



Out in the shed with Ted.

Ted McEvoy

Pension rates.

More than 340,000 veterans and war widows recently received a pension increase. From the 20th September, 2011, pensions were increased by about 2.7%

The new rates are:

Pension	Old Fortnightly rate	New Fortnightly rate	Increase
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,113.70	\$1,143.80	\$30.10
Extreme Disablement Adjustment	\$614.80	\$631.50	\$16.70
100 per cent General Rate of Disability Pension	\$395.70	\$406.40	\$10.70
50 per cent General Rate of Disability Pension	\$197.85	\$203.20	\$5.35
Intermediate Rate Disability Pension	\$755.80	\$776.30	\$20.50
Service Pension - Single	\$729.30	\$748.80	\$19.50
Service Pension - Couples	\$1,099.40	\$1,129.00	\$29.60
War Widows/ers Pension	\$738.70	\$758.70	\$20.00
Income support Supplement	\$222.80	\$226.80	\$4.00

Carer's allowance remains unchanged at \$110 per fortnight.

Television enables you to be entertained in your home by people you wouldn't have in your home.

The Proposed ADF Pay Offer.

The initial Workplace Remuneration Arrangement (WRA) pay offer for members of the ADF is a 3% increase per annum for each of the years 2012, 2013, 2014 and will soon be considered by the Defence Force Remuneration Tribunal (DFRT).

The Defence Force Welfare Association (DFWA)'s evaluation of the offer suggests that it would deliver an effective reduction in pay because it:

- would not maintain the current purchasing power of pay as it falls short of forecast cost of living increases;
- includes no recognition of increases in MQ rent, rations and quarters charges, utilities (gas, water, electricity) and new taxes; and
- does not recognize or recompense for the productivity improvements required from ADF members through the Strategic Reform Program.

The Association acts on behalf of ADF members as an intervener to the Defence Force Remuneration Tribunal (DFRT). In order to ensure the views of ADF members are fully understood, the DFWA wishes to hear what ADF members have to say about the WRA offer.

Your comments can be sent by email to Les Bienkiewicz, Executive Director, Defence Force Welfare Association - wra@dfwa.org.au

Further information is on the DFWA website www.dfwa.org.au

A recent scientific study found that women find different male faces attractive depending on where they are in their menstrual cycle. For example, when a woman is ovulating she will prefer a man with rugged, masculine features, however when she is menstruating, she prefers a man doused in petrol and set on fire, with scissors stuck in his eye and a cricket stump shoved up his backside.

Airbus A350

In the second half of 2013, Airbus will release its newest aircraft, the twin engine [A-350 XWB](#) (Extra wide body) which will go head to head against Boeing's Dream Liner. More than 70 per cent of the A350's weight-efficient



airframe is made from advanced materials that combine composites (53 per cent), titanium and advanced aluminium alloys. The innovative carbon fibre reinforced plastic fuselage results in a lower fuel burn as well as easier maintenance. With this new fuselage, along with the latest systems and engines and an advanced wing optimised for Mach 0.85 cruise speed, the A350-900 is supposedly a generation ahead of its competitor, benefitting from a 25 per cent lower fuel burn, 25 per cent lower operating costs, and 25 percent lower CO2 emissions. The A350-900 also offers more range and additional seats for greater revenue potential.

The A350 Family provides true long-range capability with seating capacities from 250 to 400-plus passengers. This enables airlines to best match their A350 XWB fleets to route capacity demands, guaranteeing optimum revenue potential and excellent operating efficiency. The aircraft family concept, proven by Airbus with its other jetliners, also ensures optimal efficiency through the A350 XWB's commonality in engines, systems and spare parts, while also enabling pilots to fly all three versions with a single type rating.



Airbus' A350 XWB family will consist of three versions (the 800, 900 and 1000), each with flight ranges that give them a global reach. In a typical three-class configuration, the A350-800 will accommodate 270 passengers, while the A350-900 and the A350-1000 will seat 314 and 350 passengers. All A350 XWB family members can be configured for higher density layouts of up to 440 seats.

Responding to the market's call for additional payload and range, the A350-1000 will be equipped with more powerful [Trent XWB engines](#), which will be fully optimised for this largest member of the A350 XWB Family. The enhanced Trent XWB will deliver up to 97,000 lb. of thrust on takeoff, making it the most powerful engine ever developed for an Airbus aircraft. This extra thrust, together with an increased aircraft take-off weight capability of 308 tonnes, will enable operators to fly the A350-1000 some 400 nm. further with a full load of 350 passengers, or to carry approximately 4.5 extra tonnes of payload at a given range.

Recently, the first flyable A350 XWB wing upper cover (above) manufactured at Airbus' Stade site was loaded on to Airbus' Beluga transport aircraft and was transported to Airbus' Wing Assembly site in Broughton (UK) followed by the lower wing cover which was made in Illescas (Spain).



The A350 XWB wing covers measure 32 meters long by six meters wide, making them the biggest single civil aviation parts ever made from carbon fibre.

My Luck has changed.

Just the other day I received the following amazing email from Mr Mervyn King in the UK. When I get the promised funds, the shout's on me.....

"Good day,

Although you may be concerned about my e-mail because we have not met before, My name is Mervyn King, as i am the Governor Bank of England, is the sum of €20,600,000.00 in my bank, there were no beneficiaries stated concerning these funds are not an agent would ever come forward to claim it. Note that this transaction is legal and 100% no risk involved.

So I ask, are we to transfer funds from my bank to work on your bank account or another account of your choice, I would like to see if you can help me and also a good and trustworthy person. Once the funds have to keep your bank account we shall then jointly adopted at a ratio of 60% for me, 40% for you, do me as soon as possible by e-mail for more info here is my e-mail address: mr.mervynk-uk@hotmail.de

My friendly greetings

Mr. Mervyn King

Email- mr.mervynk-uk@hotmail.de

Phone: +44-702-403-9565"

The Villa

Recently I was in Vung Tau and took the following pics from the 7th Floor of the nearby Rex Hotel. It shows the site at which the old Villa stood. The whole block is being gradually demolished in preparation for a you-beaut, humungous, last-a-long-time shopping centre, hotel, bars, etc. The Villa Anna still stands but for how long is anybody's guess. The rapid development in Vung Tau, and other parts of Vietnam, goes on unabated.

Along the Back Beach area, hotels and resorts are springing up like alcoholics at a free booze-up. Those who have not seen VT for many years would have problems recognizing some parts.





The photo at right is how it used to be.



Once upon a time, a Prince asked a beautiful Princess, "Will you marry me?" The Princess said, "NO!"

And the Prince lived happily ever after and rode motorcycles and slept with skinny big boobed broads and hunted and fished and raced cars and went to naked bars and dated women half his age and drank whiskey, beer and Captain Morgan and never heard bitching and never paid

child support or alimony and slept with young sexy cheerleaders and kept his house and guns and never got cheated on while he was at work and all his friends and family thought he was a cool as hell and he had tons of money in the bank and left the toilet seat up.

The end.

Sound Barrier

When you fly an airplane really fast, you can go faster than the speed of sound, but, how fast is sound? Well, it depends. Normally you would think it depends on the air pressure or density, but it depends mostly on air temperature and a little on humidity.

Here is the formula, using degrees Fahrenheit and will give the speed of sound in air in mph: (These formulas don't take into account the effect of humidity)



$$\frac{741.097\sqrt{1+(Temperature-32)}}{491.67}$$

This formula, using degrees centigrade, will give the speed in air in metres per second

$$\frac{331.3\sqrt{1+(Temperature)}}{273.15}$$

At 70F (21C) degrees, the speed of sound in air is about 768 mph (1,236 kph). At -40F (-40C), it's about 685 mph. In fresh water sound travels about 3,210 mph (5,166 kph).

Air is a gas and can be compressed. Water is a liquid and does not compress much under pressure. When an airplane or a mosquito gets close to the speed of sound in air, the air around it doesn't compress very well. That's because the airplane is pushing on the air so fast, the air doesn't have time to move aside. It's a little like running across a swimming pool filled with jelly, if you run fast, the jelly can't move aside very well, so you don't sink.

The air doesn't move aside very well when a plane is at the speed of sound because



the air doesn't compress any faster than the speed of sound. But the energy has to go somewhere. It ends up making an area of high pressure around the airplane, a shock wave.

This makes a big noise when the plane flies by which is the sonic boom.

Sometimes the shock wave causes the water vapour in the air to condense which makes a really cool looking cloud around the airplane. This does not happen as the plane goes through the sound barrier, as implied by a lot of photo captions. It sometimes happens when a plane flies at or near the speed of sound. It happens at both slightly slower and slightly faster than the speed of sound.

This cloud happens when the air gets cooler. How, a reasonable person might ask, can the air get *cool* when a jet blasts by at several hundred miles per hour? The answer is in the wave. The air is under high pressure, then low pressure, then back to normal. (There might be more than one of these waves.)

At high pressure, the air heats up (remember Boyle's Law, or was it Charles' Law). At low pressure the air cools and loses some moisture. That's the cloud you see. When it gets back to normal pressure, the moisture "dissolves" back into the air and the cloud disappears.

All this happens really fast and it makes it look like the cloud is moving along with the plane. These clouds don't occur every time a plane flies near the speed of sound. They need the proper humidity and air temperature.

Wear short sleeves! Support your right to bare arms!

National Vietnam Veterans Museum, (NVVM), Phillip Island.

The multi-award winning National Vietnam Veterans Museum at Phillip Is (Vic) continues to expand, develop and amaze. Since it's relocation and official opening in March 2007 it has doubled in size and continues to impress all who visit.



National Vietnam Veterans Museum

25 Veterans Drive, Newhaven 3925 - PO Box 318, San Remo Victoria 3925
Phone: (03) 5956 6400 Fax: (03) 5956 6406 ABN: 76 192 319 929

The Museum works hard to be an educational resource for future generations and is pleased with the increasing number of schools that are visiting. It is established as the Spiritual Home of Vietnam Veterans and after a visit you will understand why. Perhaps more importantly, the NVVM is the legacy of ALL Vietnam veterans. It is your Museum, it is your history. When we all 'fall off the perch', the Museum will remain as a tribute to your faithful service.

Most Corps and Services are represented; some better than others. Recently as a result of a visit by one person, the members from the 1 Australian Field Hospital Association Committee visited and now there is a drive for better representation of the important work that they did for us. Unfortunately the Medical Corps, the Nurses and the Red Cross don't have the coverage that they deserve. That is now being rectified. If you can assist – please do.

Please have a look at your memorabilia and if you can spare it, please give it to us! We want copies of your photographs or slides and if you can give us an indication of where and when they were taken, along with names, so much the better. If you have any letter to or from home, roll books, text books, pamphlets, cards, aide memoires, uniforms, instruments, old newspapers – we can use it all.

We will acknowledge all donations to the Museum or deliberately forget who gave things to us, if that is what you want. As a rule, things are gifted to the Museum and then become the property of the Museum. That way we don't get caught up in disputes at a later date. Please don't be too fussy: let us sort out what is junk.



The Museum is pleased to have a marching banner from the Nurses. But that is all we have. Many soldiers at one time or another were in love with a nurse (or would liked to have been!) We do not even have a nurse's uniform. This is an area that we are criticised on – so we really need your help.

The National Vietnam Veterans Museum is open every day except Christmas Day and Boxing Day between 10.00 and 5.00pm, so if ever you are in that part of the world, make sure you call in, you should definitely add it to your Bucket List.

Their web site is www.vietnamvetmuseum.org – have a look.

Code Breaker

Captain Eric Nave (1899–1993) was a Navy Paymaster Commander and an Australian cryptographer, before and during World War II. He served in the Navy from 1917 to 1949. As a midshipman in the 1920s, he was required to learn a foreign language and chose Japanese. Back then if you learnt French or German you got sixpence a day extra, but for Japanese you got five bob (ten times as much). He spent two years in Japan, and transferred to the Royal Navy Signal intelligence section in 1925, then to the Government Code and Cipher School in London in 1927. In 1930 he was sent to the Far East Combined Bureau, in Hong Kong and later to Singapore. He was invalided sick to Melbourne in 1940 where he set up a small RAN

cryptographic unit in Victoria Barracks. The unit had a core of naval personnel, with an appreciable number of university academics and graduates specialising in classics, linguistics and mathematics.

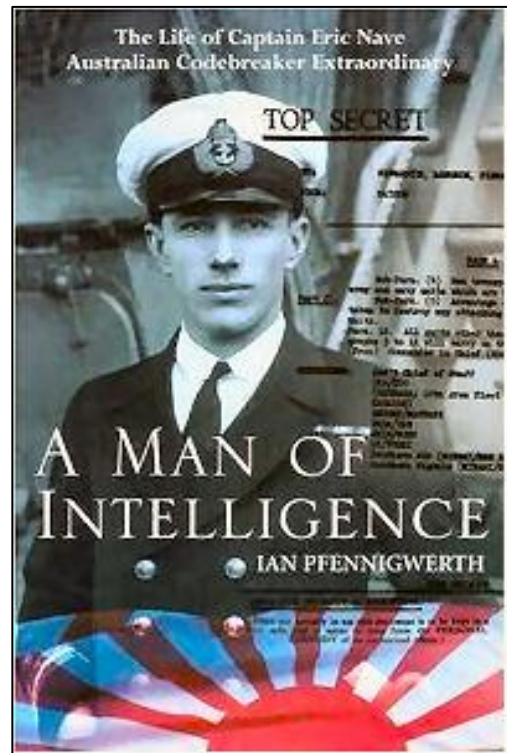
With the war on, the unit soon outgrew Victoria Barracks and in February 1942, was moved to the Monterey building in Queens Rd, South Yarra. The Monterey also housed the USN Fleet Radio Unit, Melbourne ([FRUMEL](#)) and Nave was eventually forced out of Monterey by the USN as he was regarded as a "security risk" – because he wanted to cooperate with the Army's [Central Bureau](#). He eventually joined the Central Bureau at Brisbane where he eventually broke the Japanese war code. The US Army code breakers were very happy to have him. He quickly became an indispensable person in reading air-to-ground messages containing the weather which gave away the intended Japanese target(s) for the day. He and his department were in large part responsible for MacArthur being able to predict the Japanese military moves such as Milne Bay.

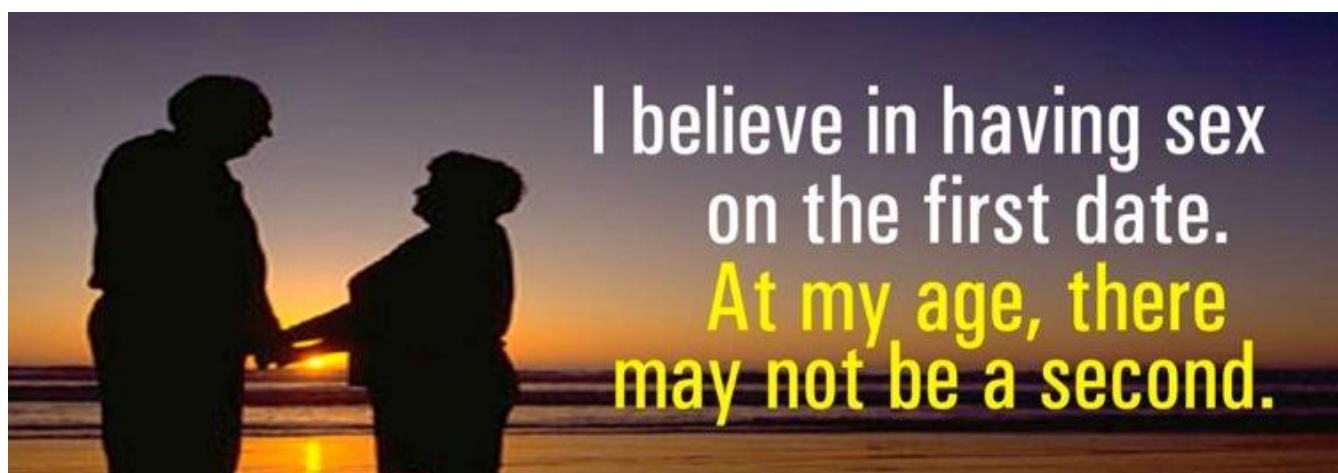


The Australian code breakers were responsible for warning the US Navy that by the end of 1941 the USA would be at war with Japan. The USN response was that there were no hostile acts west of the date line. Months later they were again warned that following Doolittle's bombing raid the emphasis was changed from New Guinea to Midway Islands where the Japanese thought the bombing raid had come from. Later these code breakers warned MacArthur that Milne Bay was to be invaded in one month's time (in late August 1942). This enabled a hurried reinforcement of Milne Bay. The Battle of Milne Bay was decisively won, mainly by Australian soldiers and US engineers; it was the first time the Japanese had been defeated on land by the allies.

It has been reported that Churchill concealed warnings about Pearl Harbour from Roosevelt in order to get America in the war. In a 1991 interview on Japanese television Nave, who was probably in as good a position as any to have an informed opinion, was asked this and he repudiated the idea, calling it speculation and blamed the whole incident on incompetence and/or ignorance.

[Ian Pfeningwerth](#) has written a book on the life of Captain Eric Nave, called "A Man of Intelligence: The Life of Captain Eric Nave, Australian Code breaker Extraordinary."





The book is nominally the biography of Captain Eric Nave and reveals the life of this largely forgotten Australian. Nave eventually retired from the RAN as a Supply Captain and in 1949, in retirement, was a founding member of the post-War Australian Security Intelligence Organisation (ASIO) where he played a part in Cold War events such as the Petrov Affair. He was also the inaugural President of the Naval Association of Australia (NAA) and died in 1993 aged ninety-four.

Ian Pfennigwerth (right) is uniquely qualified to have written this book. He was a Communications specialist officer, with long experience in the RAN, and was at one time the Director of Naval Intelligence. He served as the Defence Attaché in China and had privileged access to the Nave family records. His work manifests a long and meticulous search for defence and political data that must surely not have been seen for some 65 or more years. The narrative is loaded with technical detail but in a manner that can be understood by a lay person.



Not an easy plot to follow and it requires some attention to detail but it is as intriguing as a Frederick Forsyth yarn while demonstrating that truth is indeed often stranger than fiction. The illustration block is a mini-story in its own right.

Another Dream Shattered!

Finally, someone has managed to photograph the pot at the end of the rainbow! Wouldn't you know it!

See [HERE](#)

Paparazzi??



Man can't go anywhere these days without the paparazzi lurking around the corner, just waiting to snap a snap of your correspondent's enticing bod.

Damn, oh well, I guess the secret's out now.....

Girls, if you must, my phone number is 08 2140 8821

Culture.

And who was it who said that Perth was a bit of a back water and not on the cultural circuit. You can forget the Cultural Centre in Melbourne or the QPAC in Brisbane – click [HERE](#) to see what Perth has to offer.

More Veterans eligible for Gold Card.

Thousands of Australian veterans became eligible for comprehensive free health care following the passage of the Federal Government's Gold Card legislation back in 2002.

From 1 July, 2002, all Australian Defence Force veterans with qualifying service and over the age of 70 will receive the Gold Repatriation Health Card. The Card is available to eligible

veterans with qualifying service from conflicts including the Korean War, the Malayan Emergency, the Indonesian Confrontation and the Vietnam War.

Veterans of conflicts such as the Gulf War, East Timor and Australia's current deployment in the coalition against terror, will also be eligible for the Gold Card upon reaching the age of 70. Eligible veterans who receive benefits through the Department of Veterans' Affairs, will automatically qualify for the Gold Card and receive a letter advising them of their entitlement.



Veterans who have not received the Gold Card and who believe they have qualifying service and who have turned 70 are encouraged to contact DVA on 133 254 to receive an application form.

You are eligible if you are one of the following, a:

- Veteran receiving a disability pension at 100% or more of the general rate.
- Intermediate rate pensioner.
- Extreme Disablement Adjustment (EDA) pensioners.
- Special Rate pensioner: i.e. TPI and 'Blinded' veterans.
- Veteran receiving a disability pension at or above 50% of the general rate and receiving any amount of service pension.
- Veteran receiving a disability pension including an additional amount for specific service-related amputations or blindness in one eye.
- Veteran receiving a service pension and whose income and assets are below certain prescribed limits.
- World War 2 returned servicewomen of Australia's defence force who have 'qualifying service' as defined under the VEA.
- War Widow/Widower and eligible dependant/s of a deceased veteran, whose death has been accepted as war caused.
- All veterans of Australia's defence force, including Australian mariners, who are aged 70 years and over and who have qualifying service as a result of their service during World War 2.
- As of 1 July 2002, all Australian veterans who are 70 years of age and over and who have qualifying service (from post World War 2 conflicts).
- Former members of the ADF who are eligible for a Special Rate Disability Pension under the MRCA.
- Former members of the ADF with an impairment rating of 60 or more impairment points under the MRCA.
- Former members of the ADF with an impairment rating of 30 or more impairments points under the MRCA and receiving any amount of service pension under the VEA and whose income and assets are below certain prescribed limits.

- All MRCA members who are 70 years of age (and over) who have rendered warlike service on or after 1 July 2004; and
- A wholly dependent partner and “Eligible Young Person” (EYP) of a former ADF member who is entitled to compensation for the member’s death under the MRCA. To qualify as an “Eligible Young Person” under the MRCA, the child of the deceased member must be less than 16 years of age or aged between 16 and 25 and undertaking full-time study and not in full-time employment.

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“It can get frustrating not getting things done because I cannot get around without help. It is so easy being able to do banking, shopping and my Centrelink business online. I can also follow all the sports results.”

– Richard from NSW, who has limited mobility.

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on 1800 112 205**



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You can also go to workventures.com.au/connectit, or pick up a brochure at your local Centrelink office.

Bolero

On the 2nd May, 2011, the Copenhagen Philharmonic amazed commuters at the Copenhagen Central Train Station, as they created a kind of orchestral "flash mob" performing Ravel's famed Bolero with the musicians gradually assembling in place as the work progresses.

The video, which shows not only the assembling orchestra, but also the delighted faces of the commuters has generated overwhelming interest and indeed has exceeded the orchestra's expectations.

I hope you enjoy it as much as I did. It's a big file and will take a minute or two to download, but definitely worth the wait.

Click [HERE](#)

**For the man who
has everything...**

