by Wng Cdr Charlie Melchert. When I got back to Vung Tau, the base was closed because of the Long Tan battle. As a "thank you" for spending the 10 days putting the aircraft back together, we were all given a weeks R&R – I took mine in Hong Kong.

After my 9 months was up, I decided to stay on for the next 3 as the money and conditions were good (we were still in the Villa) and finally I returned to Australia, with another posting to 38 Sqn. By this time they were calling



for Load Masters and as I was sick of working on dirty oily old



engines I put my hand up and in Feb 1967 I started the Loady's course. After I finished that, I learnt that part of the deal was you were required to do a flying tour of Vietnam – so back to Vung Tau we went but as I'd already done two tours, the posting was for 6 months with the option of 2 X 3 month extensions.

By this time, the squadron had left the Villa and moved into the quarters on the base.

Just prior to going back for the third tour, some friends asked me to accompany a friend of theirs, a pretty young single girl, to a ball. She wanted to go but at the time didn't have a partner. I thought "why not??" so off we went, had a great time and I must have made a hit because she thought as I was going off to war I must be tough brave and strong, so she offered to write. To make a long story short, we kept in touch and eventually, after I come home for the third time, we got engaged and then married – and we're still together.

This time, as being part of the aircrew, I saw an awful lot of the country and I managed another trip to Butterworth for a compass swing and I had some R&R in Bangkok. A lot of the time we didn't know what the day would bring. Our usual task was to carry a load from airfield A to airfield B then at B the Air Movements people would ask us to take a load to airfield C. At C we would get a load which had to go to D – and so it went. We used to carry all sorts of things, from mail to live animals and on one trip, after we had taken some live cattle into Ban Me Thuot, I was asked by the US load controller if we could do him a favour and take an elephant down the road to a special forces camp. He said they were trying to make a road at the special forces camp and didn't have enough heavy machinery – this was the only load I refused. The elephant was eventually walked out.



At the end of the 6 months, I'd had enough and decided thank you but no thank you, so I decided to head home, once again, back to 38 Sqn. That was in April 1968. On arrival at Richmond, I was asked to become the aircrew technical training instructor, which I did for about 10 years.

In July 1969, I got a trip to Canada to pick up Caribou A4-275 and help ferry it back to Richmond. We had the aircraft fitted with ferry tanks, which gave it about 20 hours endurance, and we decided to take the Pacific Route.

This was via Ellsworth AFB in South Dakota, Moffatt Naval AS, then to Hickam in Hawaii, then over heaps of water to Johnstone Island (Atoll) (about 600 miles West of Hawaii), then to Kwajalein in the Marshalls then to Port Moresby then down to Richmond – all up 70 flying hours.





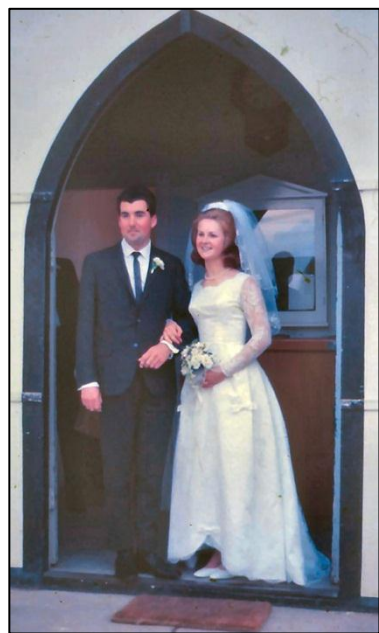
There wasn't a lot of room in the aircraft as it was chockers with equip and as a lot of the flight was over water, we also carried a navigator and had a Loran fitted. This was plugged into the power socket that usually powered the winch and when it was being used we disconnected the HF set and used the HF antenna in the Loran. Our longest leg was 16 hours, 25 mins in the air, all over water, from Moffat NAS to Hickham Air Base on Hawaii – scary stuff as we were miles overweight when we left and if something nasty had happened on take-off, our only option was to switch everything off, cross your fingers, crash forward and hope for the best. The Nav did a good job too as Johnston is only a dot in all that water and about 2 ft above high water mark and if we had been a few degrees off, left or right, we'd have missed it.

The Johnston Atoll area was used during the 1950s and 1960s as an American nuclear weapons test site—for both above-ground and underground nuclear tests. It was also used for a rocket launch site for some of the first American spy satellites as well as other things which we weren't allowed near. Later on, it became the site of a chemical weapons depot and the site of the Johnston Atoll Chemical Agent Disposal System (JACADS). All of the chemical weapons that were once stored on Johnston Island were incinerated by 2000 and JACADS demolished by 2003.

The arrow in the pic above shows one of the missile sites – which weren't there....

Johnston Atoll had never had any indigenous inhabitants, although during the latter part of the 20th century, there were averages of about 300 American military personnel and 1,000 civilian contractors present at any given time. When we landed we were met at the aircraft by US Military Police who welcomed us to the Island and told not to take any cameras with us and not to ask any questions. They sealed the aircraft so we couldn't go back to it until the next day when we were to leave.

I got married in Oct 1969 and we went down to Tassie for our honeymoon then it was back to Richmond and back into flying and running the flying/tech training centre. In 1972 I went to [Palembang](#) in Sumatra on a mapping survey – we went as support for Army who had one of their Beech 200 aircraft doing mapping. In 1975, it was off to Cashmere working for the UN as a military observer group, to replace the Italian Air Force which had had enough and had just packed up and left. The RAAF painted three of their aircraft white and because of the altitudes in which the aircraft had to operate, oxygen supply for the passengers was installed. Pipes were run down each side of the aircraft with an outlet behind each seat.



During the hot summer months, the aircraft operated out of Srinagar in Cashmere which is at 5,700 ft and nice and cool. In the winter, we moved down to Rawalpindi (now called Islamabad) which is at 1600 ft. Flying from one to the other required the aircraft to operate at levels up to 20,000 ft – thus the requirement for oxygen.

When I returned to Oz, I was sent on many trips to PNG (17 in all) and I reckon I'd have to go close to holding the "airports landed at" record – having been into 83 different PNG airfields.



Back then Work Place Health and Safety had not been invented and anything and everything was used to get the job done.

The photo at right shows a prop change at Wewak in PNG – look at the bloke on the gantry and the quality and stability of the engine stands. The empty 44 was a handy bench too. Can you imagine that happening today??

In 1978, after having spent 16 years in and around Richmond, reached the rank of Flt Sgt and being pretty proficient on radial engines, I was posted to 482 Maintenance Squadron at Amberley where there wasn't a radial engine in sight. I was posted to the position of Flt Sgt in the F111 engine workshop and twelve months later I was the Maintenance Co-Ordinator.

Back then they had a thing called Centralised Maintenance. Number 1 and Number 6 squadrons only contained aircrew while all the maintenance blokes, GSE and all the aircraft were in 482 Mntce Sqn. 482 worked two shifts, one shift from 8.00am to 5.00pm, and the second shift from 5.00pm until they finished. It was a complete dog's breakfast. The early shift would leave work for the late shift and the late shift would leave work for the next day, consequently the number of serviceable aircraft was always below what was required.



A lot of aircraft flew with CFU's – carried forward unserviceabilities (used to be called COS-condition of serviceability).

482 Maintenance Squadron used to go to Butterworth each year for IADS (Integrated Air Defence Systems) and I had a trip up there in 1981. I also did two trips to Edinburgh for the Karinga trials – a new smart bomb that was being trialled at Woomera.

In Jan 1982, I accompanied 14 troops to McClelland AFB in Sacramento in the US for Cold Proof Load testing on the aircraft (see [HERE](#)). Back then the F111's had cracking problems and the RAAF was determined to find out why. The D6AC steel used in the manufacture of critical F-111 structural components had a very low fracture toughness value. This means it was very brittle and susceptible to failures from very small fatigue cracks or manufacturing flaws. The aircraft were placed in a large refrigerated hanger and the temperature was dropped to about 40°C below to simulate flight at



high altitude.

The airframe was then chained to the ground and hydraulic rams lifted the wing so that the tips were raised from the horizontal to a height of 3½ feet and then pulled down 1½ feet. If the aircraft survived that terrible stress test it was declared serviceable and allowed to fly – if it didn't, the broken bits were replaced and the aircraft flew again.

While there, we did acceptance tests on 4 A model F111's which we bought from the USAF and which were to replace the 4 C models lost in Australia. Australia had ordered 24 C models of which only 24 were built. The C model had stronger undercarriage and a larger wing.

While at McClelland AFB, we heard that the US's SR71 Blackbird aircraft were based at Beale AFB, which was not all that far away. I rang Beale and told them that I was part of a 15 man group of RAAF bods who were at McClelland doing cold trials on our F111 and would it be possible to have a look over the SR71.

They were only too happy to oblige so we arranged for transport and off we went. They really looked after us, showed



us all around the base and the aircraft, but we weren't allowed to look inside. We saw where the aircraft were 'hangered', where the crew were kitted out prior to each flight and had a look at the maintenance section.



The SR71's, of which 32 were built, were introduced to the USAF in 1966 and retired in 1989, then were brought back for another run from 1993 until 1998. They were kept in "car ports" similar to the F111's at Amberley, except at Beale, the car ports had walls and doors. When a SR71 landed, it was immediately wheeled into the car port and the doors were closed so that any snooping satellite flying overhead couldn't see how many aircraft were on the base – therefore not knowing how many were in the air.

As the aircraft could operate quite happily at 80,000 ft, the crew would wear "space suits" to give them a chance of surviving if something 'nasty' happened.

For an aircraft that was first flown in 1964, (the same year Holden released their EH model), they were remarkable. 85% of the aircraft was made from titanium, a rare and expensive material, with the remaining 15% being composite materials. Major portions of the upper and lower inboard wing skin of the SR-71 were corrugated, not smooth. The thermal expansion stresses of a smooth skin would have caused splitting or curling. By making the surface corrugated, the skin was allowed to expand vertically and horizontally without overstressing. As the aircraft's J58 engines (which were designed to run on afterburner full time) were most efficient around Mach 3.2, this was the Blackbird's typical cruising speed.

To allow for thermal expansion at the high operational temperatures which occurred at these speeds, the fuselage panels were manufactured so that they fitted together loosely while the aircraft was on the ground. Proper alignment was only achieved when the airframe heated due to air resistance at high speeds. This caused the airframe to expand several inches. Because of this, and the lack of a fuel sealing system that could handle the expansion of the airframe at

extreme temperatures, when not airborne, the aircraft would continuously leak fuel onto the ground, just like a 1960's Land Rover.



When departing on a sortie, the aircraft would only be partially fuelled. It would then depart, get up to Mach 3 or thereabouts, thus heating up the airframe, causing it to expand which would seal everything, then it would hook onto a tanker that was orbiting and take on a full load of fuel. While in flight, the airframe was kept at manageable temperatures by cycling fuel behind the titanium surfaces at the front of the wings. When it landed, it was not uncommon for the aircraft's canopy to be over 300°C, too hot to approach.

The curved skin near the centre of the fuselage, inside the red line in the photo, is a 'no-go' area as there is no support underneath with exception of the structural ribs, which are spaced several feet apart.

Two girls were chatting over coffee, one said to the other, if you're sick of your husband, why not leave him, the other replied, if I could do it without making him happy, I would.

We returned to Australia in May 1982 and by then the Centralised Maintenance trial was finally found to be a dud and in Feb 1983 1 and 6 Sqn became independent once again and were back to operating level maintenance where each Squadron had the full complement of air and ground crews, GSE and their own aircraft. I was posted to 1 Sqn as WOE (as a F'Sgt) but was promoted to WO in March. 1 Squadron was the task squadron while 6 Squadron was the training and photographic recce squadron.



In March 1983, 1 Sqn was off to Tindall for war games. Tindall at that time was still in its infancy and the facilities were pretty basic. The runway had been built some years earlier and had started to deteriorate. One of our aircraft was lined up for take off and when the engines were run up to full power, part of the rubber expansion strip was ripped from the runway and ingested into the engine. Normally this would not have been all that serious, but when ACS had built the runway, they had hammered the expansion strips into the ground using large steel spikes. One of these found its way into one of the engines and didn't do it a whole lot of good, resulting in an engine change and a lot of paper work.

After that, all take-offs were done from a rolling start.

After the war games were finished, we returned to Amberley only to find we were off to Butterworth for the annual IADS, then after we'd finished in Butterworth, it was down to Pearce for more exercises. At this time, Bondy was in Newport winning the America's Cup and Perth was a buzz.

We finally got back to Amberley, unpacked the clothes, did the washing, patted the dog, then it was time to pack again and head for Butterworth for the 1984 IADS, then in September of that year we took 6 aircraft to Mountain Home AFB in Idaho for the inter-country bomb competition. We stayed there for 6 weeks and competed against the USAF and RAF and points were awarded for serviceability of aircraft, take off on time, on time on target, dropping closest to the target, etc. We didn't win but we put on a good show.

At the same time, we had 4 aircraft in NZ – not bad for a squadron which had 12 aircraft.



After Mountain Home, we sent 4 aircraft home and 2 went to Eglin AFB in Florida to the test facility which is the biggest in the western world – covering 720 square miles. We stayed there for 2 weeks doing flight tests. The idea was to prove the accuracy of the flight manuals, the aircraft would be flown as per the manual and ground radar would produce a readout of the actual flight profile. Comparing the two would prove the manuals.

Luckily, we were close to New Orleans and at that time that city hosted the world expo. We managed to sneak a few days off and check it out. They had one of the Space Shuttles on display – how they got it there and how they got it back to Kennedy AFB is beyond me – but it was a huge attraction.



After Eglin, we went to [Barksdale AFB](#) which is in Louisiana and about 5 miles from Bossier City. It is the home of the USAF's 2<sup>nd</sup> Bomb Wing, the oldest Bomb Wing in the USAF and is equipped with B52 Stratofortress aircraft. Here we got the results of the Bomb Competition and as there were a lot of different countries taking part in the competition, it was a good opportunity for each country to demonstrate to the others what each was about – it was like a mini expo, and a lot of fun.

After all the niceties were finished, we sent the aircraft towards Amberley, boarded a Herc and also headed for home.

On the 17<sup>th</sup> January, 1985, after 25 years, I decided I'd had enough and wanted to stay in the one spot for more than 3 months at a time, so I took a discharge. Just prior to leaving, the CO arranged for me to have a 1 hour flight in an F111 – as a going away present and a thank you for 25 years service. I had a couple of months off getting used to civvy life then bought an ENZED Hose Doctor franchise and ran that for 2 years. I eventually got sick of being dirty and sold the franchise and took a job as production manager with a stainless steel company making kitchens, hospital equip, air conditioners etc. I stayed there for 7 years.

I got back into the Hydraulics business and stayed there for a few years and eventually, DVA made me an offer I couldn't refuse, so I finally retired.

I maintain a keen interest in my old Squadron and in the wonderful Caribou aircraft and currently I am the President of the RTFV/35 Sqn Association.

In between all this, I had two lovely daughters, one works with Boeing, the other is a Sergeant with the Qld Police. I went back to Vietnam in 2005 and marvelled at the changes that have taken place, especially in Vung Tau, where some of the facilities are definitely world class.

These days I travel a bit, enjoy life and don't regret one minute of my RAAF time.

A 75 Year Old Lady rings her local hospital and this conversation follows: 'Hello I'd like some information on a patient, Mrs Tiptree. She was admitted last week with chest pains and I just want to know if her condition has deteriorated, stabilised or improved? "Do you know which ward she is in? "Yes, ward P, room 2B "I'll just put you through to the nurse station. "Hello, ward P, how can I help? "I would just like some information on a patient, Mrs Tiptree, I was wondering if her condition had deteriorated, stabilised or improved? "I'll just check her notes. I'm pleased to say that Mrs Tiptree's condition has improved. She has regained her appetite, her temperature has steadied and after some routine checks tonight, she should be well enough to go home tomorrow. "Oh that's wonderful news, I'm so happy, thank you ever so much! "You seem very relieved, are you a close friend or relative?' 'No, I'm Mrs Tiptree in room 2b. Nobody tells you a damn thing in here

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## Sanity Prevails.

On the 23 June, 2011, Dan Oakes and Rafail Epstein reported in the Sydney Morning Herald that the two Australian Army commandos accused of killing five Afghan children in a disastrous night-time raid have been exonerated, ending a two-year battle to clear their names. Apart from that it was kept pretty quiet – why was that???

smh.com.au  
The Sydney Morning Herald

The two special forces soldiers, known only as Sergeant J and Lance Corporal D, released a statement last night saying they would carry the burden of the civilians' deaths for the rest of their lives and thanking their fellow soldiers for standing by them throughout their ordeal. The *Herald* revealed that the military prosecutor, Lyn McDade (Director of Military Prosecutions) who made the decision to charge them, was recently reappointed for another two years. The *Herald* understands there was deep resentment within the senior ranks of the Australian Defence Force over Brigadier McDade's reappointment, because of her decision to prosecute the commandos.



McDade, was fiercely criticised for her decision to charge the two men. She was dealt a heavy blow last month when a military judge threw out manslaughter charges against the two commandos **before the trial began**.

A third soldier, the lieutenant-colonel in command of the raid, still faces a court martial at which the prosecutor will allege there were serious flaws in the planning of the raid.

The two commandos were part of a small force that approached a compound in Oruzgan province on the night of February 12, 2009. After being fired at by a man from the compound, they returned fire and threw grenades into the room the gunfire was coming from, killing five children and an adult. The commandos were charged over the deaths last September.

The prosecution was the first time Australian soldiers had been charged for civilian casualties resulting from troops fighting under orders. "We need no reminding that our actions contributed to the death of five innocent children. We will carry that burden for the rest of our lives," the two soldiers said. "However, we would like people to understand two things: firstly, we did not choose to fight the Afghan male in proximity to children. He forced his callous and reckless choice upon all of us. Secondly, if there had been another reasonable option available to us that reduced the risk of injury to civilians, we wouldn't have hesitated to take it."

"We think it is important to remember that throughout our court martial, the prosecution refused to say what other option we should have taken. We don't think there was one."

*(What next? Issue the blokes with blanks so they can't hurt anybody – it's a bloody war!!! I find the whole episode amazing, obviously this McDade person has never been in a war zone – tb.)*

## **UPDate.**

### **Defence drops last of Afghan raid charges.**

AAP August 30, 2011

Legal action has finally ended against a group of Australian commandos involved in a disastrous raid in which six Afghan civilians died. The Director of Military Prosecutions on Monday (29 Aug 2011) applied formally to withdraw the last of the charges against a regular army officer. The Judge Advocate ordered a charge of failing to comply with a general order and in the alternative, prejudicial conduct, be dropped.

Defence said all legal processes relating to charges over the incident had now been concluded. The charges stemmed from a raid conducted by members of the Special Operations Task Group (SOTG) in Afghanistan on February 12, 2009.

Defence force chief General David Hurley said Defence was committed to proper processes to ensure those charged received a fair trial and the integrity of the military legal process was preserved. "The legal processes that were adhered to in relation to this matter were independent of the chain of command," he said in a statement.



Defence Minister Stephen Smith said he would now ask the director of Military Prosecutions Brigadier Lyn McDade to provide a comprehensive assessment of the case and of circumstances which led to it being finalised. (He should also ask for her resignation - tb)

What a mitigating disaster....Mr Smith said these were the first charges for manslaughter in the theatre of war for a very long time. "It is important, given the opportunity, just to run the ruler over the system, given this is the first time we have experienced such matters in living memory," he told ABC television.

"It would of course would be entirely inappropriate to do such a thing in the midst, or in the course, of such proceedings."

Mr Smith said he would make a judgement on whether that assessment could be publicly released, taking advice from General Hurley and Defence Department secretary Duncan Lewis.

## **Carbon Dioxide Price - Veteran Community**

The Federal Government is determined to introduce a Carbon Dioxide tax on the Australian Community, whether it wants it or not and has accepted that the tax will increase prices of all goods and services across the board.

Details of the Carbon Dioxide Tax were released on the 10th July and from next year, large businesses that pollute the atmosphere by pumping out CO<sub>2</sub> will be taxed and to compensate

for the flow on increase in the cost of living, compensation payments will be made to certain individuals to offset these increases.

The carbon dioxide tax is proposed to commence on 1 July 2012 and for three years will be a fixed price and then the scheme will move to an emissions trading scheme (ETS) where the ongoing price will be set by the market.

The tax will start at \$23 per tonne of carbon dioxide released into the atmosphere and will rise at 2.5% per annum in real terms until 1 July 2015 when the market-linked price will kick in. It is expected that around (initially) 500 businesses will be required to pay for their pollution. The aim of the exercise is to encourage those businesses to reduce energy consumption and move to a cleaner source of energy. The tax is expected to cause higher prices for consumers so the government has proposed to redirect over half of the tax collected to help with higher costs in living expenses. The tax collected will also be used to provide grants and other incentive programs to help with a transition to cleaner energy.



The table below provides a summary of the proposed compensation measures. The measures are subject to legislation being passed and could be subject to change. They are generally proposed to commence from 1 July 2012.

Around 350,000 in the veteran community will benefit from this package of additional payments. The proposed benefits are:

- A nine month up-front advance lump sum will be paid in June 2012, called the Clean Energy Advance.
- In March 2013, an ongoing supplement will be paid, with a choice of either a fortnightly or quarterly payment called the Clean Energy Supplement.
- All service pensioners (full and part), disability pensioners and war widow(er)s will receive both the Clean Energy Advance and the Clean Energy Supplement.
- Assistance for service pensioners and war widow(er)s will be calculated on 1.7% of the maximum rate of service pension or widow(er)'s pension.
- Assistance for General Rate disability pensioners, including those receiving less than 100% of the General Rate, will be calculated on 1.7% of the General Rate of disability pension under the VEA.
- Assistance for beneficiaries receiving an Above General Rate of disability pension (Special Rate, Intermediate Rate or Extreme Disablement Adjustment) will be calculated on the basis of 1.7% of the payment being received.
- Veterans on a disability pension and service pension receive both payments.

Payments will also be made to:

- Wholly Dependent Partners and Permanent Impairment payees under the *Military Rehabilitation and Compensation Act 2004*
- Partner service pensioners who receive Family Tax Benefit
- Veterans and their partners in receipt of the Seniors Supplement

- Children of veterans and members receiving payments under the VCES or MRCAETS
- Veterans not receiving income support or seniors supplement may benefit through the tax system.

The following tables set out the amounts announced for veterans, their families and war widow(er)s as part of the Government's introduction of a carbon dioxide price – you print it out [HERE](#) and you can read more about it [HERE](#)

	<b>Upfront assistance (9 month advance paid June 2012)</b>	<b>Ongoing assistance (from March 2013)</b>
<b>Service pension (single)</b>	\$250.00	\$13.50 per fortnight
<b>Service pension (partnered -</b>	\$190.00	\$10.20 per fortnight
<b>War Widow(er)s</b>	\$260.00	\$13.80 per fortnight
<b>10% - 100% disability</b>	\$132.30	\$7.40 per fortnight
<b>EDA rate</b>	\$206.60	\$11.50 per fortnight
<b>Intermediate rate</b>	\$253.40	\$14.10 per fortnight
<b>Special rate</b>	\$374.40	\$20.90 per fortnight
<b>MRCA wholly dependent</b>	\$260.00	\$13.80 per fortnight
<b>MRCA permanent impairment</b>	\$132.30	\$7.40 per fortnight
<b>MRCA Special Rate DP</b>	\$374.40	\$20.90 per fortnight
<b>Seniors supplement (single)</b>	\$250.00	\$13.50 per fortnight (paid quarterly)
<b>Seniors supplement (partnered –</b>	\$190.00	\$10.20 per fortnight (paid quarterly)
<b>Carer Payment (single) - paid by Centrelink</b>	\$250.00	\$13.50 per fortnight
<b>Carer Payment (partnered) - paid by Centrelink</b>	\$190.00	\$10.20 per fortnight

	<b>Upfront assistance (12 month advance paid June 2012)</b>	<b>Upfront assistance (6 month advance paid July 2013)</b>	<b>Ongoing assistance (from January 2014)</b>
<b>VCES and MRCAETS (at home, 16-17 years</b>	\$110.00	\$60.00	\$4.00
<b>VCES and MRCAETS (at home, 18 or older)</b>	\$130.00	\$70.00	\$4.80
<b>VCES and MRCAETS (living away from</b>	\$190.00	\$100.00	\$7.20
<b>VCES and MRCAETS (homeless)</b>	\$190.00	\$100.00	\$7.20

EDA	=	Extreme Disablement Adjustment
DP	=	Disability Pension
MRCA	=	Military Rehabilitation and Compensation Act
MRCAETS Scheme	=	Military Rehabilitation and Compensation Act Education and Training
VCES	=	Veterans' Children Education Scheme.
VEA	=	Veterans Entitlements Act

[HERE'S](#) the media release from the Minister.

## What are we doing?

Recently the Wall Street Journal had an article on the Australian Government's proposed Carbon Tax. It is compelling reading.

You can see it [HERE](#). And there's [THIS](#)



## The Role of Carbon Dioxide in the Atmosphere.

Carbon dioxide is essential to photosynthesis in plants and other photoautotrophs and in 2011 was present in the atmosphere in quantities of approximately 391 ppm (parts per million) by volume – that's 0.039%. Despite its relatively small overall concentration in the atmosphere and apart from being absolutely essential for plant growth and therefore absolutely essential for our continued survival, it is an important component of Earth's atmosphere because it absorbs and emits infrared radiation at certain wavelengths.

This absorption contributes to the greenhouse effect though water vapour, which is present in concentrations of practically zero over dry desert regions to about 4% over oceans has a far greater effect. The present level of CO<sub>2</sub> is higher than at any time during the last 800 thousand years and likely higher than in the past 20 million years.

**Because I'm a man**, I can be relied upon to purchase basic groceries at the store, like beer, milk or bread. But I cannot be expected to find things like exotic cheeses or tofu. For all I know, they are the same thing.

## Irony??



[Home Harvest® Garden Supply](#), a company that operates out of Michigan in the US, says that research has shown that in most cases the rate of plant growth under otherwise identical growing conditions is directly related to carbon dioxide concentration. The amount of carbon dioxide a plant requires to grow may vary from plant to plant, but tests show that most plants will stop growing when the CO<sub>2</sub> level decreases below 150 ppm. Even at 220 ppm, a slow-down in plant growth is significantly noticeable. Colorado State University in the USA conducted tests with flowers and some vegetables in controlled CO<sub>2</sub> atmospheres ranging from 200 to 550 ppm. The higher CO<sub>2</sub> concentrations significantly increased the rate of formation of dry plant matter, total flower yield and market value.



Costly methods of stimulating plant growth, in order to market them at optimum profit, are presently being used. One of these is extra heat (with open vents). This, however, increases operating costs and decreases profit. Growers using CO<sub>2</sub> are cutting their heating costs as much as 50% while realizing extra profit from increased crop production.

And, in 2010, Dave Levitan reported on the [Solve Climate News Group web site](#) that forests in the eastern United States appeared to be growing faster than they should be and increases in temperature and carbon dioxide are the likely culprits. “We’ve known for 30 or 40 years that extra CO<sub>2</sub> and extra temperature causes trees to grow, most of the climate models predict this,” said Geoffrey Parker, of the Smithsonian Environmental Research Center in Maryland. “It’s just that there haven’t been many field studies that really corroborated it.”

Parker’s team used a combination of two types of tree data to put together a comprehensive look at how trees along the western edge of the Chesapeake Bay have been growing in recent years. They found that the forest, including both young and old trees, has been adding weight at an exceptionally high rate. In fact, in 90 percent of the measurements taken, the rate of growth of the trees was higher than the expected rate. The results were published in the Proceedings of the National Academy of Sciences.



The researchers narrowed the causes underlying that growth bonanza to three factors. First, local measurements taken over 17 years showed a 12 percent increase in CO<sub>2</sub> levels in the area. Temperature measurements from the nearby Baltimore-Washington International Airport over about 100 years indicated a significant increase, as well, and the growing season — based on first and last frosts of the winter — has grown by about seven days.

Parker stressed that there isn’t enough information about this effect to truly assess the potential risk or benefit to forests, or to the climate system as a whole. He did say, however, that “if this is a widespread generality that this extra growth is going on, it may well have contributed to slowing the increase in atmospheric CO<sub>2</sub>.” The “metabolism” of the forest seems to have sped up, he said, and it is certainly possible that some negative effects could be associated with such a process.

Jeff Hayward, the climate initiative manager for the non-profit [Rainforest Alliance](#), said there is often a focus on the beneficial effects of forests with regard to climate change, but there are limits to that side of the story. “One spin on this story might be, ‘Wow, yippee, trees might be taking up more extra carbon, and they’re growing faster and getting bigger. Isn’t this a positive thing?’” Hayward said. However, both Hayward and Parker pointed out that this trend is unlikely to continue indefinitely. At a certain point, other limiting factors including nutrients and available moisture will limit the rate of the trees’ growth.

And even if the increased carbon dioxide could be adding mass to certain forests, there are well-documented negative effects that climate change is having on forests as well. The most striking of these may be the ongoing invasion of pine bark beetles over vast swaths of the Rockies, where millions of trees are being consumed by the beetle infestation. In British Columbia alone, an area bigger than Ireland has already been largely destroyed, and the unprecedented beetle swarms have been linked to warming temperatures.

Another study examining how climate change may be affecting forests looked to the north, where vegetation will most likely expand into the Arctic as the region warms. Also published in PNAS, the study led by University of California, Berkeley, graduate student Abigail Swann found that if deciduous trees like poplar and aspen expand into previously clear parts of the Arctic then multiple feedback loops will kick in and help to accelerate climate change.

“When you consider deciduous trees, a pathway through the greenhouse warming associated with additional water vapour is capable of contributing at least equally as the change in the colour of the surface, which was previously considered to be the really important way that trees change climate,” Swann said.

Muldoon lived alone in the Irish countryside with only a pet dog for company.. One day the dog died, and Muldoon went to the parish priest and asked, 'Father, my dog is dead. Could ya' be saying' a mass for the poor creature?' Father Patrick replied, 'I'm afraid not; we cannot have services for an animal in the church... But there are some Baptists down the lane, and there's no tellin' what they believe. Maybe they'll do something for the creature.' Muldoon said, 'I'll go right away Father. Do ya' think \$5,000 is enough to donate to them for the service?' Father Patrick exclaimed..... "Sweet Mary, Mother of Jesus! Muldoon, why didn't ya tell me the dog was Catholic?"

## **The other side of the argument.**

However, in May 2007, David Chandler and Michael Le Page released a report in the New Scientist debunking the 'myth' that an increase in CO<sub>2</sub> levels would result in an increase in plant growth.

The logo for NewScientist, featuring the word "NewScientist" in white sans-serif font on a teal rectangular background.

They say “It is said that the rise in carbon dioxide will usher in a new golden age where food production will be higher than ever before and most plants and animals will thrive as never before. If it sounds too good to be true, that's because it is”.

“CO<sub>2</sub> is the source of the carbon that plants turn into organic compounds and it is well established that higher CO<sub>2</sub> levels can have a fertilising effect on many plants, boosting growth by as much as a third. However, some plants already have mechanisms for concentrating CO<sub>2</sub> in their tissues, known as C<sub>4</sub> photosynthesis, so higher CO<sub>2</sub> will not boost the growth of C<sub>4</sub> plants. Where water is a limiting factor, all plants could benefit. Plants lose water through the pores in leaves that let CO<sub>2</sub> enter. Higher CO<sub>2</sub> levels mean they do not need to open these pores as much, reducing water loss.”

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

“However, it is extremely difficult to generalise about the overall impact of the fertilisation effect on plant growth. Numerous groups around the world have been conducting experiments in which plots of land are supplied with enhanced CO<sub>2</sub>, while comparable nearby plots remain at

normal levels. These experiments suggest that higher CO<sub>2</sub> levels could boost the yields of non-C<sub>4</sub> crops by around 13 per cent.”

However, while experiments on natural ecosystems have also found initial elevations in the rate of plant growth, these have tended to level off within a few years. In most cases this has been found to be the result of some other limiting factor, such as the availability of nitrogen or water.” “The regional climate changes that higher CO<sub>2</sub> will bring and their effect on these limiting factors on plant growth, such as water, also have to be taken into account. These indirect effects are likely to have a much larger impact than CO<sub>2</sub> fertilisation. For instance, while higher temperatures will boost plant growth in cooler regions, in the tropics they may actually impede growth. A two-decade study of rainforest plots in Panama and Malaysia recently concluded that local temperature rises of more than 1°C have reduced tree growth by 50 per cent.”

“Another complicating factor is ground level ozone due to air pollution, which damages plants. This is expected to rise in many regions over the coming decades and could reduce or even negate the beneficial effects of higher CO<sub>2</sub>”.

“In the oceans, increased CO<sub>2</sub> is causing acidification of water. Recent research has shown that the expected doubling of CO<sub>2</sub> concentrations could inhibit the development of some calcium-shelled organisms, including phytoplankton, which are at the base of a large and complex marine ecosystem. That may also result in significant loss of biodiversity, possibly including important food species.”



“Some have suggested that the increase in plant growth due to CO<sub>2</sub> will be so great that it soaks up much of the extra CO<sub>2</sub> from the burning of fossil fuels, significantly slowing climate change. But higher plant growth will only lock away CO<sub>2</sub> if there is an accumulation of organic matter. Studies of past climate changes suggest the land and oceans start releasing more CO<sub>2</sub> than they absorb as the planet warms. The latest IPCC report concludes that the terrestrial biosphere will become a source rather than a sink of carbon before the end of the century.”

“What's more, even if plant growth does rise overall, the direct and indirect effects of higher CO<sub>2</sub> levels will be disastrous for biodiversity. Between 20 to 30% of plant and animal species face extinction by the end of the century, according to the IPCC report.”

“As for food crops, the factors are more complex. The crops most widely used in the world for food in many cases depend on particular combinations of soil type, climate, moisture, weather patterns and the infrastructure of equipment, experience and distribution systems. If the climate warms so much that crops no longer thrive in their traditional settings, farming of some crops may be able to shift to adjacent areas, but others may not. Rich farmers and countries will be able to adapt more easily than poorer ones.”

“Predicting the world's overall changes in food production in response to elevated CO<sub>2</sub> is virtually impossible. Global production is expected to rise until the increase in local average temperatures exceeds 3°C, but then start to fall. In tropical and dry regions increases of just 1

to 2°C are expected to lead to falls in production. In marginal lands where water is the greatest constraint, which includes much of the developing world but also regions such as the western US, the losses may greatly exceed the gains.”

SO!!! Who do you believe, who do you trust, is it all one great hoax or are we on the brink of destruction??

You be the judge!!

## Another suburban myth??

This story is doing the rounds via emails – all proclaiming it to be true.

*An SAS trooper collecting toys for children was stabbed when he helped stop a suspected shoplifter in east Perth. The 'Toys-R-Us' Store Manager told 'The West Australian' that a man was seen on surveillance cameras last Friday putting a laptop under his jacket at the store. When confronted, the man became irate, knocked down an employee, pulled a knife and ran toward the door. Outside were four SAS Troopers collecting toys for the "Toys For Tots" program. Smith said the Troopers stopped the man, but he stabbed one of them, in the back. The cut did not appear to be severe. The suspect was transported by ambulance to the Royal Perth Hospital with two broken arms, a broken leg, possible broken ribs, multiple contusions and assorted lacerations including a broken nose and jaw...Injuries he apparently sustained when he tripped whilst trying to run after the stabbing.*

*One of the Troopers said, "He was a clumsy bastard."*

Like all good stories it's a fabrication but it does have a glimmer of truth. The true story is as follows:

On the 26<sup>th</sup> November 2010 those manning the security cameras at a [Best Buy](#) store in Augusta Georgia (a bit like our Good Guys Stores) noticed a shopper nicking a lap top computer. When approached, the shopper got all agro, put back the lappy, pulled a knife and ran for the door. 4 US Marines and 7 other volunteers were out the front of the store collecting donations for a kids' charity. One of the Marines saw what was happening, gave chase and dropped the shopper who managed to get back to his feet, swung his knife and wounded the Marine. His mates saw this and stepped in and the shopper was 'detained' until police arrived. The marine was taken to the local hospital where he received a few stitches and was allowed to leave.



The shopper was charged and jailed, however, he was not harmed in anyway. The broken bits in the email story have been “added” by someone to make it ‘more interesting’ and somewhere/somehow, the story has been changed to Australianise it.

## **Blonds – again??**

At risk of being chastised for picking on Blonds – again!!! you gotta admit they don’t do themselves too many favours – have a look at [THIS](#). (Sorry to all blonds!!)

A tough old cowboy from south Texas counselled his grandson that if he wanted to live a long life, the secret was to sprinkle a pinch of gunpowder on his breakfast cereal every morning. The Grandson did this religiously to the age of 103 when he died. He left behind 14 children, 30 grandchildren, 45 great-grandchildren, 25 great-great-grandchildren and a 15 foot hole where the crematorium used to be.

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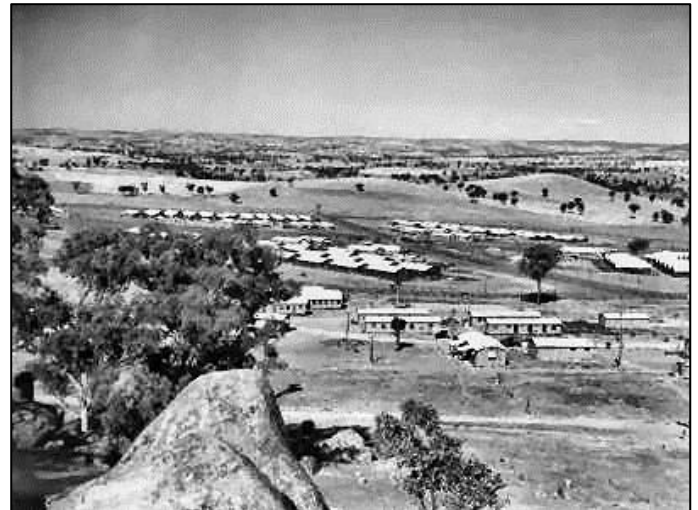


## Allan George's Gems.

### The Cowra Breakout.

David Hobson  
Anzac Day Commemoration Committee  
2004

Cowra is a town which hides an eventful wartime past in the peaceful tranquillity of its famous Japanese Gardens. The site of the infamous 'Cowra Breakout', the town has gradually healed the gaping wounds of its World War 2 role. Situated three hundred and thirty kilometres south-west of Sydney, the Cowra of the 1940s was a typical middle-sized Australian town, with a population of around three thousand people. At that time, Cowra was the site of a major prisoner of war camp which held mostly Japanese and Italian prisoners. The majority of the Italians had been captured in the Middle East, while the Japanese had been fighting in and around the islands immediately north of Australia.



AWM 064284. Looking west showing compounds of the Cowra prisoner of war camp with the group headquarter buildings in the foreground.

The prisoner of war camp was huge, covering an area of over thirty hectares. It was almost circular in shape and divided into four separate compounds by two, seven-hundred-metre long thoroughfares, known respectively as 'No Man's Land' (which ran approximately east-west) and 'Broadway'. Broadway, so called because of its bright lights at night, was used as an access road, as it ran in a north-south direction.



Approximately half the prisoners in the camp were Italians, who occupied A and C compounds, while D compound housed Japanese officers, Korean and Formosan prisoners. B compound contained Japanese non-commissioned officers and junior ranks. It

AWM 064347. A general view of the race between the four compounds of the Cowra prisoner of war camp. "B" and "C" compounds are on the left while "A" and "D" compounds are on the right.

was from within the confines of this compound that the breakout erupted.

The Italians had fought tenaciously during the war, but finally had been forced to surrender. Like the soldiers of most armies they saw no lasting disgrace in their surrender, but accepted it as a necessary part of the fortunes of war. They were aware of their rights under the Geneva Convention and were content to see out the war as prisoners on foreign soil.

The Japanese, however, found the act of surrendering a deeply humiliating experience. Many adopted false names when they were captured so that their brothers-in-arms and families would presume them dead. The Australian guards were aware of the deep-seated unhappiness of the Japanese in B compound, but held no fears of an outbreak.



AWM 073486. Knives recovered in and around B camp. (The Japanese section), of Cowra prisoner of war compound after the mass escape attempt in the early morning hours of the 5 August 1944.

The camp adhered very closely to the Geneva Convention and the guards treated their prisoners well. Furthermore, they believed that it was clear to the inmates themselves that any attempt at escape would be suicidal, and was therefore unlikely. The prisoners had no real weapons and no means to obtain arms. Furthermore, any

attempted escape would involve negotiating the three barbed wire perimeter fences and metres of entangled barbed wire, which lay between them. The camp perimeter was dominated by six guard towers, each about nine metres high, and regularly patrolled by armed guards.

This sense of security changed in June 1944 after a Korean prisoner leaked information about a mass breakout. By this time, the camp was becoming overcrowded, and nervous Army officials in Sydney took the leak seriously. Two Vickers machine guns, extra Owen and Bren guns, rifles and ammunition were obtained. In addition, a sentry team was permanently positioned in the centre of Broadway at night. There was, however, no increase in the number of guards (due to the risk of crossfire), nor in the number of hut searches.

## Escape Plans.

Although some loose signs of an escape existed, the Japanese made no firm plans for a mass breakout until early August. In fact, the plans were made only after camp officials began to separate the B compound inmates by relocating the junior ranks to a camp at Hay in western New South Wales.

On the 4th of August, shortly after being

AWM 044172. The morning after the outbreak revealed dead bodies lying everywhere along the blanket-draped wire.



informed of the prisoner transfer, the Japanese commander of B compound, Sergeant Major Kanazawa, called a meeting of the twenty hut leaders. They were told to explain the transfer situation to their men and, by ballot, gauge the level of support for a mass outbreak.

In an atmosphere of harried debate and strong argument, a decision was reached, but it was far from unanimous and, at times, misrepresented by the hut leaders. The decision was final however, the compound would launch a mass escape.

Under the terms of the escape plan, the prisoners of war agreed that injured and incapacitated prisoners could restore their honour by committing suicide prior to the escape and that no civilian would be harmed. The escape would commence with a bugle blast at 2.00 am the following morning, when the huts would be set alight.

Armed with their rudimentary weapons of filed-down cutlery and baseball bats, and protected-against the barbed wire by baseball mitts and blankets, the prisoners planned to 'hit' the wire in four groups. Two groups would scale the outer three fences and negotiate the ten metres of entangled and concertina barbed wire which lay there. The other two groups would break into Broadway. One of these would attempt to link up with the Japanese officers in D compound, while the other would attack the outer gates and the Australian garrison, which lay beyond.

### **The Escape.**

Shaken from their sleep by a conflagration of burning huts and the high-pitched shrieks of almost a thousand Japanese prisoners of war, the Australian garrison rushed into action. Darkness soon enveloped the scene as a stray bullet severed the main electricity line. Within minutes, Privates Benjamin Hardy and Ralph Jones had manned the No. 2 Vickers machine-gun and were firing into the first wave of escapees, but they were soon overwhelmed by the sheer weight of numbers and killed. In an act of incredible presence of mind, Private Jones removed and concealed the block — the most crucial component of the gun. This action rendered the gun useless, thereby preventing the Japanese from taking command of the camp.

The other three waves of escapees broke through the fences. The two groups in Broadway came immediately under Australian fire from both ends and were pinned down for several hours. The attempt to link up with the officers in D Compound failed. By contrast, almost all of the Japanese who crossed the perimeter wire outside B Compound escaped to freedom. Three hundred and thirty were on the loose. It took nine days to fully recover them, with some travelling as far as Eugowra, a distance of over fifty kilometres.

### **The Roundup.**

The RAAF, Police, Australian Military Force

AWM 044119. Cowra, NSW. August 1944. Burial of Australian soldiers killed during breakout of Japanese prisoners at Camp 12B, Cowra POW and Internment Group Compound.



trainees and members of the Australian Women's Battalion stationed at Cowra all assisted with the roundup operations. Many escapees chose to take their own lives rather than be recaptured. Two threw themselves under an oncoming train, while many hanged themselves. On their recapture, some pleaded to be shot. Others surrendered peacefully. At least two prisoners were shot by local civilians and several by military personnel.

Lieutenant Harry Doncaster became the only Australian killed in the roundup, when he was attacked and murdered by Japanese eleven kilometres north of Cowra. In total, two hundred and thirty one Japanese soldiers and officers were killed. One Japanese officer and one hundred and seven other Japanese soldiers were wounded. Four Australians had died, including Private Shepherd, who was slain during the breakout in an area near the top end of Broadway. Four others were injured. The leaders of the breakout had ordered that no civilians be harmed, and they were true to their word.

### **Post-war Reconciliation.**

Following World War 2, the camp was dismantled and the last prisoners of war expatriated to their respective homelands. While the events of the Cowra Breakout and the experiences of Australian prisoners of war have left uneasy feelings for many, the sixty years since the breakout have seen Cowra develop into a 'Centre of World Friendship'. The town's residents boast a very positive relationship with their old enemies, the Japanese. Those Japanese and Australians who died on Australian territory lie peacefully in the Cowra War Cemetery, which was opened in 1963, under the care of the local authorities. In 1979, Cowra's beautiful and



scenic Japanese Gardens were established, signalling the strengthening relationship between Japan and Cowra.

Recently, Cowra was honoured with the gift of a bronze Peace Bell, one of only seven worldwide and the only one in Australia. This rare gift was made as a tribute to the spirit of friendship and peace which has developed between the Japanese and the Cowra community.

Visitors to Cowra today can view the relic foundations of the prisoner of war campsite and traverse the avenue of cherry blossom trees, which links the Cowra War Cemetery and Japanese Gardens to the site.

It is a tribute to the depth of cross-cultural goodwill that the flower of international friendship has bloomed from such tragic origins.



## The Navy's new weapon.

Recently an Australian Navy Submarine conducted a live torpedo practice shot on one of their decommissioned ships. They used a Mk 48 torpedo which was developed in the USA. It is a non-nuclear and non-contact weapon instead, it is designed to go off directly underneath the ship at about 50 feet below the keel.

Its specs are:



Guidance	Wire guided and passive/active acoustic homing
Weight	MK-48 1545.3 kilograms (3,411 pounds), MK-48 ADCAP 1662.75 kilograms
Length	5.79 metres
Range	8 kilometres
Speed	52 kilometres per hour

The MK-48 is designed to combat fast, deep-diving nuclear submarines and high performance surface ships. The MK-48 has been in service with the U.S. Navy since 1972. The MK-48 ADCAP entered service in 1988. *(Well, we got them at last – tb)*

MK-48 and MK-48 ADCAP torpedoes can operate with or without wire guidance and use active and/or passive homing. When launched they execute programmed target search, acquisition and attack procedures. Both can conduct multiple re-attacks if they miss the target.

The images show the awesome power of a Mark 48 war-shot torpedo fired at the hulk of the old destroyer escort, TORRENS. The plume of water and fragments shot some 150 metres skywards as the blast of the torpedo cut the ship in two. The submarine was over the horizon and submerged when it fired the torpedo.

The Steam Bubble from the explosion is what breaks the ship's back. The effect is devastating as you can see from the video.

See it [HERE](#).

The reason we all get heavier as we get older is  
there's a lot more information in our heads.

## The USSR's giant Surface Plane.

Wing-In-Ground (WIG) effect craft take advantage of the fact that the aerodynamic efficiency of a wing, and particularly its lifting capacity, improves dramatically when it is operated within approximately one-half of its span above ground or water, in what is termed ground effect. If the wing's natural accelerated flow passing over it is further accelerated by the high-velocity exhaust of a turbojet engine, the lifting capacity of the wing is even more greatly enhanced. In 1966 the Russian Central Hydrofoil Design Bureau under Rostislav Alekseev, produced a gargantuan "ekranoplan" ("surface plane") combining the smooth hull form of a ship with stub

wings, a large vertical fin and horizontal tail. They were originally developed by the Soviet Union as high-speed military transports and were based mostly on the shores of the Caspian Sea and Black Sea. They featured ten engines: eight mounted in two clusters of four directly behind the cockpit to provide augmented lift, and two on the vertical fin to provide cruise power. This machine, which American intelligence organizations dubbed the Caspian Sea Monster, could lift 540 tons and cruise at over 300 mph at an altitude of over 10 feet.



Alekseev developed a smaller military WIG, the Lun ("Dove"), armed with six large anti-shiping cruise missiles perched un-aerodynamically on its back. It was called Lun after the Russian name for a bird of prey. Another name for this vehicle was Project 903. In 1989 the missile launcher ekranoplane "Lun" (about 400 tons) was enlisted in the Navy. The ship was armed by three pairs of cruise missile 3M80 or 80M "Mosquito" (NATO's designation SS-N-22 Sunburn), though they were never deployed to fighting units. The design provided an effective method of performing a pre-emptive strike against an enemy fleet.

The 'apparent' success of these machines hid some very real problems, not least of which were serious stability and control deficiencies, as well as tremendous power requirements to get off the water. Under low flying conditions on board radar sensors measuring altitude, tilt and velocity trace the variable profile of wave disturbance practically without averaging, thus making it difficult to gauge the motion parameters in relation to the undisturbed level of the sea surface. It is necessary to combine radar with other sensors in order to provide high accuracy. It has a massive turning circle, and is fairly slow to accelerate. Its poor manoeuvrability means it cannot turn and run from a fight, and so is a fairly easy target if caught in a confined space, or if surrounded and pushed against the shoreline.

In 1989, after the tragic accident on nuclear submarine "Komsomolets" where 42 mariners died, the decision was made to re-equip the second "Lun", being at that time under construction, into a search-and-rescue maritime ekranoplane "Spasatel". The second copy of "Lun" had 6 engines, instead of 8. A considerable part of the work had already been accomplished by the time of the breakup of the Soviet Union, following which there was a drastic reduction of the budget of the Russian Navy.

**Because I'm a man**, when one of our appliances stops working, I will insist on taking it apart, despite evidence that this will just cost me twice as much once the repair person gets here and has to put it back together.



This aircraft is one of the largest ever built, with a length of 73.8 meters (compared with 73 metres for the Airbus A380).



**Because I'm a man**, there is no need to ask me what I'm thinking about. The true answer is always either sex, cars, sex, sports, or sex. I have to make up something else when you ask, so don't ask.







See [HERE](#) for more info on this wing-in-ground effect aircraft - ship??

## **On the USA Tonight Show.**

This is probably the funniest date story ever, first date or not!!! We have all had bad dates but this takes the cake. Jay Leno went into the audience to find the most embarrassing first date that a woman ever had. There was no question as to why this woman took the prize!

She said it was midwinter...Snowing and quite cold... and her date had taken her skiing in the mountains outside Salt Lake City, Utah. It was a day trip (no overnight). They were strangers after all and had never met before. The outing was fun but relatively uneventful until they were headed home late that afternoon. They were driving back down the mountain, when she gradually began to realize that she should not have had that extra latte. They were about an hour away from anywhere and there wasn't a toilet for miles. Her companion suggested she try to hold it, which she did for a while. Unfortunately, because of the heavy snow and slow going, there came a point here she told him that he had better stop and let her go beside the road, or it would be the front seat of his car.



They stopped and she quickly crawled out beside the car, yanked her pants down and started. In the deep snow she didn't have good footing, so she let her butt rest against the rear fender to steady herself. Her companion stood on the side of the car watching for traffic and indeed was a real gentleman and refrained from peeking. All she could think about was the relief she felt despite the rather embarrassing nature of the situation. Upon finishing however, she soon became aware of another sensation. As she bent to pull up her pants, she discovered her backside was firmly glued against the car's bumper. Thoughts of tongues frozen to poles immediately came to mind as she attempted to disengage her flesh from the icy metal. It was quickly apparent that she had a brand new problem, due to the extreme cold.

Horrified by her plight and yet aware of the humour of the moment, she answered her date's concerns about "what is taking so long" with a reply that indeed, she was 'freezing her butt off' and in need of some assistance! He came around the car as she tried to cover herself with her jumper and then, as she looked imploringly into his eyes, he burst out laughing. She too, got the giggles and when they finally managed to compose themselves, they assessed her dilemma. Obviously, as hysterical as the situation was, they also were faced with a real problem. Both agreed it would take something hot to free her chilly cheeks from the grip of the icy metal! Thinking about what had gotten her into the predicament in the first place, both quickly realized that there was only one way to get her free. So, as she looked the other way, her first time date proceeded to unzip his pants and pee her butt off the bumper.

As the audience screamed in laughter, she took the Tonight Show prize hands down. Or perhaps that should be 'pants down'. And you thought your first date was embarrassing. Jay

Leno's comment...'This gives a whole new meaning to being pissed off.' Oh and how did the first date turn out? He became her husband and was sitting next to her on the Leno show.

Last night my wife met me at the front door. She was wearing a sexy negligee.  
The only trouble was, she was coming home.

## **Wow – what a clock!!**

Click [HERE](#) to see an amazing clock. Just think of the computing time involved. This is a masterpiece!!! It is extremely clever and it does actually work, in BOTH formats!!!! And actually on correct time.

Click anywhere in the clock and it becomes digital, another click and it returns to normal.

## **WW II Bombers.**

Here is a wonderful video of a couple of fully restored US Army WW II bombers flying over the Superstition Mountains to the east of Apache Junction and then on to Roosevelt and Canyon Lakes on the east edge of the Phoenix valley. The backdrops are stunning and the photography is HD.



You can see it [HERE](#)

A girl phoned me and said, 'Come on over. There's nobody home.' I went over. Nobody was home!

## **The Sistine Chapel.**

Here's an amazing bit of technology that allows you to see what most of you will probably never see in person. Normally you can't see Michelangelo's artwork close-up, but here you can. This is especially spectacular if you have a large high-definition monitor.

Just click and drag your mouse in the direction of the part you wish to see. In the lower left, click on the plus (+) to move closer, on the minus (-) to move away or scroll to move in closer.

It was apparently done by Villanova at the request of the Vatican. You can see it [HERE](#)

## The Future in electric stuff??

This is nothing short of amazing! Is this a preview of things to come? We would think so, and possibly not all that far away – see [HERE](#).

## Passing the Port.

"Passing the Port" is a Tradition enacted at dining in nights (Sergeant's and Officers messes) and at formal dinners where there are military overtones e.g. R.S.L. Organisations etc. It is believed that passing the Port was derived and later refined from procedures that were used in Olde England before Stuart times — early 1600's.

The land owners or "Lords of the Manor" would call in their overseers periodically for reports on the productivity of his crops, herds, etc., and for them to pay their rents and taxes. At the ensuing feast, the wine (of dubious quality) would be passed from one to another in Gourds, while ensuring that it not be allowed out of sight or to touch the table or ground. This ensured that no one in the assembly could poison the wine and therefore gain extra land grants or promotion.

In Jacobite times — mid 1700s- passing the port was refined somewhat, for official dinners and banquets and the ritual of circling the glass with the decanter was a silent toast by officers who were sympathetic to the exiled King Charles II who was languishing in France. In more recent times, this is seen as a toast to the sovereign at formal military dinners.



A decanter of port is placed in front of the C.M.C. (Chairman of Mess Committee — Sergeants') or P.M.C. (President of Mess Committee — Officers') and Mr Vice (The Dinning Vice President). Both the CMC/PMC and Mr Vice removes the stopper and without serving themselves (or on occasions after part filling their own glass), passes the decanter to the person on their left who fill their glass and continue passing the decanter to the left. The decanter then continues clockwise around the entire assembly (Stewards follow with full decanters for when the original one becomes empty or water for those who do not want the port) until it returns to the CMC/PMC and Mr Vice. They then fill their glasses and replace the stopper.

After a short time the toasts then begin.

At RAAF formal dinners (Mess Dining-In - so called because all mess members attend even those who do normally reside in the Mess ) the port is passed after dining and the tables have been cleared.

After a short time the toasts then begin. Traditionally after the toasts had been completed cigars and cigarettes were then passed around and members could smoke - this practice was ceased in the late 80s early 90s in line with changing community standards..

I went to a massage parlour. It was self-service.

## **Qld Djinnang Association.**

The Djinnang Association held their Annual General Meeting/Get Together on the 28<sup>th</sup> May, 2011 at the upstairs conference room at the Public Service Club in Brisbane.

As usual, they had an excellent turn up with 105 people coming from far and wide to the afternoon event. This is an annual event and they get these numbers every year and should be congratulated.

Doors to the bar opened at about 1.30pm and the club provided hot and cold nibblies. At 4.00pm, the bar was temporarily closed, a big moan went up and the AGM got underway.

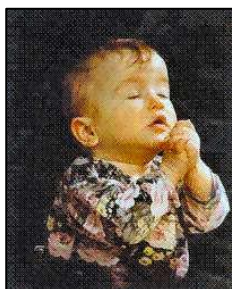
All committee positions were declared vacant and Ron Faulkner said he'd had enough and wanted a demotion. Nominations were then called for President, Treasurer and Secretary. After promising to buy everyone a beer, Mick Lawson was unanimously elected as Mr President, John Carruthers was elected as the new Treasurer and how could the Association work efficiently without Alison Cridland who was unanimously re-elected as Secretary.

With the officers re-elected for another year, it was time to elect the senior NCO's. Alyn Hawkes, Brian Webb, Ernie Gimm and Ron Faulkner (who decided he didn't want to be an ERK after all) were all promoted and as there were no appeals, the positions were declared.

Some of the old blokes, Ron Bellert, Rex Raph and founding members Col "Limpy" Mallett and Allan Clissold were made life members.

The outgoing treasurer, Ron Faulkner, reported a balance in kitty of \$15,376.00 with income of \$2,502.00 and expenses at \$1,326.00. The Investment account has \$10,866.00 and has earned interest of \$651.00 as at 28<sup>th</sup> May 2011. The Association has 82 Perpetual Members.

At 4.30pm, the President closed the meeting, reopened the bar to a huge cheer, tossed \$300 on the counter and everyone got back to telling huge porkies.



Dear God,  
Please send clothes for all those poor ladies in Daddy's computer who don't have any .... Amen!

Some of the troops got together on the night before the AGM/Reunion to plot and to scheme and to have the old coldie or six!!



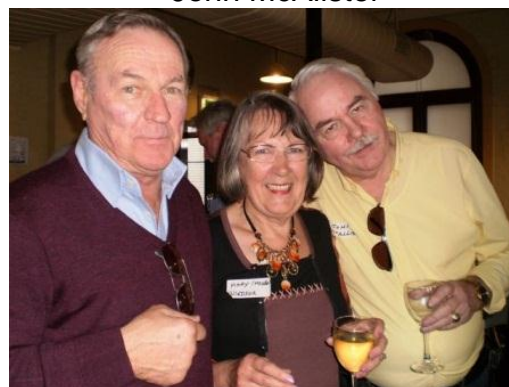
**L-R:** Rick Monk, Kev Bolto, Ken Perkins,  
Lynton Mitchell



**L-R:** Glen Walton, Ernie Gimm,  
John McAlister



**L-R:** Kev Bolto, Bernie Van Der Tillart  
Mick Lawson.



**L-R:** John McCormack, Mary Windsor,  
John McAlister



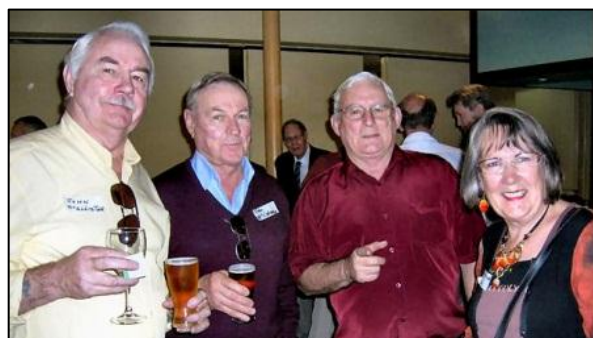
**L-R:** Gavin Smith John Josefski,  
Lynton Clarke



**L-R:** Glen Walton, Gavin Smith, ??,??,  
George Pollard



**L-R:** Rex Raph, Russell Walker,  
John McAlister



**L-R:** John McAlister, John McCormack, John  
Cridland Mary Windsor



**L-R:** Mary Windsor (Moore), Dotti Lowe (Hodge)

These photos were taken at the AGM/Reunion, you can see bigger and clearer copies by clicking on each pic.



**Norm and Margaret Simpson.**



**Steve and Christian Sounness.**



Cathy Richards and Lorraine Neave.

### What a Beautiful Day

My face in the mirror  
Isn't wrinkled or drawn.  
My house isn't dirty.  
The cobwebs are gone.

My garden looks lovely  
And so does my lawn.  
I think I might never  
Put my glasses back on.





Gavin Smith.



Ian and Margaret Greenacre.

## Two Bobs.



Bob Hill, Bob May



Bev Ramsay, Sylvia Hodges, Roslyn Smith.



John Renfrew, Lyn Harris.



Bob Harris.



Lynn and Thelma Beilby, Warren Faber and Marie Anderson.



Peter Hyland, Val White.



Dot Harris, who used to be Dot James when she was foot-loose and fancy free....



Gemma Fordham, Shirley Beggs.



Col Beveridge, Faye Chatham, John “Hoppy” White, Judy Hannaford, Clive Hannaford.

## **A thorn between two roses??**

Gavin, not content with one lovely lady, fancied himself and thought he'd try his luck with two.

Trish and Bernie are sisters, Trish joined the Army and is still serving up near Toowoomba in the Sigs mustering, whereas, Bernie, who had the smarts and would rather fly than walk, joined the RAAF and was on No 4 CommsOp Course back in 1977



Trish Goggins, Gavin Smith and Bernie Van De Tillaart.

The Grim Reaper came for me last night, but I beat him off with a vacuum cleaner.  
Bloody Hell - talk about Dyson with death.



Noreen Barry (McCabe), Margaret Staunton (Dooley) and Dottie Lowe (Hodge).



Russ Walker, Ernie Gimm.



Gemma and Brian Fordham.

Two friends are fishing near a bridge. Suddenly a Hearse and two Funeral Cars go over the bridge so one of the men stands up, takes off his cap and bows his head. When the cars have gone he puts his cap back on, sits back down and carries on fishing. His mate turns to him and says, "Dave, that's one of the nicest most respectful things I've ever seen." Dave replies "Well we were married for nearly 20 years..."

## One for you, one for me, one for his hat!!



Ron Faulkner and Alison Cridland counting up the spoils at the end of the day..

### Friendship among Women:

A woman didn't come home one night. The next morning she told her husband that she had slept over at a friend's house. The man called his wife's 10 best friends. None of them knew anything about it.

### Friendship among Men:

A man didn't come home one night. The next morning he told his wife that he had slept over at a friend's house. The woman called her husband's 10 best friends. Eight confirmed that he had slept over, and two said he was still there.

## Men's Health Week. (June 13 – 19)

Dr Tony O'Connell  
A/Director-General  
Queensland Health

Men's health week was from the 13th to the 19th June and its aim was to encourage men to speak up about their health concerns and take steps towards securing a healthier and happier future.



The biggest threats to men's health are lifestyle related choices such as smoking, excessive drinking, poor diet and lack of regular exercise. These can all put men at risk of developing long term health problems.

Key findings on men's health from the latest report from Queensland's Chief Health Officer show:

- men account for 64 per cent of deaths from lung cancer in Queensland
- male death rates from coronary heart disease are 60 per cent higher than females and men are generally 5-10 years younger than females at diagnosis
- more than 5,000 Queensland men were treated for either prostate (3,680) or bowel (1,565) cancer in 2007.

The good news is, many of these chronic diseases are preventable. Men just need to pay attention to their health and make simple changes to their daily routines such as:

- eating more fruit and vegetables
- exercising for at least 30 minutes daily
- eating less salty food
- quitting smoking
- having regular chats and check-ups with their GP.



It's also important that men don't neglect their mental and emotional health. Talking with family and friends, making time for themselves and finding and participating in activities they enjoy are easy ways for men to stay on top of their physical, mental and emotional health. To our male colleagues, you are encouraged to take time out and make your health a priority.

More information on men's health and Men's Health Week is available [HERE](#).

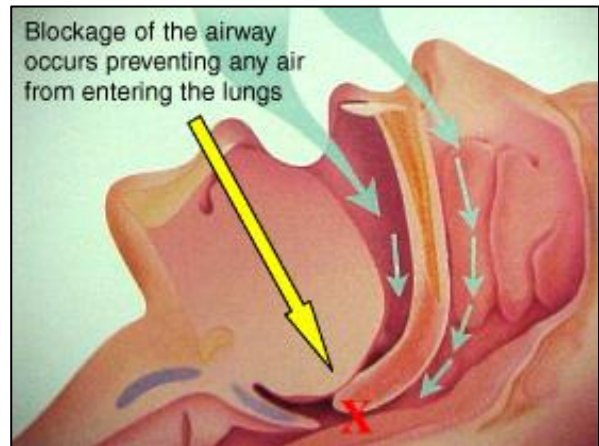
## Sleep Apnoea.

About 20% of the population have a **mild** dose of sleep apnoea.

Sleep apnoea occurs when the walls of the throat come together during sleep, blocking off the upper airway. Breathing stops for a period of time (generally between a few seconds and up to one minute) until the brain registers the lack of breathing or a drop in oxygen levels and sends

a small wake-up call. The sleeper rouses slightly, opens the upper airway, typically snorts and gasps, then drifts back to sleep almost immediately.

In most cases, the person suffering from sleep apnoea doesn't even realise they are waking up. This pattern can repeat itself hundreds of times every night, causing fragmented sleep. This leaves the person feeling unrefreshed in the morning, with excessive daytime sleepiness, poor daytime concentration and work performance, and fatigue. It's estimated that about five per cent of Australians seriously suffer from this sleep disorder, with around one in four men over the age of 30 years affected.



### **Degrees of severity.**

The full name for this condition is obstructive sleep apnoea. Another rare form of breathing disturbance during sleep is called central sleep apnoea. It is caused by a disruption to the nerve messages sent between the brain and the body. The severity of sleep apnoea depends on how often the breathing is interrupted. As a guide:

- Normal – less than five interruptions an hour
- Mild sleep apnoea – between 5 and 15 interruptions an hour
- Moderate sleep apnoea – between 15 and 30 interruptions an hour
- Severe sleep apnoea – over 30 interruptions an hour.

### **Symptoms.**

People with significant sleep apnoea have an increased risk of motor vehicle accidents and high blood pressure, and may have an increased risk of heart attack and stroke. In the over 30 year age group, the disorder is about three times more common in men than women. Some of the associated symptoms include:

- Daytime sleepiness, fatigue and tiredness
- Poor concentration
- Irritability and mood changes
- Impotence and reduced sex drive
- Need to get up to toilet frequently at night

### **Causes.**

Obesity is one of the most common causes of sleep apnoea. A loss of around 5kg to 10kg may be enough to dramatically reduce the severity of the disorder. Other contributing factors include:

- Alcohol, especially in the evening – this relaxes the throat muscles and hampers the brain's reaction to sleep disordered breathing

- Certain illnesses, like reduced thyroid production or the presence of a very large goitre
- Large tonsils, especially in children
- Medications, such as sleeping tablets and sedatives
- Nasal congestion and obstruction
- Facial bone shape and the size of muscles, such as an undershot jaw.

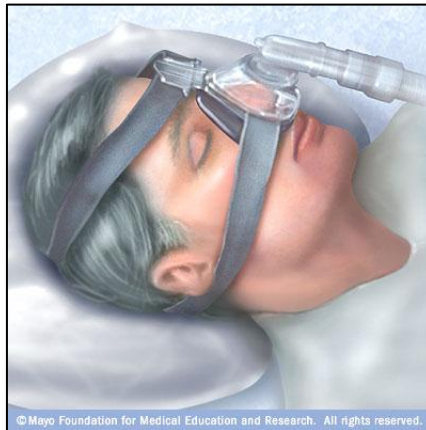
### **Treatment.**

Treatment for sleep apnoea relies on changes to lifestyle, including losing weight and cutting down on alcohol. Any contributing medical condition, such as low production of thyroid hormone, also needs to be corrected. Any surgical conditions such as large tonsils should be corrected.

The most effective treatment available is a mask worn at night that keeps the back of the throat open by forcing air through the nose. This is called 'nasal **C**ontinuous **P**ositive **A**irway **P**ressure' (CPAP). However, some people with sleep apnoea find the mask difficult to tolerate.

Another treatment is the appliance or mandibular by holding the jaw forward made, they can be sleep apnoea.

Although not always and base of tongue may be These types of surgeries otolaryngologists (ENT interest and have had



use of a mouthguard (or oral advancement splint). They work during sleep. When properly effective for mild to moderate

effective, surgery to the palate useful when other therapies fail. are best undertaken by surgeons) who take a special training in sleep-related surgery.

### **Where to get help.**

- Your doctor
- Sleep disorders clinic.

### **Things to remember.**

- Sleep apnoea occurs when the walls of the throat come together during sleep, blocking off the airway above the voice box.
- Around one in four men over the age of 30 years have some degree of sleep apnoea, which makes it more common than asthma.
- Conservative treatment includes weight loss and cutting back on alcohol.
- Active treatment includes nasal CPAP, mouthguards or surgical correction of upper airway obstruction.
- Daytime sleepiness may distinguish simple snorers from people with sleep apnoea.

## Wellbeing Toolbox.

DR Graeme Killer AO  
Principal Medical Adviser



The Wellbeing Toolbox is an on-line interactive tool, developed by the DVA, designed primarily to assist those making the transition from the Australian Defence Force to civilian life, however it can be of use to any veteran who may feel they are not travelling too well.

### What is the Wellbeing Toolbox?

The Wellbeing Toolbox allows you to self-assess your mental health needs and work through a self-management plan to help you adjust to post-military life. The Wellbeing Toolbox provides health advice in six key areas:

- problem solving;
- building support;
- helpful thinking;
- getting active;
- keeping calm; and
- sleeping better.

Based on international best practice, each module takes you through a series of Information panels and allows you to complete interactive-tasks and worksheets. You can work through all six modules or pick individual modules of particular interest.



By registering on the Wellbeing Toolbox you can save, revisit and update worksheets and a Self Management Plan. Saving your Self Management Plan allows you to identify goals and track your progress over time. Un-registered users can also complete worksheets and develop a Self Management Plan but will not be able to save and revisit their work. Registration for the Wellbeing Toolbox is free and anonymous and can be cancelled at any time.

### More information and feedback.

The Wellbeing Toolbox is available by visiting the **At Ease** website [www.at-ease.dva.gov.au](http://www.at-ease.dva.gov.au) or the post-ADF information portal, **Touchbase**, [www.touchbase.gov.au](http://www.touchbase.gov.au).

The Wellbeing Toolbox is being piloted for 12 months from March 2011 and is a partnership between the Department of Veterans' Affairs and the Australian Centre for Posttraumatic Health. If you would like to be informed about opportunities to assist with the evaluation of this website please register your interest by e-mailing [wellbeing-toolbox@unimelb.edu.au](mailto:wellbeing-toolbox@unimelb.edu.au)

You are strongly encouraged to have a look at the website and recommend it to your friends.

In the meantime, if you are visiting your GP, don't forget to let him or her know that you are a veteran or have served with the Australian Defence Force. Partners and children should also tell their GP that they are from a veteran family. GPs need to know this to provide treatment that best meets your needs and the needs of your family.

No one will be attempting to track or identify you. If you would like a Log-In, click [Here](#).

Saw my mate outside the Doctor's today looking really worried. "What's the matter?" I asked. "I've got the big C," he said. "What, cancer?" "No, dyslexia."

## Depression - seasonal affective disorder.

Depression during the dark winter months may be seasonal affective disorder (SAD). Treatment can include antidepressant drugs, psychotherapy and bright light therapy (phototherapy). SAD is also known as winter depression. SAD is less common in countries that receive a lot of sunlight, such as Australia.



Some people suffer from depression **only** during the winter months – this is called seasonal affective disorder (SAD). Usually, a person with SAD starts to feel better in the spring. Treatment may include antidepressant drugs, psychotherapy and bright light therapy. SAD is also known as winter depression.

The exact cause of SAD is unknown. Since depression is more common during winter and in the higher latitudes of the Northern Hemisphere, doctors believe that lack of sunlight alters brain chemistry in some people. SAD is less common in countries that receive a lot of sunlight, such as Australia.

Most doctors think that a cascade of factors triggers SAD, including:

- **Genetic response to sunlight** – some animals, such as bears, hibernate in winter. Research suggests that reduced levels of sunlight also affect humans. However, some people are significantly more affected than others. This susceptibility may be partly genetic.
- **Circadian rhythm** – this 'internal body clock' is located in the brain and helps the body to regulate sleep and wake cycles. Regulation depends on sunlight. In some people, the shorter days in winter may disrupt the circadian rhythm and alter brain chemistry.
- **Altered brain chemistry** – melatonin is a brain chemical (neurotransmitter) that triggers sleep and is produced in response to reduced light. Daylight switches off its production in the body. The shorter daylight hours of winter encourages a longer duration of melatonin, which may be a cause for those susceptible to SAD. Mood is partly regulated by another neurotransmitter called serotonin and its production is improved in response

to sunlight. There is a natural variation in levels of serotonin across the seasons, with less production of serotonin in the winter months. This mixture of longer night-time melatonin production and low levels of serotonin (or altered activity of serotonin receptors) may produce depression and associated symptoms in people who are genetically predisposed.

## **Risk factors.**

Risk factors may include:

- **Age** – SAD is relatively rare in people under 20 years of age.
- **Gender** – while SAD is diagnosed more often in women, men have more severe symptoms.
- **Long, dark winter days** – SAD is more common in the Northern Hemisphere, above the latitude of 70 degrees, which typically receives less sunlight than the Southern Hemisphere and very little during winter.
- **Family history** – some studies suggest that SAD may run in families. However, other studies have failed to find evidence of genetic involvement.
- **Other factors** – factors working in combination (such as personality and environment) are involved in other types of depression and may also contribute to SAD.

## **Symptoms.**

Signs and symptoms of SAD may include:

- Depression
- Anxiety
- Lethargy (lack of energy and enthusiasm)
- Weight gain
- Oversleeping
- Loss of libido
- Withdrawal from others
- Loss of interest in previously enjoyed activities
- Dietary changes – for example, increased appetite for carbohydrates
- Difficulty concentrating
- Depression pattern that follows the seasons – usually symptoms start in autumn, get worse in winter, ease during spring and disappear by summer.



## **Diagnosis.**

The symptoms of depression are similar to the symptoms of various medical conditions such as hypothyroidism or hypoglycaemia, so diagnosis can be tricky. Diagnosis is made by clinical assessment – there are no blood tests available. Your doctor will conduct a detailed interview

to help with diagnosis. Your answers to questions about onset, severity, whether the symptoms are different during the year, lifestyle factors, diet and sleeping habits can give the doctor valuable clues.

Tests used in the assessment for SAD aim to exclude other causes and may include:

- **Physical examination** – to check for an underlying physical disorder.
- **Diagnostic tests** – such as blood tests to rule out an underlying physical disorder.
- **Medical history** – for example, many types of medication can cause depression as a side effect.
- **Psychiatric history** – SAD may be confused with other types of depression.

## **Treatment.**

- **Light therapy (phototherapy)** – the controlled use of artificial light that mimics the sunlight spectrum. Your doctor may recommend light therapy in severe cases of SAD. Studies show that light hitting the back of the eye (retina) stimulates the brain to reduce melatonin, increase serotonin and reset the circadian rhythm. Daily sessions may range in duration from 20 to 60 minutes, depending on the severity of symptoms. Light therapy taken in the morning seems to be most effective in resetting the circadian rhythm. Uncommon side effects of light therapy may include eyestrain, headache and insomnia. In reality, this condition is so rare in countries like Australia that this treatment is seldom suggested. For most Australians, it is easy enough to increase exposure to sunlight, even in winter. This should be tried before light therapy.
- **Medications** – including antidepressant drugs. Most antidepressant drugs take a few weeks to work.
- **Psychotherapy** – a ‘talking’ therapy with a specialist doctor to help you identify and combat negative thoughts and behaviours that may contribute to depression.

## **Self-help options.**

Be guided by your doctor, but recommended self-help options may include:

- **Increase sunlight exposure** – extra sunshine every day can ease symptoms. For example, put your work desk next to a window, if possible, or eat your lunch outdoors. Extra sunlight during the winter months may be the only treatment necessary in mild cases of SAD.
- **Get some exercise** – regular exercise is an effective treatment for depression and anxiety. Boost the benefits by shifting your exercise routine to the outdoors, weather permitting.
- **Bring sunshine into your home** – install skylights, keep the curtains open and cut back trees or bushes that block light from your windows.
- **Look after yourself** – exercise regularly, make sure you have good sleeping habits and eat a healthy diet. Avoid cigarettes, drugs and excessive amounts of alcohol.



- **Holiday in the sun** – try to holiday in warmer climates during winter.

### **Uncommon SAD variations.**

While most people with SAD experience depression during the winter months, there are uncommon variations, including:

- **Reverse SAD** – the winter months trigger symptoms of mania including high energy levels, disproportionate zest and intense social activity.
- **Summer-onset SAD** – spring and summer cause insomnia, anxiety, reduced appetite and weight loss. The triggers are thought to be heat and humidity. People with summer-onset SAD should cut back on sunlight exposure, try to confine themselves to air-conditioned premises and take holidays in wintry places.
- **‘Equinox’ SAD** – perhaps the rarest type of weather-related depression is a combination of winter-onset and summer-onset SAD. Symptoms usually strike at the start of autumn and spring.

### **Where to get help.**

- Your doctor
- Your local community health centre
- Psychologist
- Occupational therapist
- Find a GP near you who specialises in mental health issues through the [beyondblue website](#)
- [beyondblue Info Line](#) Tel. 1300 22 4636
- SANE Mental Health Information Line Tel. 1800 187 263, Monday to Friday, 9am to 5pm
- [Mental Health Advice Line](#) Tel. 1300 280 737
- Lifeline Tel. 13 11 14
- Mental Health Foundation Tel. (03) 9427 0407, Monday to Friday, 9am to 5pm
- [SuicideLine](#) Victoria Tel. 1300 651 251 – for counselling, crisis intervention, information and referral (24 hours, 7 days)



You can download this article [HERE](#)

### **DAN.**

Another site that is definitely worth a visit is <http://www.dan.gov.au/>

DAN stands for the Defence Alumni Network and is a site established by the Department of Defence for ex-Service personnel and promises to be an exciting personal experience. Connect with your mates and do as much or as little as you like in an intuitive environment that is guaranteed to raise your interest. It's free to join and worth a look.

## The Tanker arrives.

Air Force News  
June 2011



33 Squadron's first of 5 KC-30A tanker aircraft arrived at Amberley on the 30<sup>th</sup> May. Based on the Airbus A330 passenger aircraft, the KC-30A's replace the RAAF's B707 fleet which was [retired recently](#). The RAAF is the first 'customer' to receive the KC-30 aircraft which is the most advance tanker aircraft in the world today. It can transfer fuel at the rate of 1,200 gallons (5,400 litres) of fuel per minute from its rear mounted boom (which can extend 19 metres) and 420 gallons (1,900 litres) per minute from the wing mounted hose and drogue pods.

The KC-30A is the largest aircraft to be operated by the RAAF. It is 5.8m longer, 60cm taller, and has a wingspan 8.55m wider than the C-17A. The RAF, United Arab Emirates, and Saudi Arabia have all ordered similar aircraft.

Each aircraft carries a crew of 3, 2 pilots and an air-refuelling operator. Addition crew attendants will be carried depending on mission requirements. The air refuelling operator works from a console in the cockpit and can direct the Advanced Refuelling Boom System in the tail of the aircraft using fly-by-wire controls. The operator is also responsible for the two hose and drogue refuelling pods on the wings. This console includes 3 dimensional and panoramic displays, which feed video of outside the aircraft, allowing clear situational awareness of receiver aircraft.

It can carry 50 tonnes of fuel, fly 1,000nm and act as a refuelling station for fighters, staying on the job for more than four hours. The fuel is carried below the floor, in the space normally used to carry passenger's luggage in commercial aircraft. It will be able to act as tanker for the F-18's, the Wedgetail, C-17's and other KC-30As. Parked alongside the C-17As at Amberley. the KC-30A will make a massive contribution to Air Force's air mobility fleet.

When required, it can be fitted with 270 passenger seats and be used as a rapid troop carrier in which case it will also carry these two lovely girls who are airborne Crew Assistants. The role of the Crew Assistant is to provide safety, comfort and in-flight service to passengers – "ol i kolim" ... Hosties...



**L-R: Erin Wallace, Daniella Olofsson**

With the seats removed, it can carry 45,000kg of cargo. The RAAF should have the Squadron up to speed and all 5 KC-30's at Amberley fully operational by end 2012.

## Tunny.

Richard Harcourt from the UK sent us this story.  
He found it on ZD Net.



Engineers at the National Museum of Computing at Bletchley Park have rebuilt the Tunny machine, a key device used in decoding German High Command messages during the Second World War.

**TUNNY** was the top-level cipher system, developed by used between Army HQ in Berlin and the Generals and Field Marshals in the field. Many were signed by Field Marshals; von Rundstedt, Rommel, Keitel, Jodl etc. – including messages signed by Hitler himself. Tunny had 12 wheels, was very advanced, more complex, faster and more secure than the 3-wheel Enigma machine. Tens of thousands of Tunny messages were intercepted by the British and broken at Bletchley Park by Capt. Jerry Roberts and his fellow code-breakers in the Testery. These messages contained much vital insight into top-level German thinking and planning.

Tunny was one of three types of teleprinter cipher machines used by the Germans during the war. At Bletchley Park these were given the general cover name 'Fish'. The other members of the Fish family were Sturgeon, the Siemens and Halske T52Schlüssel fernschreib maschine ('Cipher Teleprinter Machine') as well as the unbreakable Thrasher. Thrasher was probably the Siemens T43, a one time tape machine but it was upon Tunny that Bletchley park chiefly focussed.

The Tunny machine, which measured 19" by 15½" by 17" high, was actually a cipher attachment and when attached to a teleprinter, it automatically encrypted the outgoing stream of pulses produced by the teleprinter, or automatically decrypted incoming messages before they were printed. (Sturgeon, on the other hand, was not an attachment but a combined teleprinter and cipher machine.) At the sending end of a Tunny link, the operator typed plain language at the teleprinter keyboard, and at the receiving end the plaintext was printed out automatically by another teleprinter (usually onto paper strip, resembling a telegram). The transmitted 'ciphertext' (the encrypted form of the message) was not seen by the German operators.



With the machine in 'auto' mode, many long messages could be sent one after another—the plaintext was fed into the teleprinter equipment on pre-punched paper tape and was encrypted and broadcast at high speed.

Enigma was clumsy by comparison. A cipher clerk typed the plaintext at the keyboard of an Enigma machine while an assistant painstakingly noted down the letters of the ciphertext as they appeared one by one at the machine's lamp-board. A radio operator then transmitted the ciphertext in the form of Morse code. Morse code was not used with Tunny: the output of the Tunny machine, encrypted teleprinter code, went directly to air.

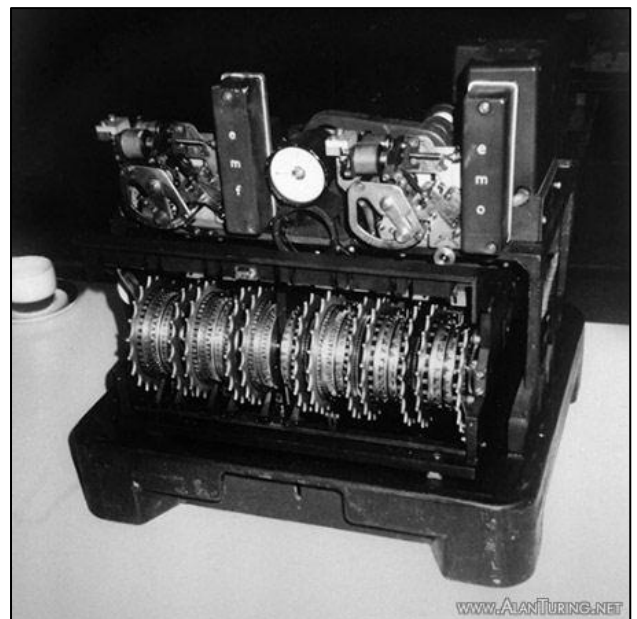
International teleprinter code assigns a pattern of five pulses and pauses to each character. Using the Bletchley convention of representing a pulse by a cross and no pulse by a dot, the letter C, for example, is •xxx•: no-pulse, pulse, pulse, pulse, no-pulse. More examples: O is ••xx, L is •x•x, U is xxx••, and S is x•x••. (You old Comm Officers can see the complete teleprinter alphabet [HERE](#)).

When a message in teleprinter code is placed on paper tape, each letter (or other keyboard character) takes the form of a pattern of holes punched across the width of the tape. A hole corresponds to a pulse (cross).

The first Tunny radio link, between Berlin and Athens/Salonika, went into operation on an experimental basis in June 1941. In October 1942 this experimental link closed down, and for a short time it was thought that the Germans had abandoned the Tunny machine. Later that same month Tunny reappeared in an altered form, on a link between Berlin and Salonika and on a new link between Königsberg and South Russia. At the time of the allied invasion in 1944, when the Tunny system had reached its most stable and widespread state, there were 26 different links known to the British. Bletchley Park gave each link a piscine name: Berlin-Paris was Jellyfish, Berlin-Rome was Bream and Berlin-Copenhagen Turbot etc. The two central exchanges for Tunny traffic were Strausberg near Berlin for the Western links, and Königsberg for the Eastern links into Russia.

The distant ends of the links were mobile. Each mobile Tunny unit consisted of two trucks, one carrying the radio equipment and the other the teleprinter equipment and two Tunny machines, one for sending and one for receiving. The radio trucks had to be kept well away from the teleprinters for fear of interference. The radio truck also carried a device for punching tapes for auto transmission. If a land line was used in preference to radio, the truck carrying the Tunnies would be connected directly into the telephone system. (Only Tunny traffic sent by radio was intercepted by the British.)

As with the Enigma, the heart of the Tunny machine was a system of wheels. Some or all of these wheels moved each time the operator typed a character at the keyboard or if punched tape was being fed into the machine, each time a new letter was read. There were twelve wheels in all. They stood side by side in a single row, like plates in a dish rack. As in the case of Enigma, the rim of each wheel was marked with numbers, visible to the operator through a window, somewhat like the numbers on the rotating parts of a combination lock.



From 1941 Hitler and the German High Command relied increasingly on Tunny to protect their communications with Army Group commanders across Europe. Tunny messages sent by radio were first intercepted by the British in June 1941.

From October 1942 and before starting to send a message, the operator would use his thumb to turn the wheels to a combination that he looked up in a codebook containing one hundred or more combinations (known as the QEP book). At Bletchley Park this combination was called the setting for that particular message. The operator at the receiving end, who had the same QEP book, set the wheels of his Tunny machine to the same combination, enabling his machine to decrypt the message automatically as it was received. Once all the combinations in a QEP book had been used it was replaced by a new one. The wheels were supposed to be turned to a new setting at the start of each new message although because of operator error/laziness this did not always occur and it was thanks to the interception of these messages, in the summer of 1941, that the Research Section at Bletchley Park first found its way into Tunny.

When these two messages with the same indicator were intercepted, Bletchley Park suspected that they had found an important clue into the code system, but as it turned out, the first transmission had been corrupted by atmospheric noise and the message was resent at the request of the receiving operator. Had the sender repeated the message identically, the use of the same wheel settings would have left Bletchley Park none the wiser. However, in the course of the second transmission the sender introduced abbreviations and other minor deviations (the message was approximately 4000 characters long). So the depth consisted of two not-quite-identical plaintexts each encrypted by means of exactly the same sequence of key—a code-breaker's dream. It was William Thomas Tutte (right) who worked out the coding method from the two messages.



The Tunny machine encrypted each letter of the message by adding another letter to it. The internal mechanism of the Tunny machine produced its own stream of letters, known at Bletchley Park as the 'key-stream' key. Each letter of the cipher text was produced by adding a letter from the key-stream to the corresponding letter of the plaintext. The Tunny machine adds letters by adding the individual dots and crosses that compose them. The rules that the makers of the machine selected for dot-and-cross addition were simple. Dot plus dot is dot. Cross plus cross is dot. Dot plus cross is cross. Cross plus dot is cross. In short, adding two same produces dot, and adding a mixed pair produces cross. (*The Nerds will recognise Tunny addition as boolean XOR.*)

For example, if the first letter of the plaintext happens to be M, and the first letter of the key-stream happens to be N, then the first letter of the ciphertext is T: adding M (••xx) and N (••xx•) produces T (•••x).

The German engineers selected these rules for dot-and-cross addition so that the following is always true (*no matter which letters, or other keyboard characters, are involved*): adding one letter (or other character) to another and then adding it again a second time leaves you where you started. For example, adding N to M produces a T and then adding N to T leads back to M.

Once Bletchley knew the nature of the coding machine, the next step was to devise methods for breaking the daily traffic. A message could be read if the wheel settings and the wheel patterns were known. The German operators themselves were revealing each message's setting via the 12-letter indicator. Thanks to Tutte's feat of reverse-engineering, the wheel patterns were known for August 1941. The codebreaker's problem was to keep on top of the German's regular changes of wheel-pattern.

In July 1942 Alan Turing invented a method for finding wheel-patterns which became known as 'Turingery'. Turing was at that time on loan to the Research Section from Hut 8 which was working on the code used by the German Navy called Enigma. Turingery was the third of the three strokes of genius that Turing contributed to the attack on the German codes, along with his design for the Bombe (an electromechanical device) and his unravelling of the form of Enigma used by the Atlantic U-boats. It was said that "what Turing did might not have made us win the war, but we might have lost it without him".



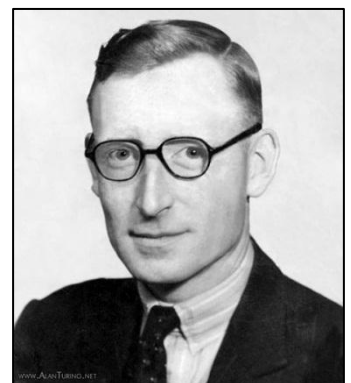
Turingery was a manual method, involving paper, pencil and eraser. Beginning with a stretch of key obtained from a message, Turingery enabled the breaker to prize out from the message the contribution that the chi-wheels had made. The cam-patterns of the individual chi-wheels could be inferred from this. Further deductions led to the cam-patterns of the wheels. Once gained via Turingery, this information remained current over the course of many messages. Eventually the patterns were changed too frequently for any hand method to be able to cope (there were daily changes of all patterns from August 1944), but by that time Colossus, not Turingery, was being used for breaking the wheel patterns. These decrypts contained intelligence that changed the course of the war in Europe, saving an incalculable number of lives.

No other car handles quite like a rent-a-car.

## Colossus

Colossus was the first large-scale electronic computer and was used at Bletchley Park against the German code system. It was designed by an engineer named Tommy Flowers (right) at the Post Office Research Station, Dollis Hill (below left).

They had the prototype, Colossus Mark 1, working in December 1943 and operational at Bletchley Park by February 1944. An improved Colossus Mark 2 was built in June 1944, just in time for the Normandy Landings. Ten of the massive (in physical size) computers were in use by the end of the war.





When Flowers proposed the machine to the “powers that be” there was considerable skepticism as it was thought that the one to two thousand thermionic valves that were needed to operate the machine could not work reliably as they had a reputation of failing quite often but he persisted with the idea and obtained support from the Director of the Research Station. He suggested that the main reason valves failed was because they were switched off and on regularly, he proposed that the Colossus be turned on and not turned off.

Colossus Mark 1 contained 1,500 valves while the Mark 2 had 2,400 and was both 5 times faster and simpler to operate than Mark 1. Later computers like the Manchester Mark 1 of 1949 used about 4,200 valves and the ENIAC (1946) used 17,468 valves. Colossus could process 5,000 characters per second whereas the average over the counter computer today processes 1.87 thousand million.

Colossus was the first of the electronic digital machines, however:

- it had no internally stored programs. To set it up for a new task, the operator had to set up plugs and switches to alter the wiring.
- Colossus was not a general-purpose machine, being designed for a specific cryptanalytic task involving counting and [Boolean operations](#).

The notion of a computer as a general purpose machine, that is, as more than a calculator devoted to solving difficult but specific problems, did not become prominent for several years.

Construction of a fully functional replica of a Colossus Mark 2 was commenced in 1993 by a team led by Tony Sale of the British Computer Society. In spite of the blueprints and hardware being destroyed (for security reasons), a surprising amount of material survived, mainly in engineers' notebooks, but a considerable amount of it was in the U.S. The optical tape reader might have posed the biggest problem, but Dr. Arnold Lynch, its original designer, was able to redesign it to his own original specification.

In November 2007, to celebrate the project completion the National Museum of Computing put out a challenge to amateur radio blokes worldwide to see who could first decipher a message encrypted with the WWII German equipment (Lorenz SZ42).

The Museum and the Amateurs had to receive and decode three messages transmitted from radio station DL0HNF in the German [Heinz Nixdorf MuseumsForum](#) computer museum.



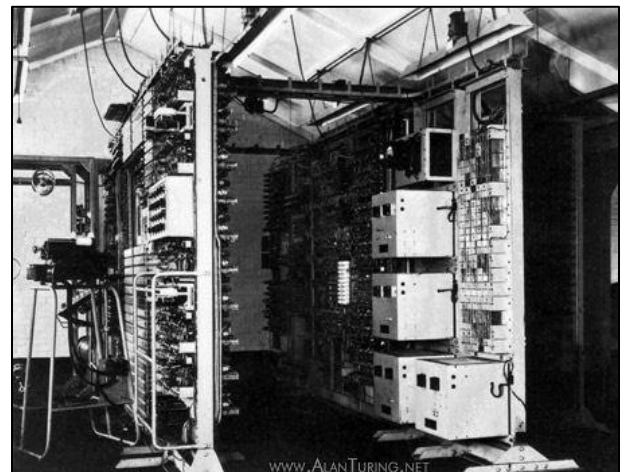
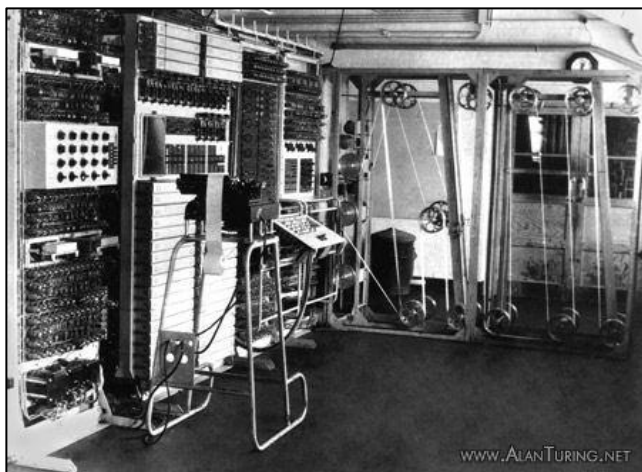
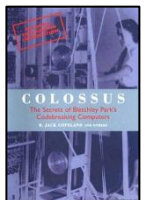
The reconstructed Colossus computer in the UK.

The challenge was easily won by a radio amateur using a 1.4GHz laptop who took less than a minute to break the code. By comparison, the Colossus had a clock speed of 5.8 MHz, remarkable for a computer built in 1944.

The Colossus team were hampered by their wish to use World War II radio equipment, delaying them a day because of poor reception conditions.

The reconstruction is now on display, in the historically correct place for Colossus No. 9, at The National Museum of Computing, in H Block Bletchley Park in Milton Keynes, Buckinghamshire.

(For those interested, there is an interesting book called [Colossus: The Secrets of Bletchley Park's Codebreaking Computers](#) which gives the full story of Colossus.)

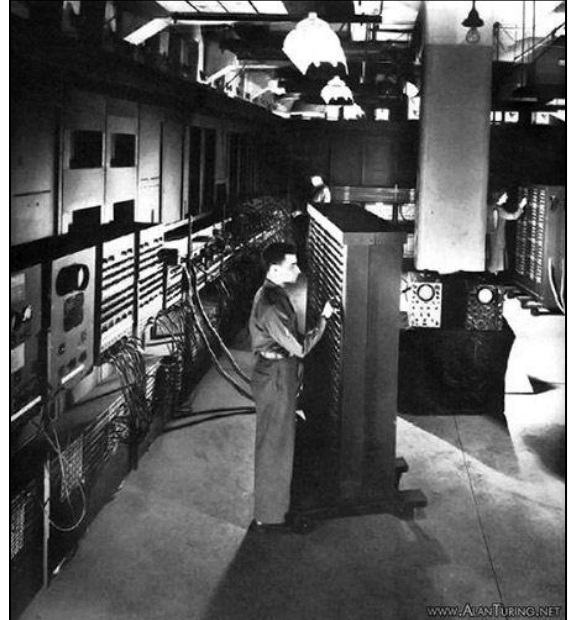


## The Eniac.

In 1946, two Americans, John Mauchly and John Presper Eckert developed the ENIAC computer, (Electrical Numerical Integrator And Calculator). Their research was sponsored by the US military which needed a method of accurately and quickly calculating artillery firing tables.

The Ballistics Research Laboratory, or BRL, the branch of the military responsible for calculating the tables, heard about John Mauchly's research at the University of Pennsylvania's Moore School of Electrical Engineering. Mauchly had previously created several calculating machines, some with small electric motors inside. He had begun designing a better calculating machine that would use valves to speed up calculations.

It took Mauchly and Eckert about one year to design the ENIAC and 18 months and 500,000 tax dollars to build it. By that time, the war was over but the ENIAC was still put to work by the military doing calculations for the design of a hydrogen bomb, weather prediction, cosmic-ray studies, thermal ignition, random-number studies and wind-tunnel design.



### What Was Inside The ENIAC?

The ENIAC contained 17,468 valves, 70,000 resistors, 10,000 capacitors, 1,500 relays, 6,000 manual switches and 5 million soldered joints (Ross Hilder – where are you??). It covered 1,800 square feet (167 square meters) of floor space, weighed 30 tons and drew 670 amps of electrical power. There was even a rumor that when turned on the ENIAC caused the city of Philadelphia to experience brownouts, however, this was first reported incorrectly by the Philadelphia Bulletin in 1946 and since then has become an urban myth.

In one second, the ENIAC (one thousand times faster than any other calculating machine in existence at that time) could perform 5,000 additions, 357 multiplications or 38 divisions. The use of vacuum tubes instead of switches and relays created the increase in speed, but it was not a quick machine to re-program. Programming changes would take the technicians weeks, and the machine always required long hours of maintenance, however, research on the ENIAC led to many improvements in the vacuum tube.

In 1946, Mauchly and Eckert started the Eckert-Mauchly Computer Corporation and in 1949 they launched the BINAC (BINary Automatic) computer that used magnetic tape to store data. They were bought out by the Remington Rand Corporation in 1950 which changed the name to the Univac Division of Remington Rand. Their research resulted in the [UNIVAC](#) (UNIVERSal Automatic Computer), an important forerunner of today's computers.

In 1955, Remington Rand merged with the Sperry Corporation and formed Sperry-Rand. Eckert remained with the company as an executive and continued with the company as it later merged with the Burroughs Corporation to become Unisys.

At 11:45 p.m., October 2, 1955, with the power finally shut off, the ENIAC retired.

A hooker once told me she had a headache.

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## **Australia's Lost Spitfires – Fact or Fantasy.**

E. A. (Ted) Strugnell

IT'S the Lasseter's Reef of warbirds - a rumoured stash of mint-condition Spitfires hidden underground in rural Queensland. Many have searched for the legendary British fighters, reportedly still in their crates and hidden since the end of the World War II around the Queensland town of Oakey, but so far, nobody has been able to lay claim to what would be a multi-million-dollar find.



They are the remnants of the 656 Mark V and Mark VIII Spitfires that were delivered to the RAAF during the war.

RAAF records show that 544 aircraft, 232 of them Spitfires, were flown to Oakey to be sold to a scrap metal dealer.

That should have been the ignominious end of arguably the greatest single place fighter ever built, certainly the most legendary and romanticised. But was it?

Opinions vary on the mystery and stories range from a high-level defence conspiracy among senior RAAF Officers to a single leading aircraftman who either hid or buried aircraft because he couldn't bear to see the magnificent machines destroyed.

If hidden aircraft do exist, there are three main possibilities. These are they are buried, stored in a hidden underground hangar or secreted in a coal mine.

Not everyone believes they are there.

Toowoomba resident Laurie Wenham, who was employed in breaking down the aircraft prior to melting in 1948, is sceptical there are any aircraft at all.

"I do not believe there are any hidden aircraft and various 'sightings' over the years were probably parts or partial aircraft pilfered or purchased as scrap," he said.

But a lifetime Oakey resident, who did not wish to be named, claims to be a reliable witness to the burial site of five aircraft in what may have been a trial disposal near the old Federal Mine.

While he did not see aircraft going into the ground he saw contractors digging a trench and saw a large crate in it. The contractors claimed a quarter of a century later to have buried the aircraft but could not be contacted for the purposes of this story.



Spitfire Park at Oakey, Circa 1945.

However, this was enough to prompt Bungunya farmer and pilot David Mulckey to launch an excavation in 2001. This was the best search ever undertaken and included aerial photographic surveys retrieved from the archives for the years before and after the alleged burial that indicated substantial digging.

Late access to the eye witness and misreading of aerial surveys were blamed for the venture's failure.

"As soon as I arrived, I realized that we were in the paddock adjacent to, not on, the correct site," said Mr Mulckey, who did not have council approval to investigate the adjoining property. That property still contained evidence of digging and heavy lifting, even after 60 years and his aim is to return to at least eliminate the site as a possibility.

More recently, another ex-WWII airman has since claimed that during an exchange of confidences on an Anzac Day in the 1950's another airman and lifelong friend told him that he and others had hidden aircraft in a hole in the side of a hill near Oakey.

The underground hangar story centres on reports of a squadron of 16-18 Spitfires, supposedly Mk XIVs in creates, hidden in underground storage with spares and fuel for the re-taking of Queensland in the event a Japanese invasions forced a retreat to the infamous Brisbane Line.

The fact that Mk XIVs never saw service with the RAAF is explained by believers of this theory with claims they were especially imported for this purpose.

This version of the story appeared in the Royal Air Force News in the 1980's and UK authorities thought it had sufficient substance to send a RAF Group Captain, Wing Commander and a technical NCO to Oakey to investigate.

A more likely possibility is that the underground hanger theory developed in the telling and retelling of rumours that a few aircraft had been buried, hidden or dumped in a disused coal mine.



There were plenty of opportunities to do this because there were and are numerous abandoned coal mines within minutes of the airfield.

The sheer numbers of aircraft, the persistence of the stories from disparate sources suggest it is likely that some aircraft remain.

Private pilot and vintage aircraft restorer Bill Martin, who has possibly done more research on this subject than anyone alive, believes some aircraft exist in some form somewhere.

Martin has photographs of aircraft in the disposal lines at Oakey circa 1945 that look like Mk XIVs and has spoken to eye witnesses who had seen evidence to indicate Mk XIVs may have been at Oakey, possibly on loan from the RAF for trials.

The RAF had a squadron of Mk XIVs in Australia for the defence of Darwin and it is likely some of them could have been at Oakey for deeper maintenance at war's end.

Other speculation includes the possibility a small number of planes were fitted with classified equipment and were not allowed to be onsold.

A common way of disposing of aircraft was to dump them at sea but what if one of the drivers used his initiative to deposit his loads in a mine to spend a couple of hours in the local pub rather than on round trip to the Brisbane wharves.

Lester Reisinger, who has conducted a number of searches, subscribed to the underground storage theory.

"They're there alright, under the Oakey drive-in theatre," he said. An old mine, The Federal, passed under the now-disused drive-in and was the closest to the airfield. It closed in 1943 and two separate sources believed one driver was never away long enough to make the round trip to Brisbane. It would not have been too difficult for one man to transfer a crated spitfire from a truck to an old mine wagon, using the hand-operated gantry for transferring coal from the mine wagons to railway wagons.



Mr Martin and Mr Reisinger several times spoke to a man who swore he had been into an underground storage facility containing wooden crates on rail trolleys.

However, the witness could not tell whether the crates held complete aircraft, parts, or something else.

Both men believe the witness to be reliable but because he was taken to the site at night by another man he was unable to pin-point a location. However, as it was only a short walk from the man's house in Federal Street, near the mine of the same name, it was almost certainly the old Federal Mine possibly accessed from a cave-in, not uncommon at the time.

Mr Martin also had an aerial photograph taken on 30th September 1945 clearly showing the entrance tunnel to the Federal Mine still open with the railway line, rails shiny from possible recent use, going into the tunnel. The mine entrance was collapsed in the 1950s by the Jondaryan Shire Council.

The same aerial photograph also clearly shows large crates sitting beside the nearby airfield. Australian Army Intelligence determined these to be the size of Spitfire crates but they were not there by 1948 in Laurie Wenham's time. The Spitfire was the only aircraft disposed of at Oakey that was shipped in a single crate. It is unlikely such large crates would be destroyed when there were massive equipment movements.



Ultimately there are several possible motives, official and unofficial, for hiding aircraft. There were almost certainly numerous opportunities to do so.

There are a lot of old stories and rumours, a lot of circumstantial, anecdotal and highly speculative evidence, and a little physical evidence.



This Spitfire was the last delivered to the RAAF at war's end and never saw operational service. It is now owned and operated by the Temora Aviation Museum. The aircraft is restored in the green and grey camouflage colours worn by the RAAF "Grey Nurse" 457 Squadron aircraft defending Darwin during World War II and in operations in the South West Pacific. The aircraft carries the personal markings (ace of spades on rudder) of Wing Commander R.H. (Bobby) Gibbes.

The only living eye witness located so far is testing a memory over almost sixty years.

If the aircraft exist, sufficient resources and modern technology could locate them relatively cheaply and easily or at least eliminate the most likely place, the old Federal mine.

It is also possible that the aircraft have already been spirited out of Australia. Either way, like Lasseter's elusive reef of gold, it remains a riddle waiting to be solved. There is further info [HERE](#)

Ted Strugnell now lives in Toowoomba, Queensland, and served 31 years in the RAAF and RAAF-AR, in Australia and abroad, and 21 years with the Department of Defence. Anybody who took part in, or who has knowledge of, these or similar events is urged to contact him on [eastrug@icr.com.au](mailto:eastrug@icr.com.au).

**Psychiatrists vs Bartenders**

Ever since I was a child, I've had a fear of someone under my bed at night, so I went to a Shrink and told him.

I've got problems, I said, Every time I go to bed I think there's somebody under it. I'm scared. I think I'm going crazy." Just put yourself in my hands for one year,' said the shrink. 'Come talk to me three times a week and we should be able to get rid of those fears.. "How much do you charge?' I asked, 'Eighty dollars per visit,' replied the doctor. 'I'll sleep on it,' I said. Six months later the doctor met me on the street. 'Why didn't you come to see me about those fears you were having?' he asked. 'Well, Eighty dollars a visit three times a week for a year is an awful lot of money! A bartender cured me for \$10. I was so happy to have saved all that money that I went and bought a new car! "Is that so?" he said with a bit of an attitude, 'and how, may I ask, did a bartender cure you?" "He told me to cut the legs off the bed! - Ain't nobody under there now!!!'

**FORGET THE SHRINKS.....HAVE A DRINK AND TALK TO A BARTENDER!**

Fred Robinson sent us this video of aircraft being refueled by the Golden Fleece company at East Sale back in 1955. Golden Fleece was owned by HC Sleigh Ltd, a company which was started by Hamilton Sleigh. Sleigh began selling motor spirit back in 1913. In those days, fuel was sold in 4 gallon drums and it wasn't until 1920 that the first fuel pump was installed by Golden Fleece.



Sleigh pioneered the concept of single brand outlets in times when the norm saw multi-brand service stations throughout Australia. In 1947 H.C.Sleigh Ltd became a public company and in 1981, Caltex acquired all the stock and took it over.

Have a look at the video, you might know someone.....See it [HERE](#)

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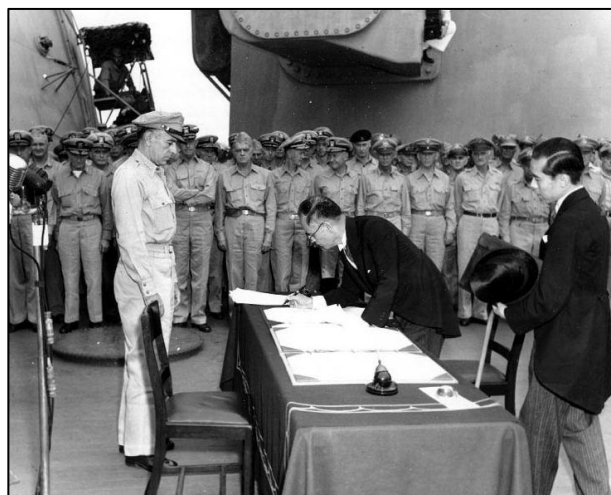
## VP Day

VP Day, (Victory in the Pacific) is celebrated each year on the 15<sup>th</sup> August and celebrates the day the Emperor of Japan announced that Japan would cease all hostilities and accept the Allies demand of unconditional surrender, thus ending the Second World War.

The Surrender was signed on the 2<sup>nd</sup> September on the US Battleship, the USS Missouri which was at anchor in Tokyo Bay. That day became known as VJ Day (Victory over Japan)

Just after 9.00am, on the 15<sup>th</sup> August, 1945, the Prime Minister, Ben Chifley, announced to Australians that Japan had agreed to surrender and that the war was over. This was the catalyst for all of Australia to celebrate, Brisbane St in Launceston, Martin Place in Sydney, Bourke St in Melbourne, Queen Street in Brisbane and main streets in other cities were filled with happy people dancing and cheering the historical occasion.

In 1982, the Japanese adopted the day as "the day for mourning of war dead and praying for peace"




US Navy Archive Photo

The Kedron-Wavell RSL Sub-Branch, in the northern suburbs of Brisbane, held a well attended ceremony to commemorate the day and many of the attendees were ex-servicemen and women who served in WWII. One such person was ex-RAAF pilot Ron McDonell.

Ron is 90 years old now and still has clear memories of his RAAF career. He joined the RAAF in 1941 and did his basic flying instruction/weed out trials at Temora in NSW then it was down to Pt Cook for advanced training. He gained his wings, was promoted to Sgt, then was posted to 83 Squadron which had been sent to the north of Australia to 'look after' Allied shipping that was traversing the Torres Strait. 83 Sqn was equipped with the Australian built Boomerang aircraft, an aircraft that Ron said was powerful, had a great rate of climb, was very manoeuvrable and was a joy to fly – all up an excellent aircraft.



Name	McDONELL	
Description	SERGEANT	
Unit	NO. 2. BAGS.	
Height	5 FT. 7 1/2 INS.	
Colour of Eyes	BLUE	
Colour of Hair	FAIR.	
Signature of holder		

After the war, ended he moved onto Mustangs, but he reckons he still has a fondness for the old Boomerang.

He was commissioned in the early 1950's, converted onto the Lincoln and was then

posted to Malaya with 1 Sqn. He finally retired in 1955, with the rank of Flt Lt while on a posting to Richmond.

After the RAAF, he joined Butler Air Transport and flew the DC3 and the DC4 and in 1959 when Ansett acquired Butlers, he moved onto the Short S-25 Sandringham aircraft and flew the Sydney to Lord Howe leg.

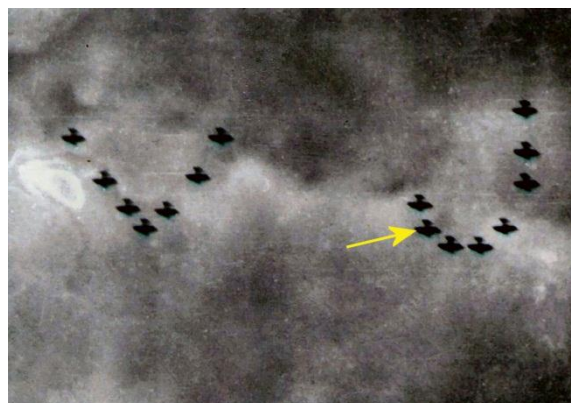
Today he is happily retired, living in Brisbane and looks forward to these events where he can meet up with people from his era and swap and perhaps embellish memories.



L-R: Rod Single, Ron McDonell and John “Sambo” Sambrooks.

At the end of the war, Ron and his Squadron returned to Sydney and the Squadron performed a fly-past over the city – Ron is in the aircraft arrowed.

Rod Single, above, was in the Army from 1980 to 2000 and served as an Engineer. He retired from the Army as a Staff Sergeant and is now the Ceremonial and Transport committee member for the Kedron Wavell Sub-Branch.



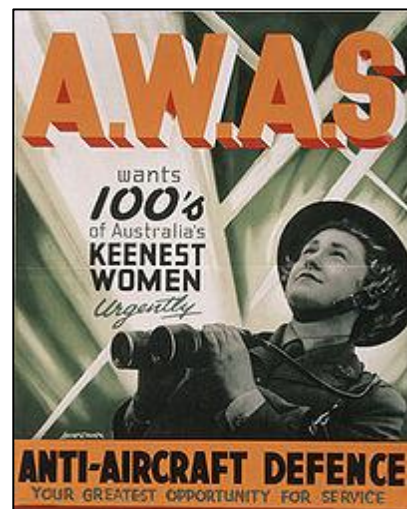
Also at the Ceremony were Nancye Foster and Joan Maloney.

During the War, Nancye was with the AWAS (The Australian Woman's Army Service) which had been formed in 1941. The AWAS recruited women between the ages of 18 and 45 and it was initially envisaged they would serve in a variety of roles including clerks, typists, cooks and drivers. During the war a total of 24,026 women enlisted (with a maximum strength of 20,051 in January 1944).

The AWAS had 71 barracks around the country and as was the norm at that time, the girls were paid wages equal to two-thirds that of their male equivalent.

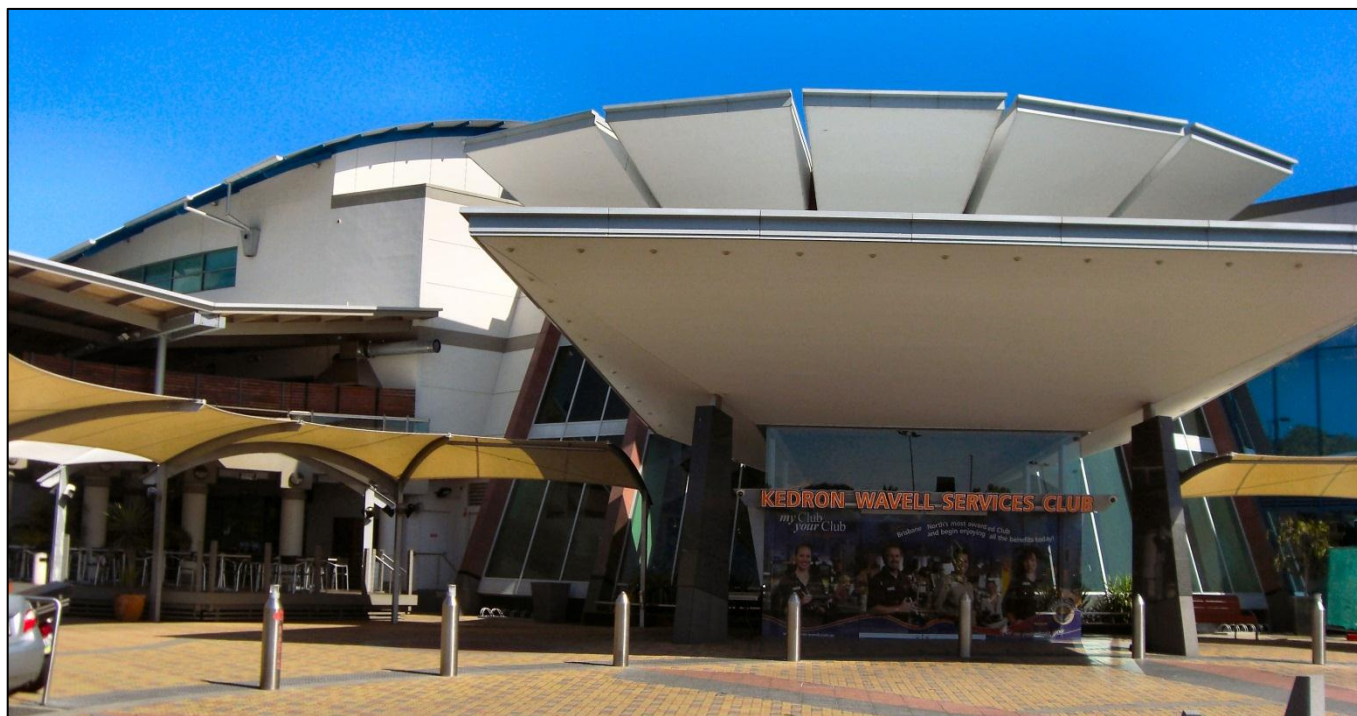
The AWAS had their own rank and administrative arrangements and they reported to the Chief of General Staff (CGS). The Commanding Officer or "Controller" of the AWAS was equivalent to a Lieutenant Colonel.

In 1943 Nancye was posted to the 52 Australian Anti-aircraft Searchlight Battery which was established on Castle Hill at Townsville. She says the conditions were 'not too good', everyone worked and lived on the rock and back then there was no sealed road – only a gravel track. Everyone lived in tents and all in all, she said, it was not a time to look back on favourably.



L-R: Nancye Foster and Joan Maloney

Joan joined the Army in 1952 and served at a Clerk until 1956. She spent that time at Pinkenba, a Brisbane suburb on the Brisbane river.



The Kedron Wavell Services Club and below, the wreaths that were laid at the memorial in front of the Club, in memory of those that had given their all in defence of Australia.



One good thing about old age – it doesn't last long.

## Vietnam Vets Day.

The 18th August, formerly known as Long Tan Day and which was originally set aside to commemorate the heroic deeds performed by the 6<sup>th</sup> Battalion on that day back in 1966, was changed in 1988 to Vietnam Veterans Day. The Government of the day, led by Prime Minister Bob Hawke, announced its commitment to commemorate Australia's Vietnam Veterans, with the first Vietnam Veterans' Day coinciding with the 22nd anniversary of the Battle of Long Tan.



This year the Caloundra RSL played host a large group of Veterans, men and women from the Army, the Navy, the RAAF and from the Merchant Marine, gathered at the club to commemorate that dreadful war they experienced all those years ago. ....



Mid morning, the men and women assembled in the Club's car park and marched through the car park down to the Club's Memorial area to the tune of the band provided by the students from St Andrews Anglican College at Perigian Springs.

Young men from the 223 Air Cadet Squadron at Caloundra provided the guard of honour and we had the pleasure of meeting a few of these young blokes and shared 2-3 hours with two of them at the luncheon that followed the ceremonies and going by the calibre of these young blokes we can honestly say that future Australia is in pretty good hands. They were a credit to their parents and to their school.



The band and choir St Andrews Anglican College sang the Australian National Anthem and provided the music for the NZ anthem and Mal Sayers, the Vice President of the Sunshine Coast Vietnam Veterans Association, read the ode at the Ceremony.



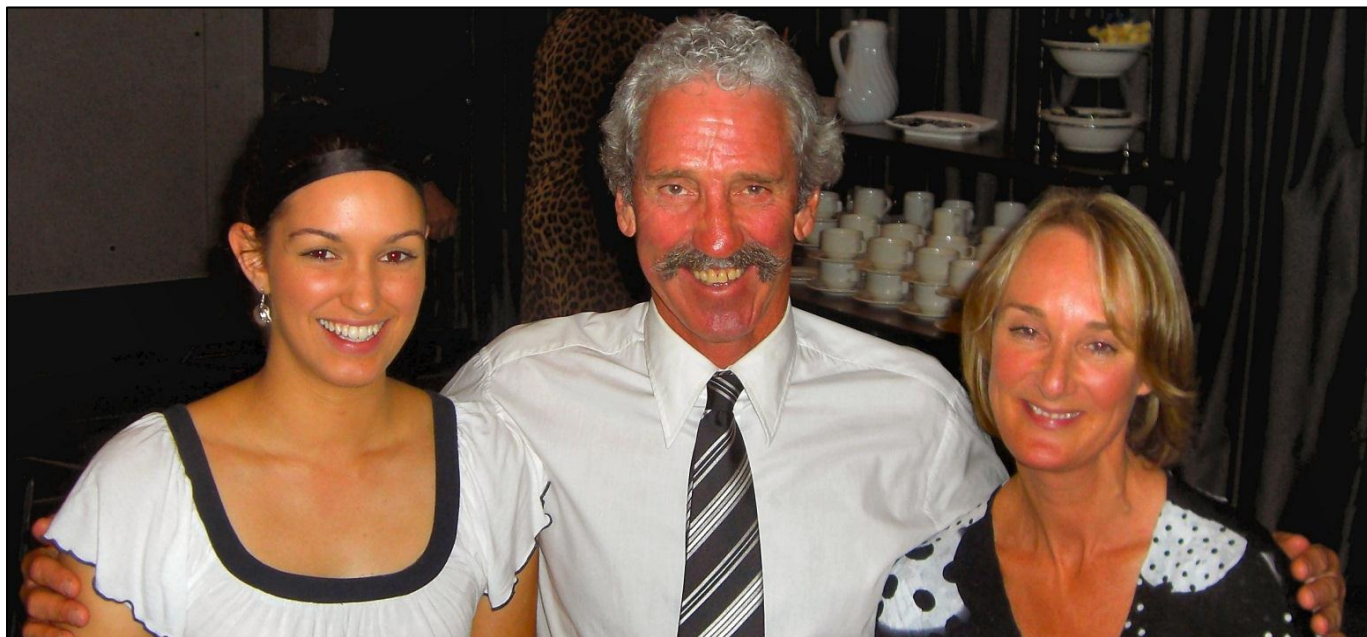
At about midday, the Vets gathered in the Club's Function Centre for some cold refreshment, to meet old friends, some of which had not seen each other for many years, to relive and reminisce unforgettable memories and to share a wonderful lunch.



**Left**, Dave Fitzgerald, who was an eleco with 5 Sqn for many years before he transferred to 36 Sqn as a Flight Engineer and Tony Ferris who was with 34 Sqn, in their Tech Publications section, until he took his D in 1985. Tony is on the Committee of the Caloundra RSL Sub-Branch.



Bill Bunter, and his lovely wife Diane. Bill was a Cpl Radtech with 9 Sqn in Vung Tau from April 1968 to April 69. He went through Laverton on his Mechs in 1962 and went back for this Techs in 1964. After Laverton, he was posted to Willytown, then to 9 Sqn, then back to AFTS at Pearce and after his 6 years he took his discharge. Bill is on the Committee of the Caloundra RSL Services Club and the RSL Sub-Branch.



Alan Curr was a Flg Off Navigator on the Canberras with 2 Sqn in Phan Rang back in 1969-70 after which he went to 37 Sqn, did 3 trips back to Vietnam then was posted to Amberley with the F111, where he spent (he says) 10 wonderful years. He was the envy of most of us having two beautiful girls from [Quantum Rettab](#) at his table. The girls are (left) Cherie D'Andrea and Georgie Walshe.



**Back row**, Bruce and Heather Fraser, **Front**, Mal Sayers, who needs no introduction, his lovely friend Joan Blinco and the irrepressible John Broughton.

Bruce was with the Army Engineers, 1 Troop, 1 [Field Sqn](#) at Nui Dat from 1970-71 and had the unenviable task of clearing mines. He is also an excellent piper and provided the piped music at the ceremony. His wife Heather was seated next to and given the task of keeping John Broughton under control – she failed miserably and reckons Bruce's job in Vietnam would have been easier.



**L-R: Max Baxter, Ingo Meier, Bob McInnes**

Max Baxter was a Sgt Framie with 9 Sqn in Vung Tau from March 1968 to March 1969, Ingo Meier was a Cpl Framie with 9 Sqn from July 1967 to July 1968. In 1975 he was commissioned, spent some time at OpsCom then went to Egypt with 4 of 5 Sqn's aircraft for

service with a United Nations peace-keeping force. Bob McInnes was a Clerk E with 9 Sqn from 1963 to 1966, then went to 5 Sqn in Canberra and did a stint in Malaya. He is on the Committee of the Caloundra RSL Services Club and the RSL Sub Branch.

These three blokes are working on the restoration of [Iroquois A2-1022](#).

The reason lightning doesn't strike twice in the same place is that the same place isn't there the second time.

## A2-1022

On 18 August 1966, Iroquois A2-1022 was involved in the most significant Australian action of the Vietnam War. D Company of the 6th Royal Australian Regiment (6 RAR) was tasked with sweeping the area around the small village of Long Tan which was about 4Klms from Nui Dat. Soon over 2,500 enemy troops had enveloped the 108 soldiers of D Company and the Australians faced being over-run if they could not be re-supplied with ammunition. Two helicopters of No 9 Squadron (A2-1020 and A2-1022) were assigned to the task and flew through a severe tropical storm to drop the ammunition right on target, enabling the force to defend their position. On return to Australia, A2-1022 was involved in an engine failure and subsequent heavy landing at Hornsby (NSW) late in the 1970's. The aircraft was sent to Richmond and rebuilt by 2AD.

After it was decommissioned, 1022 was gifted to the people of the [Bogan Shire](#) by the Australian Government in recognition of the RAAF's work in support of the community during the 1990 Nyngan Floods. It stood on a pad in the town of Nyngan, with no visible indication of its historical military value and due to vandalism and the weather, it gradually deteriorated. The other aircraft, A2-1020 is displayed at the RAAF Museum in Point Cook. *(RAAF Base Point Cook was included in the National Heritage List on 29 August 2007.)*

**A2-1022 at Nyngen**



Bob McInnes was instrumental in persuading the Bogan Shire Council to swap their aircraft for a similar aircraft so that the historically significant A2-1022 could be restored and displayed at the Caloundra RSL.

[McDermott Aviation](#), which is situated at Cooroy, (just north of the Sunshine Coast) donated a non-military airframe which was restored at the Queensland Aviation Museum by a group of dedicated ex-service volunteers, most of whom would have probably flown in the aircraft. Financially assisted by the RSL sub branch and with a number of generous donations from local businesses to cover the cost of spares, these blokes met every Tuesday and Thursday for

about a year and constructed the gifted shell into a copy of a 1966 military helicopter as if it had been in service. When finished, it was exchanged for 1022.



On the 22 May 2011, A2-1022 was trucked to Caloundra and now sits in the grounds of the 223 Cadet Squadron at Caloundra where it has been stripped and is being completely re-built by volunteers and the aim is to have the aircraft on display at the RSL by early to mid 2012.

The Caloundra RSL Sub-branch and the RSL Services Club together with the 6 RAR Association, Vietnam Veterans and former 9 Squadron personnel believe the aircraft deserves to be displayed in a more appropriate and respectful setting and are anxious to restore and conserve this aircraft for the future.



It might have been the Navy that discovered sex,  
but it was the RAAF that introduced it to women.

## **Kilcoy RSL.**

Kilcoy RSL has now got its own “mascot”, an ex-Army Leopard tank, thanks to the perseverance and hard work carried out by the Club’s current President, John Robinson and Ken Kuhn, a past President.

Ken, (below) who is just about to turn 89, joined the RAAF early into the Second World War and after a very short initiation was posted to 24 Sqn at Bankstown where he was told he was to become a framie and was taught the systems of the Wirroway aircraft. He was then posted to 23 Sqn at Nadzab in PNG which also had the Wirroways and after losing a few, the powers that be finally came to the conclusion that the Wirroway was no match for the Japanese aircraft, so the Sqn was sent to Horn Island and was used as Submarine spotters.



A few months later, he was posted south and sent to Tocumwal where a lot of training was done during the war. After a while, he was told to report to the wharf in Melbourne and was shipped to and arrived in Egypt just as Hitler's war ended. He was told to get ready to go to Burma – but fortunately, just as they were about to leave, the US dropped the A-Bomb– and that was the end of that. He spent the next few months doing the tourist thing, looking around Egypt then it was over to the UK to be kitted out and further trained on the Mk 14 Spitfire. It was then off to 453 Sqn in Germany to be part of the peace-keeping/occupation contingent.



By now, Australia was de-mobbing and Ken had had enough, so he was shipped back to Aust, landed in Perth, then caught the troop train that took 10 days to get to Sydney. He discharged in July 1946, returned to Dayboro and got involved in the Dairy business. He eventually moved to Kilcoy in 1951, bought a property and stayed put.

The Australian Government donated the Tank and the people and business proprietors of Kilcoy provided funds and labour which enabled the Tank to be placed in its place of prominence. It was delivered to the RSL on the 11<sup>th</sup> November 2010 by the army who brought it up from Brisbane on one of their large floats with one of their heavy lift cranes. The tank was lifted off the float and placed on the concrete slab, all the moveable parts were welded shut and it now takes pride of place in front of the Club.

The Leopard Battle Tank was commissioned by the Army in 1977. Based mainly at Puckapunyal and Darwin, they were de-commissioned in 2003 and replaced with the US M1 Abrams. The Leopard was an excellent machine, known for its mobility and firepower. It had a top speed of 100 km/hour and the 105mm main gun could accurately place a shell on your door step from a distance of 4 klms and could scare the day-lights out of you from 8klms. It weighed 42.4 tonnes, was crewed by 4 people, Commander, Gunner, Loader and Driver and carried 59 rounds for its main gun.

She wanted to make an impression on her new boyfriend, so she put on her low cut dress to show him a thing or two.

## Woolgoolga RSL

In our [last issue](#), we mentioned the Iroquois on display in front of the Woolgoolga RSL – and we had some facts wrong. Brian Dirou saw the story and he got in touch to give us the correct info.

He said, “The account of A2-767 being downed is erroneous. It was shot down by an enemy soldier who popped out from behind rocks and fired a burst into the engine. No crew-members were hit by gunfire. The aircraft fell on to US and Australian Advisors who both perished. The casualty, who had lost his legs, managed to crawl away from the inferno and survived, to be evacuated later by another 9 SQN aircraft. The Australian



Army Medic, Lance Corporal John Francis Gillespie, who was on board became trapped and perished in the burning aircraft despite courageous attempts at rescue by a crewmember who was later awarded a British Empire Medal for Gallantry. All the crew on board the aircraft suffered minor injuries and burns but later returned to flying duties.

RAAF Iroquois were not replaced in 1976 as mentioned near the bottom of the page. They remained in service with Nos. 5, 9, 35 Squadrons and at some bases for search and rescue roles until 1989, when all Air Force helicopter assets were transferred to Army Aviation.

In recent times, veterans returning to Vietnam have located the Vietnamese casualty who lost his legs and the enemy soldier who downed the aircraft. Also, re the awards mentioned in the previous article, 32 x DFC were awarded to personnel serving with 9 SQN during the Vietnam campaign, not 78 as mentioned.

Jim Roche, a former 9SQN Crewman, headed the Woolgoolga RSL project.

You can see 9 Sqn’s statistics during the Vietnam war [HERE](#)

In a nuclear war, all men will be cremated equal.

## Brainer??

Without using a calculator - You are driving a bus from the centre of Brisbane to Caboolture. In Brisbane, 17 people get on the bus. In Lutwyche 6 people get off the bus and 9 people get on. In Chermside, 2 people get off and 4 get on. In Aspley, 11 people get off and 16 people get on. In Bracken Ridge, 3 people get off and 5 people get on. In Morayfield, 6 people get off and 3 get on. You then arrive at Caboolture.

How old is the bus driver?

If you give up, click [HERE](#) for the answer.

## The RSL and its Badge.

The badge is a symbol of a readiness at all times to render service to Crown and country, and to former comrades. It is a time-honoured emblem, one that has been worn with a deep sense of pride by the most revered in our land and one that glorifies all privileged to wear it.

The badge features wattle, the leek, the rose, the thistle and the shamrock. The wattle is the symbolic of Australia, the leek, the rose, the thistle, and the shamrock are symbolic of, and represent, the link with Wales, England, Scotland and Ireland respectively.



Neither wealth, nor influence, nor social standing can purchase the badge, which may be worn in honour only by those who have rendered service in the Armed Forces of Australia and her allies.

The three colours in the badge represent different things:

- The red represents the blood tie of war that exists between you and your comrades;
- White stands for the purity of your motive in joining the League - to render services without thought of personal gain or ambition; and
- The blue indicates your willingness to render that service to a comrade anywhere under the blue sky wherever he or she may be.

Depicted in the centre of the badge, and encircled by the name of the organisation, you will see a sailor, soldier, an airman and service woman marching together with their arms linked in friendship. This is to show that within the circle of the League, all services and all ranks, march together in unity and comradeship.

It challenges RSL members and those who see it to good citizenship, cherishing it as a symbol of all that is best in our national life, and living up to the high ideals on which the organisation is based.

"Never forget the men and women with whom we served, the bereaved, the sick, the disabled, the aged and their families. "

The underlying philosophy of the League is mateship - this is as true now as when the League was first formed.

In 1916 there were no welfare services such as we know today. The League committed itself to provide for the sick, wounded and needy among those who have served and their dependants. This included pensions, medical attention, homes and suitable employment. As a result, the RSL was instrumental in the creation of the medical repatriation system and the introduction of service, disability and war widow's pensions. The RSL was also responsible for the introduction of various employment and retraining programs and for many years operated its own employment bureau, child health program and vocational guidance service.

In effect, the RSL was the first national welfare agency in Australia and continues to maintain welfare as its prime function, and provides a network of welfare and pensions officers to assist ex-servicemen and women and their dependants with a range of support services. At a National level the RSL is represented on the Veterans' Affairs Conditions of Service Committee and the National Defence Committees, amongst others.

Through its involvement in such Committees, the RSL is an advocate for current serving members of the Australian Defence Force and has achieved significant benefits for them.

See more info [HERE](#).

Today, in some areas the RSL is suffering – membership is falling and some sub-branches are falling on tough times. If you are not a member and you qualify, please join so it can continue to provide the necessary service to those that need it. See [HERE](#).

I joined a health club last year, Spent about 250 bucks. Haven't lost a pound.  
Apparently you have to go there!

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## **DFRDB**

We receive more correspondence on this topic than on any other – and it's not surprising as a vast number of blokes and blokettes rely on the DFRDB to keep the wolf from the door.

Here's a sample

.....

### **Air Marshal John Newham letter.**

The following letter was sent by Air Marshall John Newham (retired), former Chief of the Air Staff (May 1985 - July 1987), to Mike Kelly, MP (Labor) who should hang his head in shame.....



Air Marshal JW Newham AC RAAF (Retd)  
Church Point NSW 2105  
14th July 2011

Hon Dr M Kelly AM MP  
PO Box 214  
Queanbeyan NSW 2620

I have read Peter Criss's letter to you regarding the unconscionable attitude of you and your colleagues on DFRDB indexation and would like you to know I share his view. Speaking for many friends and erstwhile colleagues, we are astonished at your deception and gall. Frequently we see the ultimate hypocrisy when the Prime Minister assures families when there is a casualty, 'we will look after you'. We note the hollow words attached to sentiments of praise and cringe when senior military figures are misused as backdrop for unpalatable announcements.



We are expected to swallow patent falsehoods in your peddling 'reasons' for preserving defence members' retired pay status quo, while you, through suggestion, convey to the public the notion that pensions are straight drain from Consolidated Revenue without mentioning the fact that we contribute, and that the arrangement was changed from a superannuation fund overseen by a board until 1972 when the Jess Committee Recommendations were accepted by the Whitlam Government.

For a time the provisions seemed OK until under government direction the CPI was fiddled to our disadvantage. You would have known this when you were serving, but now have switched to a scheme that contains the elements of fair, even generous, retirement benefits – a dirty dig I acknowledge, but we have been fended off for too long.

I do not apologise for the tone of this letter because we are being short changed and treated as gullible fools; the government has reduced retired servicemen and women to the lowest stratum of society.

## **And**

This letter was sent by

Neil Weekes, AM, MC  
Brigadier, Retired.

Patron of:

- *The Townsville Sub-Branch of the RSL.*
- *The Townsville Branch of Vietnam Veterans Association of Australia.*
- *The Townsville Branch of the National Servicemen's Association of Australia.*



to:

*Senator Nick Xenophon*  
*Senator Penny Wong*  
*Senator Bob Brown*  
*Senator Kate Lundy*  
*Prime Minister Julia Gillard MP*  
*Tony Abbott MP*

Following the Senate's rejection of the Fair Indexation Bill on 16<sup>th</sup> June, 2011, I forwarded a number of emails to your office to express my bitter disappointment on the Senate's decision as, in my view, it was a shameful betrayal of the men and women who have served our Nation in the Australian Defence Force for 20 years or more.

I was appalled that this decision was primarily based on financial restraints and yet our Politicians, including you, never hesitate to approve an increase to your own salaries, despite the financial state of the Nation!!

It is a complete mockery for members of our Parliament to attend the funerals of our young warriors who have been killed in action and to observe a minute's silence in the House of Representatives and in the Senate and yet you reject a Bill which would have aligned the increases to DFRB and DFRDB superannuants' pensions with our old age pensioners. This disgraceful decision, obviously based on Party lines, has alienated the Veteran Community and it has ensured that DFRB and DFRDB superannuants will see their measly pension (average annual pension is approximately \$23,600) continue to lose its purchasing power. This will be exacerbated by increases to the cost of electricity, increased vehicle registration, increased cost of food, increased cost of petrol, increased insurance cost, increased medical costs and the list goes on and undoubtedly will include new taxes!!

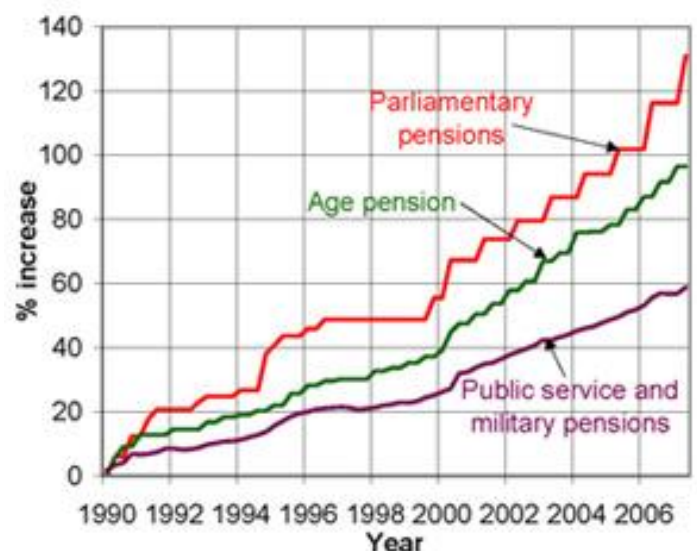
This is compounded for those surviving spouses who only receive  $\frac{5}{8}$ <sup>th</sup> of the DFRB/DFRDB superannuants' pension which continues to be indexed against the CPI. It seems inequitable and immoral to me that the surviving spouse of a political pensioner has his/her pension indexed against the increases to the salary of a back bencher. Does this mean that a politician's spouse makes such a huge contribution to the defence and well-being of our Nation when compared to the spouse of a lowly soldier, airman or navy personnel? Where is the justice in this?

Could you please explain to me why the Government has accepted the recommendation by the Matthews Review that the CPI remains the most appropriate method of indexation for military superannuants? If this is a legitimate argument, then please explain to the Veteran Community why **your** pensions are not indexed against the CPI when you retire?

The Matthews Review does suggest the use of an Analytical Living Cost Index and the Government introduced the Pensioners and Beneficiaries Cost of Living Index (PBCLI) the day after the Matthews Review was released. Why was the PBCLI not accepted as a fair indexation for military superannuants?

Apparently, my emails, to which I referred in my opening paragraph did not reach your office. Consequently, I am enclosing copies of both emails for your attention. Please note that they have been distributed to a very wide distribution list and most recipients have in turn redistributed them to their own mailing lists.

You should be aware that this decision has angered the Veteran Community and we will continue to fight for a "fair go", especially as the Labor Party has abandoned the spirit of its election commitment to conduct a review that would address the inadequacy and inequity of the Indexation method (CPI) which has not kept up with the cost of living.



This is immoral, it lacks the principle of "a fair go" espoused by all politicians and especially by the Labor Party. How do you explain this to a Veteran who has fought for his country, who has been sent into action by his Government, who has seen his mates fall in action, who has readily surrendered his own freedoms so that our nation can meet its International commitments and to ensure our Nation remains free?

I formerly request that you acknowledge receipt of my letter and that you provide me with your answers, not your Party line answers, to the questions I have posed in this missive.

Yours sincerely,

Click [HERE](#) to read Neil's Letter to all who participated in Operation Letter Raid.

Click [HERE](#) to see a video of Neil Weeks

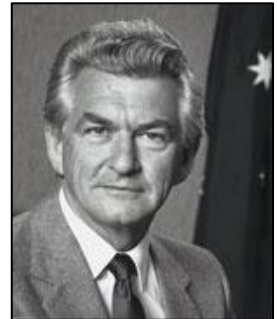
## **And**

This one from Phil Clark, a retired Solicitor.

"The Federal Court of Australia interpreted the Veterans' Entitlement Act 1986 (VEA) as one which excluded the principles of equity (fairness and natural justice) from the administration of all veterans' entitlements, pensions and otherwise.

This is a point at law which is very relevant to all veterans.

The Veterans' Entitlement Act 1986 (VEA) is an Act passed by the Hawke Labor Government. All entitlements for veterans of the Vietnam conflict (and others) are administered by the VEA. Some years ago, a veteran had cause to challenge a decision made by the Department of Veterans' Affairs in relation to his entitlements. The matter ended up before the Federal Court of Australia. The Court interpreted the VEA as one which excluded the principles of equity (fairness and natural justice) from the administration of all veterans' entitlements, pensions and otherwise.



Successive Ministers for Veterans' Affairs have consistently, to date, failed to address this issue. A former Minister, Alan Griffin, gave me a written assurance that "equity" did apply in the administration of veterans' entitlements but when written proof was produced to him stating otherwise, Mr. Griffin was forced to admit that equity had no application in the administration of veterans' entitlements as the VEA was a "beneficial" (whatever that means) Act of parliament.

Being a retired lawyer, I appreciate that all Acts of parliament are "beneficial" to someone or something. But veterans are, obviously, not entitled to any "beneficial" interpretation of that particular Act. We are denied equity. Either clearly the Hawke government drafted the VEA with the intention that it be interpreted by the Courts in the way it has been or, alternatively, the interpretation of that Act came as a welcomed surprise.

The government was then more than happy to go along with the court's decision without introducing amending legislation to correct the inequity created. Either way, a gross miscarriage of justice has been inflicted on the veteran community generally.

The current refusal by the Senate to deny proper indexation of veterans' superannuation and pension benefits is yet another example of equity being denied to the veteran community. Now I ask: "Why do criminals have the principles of equity enshrined in statute law (fair investigation and collation of evidence, etc), illegal immigrants have the right to invoke equity in the administration of their entitlements to be, or stay here, and those seeking permanent residency status have not only the right to invoke equity regarding their claims but also have a power of

Ministerial intervention when "wrongs" are done to them by the Department of Immigration and Citizenship.

*Veterans do not have similar rights!!*

Veterans are the only section in our community I am aware of that are denied the right to be treated fairly and with natural justice in the conduct of their affairs. Regrettably, the Department of Veterans' Affairs receives, and will continue to receive, the blame for many matters it has decided and veterans have to appreciate that the Department is bound to follow both the government policy and the interpretation of the VEA by the courts in relation to administration of veterans' entitlements.

But, in reality, the majority of the angst against the Department by the Veteran community would be alleviated if only the politicians would introduce legislation to the VEA to restore equitable rights to veterans. The Department would then, presumably, have discretion to correct inadvertent or negligent errors internally without the veteran having to go back through the whole system again to have the wrong redressed; as is the present requirement. Administrative costs to the taxpayer and the social effects for the veteran would also be substantially reduced if Tribunals and Courts were able to invoke equity to resolve inadvertent or negligent decisions made within the system. At the present time, lower courts and tribunals are bound by the Federal Court precedent denying equity to veterans.



The Gillard Government now has a moral and social obligation to restore equity to veterans and allow for proper indexation of veterans' pensions in line with the indexation given to the rest of society. If the Gillard Government believes that it cannot afford to do so then it should look at the profligate waste of public moneys supporting failed schemes nationally and unnecessary foreign investments in priority to internal interests and determine where the government's priorities really lie. The general media should be onto this like a shot as it has been going on for far too long.

Why are veterans denied equity?"

And there's [THIS](#) and [THIS](#)

(It seems to us that at long last the tide could be turning – let's hope so. TB)

The average person thinks he isn't

## A fair go!

Ted Chitham, MC, OAM, Lieutenant Colonel (Retired) (*That's a Wing Commander in real money - tb*) who is President RAR QLD and National Secretariat RAR Association, Australia, also heads up the Queensland division of the Fair Go Campaign, an organization that is determined to obtain fairness and equity for the thousands of blokes and blokettes who rely on their DFRB/DFRDB on which to live.



If you are affected by and have had enough of the Government's unwillingness to give ex-servicemen and women a fair go, subscribe to the Fair Go organisation so that:

- (1) you will be kept informed of the current situation and any planned action, and
- (2) perhaps you can help.

You can join the Alliance of Defence Service Organisations (ADSO) [HERE](#) and if you would like to read their latest update, you can do that [HERE](#).

## ABC

Back in July, the ABC's 7.30 report in Victoria ran an article on the appalling problems with DFRDB. Many were surprised that the ABC would dare to criticise the Government – but they did. You can see it [HERE](#)

## Peter Cameron.

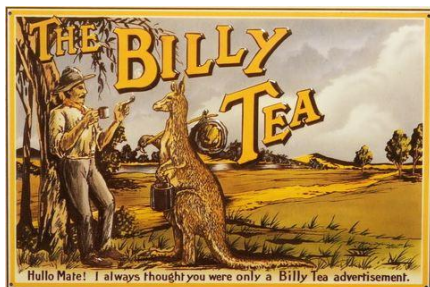
Peter Cameron wrote in the Gold Coast Bulletin recently that Prime Minister Gillard has and is treating Serving and Ex-Service men and women with 'contempt' and should be ashamed. You can read his article [HERE](#).

## Legacy.

Legacy is a voluntary organisation supported by Veterans, Servicemen and women and volunteers drawn from all walks of life. It is dedicated to caring for the families of deceased veterans. Today legacy's caring and compassionate service assists over 100,000 widows and 1,900 children and dependants with a disability. This includes the dependants of members of today's Australian Defence Force who lose their lives as a result of their military service.



The Billy Tea company is proud to support Legacy Australian veterans. From 2011, the Famous Billy Tea will be donating funds to Legacy and its vast network of volunteers so they can continue caring for the more than 100,000 widows, and 1900 children, of deceased veterans.



It seems fitting for the Famous Billy Tea company, as it was originally created in 1888 to refresh hard-working Aussie diggers.

In fact, Banjo Patterson's original poem Waltzing Matilda was adapted and set to music in 1903 for a Billy Tea jingle. Since then, the catchy ditty has become a quintessential part of Australian culture, as is Legacy and its dedicated volunteers.

If you click on the link below and fill in the coupon the Billy Tea company will donate \$1 to Legacy. Click [HERE](#)

## DFWA

The Defence Force Welfare Association (DFWA) as part of the Alliance of Defence Service Organisations (ADSO) is seeking information from ex-service people on the proposed Work Place Remuneration Agreement (WRA) and superannuation matters.

The aim is to seek direct advice from serving and recently retired members on these matters.

The [attached flyer](#) highlights these issues. The Workplace Pay Agreement will establish ADF salary arrangements for the next three years. The initial pay offer is 3% per annum for each of the three years 2012, 2013, 2014 with no trade-offs in Conditions of Service. This 3% is less than the projected CPI for the same period, which means the purchasing power of ADF wages will go backwards as CPI is a measure of inflation, NOT cost of living.

The ADF's [web site](#) shows a Cpl "Aircraft Technician" is now on \$65,515 per year.

For many years, the DFWA has been an Intervener on the Defence Force Remuneration Tribunal, appearing before it on many occasions and we intend to again front the Tribunal and seek its permission to intervene in this WRA Case, which in the past has been given routinely.



**Airmen & Airwomen**  
On completion of employment training, you could expect to earn between \$54,328 and \$60,168 per year plus applicable allowances.

EXAMPLE - Kyle (age 24) is a newly promoted Corporal Aircraft Technician.

<b>\$53,434</b>	<b>+</b>	<b>\$11,662</b>	<b>+</b>	<b>\$419</b>	<b>=</b>	<b>\$65,515</b>
BASE SALARY		SERVICE ALLOWANCE		UNIFORM MAINTENANCE ALLOWANCE		TOTAL ANNUAL SALARY

In addition to passing individual views through your chain of command, the DFWA invites members of the RAAF to provide feedback to the Association. You can do that [HERE](#).

Patton staggered home very late after another evening with his drinking buddy, Paddy. He took off his shoes to avoid waking his wife, Kathleen. He tiptoed as quietly as he could toward the stairs leading to their upstairs bedroom, but misjudged the bottom step. As he caught himself by grabbing the banister, his body swung around and he landed heavily on his rump. A whiskey bottle in each back pocket broke and made the landing especially painful. Managing not to yell, Patton sprung up, pulled down his pants, and looked in the hall mirror to see that his butt cheeks were cut and bleeding. He managed to quietly find a full box of Band-Aids and began putting a Band-Aid as best he could on each place he saw blood. He then hid the now almost empty Band-Aid box and shuffled and stumbled his way to bed. In the morning, Patton woke up with searing pain in both his head and butt and Kathleen staring at him from across the room. She said, 'You were drunk again last night weren't you?' Patton said, 'Why you say such a mean thing?' Well,' Kathleen said, 'it could be the open front door, it could be the broken glass at the bottom of the stairs, it could be the drops of blood trailing through the house, it could be your bloodshot eyes, but mostly ..... it's all those Band-Aids stuck on the hall mirror.

## **Global Hawk to replace U-2 spy plane in 2015.**

**AirForceTimes**

Dave Majumdar

The Global Hawk will finally replace the long-serving U-2 spy plane in 2015, according to a US Air Force official. “No U-2s in the Air Force in fiscal year ’15,” said Lt. Col. Rick Thomas, the Air Force’s Global Hawk functional manager, at the National Press Club. Thomas said he is confident that the RQ-4, as the Global Hawk is designated, will be able to match the capabilities currently provided by the U-2 as required by legislation. “That’s my job — to look at that legislation and say if we can do it or not,” he said.



One of the capabilities which the Global Hawk will have to integrate before it can replace the U-2 is to carry that aircraft’s Optical Bar Camera, which is an extremely high resolution wet film camera. The Air Force is studying ways to mount the massive camera onto the Global Hawk airframe, but substantial modifications will be required to the sensor and the airframe, Thomas said. “We’re looking at a cooperative effort with industry to look at a universal mount,” he said. Thomas said he didn’t know if the camera’s wet film would be retained — a digital model might be a possibility.

Legislation before Congress might add another monkey wrench into the Air Force’s plan to replace the U-2, however. The proposed legislation would require the Defence Department to certify sustainment costs for the Global Hawk are less than the U-2’s before the Air Force is allowed to retire the 1950s-era spy plane. According to the Air Force’s Total Ownership Cost database, the U-2 costs \$31,000 per flight hour while the RQ-4 sits at \$35,000.



Though the Hawk has had some teething problems, it failed its operational test due to poor reliability and mediocre sensor performance, it has come a long way, Thomas said. “The initial operational test and evaluation was a spot in time,” he said.

One problem that has been fixed is a problem with an onboard 25-volt electrical generator which would fail after only 170 hours of operations. Now that same component can function for over 6,000 hours, Thomas said. “That’s been solved”. However, Thomas said that the aircraft is coming down in its operations and maintenance costs. He estimated costs had already dropped by about 5 to 10 percent.

There is still work to be done before the aircraft will fully rectify the problems identified by the operational test report but one source said that the aircraft was still not as reliable as it was once hoped.

The source said that with time and money, the aircraft will get better, but it will never live up to what was originally promised. The source praised the aircraft's long endurance, but said the sensors are currently sub-par and "will continue to be well below par."

The sensors provide less range, less resolution and less collection capability than existing intelligence gathering aircraft, he said.

Don't audit life. Show up and make the most of it now.

## Australian Forces Radio – Vietnam. (AFR)

AFR Vietnam was initially set up 'ad hock' in 1969 in the sand dunes at the far end of 110 Sig Sqn hill at Back Beach. The transmitter was scratched together in an old Sig shelter with make shift aerials strung up around the place. The music was begged and borrowed from other blokes at the camp and the station was on and off the air a few hours a day being run by blokes who had a bit of spare time between their other duties. Eventually, the RAAF took it over and allowed the Army blokes to get on with their "real" jobs.

As it wasn't set up until 1969 and then not officially, only blokes who served in Vietnam from November 1969 would have heard it and although it was an important source of news and views from back home, it is questionable whether most listened to it or stayed with the more professional American AFVN.

AFR finally closed its doors on the 14<sup>th</sup> February 1972. You can hear what it sounded like [HERE](#).

Paul "Tich" Tyson served in Vietnam in 1971- 72 with the 1 Aust Field Hospital and then, when that closed, with the 8th Field Ambulance at Vung Tau. For a large portion of this time, and because there was no Nui Dat (Nui Dat closed in November 1971) he spent most of his time at Vung Tau and surrounds. He says he knew Capt Nick Rowell very well. Nick was the CO of the Dental Attachment that was located at 8th Fd Amb and was a broadcaster on AFR who always drew the evening shift.

Tich reckons he would open (or perhaps he would close) his



broadcast by saying "This is Nick Rowell, soothing the savage beast"

Back in the boozier at 8 Fd Ambo, the blokes would laugh and say "Nick you wanker!" Tich says he's not sure if that word was about in those days but it was certainly, 'words to that effect!' but never the less, Nicholas John was a terrific bloke, a good dentist, and very passionate about his music. ut!! As the AFR was situated on the Vung Tau airfield, someone had to go and pick him up after he had finished for the night – which was after the 10.00pm curfew. Someone would head off from Back Beach in the trusty Landy and Tich being the junior NCO and having a licence to drive the Landy, was nearly always given the job.

## The AFR Team 1971-72



**Back Row, L-R:** Not known, John Sahariv, Roger McDowell, Nick Rowell, Dave ??, Dave Foote.

**Front row, L-R:** Joe Zammit-Ross, Lee Bowers, Ian Smedley, Not known.

Nick says "at certain times it was difficult to have an escort in the vehicle or, as we used to say, somebody to ride 'Shotgun!' Often, my mates refused, or were too 'smashed', or were just too busy working". So Tich would often set off to pick up Nick on his own. If the tactical situation

escalated then he would pick up an escort from the Task Force gate. Tich says, “often they weren't keen to go either, which in hindsight was another worrying thing!”

Traveling through the Vung Tau province after curfew was certainly uncomfortable. To get onto the airfield, you had to pass through the guards at the front gate which at times was a risky business especially if the 'guy behind the gun!' was flighty. Often Tich would arrive at the gate, well after curfew and the 'Yanks' would not be impressed. On the way back to Back Beach, Tich would often come across blokes staggering back to Back Beach from 'Down-town Vungers, all with a skin full. “We would pick them up, get them to lie on the floor of the Landy and sneak them back to camp past the MP's on the gate”.

Tich remembers one night, on the trip back to camp, he was almost home when they came upon a bloke striding home, stepping over 44's in the dark, well after curfew. They stopped to offer him a lift and it turned out the bloke was one of Nick's Corporals from the Dental Unit, (no names, no pack drill but his first initial was Marty). Tich says he never asked Nick what punishment Marty received but says knowing Nick probably just a verbal barrage!!!

Tich says there is another story to Nick Rowell and his persona. The 9mm Pistol he always carried on his hip was a water pistol. Once, when we were in Saigon we had to catch the Wallaby back to Vungers. As we were about to board, the Loady made the following announcement: “Everyone please ensure that their weapons are in the unloaded condition. For those Dentist's travelling with us today please ensure your 9mm Water pistol is unloaded!” Priceless.....

Tich says “AFR was a fantastic service, it was a huge morale booster for the blokes left behind in 1972. It received hundreds of music requests, going home acknowledgments etc”.

A will is a dead giveaway.

## Does pirating music hurt the industry.

Music News: Mike Schramm

Douglas C. Merrill (right) used to work for record label EMI as their digital president. He was forced out just a year later, but now he's sharing information from inside the company. And some of that information points to an interesting conclusion about music pirates, it seems they often end up being some of the music industry's best customers.



Speaking at a conference in Sydney, Merrill said that a profile they'd conducted of users of the LimeWire music sharing service portrayed them as some of the biggest spenders on iTunes. "That's not theft, that's try-before-you-buy

marketing and we weren't even paying for it," Merrill said at the show, "so it makes sense to sue them??"

Of course, most record companies saw illegal downloading as purchases that just didn't happen, and thus lost revenue. But this conclusion hints that "pirates" aren't taking away from music sales -- they're just download music to fill out their already big purchased collections.



Read more about it [HERE](#)

## Wivenhoe Dam

At the height of the Brisbane floods earlier this year, the Wivenhoe Dam, which was built after the disastrous floods of 1974 to stop all further floods, came perilously close to being 'chockers' which would have meant Brisbane would have been in real trouble.



If it hadn't stopped raining when it did, the dam would have filled and all future water would have gone straight over the spill-way and down the Brisbane River and the flood that did eventuate would have been much worse.

The photo above shows how close Brisbane came to being in real strife.

When you've seen one shopping centre, you've seen a mall.

## The Tsumani in Japan.

Yu Muroga was doing his job making deliveries when the 11 March 2011 earthquake hit in Japan. Unaware, like many people in the area, of how far inland the Tsunami would travel, he continued to drive and do his job. The HD camera mounted on his dashboard captured not only the earthquake, but also the moment he and several other drivers were suddenly engulfed in the Tsunami. He escaped from the vehicle seconds before it was crushed by other debris and sunk underwater. His car and the camera have only recently been recovered by the police. The camera was heavily damaged but a video expert was able to retrieve this footage. The voice over is in Japanese but the video is chilling. See it [HERE](#)

## Great Southern Railway Travel Concession.

It seems that some veterans have encountered confusion relating to the Great Southern Railway (GSR) Special Veterans Travel Concession when they have attempted to book tickets. The Special Veterans travel concession is available to:

- Totally and Permanently Incapacitated (T&PI) pensioners,
- Extreme Disablement Adjustment (EDA) pensioners,
- Intermediate Rate pensioners,
- Disability Pensioners on the Blind rate,
- Service Pensioners on the Blind rate and
- Disability Pensioners receiving Specific Disability listed under Section 27 of the Veterans' Entitlements Act 1986 such as suffering loss of a limb.

The Special Veteran travel concession provides either free rail travel in a Gold Service Sleeper Cabin (formerly known as First Class) over the **Commonwealth owned track only**. The "free" component includes a sleeping berth only and does not include any Gold Service meal charges, Fuel Price Surcharges or free rail travel in a Red Service Sleeper Cabin (formerly known as holiday Class) which includes a sleeping berth (if applicable) over the Commonwealth owned track only. Any and all meals must be purchased by the traveller.

Commonwealth owned tracks covered by the Special Veterans concession for travel on Great Southern Rail (GSR) services:



- the 'Indian Pacific' between Broken Hill and Adelaide;
- the 'Indian Pacific' between Adelaide and Kalgoorlie;
- the 'Overland' between Wolseley (SA/VIC border) and Adelaide; and
- the 'Ghan' to Adelaide to Alice Springs.

Although the section of track between Alice Springs and Darwin is not Commonwealth owned, from 1 October 2007 the Commonwealth Government extended the funding arrangements for Special Veterans to allow concession fares for travel on the 'Ghan' from Alice Springs to Darwin which now entitles you to free travel from Adelaide to Darwin.

Western Australian domiciled Special Veterans are entitled to free rail travel on the Indian Pacific service between Kalgoorlie and Perth where this travel is part of an interstate journey. This means, if you live in the WA you are entitled to free travel from Perth to Adelaide. This applies only to Special Veterans who live in the WA. All other travellers will need to pay for the Kalgoorlie to Perth leg.

It is important to note that there may be additional charges that will need to be paid by the traveller. Travel over the state owned track, for example travel from Sydney to Broken Hill, Wolseley to Melbourne, Kalgoorlie to Perth will incur additional charges.

A carer may accompany eligible pensioners and receive the same concession on the Commonwealth owned section of the track, subject to the presentation of a medical certificate signed by a medical practitioner. The carer may also use a Pensioner Concession Card (PCC) to obtain a discount over State owned track. The carer does not have to be in receipt of a carer's pension or be related to the person travelling and the certificate is to be sent to GSR with payment. You may use the concession as many times as you wish and there are no restrictions on the amount of trips you can take each year. Other concessions may include a discount rate of up to 55% that is available to all PCC and Commonwealth Seniors Health Card (CSHC) holders for GSR travel.

For more information regarding these discounts or to book your trip you are best to contact GSR on 132 147 or refer to their website - <http://www.gsr.com.au> .

If you jump off a bridge in Paris , you are in Seine.

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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.



We heard from **Wally Jolley** – and it's good news. Wal says he passed his stitching test where the tumour was and he was expecting to have the colostomy bag removed when he saw his surgeon late in August. He's now off chemo, which he says is great, and all his cancer counts, blood tests and cat scans show the best result. He reckons he's not quite ready to play full back for Richmond just yet, but he's definitely better than he was at Christmas time.



We know a lot of blokes will be glad to hear that!!

**Doug Ellacott**, who was a Sumpie with 35 Sqn from July 1966 to March 1967, has been diagnosed with prostate cancer. He is currently undergoing radiation therapy at St Andrews Hospital in Toowoomba. The therapy takes 8 weeks and if everything goes according to plan, it should kill all the cancer. He did sign up for a trial that is being run in conjunction with Canadian hospitals/doctors, where they give the radiation treatment over 4 weeks at a raised dose to see if it works as good as the eight week one. The obvious benefits from the shorter course is it will allow more men to get treated.

Selection for the 4 week course was random and as Doug says, he's never won anything, so he copped the 8 week job.

He urges all men to have their prostates checked. He says it might be or feel to be a very invasive thing, having your doctor shove a finger where it shouldn't be, but if it saves your life you'd do it every day. If you do, and they find something while in its early stages, you have very good odds of being fixed.

Get it done!!!!

In Doug's case, the Specialist in Bundaberg said the cancer was contained within the prostate, and hadn't moved into the surrounding area, especially the bones and more importantly, was about 90% fixable. He says after one has passed 70, they don't like to do radical surgery so radiation is the preferred treatment. His Doc also said that the treatment would most likely give him an extra 15 years of life, as opposed to about five if he didn't have it done. It didn't take long to decide.

Doug hopes to have the SERV tag around the neck very soon.

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## Where are they now?



Graham Tidswell is looking for former 35 Squadron CO **Jack Darby Espie** who was in Vung Tau from February 1968 to December 1968. Jack was discharged from the RAAF in July 1974 with the rank of Group Captain. He joined the RAAF in July 1942 and served during World War 2 and gave 32 years of his life to the RAAF. Would anybody knowing the whereabouts of Jack, please email [Graham Tidswell](mailto:Graham.Tidswell@raaf.org.au) and CC to [Ted Strugnell](mailto:Ted.Strugnell@raaf.org.au).

In his pilot training days Jack was a very old and close friend of the Tidswell family and Graham would very much like to contact him or at least hear where he finished up.

Graeme Benthein saw the photo of 69 Telegs in our [last issue](#) and recognised three blokes who were on his Rookies Course back in 1961. They are **Terry Gilbert**, **Norm Cuell** and **John Hitchens** but he's long since lost contact. Can anyone help, if you can, let us know and we'll pass on the info to Benny



People will believe anything if you whisper it.

Neville Wren is looking for **Greg "Dick" Turpin** who was on 17 Appy, if anyone knows where Greg is please contact us and we'll pass on the info to Neville.

Steve Hartigan is looking for **Eric Clarke**, last known to live in Weston in the ACT. Does anyone know where he is?

Phillip Harker says he saw in [Vol 33, Page 12](#) that a **Thomas George Lenton** was awarded a MID for his service in Vietnam. Phil asks is he the same bloke who ended up at RAAF

Tottenham, is so, Phil would like to contact Thomas again. If you have any info, please get in touch with us and we'll pass it on.

## **Radio Technologist Apprentices.**

We heard from FSGT Worthington who says: "I work at RAAFSTT, training Systems Technicians and am searching for information relating to intakes of Radio Technologist Apprentices - many of whom went on to remuster to SYSTECH. I was Wondering if there are any photos in your association records?.

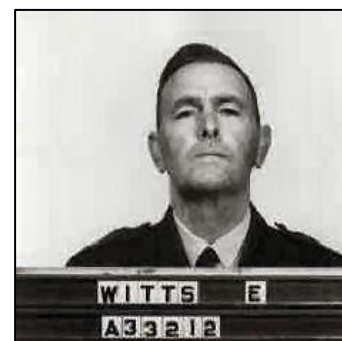
We didn't have any photos but perhaps someone out there might, if you can help get in touch with us and we'll pass on the info.

# Your say!



We heard from Michael Kilpatrick who said: “My grandfather, **Edgar Witts**, was in the RAAF for over 20 years. His last posting was at the School of radio 1968-1969. He was an Instructor ENG.RAD which I’m guessing is Radio/Radar Instructing. Sadly my Grandfather passed away in 1970 so I never meet him and I’m trying to find some photos of him from Courses or Group photos.

His service record is over 200 pages but does not go into great detail and I only have photos of him dated from WW2. Any help would be great. If you could even suggest where more info might be possible that would be great. I think his unofficial name in the RAAF may of been "shorty" which is kinda weird as I'm 6 ft 3.



We heard from **Douglas Walker** who lives in the US. He says: “G'day and thanks for a very interesting publication. I would appreciate contact information for Mr. Geoffrey Ballard whose article on the role of ULTRA signal intelligence is part of an article in [Vol. 33, page 3](#) of the Association's magazine. My interest concerns research being conducted in connection with my father B.Gen. Kenneth N. Walker who was lost on a bombing mission at Rabaul, New Britain while commander of the Fifth Air Force Bomber Command 5 Jan 1943. Any assistance would be greatly appreciated. Thank you. Douglas P Walker, New Canaan, CT USA.

*We did some research for Douglas but unfortunately, we couldn't help. We did discover that Geoffrey Ballard was born in 1915 and possibly could have passed on. We passed that info onto Douglas who replied:*



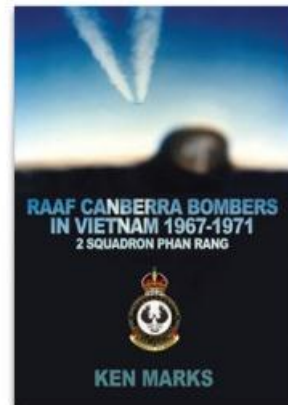
Thanks for the info, sorry to hear about Mr. Ballard, but I wonder if I could place a query in your magazine on this subject? It would concern anyone familiar with the ULTRA operation and signals during the late 1942-1943 period covering Allied air operations from Port Moresby to other targets in PNG, very much as described in Mr. Ballard's article. The interest stems from research underway about the circumstances surrounding my father's loss and the possibility of formerly confidential signals on that or related subjects from the December 1942 – June 1943 time frame. If necessary, I'd be happy to provide more information and hope that we may reach someone who, like Mr. Ballard, may have been active at that time. I realize the odds are not favourable, but it's worth a try if it's feasible.

I'm much indebted to the many Australians with whom I've been in contact, historians, authors and especially Peter Dunn whose website "<http://www.ozatwar.com/>" is possibly the most comprehensive archive of information on WWII. Thanks again here's hoping someone out there may have what we're looking for, Douglas

If anyone can help, get in touch with us and we'll pass the info on.

**Ken Marks** has let us know that his well researched book, originally titled "Remembrances" has been re-issued under the new name of "RAAF Canberra Bombers in Vietnam, 1967 to 1971" and there is now no problem with delivery. If you are interested in this history it is now available via Palmer Higgs Books in Melbourne. We've read it and can recommend it.

You can get further details [HERE](#)



## 5 Mini-Computer course.

We had the following pic in [Vol 33](#) but we had the names wrong. **Neil Hunter** has corrected us, so here are the correct names: (Apologies to all)



Back: Mark Fraser, Mick? Gray, Nigel Dunn, Gary Meyers, Cliff Rogers  
Front: John Anderson, Ron Daley, Dave Marchant, Keith Starks, Rory O'Connor.

And Noel Pettitt saw the article also, and he says: I saw the article and I can give you the names, and I should remember them as I was an instructor on the course. 2nd from right at back is Gary Meyers. 2nd from left at front in Ron Daley and the middle front is Dave Marchant.

**Dennis Graham** says, "I saw the photo (below) of 9 COMSOP ADMIN in Vol 35, Page 3. Actually the course title is 9 COMMSUPADMIN Course and you had the names wrong". The people in the photo are from left to right:



CPL Judy Hodge, CPL Ian Cooke, CPL Graham "Henry" Gibson, SGT Dennis "Mouse" Graham (I am the one in the middle), CPL Sandy Matheson, CPL Wayne Ranger and CPL Kay Richards.

**Eric Easterbrook** says he walked the Kokoda Trail from 13 June to 23 June this year and used the occasion to try and raise some money for Legacy.

*Eric – well done mate, that's no mean feat, let us know how you went and where are the photos??*

**Bill Eccles** wrote, he says "I think I can fill a gap in one of the articles in [Vol 35. On Page 19.](#) Graham Crawford has presented some great photos of Appie life as a member of No. 17 Course. I believe the bloke playing the bass guitar on the far right of "The Avanties" is Graham Younghusband. So the names now are:



**L-R:** Graeme Sinclair, Ian Kerr, John Veitch (sitting), Alec Robertson, Peter Duncan (sitting) Graham Dennes and Graham Younghusband of 17 Appy. (Dave Gaffee confirms that, he says Graham was the Corporal at the Radio Development Flight Ground Radio Workshop at ARDU around 1967-1970).

In the photo beneath that one, the bloke in the splendid red cardie is Rod (Puss) Cheshire from No. 18 Appie Course. He was in the band formed by that course called The Mustangs, and played rhythm guitar.

I was the drummer in that band. Rod obviously picked up great hoofing skills from the visits to Lowther Hall dancing classes.

I've attached a (not the best quality) photo of The Mustangs (below) playing at an Appie Squadron End-of-year Dance.



**Glen "Shorty" Stevens** wrote to say: Hi, regarding the picture of the Avanties in Issue 35. All are 17 Radio App Course blokes, with Graeme (Frog) Younghusband on the far right. The guy in the front is not Veitchy, but actually John Pickup. Cheers, and keep up the good work



In the photo above, the bloke having trouble standing is Pete Gilvarry, who also wrote a short piece in Vol 35, next is Phil Laird (19 Course), lead guitar, Rod Cheshire, rhythm guitar and myself on drums. Missing off the right of picture was Leon Smith (Schmoo), playing bass guitar. The artwork on the bass drum "foreskin" was done by the talented Roy Thompson, also of 18 Course.

Re our Facebook page, **Kevin Poulter**, from the Historical Radio Society, got in touch, he says, "thanks for the invitation to join Facebook, but I definitely will not be joining. My reasons include a hugely busy work schedule and I also believe it is a leaky security venue, as evidenced by my friend being impersonated by another person and even having a visitor come at 11pm at night, sent by the whacko who stole his identity. So guys - love your work, please keep me informed of your newsletters by normal emails.

*A lot of people think like that – and that's fair enough. But – a lot have joined and it seems to be working ok, it's there if you want to use it - tb*

**Ray "RG" Thompson** got in touch, he says "Remember Nadia Comanecchi? She was the Romanian gymnast who was born in 1961 and who won a bunch of medals at the 1976 and 1980 Olympic Games. Well she is a little older these days (see photo at right) and has grown into one very good looking sort. (OK! OK! Click the pic for a better view



- *tb*). There's an email doing the rounds saying that she has a grand-daughter who has followed in nan's footsteps and also taken up gymnastics, but like a lot of these 'amazing' emails, it is not true.

Nadia emigrated to the USA and became engaged to Bart Connor in 1994 and they married in June 1996. Their wedding and reception was held at the former Romanian presidential palace.

Comăneci and Conner welcomed their first child, a son named Dylan Paul Conner, on June 3, 2006. Nadia was 45 years old.

The girl in the email doing the rounds is Boyanka Angelova from Bulgaria and the video shows her at the European Championship Final in Torino in 2008. She is amazing and you can see her [HERE](#).

**Gus (Ron) Maystone** wrote: "As an ex Frognall apprentice (No 9 Course), enlisted in 1955, it is great to see some of the old names I served with and sad to see some old mates who have passed on, eg. Doc Johnson (who I worked and drank with at support command) and Bill Wheeler who I shared a room with at 11 sqn, at Richmond when he was still a Radio mechanic before he went to a Billy Graham meeting and saw the light".

**John Kelly** wrote: I think that there is a great sadness coming up! Two of the course photos in Vol 35 were my courses at Radschool and I can hardly come up with any names. In the 1 Commsop course photo (right), the blond Turnbull, second from left in the front row, I think you will find is Wendy and the far right in the front row I think her name might have been Helen, and if it was, I suppose it still is!



In the 103 Teleg course photo (below) that Mick Conyard wanted published, Mick is, of course, in the middle of the back row. In the front row, second from left is Stewart (Stewey) Garfarth, and next to him is Mal Collard. Also in the front row, second from right might be Russell Haigh but I am not sure. I can't imagine a worse state of affairs than this! I never took anything home when I was instructing at RADS, so I have no memorabilia from those days so can't check.



At least some of the other course members should at least have a photo with the names. Maybe one of them receives the newsletter. All of the stuff produced at RADS over the years must be

somewhere. Have you any idea where it can be accessed, preferably online? I expect something would have to be in the National Archives. I haven't looked into that as yet. Please don't amend your records with the email address from whence this message came. As far as I can deduce it is the only way I can have a POP3/SMTP email and use a normal email client when I am not connected to my ISP. It is a pain in the backside, having to log on to your ISPs webmail and use and use that! Also, it is often as slow as a wet week!

*John – were are negotiating with Archives now and hope to have some photos and names etc by year's end. We'll keep you posted. tb*

**Dick Harcourt** wrote, he says: Hi all, Hope all are well down under in Oz. *(Cricket cricket cricket)* Thanks for continuing to send me the magazine which I always find most interesting. The last issue was of particular interest and I forwarded it with a note to a number of the RAF Butterworth & Penang Association members who I thought would be interested in the article about 114MRCU as of course a number of RAF "Scopies" served alongside the RAAF at 114MRCU at Butterworth when it was on the seaward side of the old East/West runway. As soon as RAF Western Hill was built and opened on Penang everyone moved over there and 114 closed. There were a number of ex-RAF who served at 114 and Western Hill at this past weekend Reunion held in the beautiful Yorkshire Dales. Great weekend.



Daphne and I were both able to attend as she has just finished her second lot of chemotherapy and was feeling well enough to make the trip with me. Everyone made a great fuss of her which really boosted her spirits and we even managed a walk along one of the canals that thread their way through the countryside, with the weather also co-operating, being nice and warm and sunny. Many parts of the UK are suffering near drought conditions at the moment, we have been very short of rain. *(Cricket cricket cricket)*

Daphne had another CT Scan two weeks ago and we see the Oncologist on Thursday for the results. So it is a real "fingers crossed" time though we both know there is no cure, we are hoping this last chemo will have knocked back the tumours and given us some time??

At this year's reunion we had a headcount by year of service at Butterworth which was really interesting. Our oldest member arrived on Butterworth in 1945 with army units to take over from the Japanese and spent his time dismantling and scrapping Japanese aircraft. RAF Butterworth opened in 1941 just in time for the Japanese invasion, so this year is the 70<sup>th</sup> Anniversary of RAF Butterworth. It is also the 70<sup>th</sup> Anniversary of the first RAF casualty from Butterworth with the loss of an RAF Sergeant. His grave is still within the airfield as there was no time to bury him elsewhere. Other casualties are buried in either mainland or Penang Cemeteries.



In November we will be holding a Memorial weekend at the National Memorial Arboretum to commemorate these Anniversaries. (<http://www.thenma.org.uk/index.aspx>). We have our Far East Air Force Memorial there which was dedicated in 2006. There is a separate memorial for the WWII Malaya.



Right that's enough of my waffle, so some requests. Have you any idea where I can get (if they are at all available from somewhere in Australia) an RAAF tie, a RAAF Butterworth Base Squadron blazer badge? Also would like to get my son an RAAF "slouch"?? hat with badge for his birthday?

We've found one for you Dick, go to <http://www.lukus.com.au/contents/en-us/d61.html> Badge number A351 is Base Sqn Butterworth, you can order it there. If anyone can help Dick with the rest of his "wish list", please get in touch and we'll pass it on.

**Julian DeRoss** got in touch, he says we will find the two video documentaries very interesting,

["The History of Political Correctness"](#)

["The Century of the Self"](#)

One is by a conservative group in the USA, the other is more liberal by the BBC (much awarded). They lift the lid on how things panned out from the 20s to the 80s and in particular of our relevance what was behind the 60s and all the various revolutions/counter culture.

**Robert Wylie** says "Just having a read of your mag and after 29 years in RAAF reserves I can recall many names in the articles, I am aware that both Temora and HARS are both interested in obtaining a bou and there are a number of of ex 22 SQN techos working at HARS who have many years' experience working on 38 SQN bous. and during a visit to Temora I had a long chat with their engineering people re some of the past problems and what spares they should also tender for. They are very keen to obtain an airframe. Hars report [on their website](#) that they have already had a visit to Oakey to assess the condition of the aircraft stored there."



*We believe they have secured one and will maintain it in flying condition - tb*

**Definition of an egotist:** Someone who is me-deep in conversation.

**Susan Milgate** (right) says I came across your magazine by accident, searching for a long-lost friend, Vicki Sewell. Vicki was the first female Radtech, followed by Monica Hemmingway. I am the third person referred to by Dave Claydon, in the same course as Monica, but not Radtech material - transferred to 16 SIG after a few months. My entry to Radschool was a propaganda opportunity as the first female from Tasmania - never had any desire to be a Radtech, but like a good little WRAAFEY, followed instructions and landed at Laverton May 1980. I have some



great photos of Vicki and Monica, if anyone is interested.

*Susan – yes please!! - tb*

**Jim “Bud” McCullough** from West Chester, PA, in the USA wrote to say: [This link](#) and pictures are submitted for potential publication in “The Radschool Magazine”. The pristine GCA CPN-4 Radar Unit, such as one used by both Australian and USAF servicemen, is a picture from an earlier Radschool edition, while the other picture is a destroyed GCA CPN-4 in Vietnam.

The link will bring up a series of photographs taken in Vietnam in December 1966. Of interest to all GCA maintenance men and operators is the destroyed GCA unit, which is either a CPN-4 or MPN-11. By hitting the 'next picture' on the link you will see several pictures of our 'beloved' GCA, which was used by both the Aussies and Yanks. Seeing this picture of the destroyed GCA unit gave me the same feeling I might experience if my old and trusty car went off a cliff! This was the first time I have seen what war does to a CPN-4.



Even though I was in the 2nd Mob (2nd Mobile Communications Group) in Europe, we were closely allied with our sister group, the 1st Mob, and other Australian GCA maintenance service members during the Vietnam Era.

I'm a rabid reader of the RAAF Radschool Magazine, and I've seen you publish several pictures of a GCA unit (CPN-4). The early pictures of graduates of 'Rad School' could easily be labelled graduates of USAF GCA and other electronic units. I really enjoy seeing these guys/mates because it brings back some happy times in the service of our countries. And then I see the pictures of our comrades as they age, and it helps to let me adjust to where I am in life.

*We asked Jim why he was called Bud, and suggested perhaps it was because he was an avid consumer of Budweiser. He said*

Although my Christian name is James, I was always called 'Bud' as a young child, I assumed I was called Bud because there were so many "Jim's" in the family.

But, a few years before my Mother passed, she finally told me why they called me 'Bud.' At age 90, my Mother told me she had a boyfriend when she was just 16 years of age, and his name was Bud. In a very serious accident the original Bud lost his life while still a young teenager. I don't think my Mother ever told my Dad why she called me Bud.

But, the Budweiser idea may be a good explanation as to why I am called Bud - it seems to make better social sense.

BTW, I'm really forward to receiving your newsletter. As well as seeing the class pictures of very young students, I get to see how they look today. It gives me a good feeling to see my fellow Air Force brothers who as aging just as I am, so I am not alone. The RAAF is a great organization - I'm glad you're keeping the spirit alive.

**Definition of dust:** Mud with the juice squeezed out.

**Gary Kimberley** got in touch, he said "I'm writing to compliment you on the fine job you did in extracting the excerpts from my memoirs and publishing them in your magazine. I hope your readers enjoyed the article and found it interesting and informative. I am not on the internet and hope to stay off it for as long as possible but was shown the article by a friend and was quite impressed.

As some of your members, I am sure, would know, those few "Pilots who knew everything and wouldn't or couldn't be-told' soon had that knocked out of them in PNG. Tragically, we suffered a number of fatalities amongst aircrew and passengers as a result of crashes in that wild and dangerous environment.

The only 'nitpick' I have regarding the article is the ultra-light aircraft in the picture you published is a powered Quicksilver modified hang glider, not a Kimberley Sky-Rider. I am enclosing herewith some items on the Sky-Rider and hope you find them of interest.

You can see them [HERE](#)

The Sky-rider represents a new approach to the problem of producing an ultra-cheap, ultra-safe sport aircraft. Although classified in the powered hang glider category, the Sky-rider has the controls and handling characteristics of a conventional light aircraft. It would therefore be equally well suited to the novice who may later wish to progress to conventional light aircraft flying, or to the experienced light aircraft pilot who wishes to step down to ultra light flying as a low cost sport or hobby.

It has been designed to be dismantled and folded for carriage on the roof rack of a car or for storage in the garage.

You will no doubt be disappointed to see that weight limitations precluded the fitment of radio racks for the comms, colour radar, triple INS and digital flight controls. Once again, my compliments to you on the good work you are doing with the magazine.

**Definition of an adult:** A person who has stopped growing at both ends and is now growing in the middle.

# News and Reunions!



## Cloth Patches.

**Lukus Productions** from Warburton in Victoria, very generously sent us a RAAF School of Radio cloth patch. (Click the patch at right for a better view.) They are of excellent quality and are available for only \$14 each.



They have patches for many RAAF squadrons, wings, sections, hospitals, depots, units, musterings and training schools (click [HERE](#) for a look at some of the other available patches) as well as metal badges, T-shirts, caps, key rings, tie bars, cuff links, name badges, prints and of course, stubby holders. All items are of excellent quality.

If you're ex Army or Navy – don't feel left out, there are patches there for you too.

A full list of their available products can be seen on their web site [www.lukus.com.au](http://www.lukus.com.au). If you wish to purchase anything, all ordering is done through the site.

You can get further information by ringing them on 03 5967 3537

## Air Force Cadets.

Dave Dunlop, who is the Chairman of the Australian Air Force Cadets National Council INC, would like to remind us:-

This year marks the 70th Anniversary of the Air Force Cadets in Australia and there will be a number of special events to celebrate the occasion later in the year. If you were a cadet or staff member of the ATC/AIRTC/AAFC or had some other connection with the organisation, this news may cause you to reflect on the experience, and if so, hopefully you will recall enjoyable and rewarding memories.



With direction and support from the Air Force Cadet National Council, a Working Group of former air cadets is developing a proposal to form an Australian Air Cadets Alumni that could be launched as part of the 70th Anniversary celebrations. To this end, the first step is to gauge the level of interest in forming the Alumni from former air cadets, staff and others around Australia.

The [attached flyer](https://sites.google.com/site/alumniofaircadets70/) has more details about the proposed Alumni and I ask that you consider the information, and if interested, visit the website address shown on the flyer which is <https://sites.google.com/site/alumniofaircadets70/>. The website provides more information about the proposed Alumni and you can register your interest in being a part of it. By providing your contact details, you will be advised on important developments.

The website will also keep you updated on AAFC 70th Anniversary events.

It is important that we reach as many former air cadets, staff members and others with a legitimate connection to the organisation as possible, in this early stage. If you are in contact with anyone who has been a member, or who has contributed in some way to the ATC/AIRTC/AAFC, please forward this notice to them, even if it isn't relevant to you or you are not interested in learning more about the Alumni at this time.

## **Carnival Australia.**

Steve Hartigan advises that he has received notice from Carnival Australia, which incorporates P&O Cruises Australia, Princess Cruises and Cunard and that they are giving serving and ex-service personnel a \$250 onboard credit when taking a cruise on any of their vessels.

To obtain the credit, you need to send a copy of proof of your service (Discharge Certificate, Certificate of Service), when making your booking. Send it to:

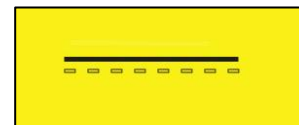
<b>Via Snail Mail</b>	<b>Via Email</b>
Defence Benefits PO Box 2006 North Sydney NSW 2059 FAX: 02 8424 9161	<a href="mailto:defencebenefits@carnivalaustralia.com">defencebenefits@carnivalaustralia.com</a>

You will then receive confirmation of the credit. Carry this with your Cruise paperwork when boarding. If you have already booked a future cruise, but had not applied for the credit, then as well as your copy of proof of service, you need to send your cruise details (Cruise number, departure date, etc.).

Happy sailing....

## Symbol.

Does anyone know what this symbol means?? It is usually found on a transformer rectifier, beside the output DC voltage figure.



## Another wannabe??

There is a lot of [correspondence](#) on the net about a certain Barry Billing. Seems Barry has been telling anyone who cared to listen that he had two very colourful tours of Vietnam. He claims all sorts of wonderful exploits with the Viet Cong and has convinced a lot of people that he had actually been involved in combat. Unfortunately, it's not true. He did do two tours of Vietnam alright, but in the Signals mustering. In tour number 1 (Apr 1967-Mar 1968) he was the OC's driver/communicator and in tour number 2 (Apr 1970-May 1971) he worked in a Mess in Vung Tau, pulling beers.



For some reason known only to himself, he has been corresponding on the [Australian Veteran Matters](#) webside, under the pseudonyms "CICERO" and/or "CERTO", slandering fellow veterans and destroying reputations for no other reason than spite and jealousy.

Billing is now facing 38 fraud charges. He has been accused of defrauding nearly \$75,000 from the federal government and the Vietnam Vets Association. He was charged with making and using a false instrument following an investigation by Northern Beaches (NSW) police into a series of fraud offences occurring between December 2007 and November 2009. Police allege Mr Billing used false cheques and invoices to claim a number of payments from the Department of Veterans' Affairs, through the veterans' association, in individual amounts of between \$111 and \$2,556.

He was due to appear in Manly Court, but his solicitor, Mark Bostock, said his client was unwell and unable to attend. Bostock told the court he had recently received a doctor's report for Billing ahead of a potential and likely application to have the charges dealt with under section 32 of the Mental Health Act. The matter was adjourned to the 8<sup>th</sup> September.

## Your docs and privacy.

The following has been received from Phillip (Curly) Ware and is of interest to all who served:

Some time ago (12 years in fact) my son arrived at my house, with my complete service records, obtained from the National Archives of Australia. In this set of documents was everything anyone had ever written about me. The reason my son asked for the docs was to put together a resume for a speech about my Service History for my 60th birthday party ... he said that as he began to read the docs he realised that these docs were very personal, and so decided not to continue, and brought them around to me.

In these docs was every assessment, application, comment, recommendation or otherwise that had been written about me from AC Recruit Minor (Trainee Teleg) to Flt Lt Air Electronics Officer when I left the RAAF in 1968.

Some things written are hurtful now and also could certainly leave an assessor open to libel as well. So in these cases, everyone loses, whilst the Government postulates defending its stance to the detriment of both the member and those involved in the members' supervision.

What was written about me surely should be between the assessor, his superiors and myself

... and not for general distribution to the wider Australian Community ... it would not surprise me to find information about people posted on Facebook or Twitter by anyone who wants to harm the person whose docs were released, wrongly in my view.



Fortunately, I did nothing wrong, immoral or dishonest ... but there is no doubt for many, the release of these docs to spouses, family, employer's etc could be their undoing. Potential employers could access an ex-military person's docs from the National Archives, to the detriment of the ex-member.

This to me is just another example of how successive governments hold in utter contempt, those who risk their lives in the country's defence, and will stop at nothing to justify their own flawed reasoning on this issue whilst those who served continue to suffer.

If someone wishes to access another's service docs, all that person has to do is pay the small fee, and everything will be forwarded. If the Victim here finds out that someone has accessed his/her service records, the government will not divulge the details of the person who has been given the docs, under "privacy laws". Mostly, there is no way the Ex Service person will ever know that his/her docs have been obtained by someone else.

So the person out to cause grief to the Ex Serviceman/woman is protected, whilst those who served become the Victims.

As I see our young people heading off overseas to battle, and a grandstanding politician, saying "Australia is Proud of you young people today", I am sickened knowing that everything they do will be released to anyone, including those intending to harm them in later life.

The whole thing is a National Disgrace!.

Click [HERE](#) to see the Defence Welfare Association's letter on Privacy.

## **Jim Angel.**

Jim Angel was the voice of Sydney news for almost half a century. Angel, who died on Christmas Eve, 2007, retired from radio in 2001 after a 44-year career with stations 2UE, 2SM, 2GB and 2CH but the style he brought to the news can still be heard today. Anyone who lived in or around Sydney in the 60's and 70's and listened to the radio will remember Jim Angel. "For him every news bulletin was opening night," said 2GB announcer Jason Morrison. "He was the most unlikely star at the station. He never really understood how many people were aware of who he was and what he did."



"He set the standard of the way news was presented in Sydney. There's a whole generation of blokes my age who aspired to be as good at the craft as he was. You can hear traces of Jim Angel in newsreaders of my generation."

The "little man with the big voice" received numerous tributes following his death of a massive stroke at his home in the Southern Highlands, aged only 67. "There was no finer example of theatre of the mind of radio," said 2UE's program director, Greg Byrnes. The Premier at the time, Morris Iemma, said an entire generation of people had woken up to Angel telling them what was happening of a morning. "Jim Angel was a radio icon."

Click [HERE](#) to hear Jim and John Laws on 2UE

## **REOA.**

The REOA has arranged a family day visit to the Shrine of Remembrance in St. Kilda Road Melbourne for Sunday 25 September 2011. A conducted tour by the Shrine volunteers has been arranged and is basically free but obviously any donations to the Shrine are always welcome. The Shrine of Remembrance is well worth a visit if you have not been there before and is highly suitable for children and teenagers with plenty to look at through the Shrine complex. Given its central location, it can be accessed via public transport on St. Kilda Road or there is plenty of car parking available all around the Shrine in the public parking spaces.

Last night I was sitting on the sofa watching TV when I heard my wife's voice from the kitchen, 'what you like for dinner my love, chicken, beef or lamb?' I said, 'Thank you, I'll have chicken please' She replied, 'You're having soup fatso, I was talking to the cat!'

The family day visit is highly recommended and the guided tour is most informative.

The tour will commence at 1100 hours and take about 1 hour. We have also arranged for a mixed hot/cold finger food and sandwiches with cakes and tea/coffee and soft drinks served by Mighty Good Catering inside the Visitors Centre in the Shrine itself so no problem dealing with inclement weather.



Costing will be \$15 per head for an adult which is anyone over 12 years of age, \$10 for kids aged between 12 and 2 and under 2 years is free. No alcohol allowed in the Shrine.

If you wish to go, please respond by Friday 16 September, including numbers and names of attendees in your party and deposit the applicable monies to the REOA account details below, remembering to include your surname in the banking details so we can track your payment.

Bank details: BSB 733-112, Account No: 563228, Account name: Richard Orr T/A REOA.  
Telephone: (03) 9511 7775

## Hijack

One of the RAAF's Caribou aircraft, A4-140, was making news back on the 4th September in 1975.

When civil war erupted in Portuguese (East) Timor in August 1975, a DHC-4 Caribou (A4-140) was sent from No 38 Squadron at Richmond to fly Red Cross personnel and supplies from Darwin. The aircraft subsequently shuttled refugees from Bacau back to Darwin until the Australia Government halted the practice. On the 4th September, A4-140 was delivering supplies to Bacau when troops of the Timorese Democratic Union (UDT) panicked on hearing the evacuation flights had been stopped, and took over the aircraft. The crew was forced at gunpoint to take off with 54 people crammed on board the Caribou, instead



of the maximum of 28 it was designed to carry. The aircraft wallowed towards Darwin at just 90 knots at an altitude of 1,500 feet (457 metres), and when it landed had just 10 minutes fuel remaining. The soldiers surrendered peacefully, but A4-140 had become the first (and we hope the only) RAAF aircraft ever hijacked.

A4-140 is a bit like G for George, the famous Lancaster on display at the AWM in Canberra, in that it has been almost everywhere and done almost everything – and survived. A4-140 was one of the first three Caribou aircraft delivered to the RAAF back in March 1964. The other two aircraft were A4-134 and A4-147, both of which are no longer with us. A4-134 crashed at Nowra in July 1964 and A4-147 crashed at Tapini in PNG in October 1968.

*(Click [HERE](#) to see what it's like landing at Tapini – in this case the aircraft is powerful and light and the weather is fine and beaut – you want to try it in a fully loaded 206 when the weather is RS....)*



A4-140 was sent from Richmond to Vietnam in 1968 and stayed there until 1971. It returned to 38 Sqn at Richmond and was used in all sorts of tasks. [When the Caribous were finally retired](#) in 2009, A4-140 was still flying.

On Friday, the 27<sup>th</sup> November, 2009, A4-140 landed at Canberra after having completed its last flight and 45 years service. It was flown down by the CO of 38 Sqn, Wng Cdr Tony Thorpe, who acknowledged that he was older than the aircraft, but not by much. It now belongs to the AWM who will eventually put the aircraft on display.



If you were around in 1919 and came upon the following poster, I mean, seriously, wouldn't you just keep drinking?

Uh Oh!!!



In an Indian restaurant last night having a meal, waiter came over and says, 'Curry OK?' I said, 'Go on then, just one song then nick off'

## Wreath laying ceremony.

The Sunshine Coast Sub-Branch of the Vietnam Vets Association, is holding a Wreath Laying Ceremony at the Queensland Air Museum at Caloundra Airport on the 3<sup>rd</sup> November 2011, at the 'being restored' Caribou A4-173 of RTFV/35Sqn. The service will start at 10:15 am. The VVAASC invites all ex-service persons to participate in the ceremony which will remember all RAAF personnel who served in units and Squadrons involved in the Vietnam War and other

theatres of war as well as Peacekeeping and Peacemaking. Padre Fry will lead the service in prayer and following the Ceremony the Queensland Air Museum will provide a morning tea.

We hope that you are able to participate and if so, could you please RSVP Mal Sayers at this address [karnak661@gmail.com](mailto:karnak661@gmail.com) by the 20<sup>th</sup> October 2011.

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