

RAAF Radschool Association Magazine

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Sadly in the few months since our last issue, we have once again lost some very good mates.

See Page 2

Our lovely Page 3 girl this issue is Faye Chatham who was spotted at the Djinnang reunion back in May 2011

See Page 3



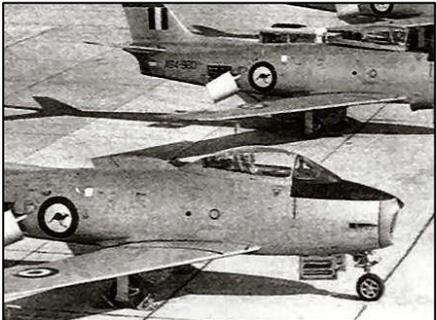
Sam asks the question, "Is it necessary to defrag your hard drive?" – you'll be surprised at the answer,

See Page 4

In January, a bunch of Appies from Wagga and Frognall/Laverton got together at Werribee for the 39th time, to reminisce and to tell huge lies to each other.

See Page 5



	<p>As always, Ted has got the good oil on lots of important stuff – you'd be silly not to check it out.</p> <p>See Page 6</p>	<p>Lyn Mitchell, who joined the WRAAF as Lyn Kyte, tells us her story.</p> <p>See Page 7</p>	
	<p>It was recently advised that the F35 Lightning has been delayed (shades of the F111??) – when will we get it now??</p> <p>See Page 8</p>	<p>Allan George has a look at the push to award Jack Kirby CSM, a posthumous VC and we're back to Global Warming.</p> <p>See Page 9</p>	
	<p>We have another look at Butterworth, a base that holds many fond memories for a lot of people.</p> <p>See Page 10</p>	<p>If you've got either a Gold or White card from DVA, and you want to get fit, have we got a deal for you??</p> <p>See Page 11</p>	
	<p>We have another look at the old Brisbane trams and compare where they were then to today.</p> <p>See Page 12</p>	<p>Iroquois A2-1022 is finished and looks like it could go back on the line. The boys from Caloundra should be congratulated.</p> <p>See Page 13</p>	
	<p>DVA Brisbane had their 2011 end of year/Christmas Party and we helped them celebrate.</p>	<p>Both serving and ex-service people now get a better deal at RSL Clubs.</p> <p>See page 15</p>	

	<p>See Page 14</p> <p>Car radios are now so much a part of a car, you would think they have always been there – but they haven't.</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>Index.</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 Index link on the top of each page and just follow the links.</p>	

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.



Donations.

We pride ourselves in keeping membership in the Association Free - we deliberately do this as we feel more people will join the Association and read our magazines while there is no cost involved. And that's the way we'd like to keep it - but!!

Costs are mounting up and we're planning to make the magazine a bi-monthly, 6 editions each year instead of the 4. We now get so much material sent to us that to continue to deliver the RAM on a quarterly basis would mean it would soon go to 300 pages - and we get requests from all over the country to go and cover various Association reunions but we just don't have the funds to do that. We'd like to - but we just can't.

So!! - we're asking for donations. If you feel the RAM is a worthy magazine and you can afford to make a donation every now and then (annually??) then please do. Please be assured, this is not a requirement, if you are not able to make a donation, or don't wish to, then that is not a problem, the RAM will still be produced and you will still get it, but it probably won't be as good as it could be.

If you wish to make a donation, (any amount) please do so direct into the Radschool Association's Bank account which is:

Title: RAAF Radschool Association.

Bank: Bank of Queensland. **BSB:** 124-021 **Account #:** 1048 7401

Please put your name in the details window when you make your deposit so we know who to thank. We would prefer not to make public your donation as we feel this could cause embarrassment to those that are not able to do so.

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.

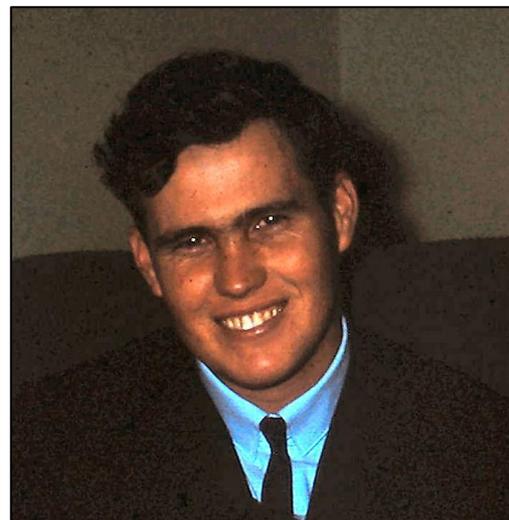
If you want to get the RAM, but don't want to join the association, that's not a problem either. Just click on the "Contact Us" link at the top of each page and fill in the details and tell us to add your email to the list. Then whenever a new edition is released you will be advised.

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

IN MEMORANDUM

John Thomson.

John Mathwin passed on the sad news that John “Tommo” Thomson, the boy from Corowa, passed away on Sunday the 18th December. Apparently he went to sit out in the sun and was found some time later, unconscious. He had a massive brain aneurism and was rushed to the Swan District Hospital where he was admitted in a very serious condition. He was placed on live support until family were notified then later that day, about 5.00pm, the life support was turned off and he died shortly afterwards. His funeral was held on Thursday 22nd December. Tommo was on 41 RTC and had been living in Perth WA.



Described by many as “that brash, noisy, entertaining and loveable rogue” he will be sadly missed.

Chris Cross.

Neil Hunter advises it is his sad duty to inform the passing of well know ex WOD, Chris Cross, in Townsville on Friday 16th December. Chris’s funeral was held on Wednesday the 21st December at Morley’s Chapel Townsville at 2.00pm and was followed by a wake at the Thuringowa Bowls Club.

Roy Brandli

Wng Cdr (Ret) Roy Frank Brandli, died on the 27th Dec 2011. Roy joined the 10th Light Horse Regiment on 17 December 1941 as a part-time Army member. His regiment was called up for full-time duty after the declaration of war on Japan. He transferred across to the RAAF on the 13th October 1942 and was trained as a Wireless Air Gunner under the Empire Air Training Scheme (EATS).



His initial training took place at No. 4 Initial Training School Victor Harbour, South Australia. After categorisation as a Wireless Air Gunner (WAG) the next part of his training was at No. 1 WAG School Ballarat, Victoria, followed by the gunnery part of his training at No. 3 Bombing and Gunnery School East Sale. He qualified as a WAG on 17th September 1943 with the rank of Sergeant and was

sent to No. 2 Personnel Depot at Bradfield Park, Sydney, for overseas posting. He sailed on the *Mariposa* for USA en route to the UK for further training and service in Bomber Command.

At War's end, he returned to Australia on the *Aquitania*, arriving in Fremantle on 26 November 1945, and was discharged on demobilisation. He rejoined the RAAF on 28 February 1946.

Roy's last appointment was as Commanding Officer of No. 3 Telecommunications Unit (3TELU), retiring as a Wing Commander. He spent 35 years in the RAAF. Some time ago he wrote his war memoirs for the Gold Coast Branch of the Air Crew Association, you can read it [HERE](#).

Peter Natoli

Fred Romeyn has let us know that Peter Natoli, ex 38 Sqn RAAF sumpie, was posted to 2 FTS in Pearce after Richmond, sometime in the early 1970's. He took his discharge in Perth and bought a hotel not far from the RAAF Base. Some time ago, he suffered a massive heart attack and did not pull through.

Pete, shown in the photo at right with Bob Hodgson down below, (click the pic) was a helluva nice bloke – why is always the good blokes.....



John Robertson

Peter Holmes advises the passing of Sqn Ldr (R'td) John Robertson who died on the 28th December 2011. John joined the RAAF in 1951 as a Wireless Air Gunner and was eventually commissioned. After discharge, he lived quietly on the West Coast of Tasmania. He was buried in Ulverstone (Tas) on the 3rd January.

Dave Thomas

John Cridland advises us that Dave Thomas, ex Teleg, has passed away and his funeral was held on the 30th January, 2012 at the Rockhampton Memorial Gardens. A wake was held for Dave at the North Rockhampton Bowling Club. Unfortunately, no further details.

Stan Buswell

Ralph Dix passed on the sad news that Stan Buswell, ex instructor at Radschool in the 60's and 70's and later to become an Engrad in the Base Squadron Circuit, passed away on the 4th January, 2012. He was 71 years old. Stan joined the RAAF as an apprentice and was on No 11

Radio Apprentice Course that trained at Frognall and finally left in 1979. He ran his own electronics business for a time then taught at a TAFE College.

He had been in poor health for the past few years following several minor heart attacks. His heart function had reduced to about 20% of normal capacity and he was on oxygen for most of the day. His daughter advised that his passing was peaceful. Frank Alley knew Stan quite well and told us about Stan's health problems some time ago ([HERE](#)).

His Funeral was held at Pinaroo Memorial Park in Joondalup, WA Perth on Friday 13 Jan 2012 at 2pm.

Graeme 'Father' McKeown

We were told and printed that Graeme has passed away. Thankfully this is not the case, Graeme is still with us. Sadly though, it was his wife Barbara who passed away. Thanks to Diane Dirou who put us straight.

Sorry Graeme and sorry to all Graeme's friends who we would have given a nasty shock.

Daphne Harcourt

Richard Harcourt, ex RAF and who has provided us with a lot of information on Butterworth, has advised us that his wife of many years, Daphne, lost her fight with cancer on the 6th February.

Richard's daughter Debi penned the following words: "A blanket of fog has descended over the land like the blanket of sorrow that has covered my world. My beautiful Mum lost her battle with cancer today, safe in my Dad's arms. Thank you Mum for the wonderful childhood you gave me and Robbie and have carried on giving us all our lives...the adventures and laughter we shared with you and opportunities you gave us...you've always been my Mummy and my best friend. Always there for me...for us all...taking my Scott and Robbie's Jo as your children too...never judging...even when we got things wrong...only ever putting your arms around us, comforting, encouraging, welcoming and so proud of us all...and I'm so proud to be your daughter...you made me who I am. You're a true lady in every sense of the word and everyone whose lives you touched will remember what a selfless, caring, wonderful lady you are. I'm so proud of you Mum...you battled this awful disease for 2 long years...never complaining but only worrying for us and for Dad. At peace now Mum...no more pain...I will miss you more than words can ever say...heartbroken...."



Amen to that – tb

Bill Crouch.

Bill Crouch, who was a sumpie with 9 Sqn from July 1970 to July 1971, had been fighting cancer for some time and saw the Surgeon on the 6th December for the results of recent pathology tests. There were some areas of concern and these were put down to his recent post op experience. It was expected that he would start a course of chemotherapy soon.

Sadly, Bill passed away on the 15th February while in the Hawkesbury hospital and was buried at the Richmond Lawn Cemetery on the 22 February 2012.

Lynton Thomas Winn

Steve Hartigan advises that Lyn Winn, a pilot with 2 Squadron from September 1970 to July 1971, recently passed away. Unfortunately we do not have any further details.

Jack O'Malley.

Kerry Harrington has advised that Jack O'Malley passed away in his sleep on Monday morning, 20 February, 2012. His family is having a memorial service for Jack in the Geographe bay Yacht Club, King St, Busselton (WA) at 1230 on Monday 27 Feb 2012.

Page 3 Girl.



Our page 3 girl this issue is the lovely **Faye Chatham**, who was spotted at the Djinnang AGM/Get Together back in May 2011. In her RAAF days, Faye was Faye Wesley and in 1965 she was on 25 Teleprinter Course at Laverton. She now lives in the Bundy area in Queensland.

The History of RAAF Wagga.

RAAF Base Wagga was established in 1940. In 1939, the Australian Government bought some 300 acres of the property known as 'Allonville' from the Brunskill and Lyons families for the sum of £12,500 (\$25,000). The base was established to meet World War II needs because of its suitability in terms of climate (???), geography and accompanying infrastructures. The first buildings were constructed out of brick, as it was intended from the outset that this was to be a permanent base. Some of these original buildings are easily identified, such as the museum at the entrance to the base which was the original guardhouse.



During World War II, many temporary buildings were erected but these have since been replaced by permanent structures. In July 1940, No 2 Flying Training School, using Wirraways and Ansons, operated from the base. In 1942, the unit was replaced by No 5 Aircraft Depot, which handled the major maintenance work on aircraft including such famous types as Beauforts, Beaufighters, Venturas and Mitchells. Also operating from the base at this time were No 31 Squadron and 5 Operational Training Unit.

After the war, No 5 Aircraft Depot was disbanded and No 1 Engineering School relocated from Ascot Vale in Melbourne. In March 1946, this unit became known as the RAAF Ground Training School and, from this point on, became the centre of training for all RAAF ground trades. In May 1950, this was changed to the RAAF School of Technical Training and in December 1952, RAAF Base Wagga came into being, comprising Headquarters Wagga, RAAF School of Technical Training, Base



Squadron and No 1 Recruit Training Unit (1RTU). 1RTU was later moved to Edinburgh, South Australia.

Although the RAAF has provided instructional training since the early 1950s, it was not until 1985 that RAAF School of Management and Technology Training (RAAFSMTT) had its own unit identity on the Base. Since then, the school has developed the present suite of courses to train personnel as instructors, course developers, training managers, training administrators, and educational officers.

Until August 1998, Airmen Leadership Flight was formerly part of RAAFSMTT after which it came under the control of the School of Postgraduate Studies, RAAF College. Airmen Leadership Flight is responsible for the conduct of airmen courses in the Professional Military Education and Training Scheme.

Following are some photos of Wagga – taken many years ago.....some of these buildings might still be there??

Airman's Mess – 1954.





Post Office.



In the movies - Interbreeding is genetically possible with any creature from anywhere in the universe.

Education Centre.



In the movies - If staying in a haunted house, women always investigate any strange noises in their most revealing underwear.

Hanger 154.



Electrical section.



In the movies - Mothers always cook toast, eggs, bacon and hash browns for their family every morning even though their husband and children never have time to eat it.

Engine hanger.



Theatre.



In the movies - A single match will be sufficient to light up a room the size of the MCG.

Main Street.



In the movies - If a killer is lurking in your house, it's easy to find him. Just relax and run a bath, even if it's the middle of the afternoon, then look in your bathroom mirror and he will suddenly appear behind you.

Living Quarters.



Living area.



Appy rec room.



Base Hospital.



In the movies - It is always possible to park directly outside any building in any city that you wish to go to.

Living Area,



Wagga 2008.



THE BEAVERS - FURRY DAMM WORKERS.

RAAF Engineering Apprentices trained at the Forest Hill RAAF Base from 1948 through to 1993 under the auspices of the RAAF Engineering Apprentice Scheme. Over that period, 4,468 apprentices graduated from Forest Hill and fulfilled over 60% of the RAAF's technical manpower needs.

These RAAF School of Technical Training (RSTT) engineering apprentice graduates contributed significantly to the operational capability of the Australian Defence Force (ADF) in fields of aircraft maintenance, communication, aircrew life support, explosive ordnance and other logistic and support functions relating to engineering, supply, clerical and administration.

In January 1961 137 youths aged between 15 and 17 signed up as engineering apprentices; 132 in the RAAF, and 5 in the RNZAF. They were the 15th intake of the RAAF engineering apprentice scheme. They signed on for 15 years' service, and were given the course name of 'Beavers' (Furry Damm Workers).



The following five photographs are of the 137 Beavers taken in late January 1961 approximately nine days after they enlisted.

In the movies – A cough is usually the sign of a terminal illness.

15 RAAF Apprentice Intake (Beavers)

1 Flight
Wagga, January 1961



Rear L-R: Peter Hill, Gordon Ruming, Bob Koger, Kevin Esposito, Gerry Cansick, Dennis Caesar, Graham Johnston, Bill Vandenberg, Dennis Macneall, Doug Whawell

Centre L-R: Dave Martin, Mick Berryman, Miro Janco, George Newnham, Fred Adams, Ray Patterson, Jack Hardwick, Mick Bell, Dave Ryan

Front L-R: Ray Ashton, Geoff Unicomb, Gary Watson, Robert Rowe, John Gorrie, Bob Hood, Terry Morton, Doug Clark

No 15 RAAF Apprentice Intake (Beavers)

2 Flight (Kiwaroos)
Wagga, January 1961



Rear L-R: Brian Ryder, Chester George, Rob Wilson, Llew Robb, Warren Dickson, Ross Bryant, Jim Irvine, Dave Comber, Brian Camp, Bill McCarthy, Kevin Gurney.

Centre L-R: John Bone, Dave Court, Russell Cross, Frank Grimshaw, Tony Murphy, Mike Creswell, Flynn Henry, Peter Joyce, Ron Window.

Front L-R: Barry Worthington, Ralph Donelan, Ian Everett, John Sargent, Bob Greenacre, Jim Herron, Dennis Stringfellow, Al Lyon.

15th Intake (Beavers) commenced training in January 1961 at Wagga. One hundred and thirty seven 15 to 16 year old students were indoctrinated into military training which proved to be a very different world than their comfortable surroundings as civilians. Drill instructors had

methods of persuading young fellows into obeying rules and moulding characters to meet military specifications. After some 3 months of military re-arranging of thought patterns it was of some relief to commence training in Engineering.

No 15 RAAF Apprentice Intake (Beavers)

**3 Flight (Untouchables)
Wagga, January 1961**



Rear L-R: Athol Keanalley, Bernard Knowler, Lawrence Hunt, Keith Row, Peter Hollingworth, Graham Allen, Don Gordon, John Chapman, Philip Brown

Centre L-R: John West, Harvey Hersant, Ron Knight, John Tardy, Gavan Greaves, Noel Irving, John Rouse, Graeme Donald, Robin Rhoades

Front L-R: Richard Stone, Bill Cottrell, Keith Every, Peter Maksymczuk, John Patey, Alan McDonald

During the first twelve months all apprentices completed the same wide-ranging facets of basic engineering. In January 1962 apprentices were divided into their specialized trades, which included: Engines, Electrical, Armament, Airframes, Instruments and Motor Transport fitting.

Beavers were the last course to complete a three years training course at Wagga and were the last course to live in wooden wartime huts and have a cold dash through the Wagga frosts to the showers and loos in winter

No 15 RAAF Apprentice Intake (Beavers)

15th Intake – the Beavers.

Instrument Fitters 1963



Back Row L-R: T Kleyn, F Adams, F Grimshaw, J Wilkinson, B Simpson, D Stringfellow, K Row.

Middle Row L-R: P Booth, J Duncan, R Wilson, D Caesar, D Whawell, D McNeill

Front Row L-R: F Hardwick, B Worthington, R Hood, J West, R Knight, B Waters, R Bond

On the 13th December, 1963, there was excitement in the camp as 99 Apprentices finalized their military and engineering training at Wagga. A graduation passing-out parade and celebration ball were held to mark this important milestone for the Beavers.

AUSTRALIAN BUSH ETIQUETTE.

IN GENERAL

1. Never take an open stubby to a job interview.
2. Always identify people in your paddocks before shooting at them.
3. It's tacky to take an Esky to church.
4. If you have to vacuum the bed, it's time to change the sheets.
5. Even if you're certain you're included in the will, it's rude to take your Ute and trailer to the funeral.

Sergeant's Mess Mid-Year Ball, 30 June 1961. Laverton.



Irene McCarthy, Eoin McCarthy (C.M.C.),
Wing Cdr. R. J. Fairbank



RAAF Ballarat Basketball Team (Circa 1953)

Rear L-R: Ron GRAY, "Buster" McLEAN,
"Conch" CLEMENTS
Centre L-R: Plt Off McCAFFREY, Charlie
DOYLE, Kevin HARGREAVE
Front L-R: Brian TURNER, Peter
BLUNDELL.

13TPRINOP, 1961.



L-R: Kay WRIGHT (BIGGS), Margaret STAUNTON (DOOLEY), Denise SCHULTZ, Del SMEDLEY.

Sgt's Mess Ball, Butterworth. (early 1970's)



Ian Greenacre, Mick Paget, John Kelly, Vic Morrow, Yvonne Paget, Marlene Kelly, Marg Greenacre, Ann Morrow, Ray Trute.

9 RTC



Rear L-R: R Winwood-Smith, W Budd, G “Del” Delaneuy, J “Cho” Denton, I Bride, J “Jacko” Jackson.

Centre L-R: E “Warbo” Warburton, B “Mac” McWatters, B “B B” Burns, B “Schmidy” Schmidt, W “Dicko” Dixon, B “Miff” Smith.

Front L-R: H Farlow, E Young, R “Chappy” Chapman, E “Dad” Perren.

AUSTRALIAN BUSH ETIQUETTE.

DINING OUT

1. When decanting wine from the box, tilt the paper cup and pour slowly so as not to bruise the wine.
2. If drinking directly from the bottle, hold it with only one hand.

26 TPRINOPS 1966



**2 Sqn Comcen Vietnam,
Feb 1968.**

Standing L-R:

Les RAMSAY, Ray TRUTE, Derek ROLPH, Bob RYDING.

Seated L-R:

Aub WALKER, John COOMER, "Blue" TAYLOR.

3 TPRINOPS - Ballarat, (3 March-15 May, 1959)



Back row L-R: Heather Gray, Bobbie Atkinson, Joan Coles, Lyn Jones, Maureen Hickey, Barbara Frazer, Beth Lucas.
Front L-R: Phyl Hart, Joan Webb, Barbara Willis, Shirley Russell, Jeanette Badrick, Mary Lubbers.

I stopped at your house the other day and was told you were down at your favourite biker bar with some friends. I wasn't sure where that was, but was told I wouldn't have much trouble finding it. Sure enough, I drove just a couple blocks and there it was...There is nothing like the feel of the sun on your face and the wind in your hair, is there? Click [HERE](#) to see the bar.

In the movies - One man shooting at 20 men has a better chance of killing them all than 20 men have or shooting the 1 man.

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Computers and Stuff.

Sam Houlston.

Improve performance by defragmenting your hard disk??

Fragmentation occurs when the computer's file system cannot or will not allocate enough contiguous space to store a complete file as a unit. Instead, the file system puts parts of the file in gaps between other files (usually those gaps exist because they held a smaller file that has been previously deleted).

When reading data from a conventional electro-mechanical hard disk drive, the disk controller must first position the head to the track where a given fragment resides, which it does relatively slowly and then wait while the disk platter rotates until the fragment reaches the head.

The common belief is that you should regularly de-fragment your hard disk so it doesn't have to do all that extra work looking for the 'parts' of a file before it (the file) can be opened. This was definitely the case some time ago, (pre XP days) but today, it is not nearly such a problem.

The new file systems such as NTFS are designed to decrease the likelihood of fragmentation and improvements in modern hard drives such as RAM cache, faster platter (disk) rotation speed, command queuing and greater data density reduce the negative impact of fragmentation on system performance. Additionally, modern systems profit enormously from the huge disk capacities currently available, since partially filled disks fragment much less than full disks and on a high-capacity HDD, the same partition occupies a smaller range of cylinders, resulting in faster seeks.

If you have a machine without a mechanical hard drive, ie: a flash drive, you don't have this problem. Flash Drives have no moving parts and so random access of file fragments does not suffer this delay making defragmentation to optimize these drives unnecessary. Furthermore, since flash memory can be written to only a limited number of times before it fails, defragmentation is actually detrimental. This applies to memory stick, camera memory cards etc, they should not be defragmented as all that does is hasten the failure of the device.

With a mechanical drive, no matter what you do, the average access time can never be lower than a half rotation of the platter, and platter rotation (measured in rpm) is the speed characteristic of HDDs which has experienced the slowest growth over the decades. The faster the rotation speed of the HDD the quicker the computer will access and load files.

So is it really worth defragmenting your HDD??

Window has had a Defrag utility for some time, but starting with Windows Vista, Microsoft has made it run automatically at a scheduled time. This is usually set to run at 1.00am, but you can

change the schedule to run at a time to suit you, once a month should be sufficient. There are many other Defrag programs on the market, some free, some you can buy relatively cheaply, but you have to be careful with these as they can actually slow down your machine.

Here's how!!

Starting with Windows XP, Microsoft added a "Prefetch" to their Windows program. Prefetch is a component of the Memory Manager that speeds up the Windows boot process and shortens the amount of time it takes to find, load and start programs. From Windows Vista, SuperFetch and ReadyBoost were added which monitor the way you use your computer over time and loads the majority of the files and data needed by them into memory so that they can be accessed very quickly when needed. This list is updated often, depending on what you do with your computer and windows stores the data in a folder named C:\Windows\Prefetch.

Windows stores the files in the Prefetch folder in a pre-set way so they can be very quickly accessed. Windows' Defrag knows this and leaves them alone, a lot of the 'after market' ones don't and will change the order of the files. Windows also "locks" files in a pre-set position, and once again, its Defrag program know this too and also leaves them alone. An "After-market" Defrag will see these Locked Files and will think them as being fragmented and will try and defrag them. This can really upset the apple cart.

If you install and/or un-install a lot of programs regularly and your hard drive is 100Gig or less, then you should run the Windows Defrag perhaps once a week. If, on the other hand, you have a relatively large hard drive and you use your computer for emails, Facebooking, writing letters, Googling etc, then once a month is plenty. Set the schedule for a time when the computer will be switched on and not used. A Defrag can take about 30 minutes and since Vista, Microsoft has made the Defrag utility pause when it detects computer usage – this can extend the Defrag time to several hours.

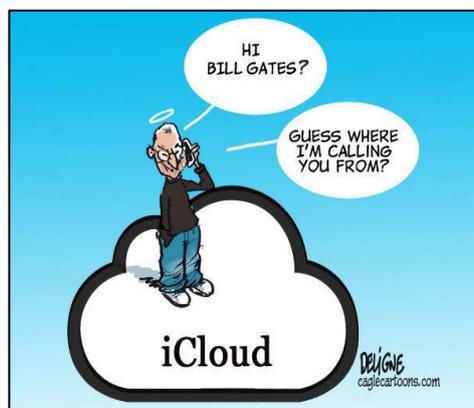
A simple friend brings a bottle of wine to your party.
A real friend comes early to help you cook and stays late to help you clean.

Cloud computing

Last issue we mentioned Cloud Computing, there's some more info [HERE](#).

What's going on inside your computer.

Has your internet connection become slower than it should be? There may be a chance that you have some malware, spyware, or adware that is using your internet connection in the background without your knowledge. If you've only got a small monthly traffic allowance



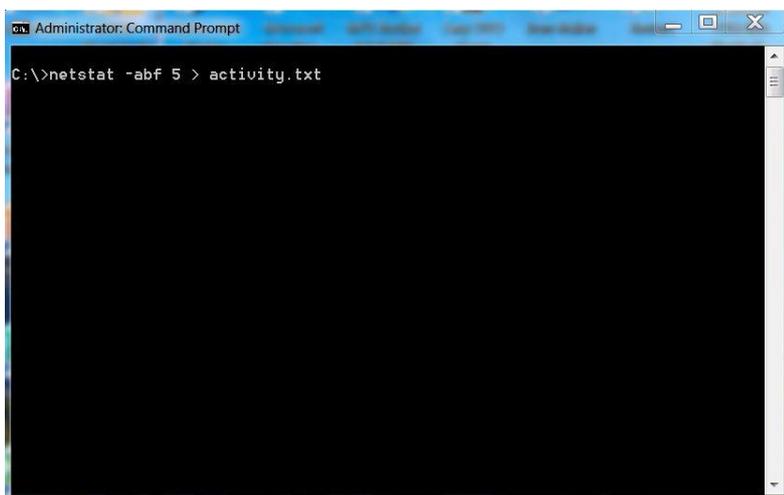
(uploads and downloads) from your Internet Provider, this could be chewing up your valuable monthly quota and costing you money.

Here's how to see what's going on under the bonnet.

If you are running a PC using Windows XP (with a minimum of Service Pack 2), Vista or Win 7, Microsoft has given you a free tool to keep an eye on things, it's called Netstat.EXE and it lives in the C:\Windows\System32 folder.

Here's how you use it.

- Click on **Start**, then **All Programs**, then **Accessories**.
- Right Click on **Command Prompt** then click **Run as Administrator**
- At the Dos Prompt type **CD ..** (that is CD, one space then two dots) then press the enter key. Continue the above until you end up with the **C:** Dos prompt.
- At the Dos Prompt, type **netstat -abf 5 > activity.txt** and press enter, making sure the spaces are exactly as shown. It should look like this (right).
- Wait about 2 minutes then press CTRL C (hold down the CTRL button and press C).



After you've typed CTRL C, make sure your printer is turned on then open Word (or your word processor) and open the file **activity.txt** which you will find in drive C. Print the file. You can then check the contents and see what is going on.

This is what the **netstat -abf 5 > activity.txt** routine is all about.

- The **-a** option shows all your internet connections and listening ports,
- the **-b** option shows you what application is making the connection, and
- the **-f** option displays the full DNS name for each connection option for easier understanding of where the connections are being made to (no - not what you're thinking Ted).
- The **5** option will poll every 5 seconds for connections to make it more easy to track what is going on, and
- the **> activity.txt** sends all the results into a file called activity.txt.

Once you've printed the file, you will see all the processes on your computer (browsers, IM clients, email programs, etc.) that have made an internet connection in the last two minutes, (or however long you waited before pressing CTRL C). It also lists which processes connected to which websites. If you see process names or website addresses with which you are not familiar, you can search for "what is (name of unknown process)" in Google and see what it is. It might be a completely legitimate system function you didn't know about or a function of one of your running programs – or it could be a dud. If it looks like it is (a dud) you can use Google again to find out how to get rid of it.

Another way is to use the free program called CurrPorts. You get this from [HERE](#). All you do is download the Zip file from the website, extract **cports.exe** and run it. There is no need to install it. CurrPorts runs under most versions of Windows and you can get both 32 bit and 64 bit versions. You will find more information about CurrPorts and how to use it on the above website.

A simple friend doesn't know your parents' first names.
A real friend has their phone numbers in his address book.

How to make a panoramic photo.

How often have you been in a wonderful scenic situation and wish you had a panoramic camera to be able to capture the complete view – not just a part of it. Some of the newer digital cameras have that facility, but if you've still got the old camera you've had for yonks, it's only wishful thinking – up till now.

Provided you are a Windows User, there is a free Microsoft program that will expertly combine two or more photos and produce a perfect panoramic photo for you.

Here's how you do it.

First thing is to download and install the free Microsoft program called Microsoft ICE (Image Composite Editor) and you can do that from [HERE](#)

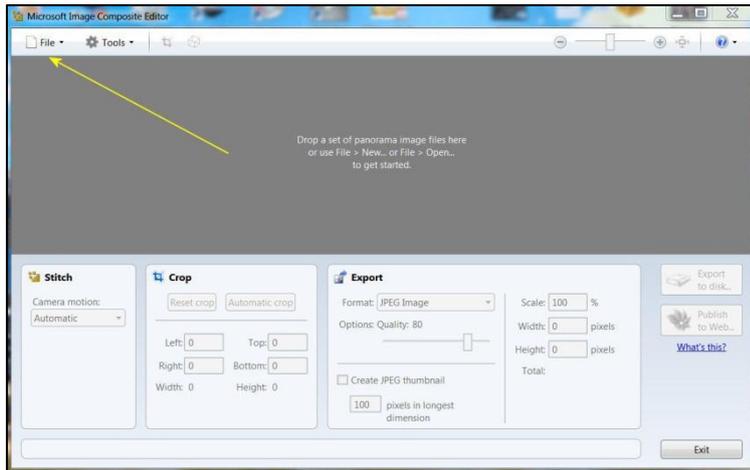
Now that you have the program, take your photos, starting from the left and working around to the right, or go the other way, doesn't matter, just make sure you overlap each one. This works a lot better if you have a tripod and can pan the camera from left to right (or right to left) keeping everything in the one plane. If you have one photo that was taken a little higher or lower than another, Ice will match them where they overlap and you will end up with a ragged top and/or bottom.

Next, save your photos into a directory in your computer (or you can work from the SD card if you wish) and open ICE.

We have taken the 3 photos below to demonstrate how it works, these were taken not using a tripod so you will see the result.



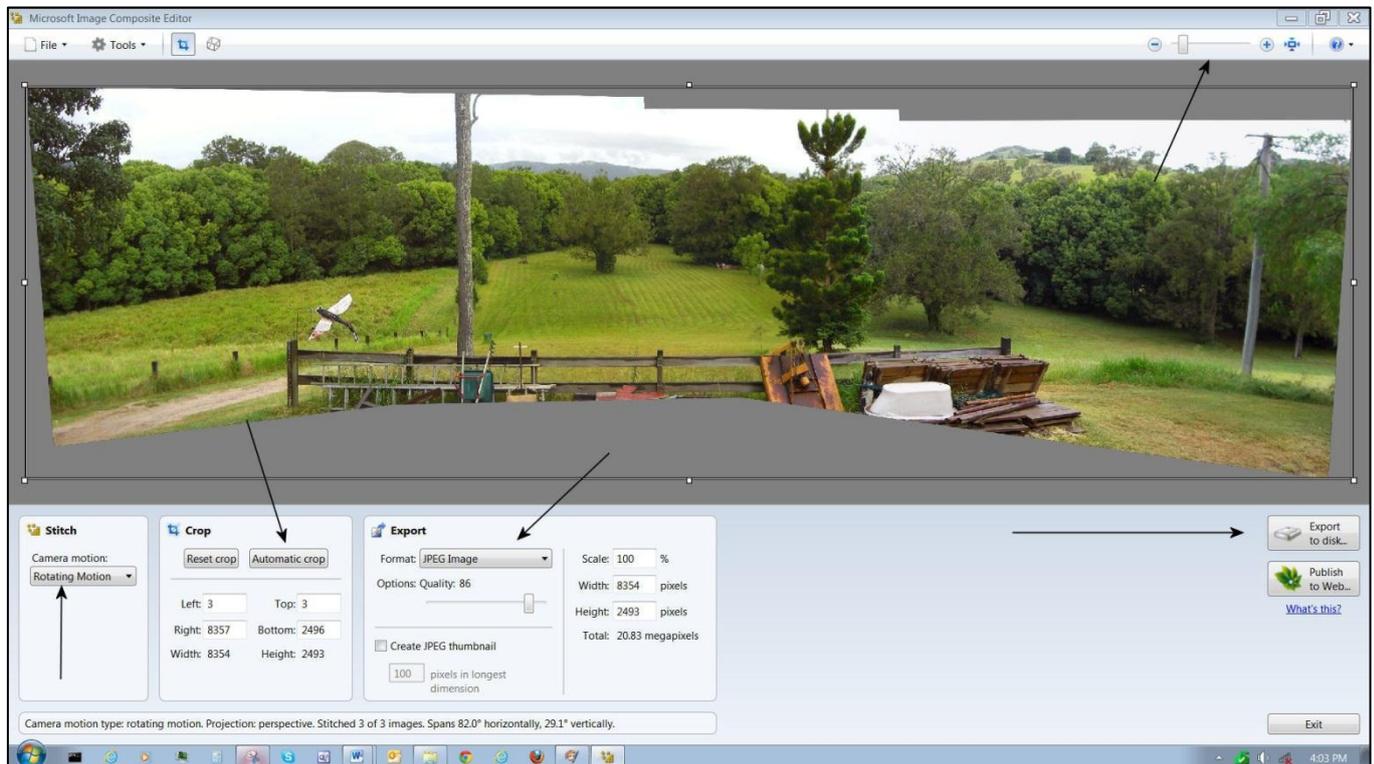
Open ICE and click on FILE then click NEW PANORAMA. Navigate to the photos you wish to include in your panorama, hold down the CTRL key, then click them in any order, ICE has a look at them and sorts them out for you.



When you have them all selected, click OPEN down the bottom right hand corner of your screen and you end up with the picture below.

Now, before you finish, there a few housekeeping tasks you should do.....you can zoom in or out of the photo by using the wheel on your mouse

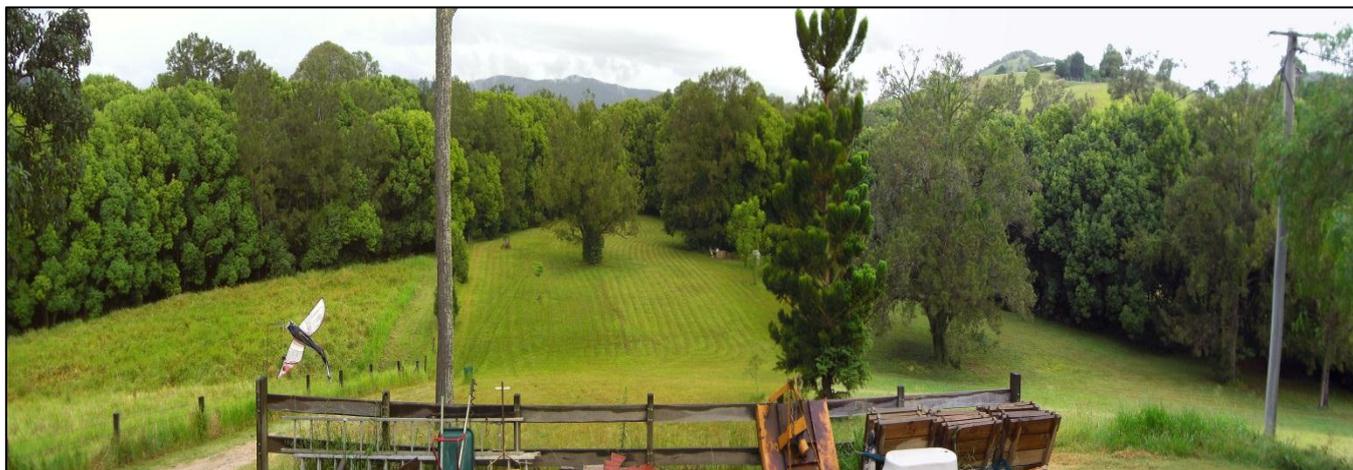
or by moving the slider bar towards either the + or - Now, up the top right of the photo.



- In the STITCH window, select AUTOMATIC, ICE will select the best method of joining the photos together. You can do it manually if you wish but Microsoft knows better.
- In the CROP window you can select AUTOMATIC CROP and see what ICE does with your pic. If you don't like it, select RESET CROP and it will stay as is and you can crop it later with your photo handling program (such as Paint Shop Pro etc)
- In the EXPORT window, select the file format in which you wish your photo to be saved.

When you've done all that, and you are happy with the result, click Export to Disk (unless you wish to publish it on a web site). ICE will ask you where you want the finished result saved and ask you for a name for the file. Fill all this in then click SAVE.

This is what you end up with. And – working with photos, if you use a tripod, the results are even better



Ice is a very easy program to use and has hundreds of uses. For example, if you have an A3 document (or larger) that you want to shrink to A4, you can scan bits of it and have ICE put it all together for you, then when it's a JPG file you can make it any size you wish.

Have a fiddle with it, it will also work with video.

BEAUTY PARLOUR:
A place where women curl up and dye.

Domain Names.

The Internet hasn't been with us for all that long, though now, how would we get on without it?? Looking back, it's hard to realise that the first domain name was registered on the 15th March 1985 – only a bit over 35 years ago.

Most people would assume that the first domain name was registered to a huge computer company such as IBM or Texas Instruments or some other monolithic company like GM or Exxon or MGM but no, the reality is the first domain belonged to a small local computer company. In 1985, shortly after domains were available for purchase by the public, the small computer firm from Cambridge, Massachusetts, Symbolics, purchased the very first one

Although Symbolics.com was the first domain name ever registered, it was not the first ever created. Nordu.net, a name that was created by the registry on January 1, 1985, was the first domain name of all-time and used for the first root server (nic.nordu.net). Once domains were allowed to be registered, however, Symbolics.com was the first name taken.

Symbolics, Inc. placed their stake in the virtual soil of the budding internet and into internet history with the purchase of its domain name, it became the very first domain registration and the first commercial domain name all in one swoop. As the internet had yet to gain any real traction among the general populace, Symbolics, which designed and manufactured a line of Lisp machines, single-user computers optimized to run the [Lisp programming language](#), was a lonely domain for quite some time.

By 1992 a mere 15,000 commercial domains had been registered, but by 2009, over 20 years later, a whopping 192 million domains names had been registered. 84 million of those registrations were for commercial domains. On the 21 January, 2012, there were 136,324,856 domain names currently registered and 412,919,709 deleted from service. See [HERE](#).

They might have been first, but Symbolics didn't last the distance, the Company faded into obscurity, but the name lived on and is now owned by domain trader XF Investments.

You can see the oldest domains names [HERE](#)

CHICKENS:

The only animals you eat before they are born and after they are dead.

Moving web hosts.

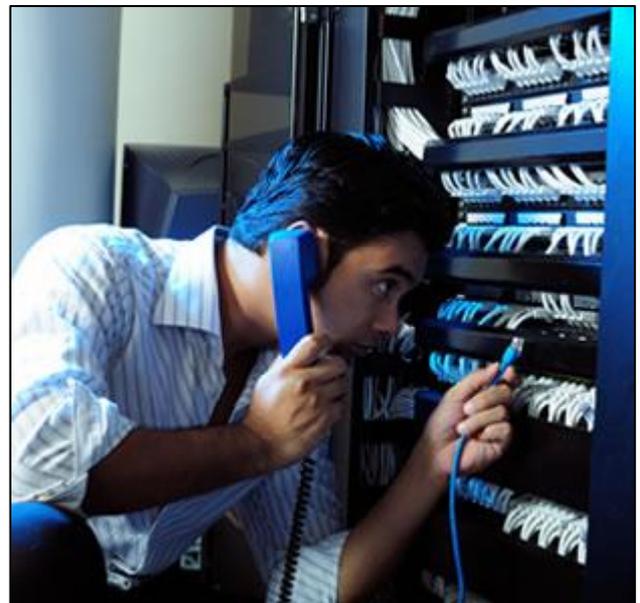
Netregistry.

There's a special part of the brain that's called the 'too-hard basket.' It's a seemingly bottomless pit where dreams, fantasies and things that need to be done, but seem far too complex, are stored for a tomorrow that never comes.

In the past, this was where the idea of moving web hosts would be filed away. There's long been a perception that once you choose a web provider that you're stuck with them no matter what. It's often looked like as less of a marriage and more like a jail term – with no chance of parole.

These days, those commonly-held beliefs are far out of date. Choosing a hosting provider is no longer about sending your data into the digital abyss. If you're getting poor service, constant downtime or the company is charging you like a wounded bull, then it's quite easy to find greener pastures.

If you, as a small business owner, want to move from one ISP to another there is generally a



checklist of things you should follow and as long as you follow it explicitly, the change will go pretty smoothly.

Like everything in small business it's about planning and understanding the situation. Generally you would purchase a hosting package with your new provider, that's normally the first thing you do. You then have to make a decision on your email. Let's say your hosting package includes your email addresses (which is 95% of the time), you've then got to recreate all of your mail accounts,

This is one of the ingredients that contributed to the idea of moving web hosts seeming to be hard. If you wind the clock back a decade, the concept of clicking into the options menu of an email client like Outlook would seem like an alien one. Now, it's a two-minute operation that your new provider can easily talk you through over the phone.

The easiest way to do it is to use the same passwords as you do with the old provider. If you want to use new passwords then all that does is give you an additional step later on. The next step is one where people's eyes have glazed over in the past, and where the concept of moving providers has quickly been shuffled towards being difficult. In reality that is not the case.



You then need to load up your site to your new provider. Normally your new provider will give you some kind of staging IP address or a web address so that you can test that your site's all working correctly. If it's a straight HTML site, typically it's a straight copy from one server to another and everything should just work. If you are using a site that's got some PHP scripting, and it's connected to a database, then you've obviously got to recreate that with your new provider.

While this might sound like a complex step, you are going to be on the phone with someone who has migrated hundreds of sites over the years, and they will be able to streamline the process. Migrating a complex retail site, with display items, a data base, financial transactions etc is probably about an hour's work. It's not massive. A big part of that is once you've done it all, it's just testing and going through the pages to make sure everything is OK. If it's a transactional site, all your transactions are going to happen normally. Once you've tested everything and it's working correctly, the final step will be to delegate the domain.

Once you make the jump to a new provider, there's a brief period of between two and 24 hours where both sites will be running in parallel, depending on how it's set up. Some people might be seeing the old site and some might be seeing the new one. In a static site it's not an issue, you are just looking at the same information on the site and you can have both running simultaneously. If your site is a little more dynamic – with forums for instance – then you will want to lock the old site during the transition. This prevents users signing up on the old one while the new site is stretching its legs. Again, it's not a big deal.

The final part is where you fix up your mail clients. It's simply a case of changing the server name in the options menu – which the person on the other end of the phone will talk you through.

Measurement converter in Word.

From Word 2003 (XP) onwards, Microsoft has added a very handy little measurement converter – and it’s a synch to work.

If you were doing a story which requires you to put measurements in both Metric and the old imperial format, normally you would have to use a calculator or open Excel to convert one to the other – well, if you know where to look, Word will do it for you easily.

Word converts the following.

Length	Area	Volume
miles to kilometers	square feet to square miles	U.K. pints to liters
kilometers to miles	square miles to square feet	U.S. pints to liters
inches to centimeters	square yards to square miles	liters to U.K. pints
centimeters to inches	square miles to square yards	liters to U.S. pints
millimeters to inches	acres to hectares	liters to gallons
feet to centimeters	hectares to acres	gallons to liters
centimeters to feet	acres to square miles	ounces to deciliters
meters to feet	square miles to acres	deciliters to ounces
feet to meters		quarts to liters
yards to meters		liters to quarts
meters to yards		cubic feet to cubic miles
		cubic miles to cubic feet
Temperature	Weight	Speed
Celsius to Fahrenheit	pounds to kilograms	mph to km/h
Fahrenheit to Celsius	kilograms to pounds	km/h to mph
	grams to ounces	
	ounces to grams	
	stones to kilograms	
	kilograms to stones	

Let’s say you want to convert 25.45 miles to klms, all you have to do highlight the 25 miles, right click, then select **Additional Items** and there’s your answer. When you double click the

converted number, Word automatically inserts it into your document. So if you wanted to have both formats in your document, just type 25.45 miles twice and convert one of them.

The only thing you have to be careful about is how you type the number to be converted. 25.45miles will not work, there has to be a space between the number and the word. Apart from that, it's a piece of cake.

MOSQUITO:

An insect that makes you like flies better.

CD/DVD Cleaner

If you've got some favourite CD/DVD's that the kids/grandkids have had a go at and given a bit of a touch up, fear not, they can be brought back from the brink.

All you have to do is slip into the bathroom (not the toilet as they call it these days) grab the tooth paste and a clean cotton cloth and you're in business. The tooth paste can't be that new gel stuff, it has to be the old fashioned white stuff.

Apply a small amount to a cotton cloth and rub in a straight line from the centre of the CD outward, not in circles, covering any scratches. Rinse off the toothpaste with water.



Another Alternative to MS-Office.

If you've just bought a new computer or you have an old computer and you don't want the expense of having to buy Microsoft's Office suite, there are a number of alternatives out there. Provided your computer runs the following, either Windows 2000 / Windows XP / Windows Vista (32bit,64bit) / Windows 7 (32bit,64bit) and you only want a computer to surf the internet, do some emailing (webmail) write a few letters, do the odd spreadsheet and/or open or create a demonstration, then the free version of Kingsoft Office Suite could just be what you want.

It will read all of Microsoft's Word/Excel/Powerpoint files and MS-Office will open and read the corresponding Kingsoft files. In the Free version you get Kingsoft Writer, Kingsoft Presentation and Kingsoft Spreadsheets and if you want to do more complex tasks there are two other versions, the Professional, which costs US\$69.95 or the Standard version for \$49.95. It also comes with a built in PDF converter.

Various reports say it is the best free alternative to MS-Office so it could be just the thing for you. I haven't tried it so can't give a personal recommendation, but all who have say it's good. If you want a copy, you can download it [HERE](#). Unfortunately, it does not support Apple machines.

Appy Reunion.

On the one fine day in Melbourne on Saturday 21st January 2012, 76 RAAF Ex-Apprentices got together to celebrate the scheme, to meet up with old mates, to share a few drinks and to just enjoy each other's company and reminisce that wonderful time they had while in the RAAF.

They met at the Werribee RSL, not far from Laverton and Point Cook and this year was the 39th time they had got together. People came from all parts of Australia and from New Zealand to celebrate the event which was organised by Phil "Dick" Tracy, an Oyster off 13 intake at Wagga and who is the Secretary of the Melbourne RAAF Ex-Apprentice Committee. Next year will be the 40th reunion – make sure you put that in your diary, it is guaranteed to be a biggy. The reunion is held in Victoria around the Australia Day weekend for all ex-apprentices and staff. Next year there will also be a family day on the Sunday out at [Toolangi](#) in the hills to the north of Melbourne.

The 5 blokes below were all on 14 Radio Appy which started at Frognall on the 8th February, 1960. In January 1961, with the start of the RAAF's Diploma Cadet Squadron and the Comms department expanding, Frognall was becoming a bit overcrowded, so the Radio Appies left the Camberwell Palace and moved out to the base at Laverton. Radschool at Ballarat was closed shortly thereafter, (May 1961) and it also moved down to Laverton and the Applies were incorporated into Radschool as a separate Squadron. After a total of two years at Melbourne Tech College and eight months equipment training at Laverton, these blokes graduated on the 15th Aug 1962.



The Radio Apprenticeship scheme started in 1948, at Frognall, moved to Laverton in 1961 and finally closed in 1992.

Ian Guthrie was with the RNZAF which had arranged to have their Appies trained in Australia and continued to send their young lads over to Australia to be trained until 1981. Prior to this, the RNZAF brats had been trained in the UK with the RAF. The Kiwi blokes probably weren't all that happy about the change – missing out on a 3 year holiday in the UK.

In 1961, Ian was the Victorian Apprentice of the year, an honour which was awarded by the Victorian Apprenticeship Commission. He was also the first Radio Appy to reach the rank of W/Off Appy and was the first RNZAF member to lead a RAAF radio apprentices' graduation parade.

Must be something in the water over there.....

The Engineer Apprentices scheme, which was based at Wagga, was commenced in 1948 and it too was regrettably wound up in 1993. In the 1960's, when a lot of these blokes were in short pants, the RAAF was undergoing a huge expansion in both equipment and personnel. There were about 16,000 people in the RAAF in 1963 and this number rose to about 23,000 in 1969, an increase of 7,000 (nearly 45%) in only 6 years. The number of courses held at Wagga also rose from 58 in 1963 to 120 in 1965. All these additional people had to be recruited, housed, fed, clothed, trained and then posted to units – a big job.



Bob Menzies retired as Prime Minister in 1966. His Government had committed Australia to the war in Vietnam in 1962 and as a consequence, there was an obvious need to increase the ADF numbers in both personnel and equipment. Conscription into the Army began in 1964 and the RAAF were accepting new aircraft and needed the trained personnel to keep them flying. In 1962 the Iroquois began to arrive, in 1963, the RAAF accepted the first of its 116 Mirages, 18 Caribou aircraft were ordered in 1963 and started to arrive in 1964, 7 of which went straight to Vietnam. In 1964, 10 Orion aircraft were ordered to replace the old 11 Sqn Neppies, in 1966 12 C-130E's were delivered to 37 Sqn at Richmond to supplement the older C-130A's of 36 Sqn and in 1968, the first of 87 Macchis arrived. It was definitely catch up time and trained personnel were urgently needed to operate and maintain these extra assets.



The RAAF's apprenticeship scheme, and Forest Hill at Wagga, played a big part in all that. Without it, the expansion would not have happened as smoothly as it did. In 1960, Number 1 Recruit Training Unit was moved to Wagga and stayed there until 1964 when it was moved to Edinburgh because of the influx of trainees coming onto the Base. In 1966, there were 190 young blokes introduced to the RAAF's engineer Apprenticeship scheme. This made a total of 1,800 personnel training at the base, the majority being adult trainees – who were commonly called "Thicks" by the Appies who in turn were called "Brats" by the AT's....

The numbers on Base were so large that young blokes were forced to sleep in double bunks until new accommodation blocks could be built – but there were few complaints.

The following photos were taken at the reunion, but unfortunately, we don't have all the names, if you can help ID someone, please let us know so we can fill in the blanks.





Don't know, Don't know.





Don't know, Don't know, Don't know, Don't know, Don't know, Tom "Nails" Hobday, Don't know.



L-R: Nobby Hill, Don't know, Johnny Cecchin.



L-R: Kevin Kirk, Kevin "Custard Kerr, Keith Dinnerville



L-R: Trevor Mitchell, Mrs Mitchell, Don't know





L-R: Bob Bennett, Dick Tracy, Errol Fiske, Kevin "Custard" Kerr



L-R: Don't know, Mrs Ripper, Don Ripper



Darwin 2011.

In November last year, the US President, Barack Obama, made a whirlwind trip through Darwin where he visited the memorial for the [USS Peary](#), which was sunk in Darwin Harbour in 1942 during a Japanese air raid. He also met with some survivors of Japan's WWII attack on Darwin after which, he returned to the RAAF Base where he had a 'meet and greet' with both Australian and US servicemen and gave a short and well-received speech paying tribute to Australian diggers and reaffirming the value of the US/Australia Alliance.



Instrumental in the arrangements for the President's visit was Wng Cdr Gary Ilton who is the Deputy Commander of No 13 Squadron at Darwin. 13 Sqn is a bit like a Base Sqn of old.



Gary is continuing the Ilton tradition of serving with the RAAF, his father, Ted Ilton, retired from the RAAF back in 1976 with the rank of Wng Cdr. See [HERE](#).



Out in the shed with Ted.

Ted McEvoy

Private Commemorations for Vietnam War service personnel.

Permission to Use the Service Emblem.

All veterans who served in the Royal Australian Navy, the Australian Army or the RAAF are entitled to have their Service emblem/badge inscribed on their private memorial (head stone), however, for copyright reasons, permission to inscribe a badge must first be obtained from the Office of Australian War Graves (OAWG).



Section 83 of the *Defence Act 1903 (Cth)* delegates authority to the Director of War Graves to approve the use of a Service emblem on privately erected memorials for individuals.

An on-line facility has been developed to assist in obtaining the necessary letter of permission. To get the letter, first go to the Vietnam Veterans Nominal Roll which you will find here, (<http://www.vietnamroll.gov.au/VeteranSearch.aspx>) fill in the details and click Search. You will end up with this:

Australian Government
Department of Veterans' Affairs

Nominal Roll of Vietnam Veterans

Home
Search
About
History
Timeframe
HMA Ships
Quickmatch and Vampire
Civilians
Tracker Dogs
Links
FAQ
Feedback

Veteran Search Result

Name: _____
 Service No: _____
 Service: RAAF
 Date Of Birth: 27/04/1945
 Rank: Leading Aircraftman
 Place Of Birth: Launceston TAS AUSTRALIA
 Mustering: Radio Technician Air

[view the Certificate](#)
[provide feedback for this Service Record](#)
[permission for use of service badge for commemorative purposes](#)

Summary of Unit Name(s)	Start Date
No. 35 Squadron	03/09/1969

Click on the “Permission for use of Service Badge for Commemorative Purposes” link and you will be taken to the site which will allow you to download the letter (you can see a copy of the letter [HERE](#)).

Veterans may wish to print the letter of permission for placement with their personal papers. Families, cemeteries and crematoria are also able to print permission letters without delay when a veteran passes. The facility to print a letter of permission is available for each veteran listed on the Vietnam Nominal Roll. The letter provided will reflect the Badge and Service number for the veteran's Vietnam War Service.

This letter can be used to acknowledge the Service of a veteran on a privately arranged memorial in a cemetery or crematorium. Foundries and monumental masons will not inscribe a Service emblem without this permission. It does not allow the use of the Service emblem in publications or on collective memorials. The Permission Letters can be printed whether the Veteran is alive or dead.

If you require any help, contact the War Graves people at wargraves@dva.gov.au or phone 133 254 (for the cost of a local call) or 1800 555 254 for country callers.

Written requests for permission to use Australian badges or emblems other than those of the Navy, Army and/or Air Force, for example the badge of a particular Corps such as the Artillery, or a Squadron emblem in any publication (including on a memorial) should be directed to the Department of Defence:

Defence Community Organisation
(DCO)DGPERS-AR8-9-026
Russell Offices
CANBERRA ACT 2600



Permission to use emblems of foreign services should be sought from the relevant Embassy or High Commission.

Vietnam War Veterans

I have been asked several times how many Veterans from the war in Vietnam (1962-72) are still with us. Unfortunately, no one really knows.

From the DVA Treatment population figures, there were 32,719 individuals receiving entitlements as at the 11th SEP 2011. Of that number, 3,900 were dependents which means there are 29,219 Veterans known to DVA.

There were roughly 52,000 people who served in Vietnam which leaves about 22,781, none of whom receive any entitlement from DVA and therefore cannot be positively identified as still living or passed on.

There is, however, a web site which maintains a voluntary register of deceased veterans, you can find it [HERE](#).

Problem solved!!

I had no idea. You learn something every day. Have you ever wondered why those wonderful dreamy appendages which are a prominent part of the female form are called Boobs?? Well, I have pondered that for many many years and at last I know.

If you want to know, click [HERE](#) and all will be revealed. No need to thank me....Just trying to keep friends informed and educated. Have a nice day...

Traffic Lights.

By definition traffic control is the supervision of the movement of people, goods, or vehicles to ensure efficiency and safety. In 1935, England established the first 30 MPH speed limit for town and village roads. Rules are one method of controlling traffic, however, many inventions are used to support traffic control, for example, in 1994, William Hartman was issued a patent for a method and apparatus for painting highway markings or lines.

Perhaps the best known of all inventions related to traffic control are traffic lights.

It seems a chicken and egg, but traffic lights were invented and used before someone invented the motorcar. In 1868, British railroad signal engineer, J P Knight, invented the first traffic light, a lantern with red and green signals. It was installed at the intersection of George and Bridge Streets in front of the British House of Commons to control the flow of horse buggies and pedestrians.

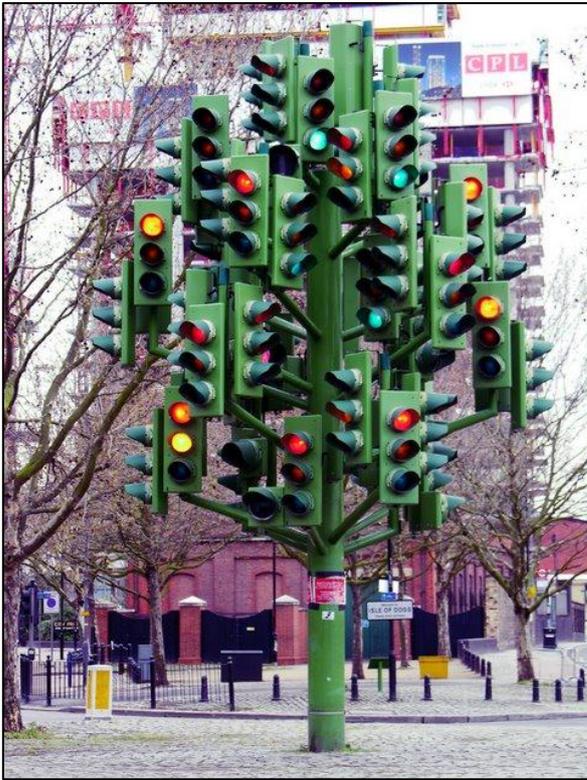


When cars were introduced to the US in the late 1890s, the need for traffic control soon became obvious. A number of people came up with ideas for traffic control. In 1910, Earnest Serrine of Chicago, Illinois filed for a patent (no 976,939) for what is considered the first automatic street traffic system, using non-illuminated words STOP and PROCEED.

In 1912, Lester Wire of Salt Lake City, Utah invented an electric traffic light that used red and green lights. However, he did not apply for a patent. The next year, James Hoge received patent no 1,251,666 for a manually controlled traffic light system using electric lights. It was installed in Cleveland, Ohio in 1914, displaying the words STOP and MOVE. The first traffic light system to use red and green lights were patented by William Ghiglieri of San Francisco,



California in 1917 (patented no 1,224,632). His design could be operated manually or automatically.



The amber light was added in 1920 by William Potts, a Detroit policeman. He actually invented several traffic light systems, including the overhang four-way system, but did not apply for patents. The first person to apply for a patent to produce inexpensive traffic lights was Garrett Morgan, who received his patent in 1923.

Paris Air Show

At the Paris Air Show in June 2011 there was a demonstration of how to fly a Lockheed C130J Hercules. It has been suggested to be the best demonstration ever seen of a large aircraft.

The aircraft was flown on the ragged edge of the envelope, but like Bob Hoover's demonstrations, the pilot is very smooth and has extraordinary feeling for the aircraft and energy. You can hear the female voice warnings throughout and the Co-Pilot silencing them as they never need to be disconnected. The Pilot continues to talk with the Co-Pilot verifying his statements and readings. Great cockpit team. Right on the stall on landing and minimum run with maximum reverse. It was a hell of a show.

You can see it two ways, from inside the aircraft [HERE](#) and from the ground [HERE](#). It is best watched on full screen. Glad I wasn't in it!!

The wife asked me what I was doing on the computer the other night. I told her I was looking for cheap flights. "I love you!" she said, and then she got all excited. That night we had the most amazing sex ever.....Which is odd because she's never shown an interest in darts before?

This story gives the term Test Pilot a whole new meaning.

Joe Kittinger is not a household aviation name like Neil Armstrong or Chuck Yeager, but what he did for the U. S. space program is comparable. On the 16th Aug. 1960, as research for the then-fledgling U. S. space program, Air Force Captain Joseph Kittinger rode a helium balloon to the edge of space, 102,800 feet (31.3 klms) above the earth, a feat in itself.

Then, wearing just a thin pressure suit and breathing supplemental oxygen, he leaned over the cramped confines of his gondola and jumped, into the 110-degree-below-zero, near-vacuum of

space. Within seconds his body accelerated to 714 mph (1,149.07 km/h) in the thin air, breaking the sound barrier.



After free-falling for more than four and a half minutes, slowed finally by friction from the heavier air below, he felt his parachute open at 14,000 feet, and he coasted gently down to the New Mexico desert floor. Kittinger's feat showed scientists that astronauts could survive the harshness of space with just a pressure suit and that man could eject from aircraft at extreme altitudes and survive.

Upon Kittinger's return to base, a congratulatory telegram was waiting from the Mercury seven astronauts, including Alan Shepard and John Glenn.

More than four decades later Kittinger's two world records, the highest parachute jump, and the only man to break the sound barrier without an aircraft and live, still stand.

Joe was asked to describe the event in his own words, he says:- “We got up at 2.00 am to start filling the helium balloon. At sea level, it was 35 to 40 feet wide and 200 feet high; at altitude, due to the low air pressure, it expanded to 25 stories in width, and still was 20 stories high!

At 4.00 am I began breathing pure oxygen for two hours. That's how long it takes to remove all the nitrogen from your blood so you don't get the bends going so high so fast. Then it was a lengthy dress procedure layering warm clothing under my pressure suit. They kept me in air-conditioning until it was time to launch because we were in the desert and I wasn't supposed to sweat. If I did, my clothes would freeze on the way up.

A diet is the penalty for exceeding the feed limit.



It took an hour and a half to get to altitude. It was cold. At 40,000 feet, the glove on my right hand hadn't inflated. I knew that if I radioed my doctor, he would abort the flight. If that happened, I knew I might never get another chance because there were lots of people who didn't want this test to happen.

I took a calculated risk that I might lose the use of my right hand. It quickly swelled up and I did lose use of it for the duration of the flight, but the rest of the pressure suit worked. When I reached 102,800 feet, maximum altitude, I wasn't quite over the target.

So I drifted for 11 minutes. The winds were out of the east. What's it look like from so high up? You can see about 400 miles in every direction. The formula is $1.25 \times \text{the sq. root of the altitude in thousands of feet}$. (The square root of 102,000 ft is $319 \times 1.25 = 399$ miles).

The most fascinating thing is that it's just black overhead, the transition from normal blue to black is very stark. You can't see stars because there's a lot of glare from the sun, so your pupils are too small. I was struck with the beauty of it. But I was also struck by how hostile it is, more than 100 degrees below zero and no air. If my protection suit failed, I would be dead in a few seconds. Blood actually boils above 62,000 feet.

I went through my 46-step checklist, disconnected from the balloon's power supply and lost all communication with the ground. I was totally under power from the kit on my back. When everything was done, I stood up, turned around to the door, took one final look out and said a silent prayer: "Lord, take care of me now." Then I just jumped over the side."

"I had gone through simulations of the jump many times, more than 100. I rolled over and looked up, and there was the balloon just roaring into space. I realized that the balloon wasn't roaring into space; I was going down at a fantastic rate! At about 90,000 feet (27.5 klms), I reached 714 mph.

"What is the primary advantage of rotary-winged aircraft over fixed-winged aircraft?"
 "Don't know? - click [HERE](#)"

The altimeter on my wrist was unwinding very rapidly. But there was no sense of speed. How you determine speed is by visual reference, if you see something go flashing by you know you're speeding, but nothing flashes by 20 miles up, there are no signposts there, and you are way above any clouds. When the chute opened, the rest of the jump was anticlimactic because



everything had worked perfectly. I landed 12 or 13 minutes later, and there was my crew waiting. We were elated.

My right hand hurt--there was quite a bit of swelling and the blood pressure in my arm was high. But that went away in a few days, and I regained full use of my hand. The jump was done for air crews and astronauts, for the learning, not to set a record. Somebody will beat it someday. Records

are made to be broken. And I'll be elated. But I'll also be concerned that they're properly trained. If they're not, they're taking a heck of a risk”.

As I have grown older, I've learned that pleasing everyone is impossible, but pissing everyone off is a piece of cake.

Seeing but blind??

A problem pilots have is looking out the front window and not seeing everything that is out there. We all know that the mind is a strange bit of gear and at times it can actually make things that you should see completely disappear. This can be a bit embarrassing especially if that something happens to be a solid immovable object and you bang into it. This 'trick' is caused by two phenomena, Motion Induced Blindness and/or Troxler's Effect.

The term Motion Induced Blindness (MIB) was 'invented' in 2001 to describe a phenomenon that had been first observed back in the 1960s but which had been largely ignored until accidentally rediscovered again with the use of modern computer graphics. It is the phenomenon of visual disappearance in which stationary objects “disappear” for seconds at a time when masked with a moving background. It holds true whether you're just sitting down, or when driving or when flying an aircraft. A classic example of this is watching the football (Aussie Rules of course as that other game is not football). If you're in the stand watching the footy and you keep your eyes on the ball, the other players in your peripheral vision gradually fade away. It's unsure whether this happens without us noticing it but it is inherently dangerous,

researches think it could be the cause of some accidents. When driving at night, drivers could temporarily miss the relatively stationary red tail lights of the cars in front while they are paying attention to the moving head lights coming from the opposite direction. It's the steady fixation that causes the disappearance, when you blink or shift your gaze everything re-appears.

Click [HERE](#) to see an example.

Troxler's Fading or Troxler's Effect, which we've know about since 1804, is similar, but different!!

Troxler's Fading is a phenomenon of visual perception. When you fix your gaze on a particular point for about 20 seconds or so, most of what you see in your peripheral vision will gradually fade away. The effect is enhanced the further away from the fixation point the peripheral objects are or if they are small, or similar in colour and not as bright/contrast.

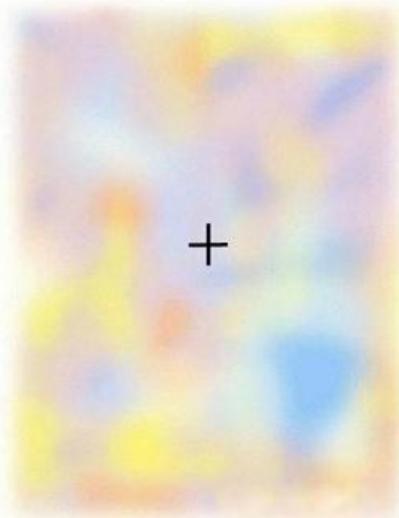
There is a scientific explanation of why/how this happens – it's got to do with the adaptation of neurons and stuff, or fixated stimulus, so we won't go into it, but an example of neuron adaption can be explained thus:

Get a small light object, such as a postage stamp, and drop onto your arm. You will feel it hit your arm and you will feel it on your arm for a short while then you won't. This is because the tactile neurons have adapted. But if you move your arm up and down, you'll start to feel it again. Sound is the same, how often has someone said you to "how can you sleep on that base (that's going back a bit to when we all used to) with all those aircraft doing engine runs. Normally the sound from the engine runs had just disappeared to us as we were "used" to it, but as soon as someone mentioned it we heard it again.

The eye ball adapts the same way. When an immobile object is seen as a fixated stimulus and is stationary on the eye's retina, the body's computer, the old brain, will think, seen that, what's next and will fade it from your conscience sight.

Pilots have always been told to "continually keep your eyes moving and keep their head on a swivel" because this was the best way to survive, not only in combat, but from peacetime hazards as well (like power lines, a mid-air collisions etc).

To test it, stare at the black cross in the image above, after a while the coloured portion will disappear – ain't life strange!!!



A heart-warming story. A small boy was lost at a large shopping mall. He approached a uniformed policeman and said, 'I've lost my grandpa!' 'The cop asked, 'What's he like?' The little boy hesitated for a moment and then replied, 'Johnnie Walker Black Label and women with big boobs.'

Unreal!!!

This is an answer given by Sol Trujillo, who used to be the boss of Telstra, to a question asked of him at a Telstra Investor Day back in November 2008.

“In terms of where we focus our efforts in relation to solutions consistent with my presentation, the good news in terms of opportunity is that we are still quite under-penetrated in data take-up, so it is very low single digits in terms of data attach rates, and even the adoption of smart phones is really at the beginning of an adoption curve.”

Anyone got any idea what that means??

Nobody has ever come up a great idea after a second bottle of water.

Number 1 hit song

Click [HERE](#) to hear the number 1 hit song sung in the Riana area in Tasmania. It is believed that it is also popular in the Maleny area in Queensland.

Drive as though everyone else on the road is a nut.

Please, take care of yourself. A recent joint study conducted by the Victorian Dept. of Health and the RTA indicates that 23% of traffic accidents are alcohol-related. This means that the remaining 77% are caused by mugs who just drink tea, coffee, lattes, carbonated drinks, juices, milkshakes and stuff like that. Therefore, beware of those who do not drink alcohol. They cause three times as many accidents.

An alcoholic is someone you don't like who drinks as much as you do.

How We Work In Australia

Don't laugh – it's true!!!



Perth in 1954

If you're an old Perth boy (or girl) you will like this. The Australian Film Board did a short PR film on Perth back in 1954. Perth certainly has changed since then, though you will still recognise a lot of places. Click [HERE](#)

Business.

If you're still in business, or you have a son or daughter who is in business and the business operates by giving credit to its customers, you'll know that one of the biggest problems is getting paid. Customers always try and stretch out the payment terms, that normal business, what is not normal business and which can be very painful, is having the customer default by going insolvent.

The Government has set up the Personal Property Securities Register (PPSR) which can help. The PPSR will also tell you if the asset you wish to buy has a monkey on its back. Nothing

worse than buying a machine, car or boat only find out that Mr Bank still owns half of it and wants payment before you can have it.

The PPSR should be a very useful tool for business – you can get further info [HERE](#)

Ralph and Edna were both patients in a mental hospital. One day while they were walking past the hospital swimming pool, Ralph suddenly jumped into the deep end. He sank to the bottom of the pool and stayed there. Edna promptly jumped in to save him. She swam to the bottom and pulled him out. When the Head Nurse became aware of Edna's heroic act she immediately ordered her to be discharged from the hospital, as she now considered her to be mentally stable. When she went to tell Edna the news she said, 'Edna, I have good news and bad news. The good news is you're being discharged, since you were able to rationally respond to a crisis by jumping in and saving the life of the person you love... I have concluded that your act displays sound mindedness. The bad news is, Ralph hung himself in the bathroom with his bathrobe belt right after you saved him. I am so sorry, but he's dead.' Edna replied, 'He didn't hang himself, I put him there to dry.. How soon can I go home?'

The object of war is not to die for your country but to make the other bastard die for his.

—General George Patton (1885–1945)

The Age of the 707.

As remembered by a retired AA captain....

Those were the good ole days. Pilots back then were men that didn't want to be women or girly men. Pilots all knew who Jimmy Doolittle was. Pilots drank coffee, whiskey, smoked cigars and didn't wear digital watches. They carried their own suitcases and brain bags, like the real men they were. Pilots didn't bend over into the crash position multiple times each day in front of the passengers at security so that some Gov't agent could probe for tweezers or fingernail clippers or too much toothpaste.

Pilots did not go through the terminal impersonating a caddy pulling a bunch of golf clubs, computers, guitars, and feed bags full of tofu and granola on a sissy-trailer with no hat and granny glasses hanging on a pink string around their pencil neck while talking to their personal trainer on the cell phone!!!

Being an airline Captain was as good as being the King in a Mel Brooks movie. All the Stewardesses (aka. Hosties) were young, attractive, single women that were proud to be combatants in the sexual revolution. They didn't have to turn sideways, grease up and suck it in to get through the cockpit door. They would blush, and say thank you, when told that they looked good, instead of filing a sexual harassment claim.



Junior Stewardesses shared a room and talked about men.... with no thoughts of substitution. Passengers wore nice clothes and were polite; they could speak and understand English. They didn't speak gibberish or listen to loud gangsta rap on their IPods. They bathed regularly and didn't smell like a rotting pile of garbage in a jogging suit and thongs.

Children didn't travel alone, commuting between trailer parks.

There were no Biggest Losers asking for a seatbelt extension or a Scotch and grapefruit juice cocktail with a twist. If the Captain wanted to throw some offensive, ranting jerk off the airplane, it was done without any worries of a lawsuit or getting fired. Axial flow engines crackled with the sound of freedom and left an impressive black smoke trail like a locomotive burning soft coal. Jet fuel was cheap and once the throttles were pushed up they were left there. After all, it was the jet age and the idea was to go fast (run like a lizard on a hardwood floor). "Economy cruise" was something in the performance book, but no one knew why or where it was.

When the clacker went off, no one got all tight and scared because Boeing built it out of iron. Nothing was going to fall off and that sound had the same effect on real pilots then, as Viagra does now for these new age guys. There was very little plastic and no composites on the airplanes (or the Stewardesses' pectoral regions). Airplanes and women had eye-pleasing symmetrical curves, not a bunch of ugly vortex generators, ventral fins, winglets, flow diverters, tattoos, rings in their nose, tongues and eyebrows.

Airlines were run by men like Capt. Eddie Rickenbacker (Eastern Airlines), C.R. Smith (American Airlines) and Juan Trippe (Pan Am), who had built their companies virtually from scratch, knew most of their employees by name, and were lifetime airline employees themselves.. ..not pseudo financiers and bean counters who flit from one occupation to another for a few bucks, a better parachute or a fancier title, while fervently believing that they are a class of beings unto themselves

And so it was back then....and never will be again!

Damn!!!

Flying is the second greatest thrill known to man.
What is first, you ask? Landing, of course.

An Engineering story.

A toothpaste factory had a problem: they sometimes shipped empty boxes, without the tube inside. This was due to the way the production line was set up, and people with experience in designing production lines will tell you how difficult it is to have everything happen with timing so precise that every single unit coming out of it is perfect 100% of the time. Small variations in the environment (which can't be controlled in a cost-effective fashion) mean you must have quality assurance checks smartly distributed across the line so that customers all the way down to the supermarket don't get ticked-off and buy another product instead.

Understanding how important that was, the CEO of the toothpaste factory got the top people in the company together and they decided to start a new project, in which they would hire an external engineering company to solve their empty boxes problem, as their engineering department was already too stretched to take on any extra effort.

The project followed the usual process: budget and project sponsor allocated, RFP, third-parties selected, and six months (and \$8 million) later they had a fantastic solution — on time, on budget, high quality and everyone in the project had a great time. They solved the problem by using high-tech precision scales that would sound a bell and flash lights whenever a toothpaste box would weigh less than it should. The line would stop, and someone had to walk over and yank the defective box out of it, pressing another button when done to re-start the line.



A while later, the CEO decides to have a look at the ROI of the project: amazing results! No empty boxes ever shipped out of the factory after the scales were put in place. Very few customer complaints, and they were gaining market share. "That's some money well spent!" – he says, before looking closely at the other statistics in the report.

It turns out, after three weeks of production use, the number of defects picked up by the scales was 0. It should've been picking up at least a dozen a day, so maybe there was something wrong with the report. He launched an investigation and after some work, the engineers come back saying the report was actually correct. The scales really weren't picking up any defects, because all boxes that got to that point in the conveyor belt were good.

Puzzled, the CEO travelled down to the factory, and walked up to the part of the line where the precision scales were installed. A few feet before the scale, there was a \$20 desk fan, blowing any empty boxes off of the belt and into a bin.

“Oh, that,” says one of the workers — “one of the guys put it there 'cause he was tired of walking over every time the bell rang”.

Air Force fuel management trial for Hercules.

RAAF News.

The Royal Australian Air Force (RAAF) will undertake a fuel management trial for its Hercules aircraft which provide a valuable airlift capability for the Air Force. The Minister for Defence Materiel, the Hon Kym Carr MP today announced commencement of the trial which would help the Air Force improve fuel efficiency without adversely impacting on capability or maintenance costs.

The fuel management trial will record how the C-130J Hercules' engines consume fuel during different stages of flight and when undertaking different tasks, so that the Air Force can identify potential areas to reduce fuel costs. (I thought that's what the fuel flow metres did!!)

The trial will see international experts from Rolls Royce transferring knowledge to our own Air Force crews, so in the future Air Force will be able to carry out their operations and training in a more fuel-efficient way.



Commercial operators have already conducted similar fuel management trials and reduced their costs, however Air Force works to a considerably different model than the commercial sector. This type of innovation is part of Air Force's commitment to Defence's Strategic Reform Program and to reduce the environmental footprint. The 12-month trial will deliver an

accurate record of the fuel consumption during C-130J flights by No. 37 Squadron at RAAF Base Richmond. (And I thought that's what the 500 was for!!!)

Following the trial, Rolls Royce will provide suggestions on how Air Force can manage fuel costs associated with its C-130J Hercules fleet. It is expected that the lessons learnt from the

fuel trial can also be applied to the C-130H Hercules. Air Force intends to reduce its Petroleum, Oils and Lubricants budget across its entire fleet by about \$150 million over the remainder of this decade as part of the Strategic Reform Program. (Perhaps they could use Coles/Woolies fuel vouchers)

The Air Force uses the Hercules extensively in a variety of environments. Three C-130Js are operated in the Middle East Area of Operations to support Australian and Coalition forces in Afghanistan, and the Hercules is also routinely called upon to support short-notice humanitarian tasks.

And now for something really important!

In every household there is always a debate on whether to go the “**A**” route or the “**B**” route. Some people are strongly supportive of the “**A**” route while others favour the “**B**” route and there are a few who don’t care one way or the other and can’t understand all the fuss. But the “**A**” and “**B**” people are fiercely supportive of their route and this has been known to cause enormous problems, stand up fights, separation, divorce, murder, all sorts of problems and rightly so as it is a very important matter and should not be lightly disregarded. We believe all State Governments are establishing a dedicated court process to help sort this problem out and not before time.

Which way are you, “**A**” or “**B**” – click [HERE](#)

E10 Fuel.

If you live in Queensland and drive a car/bike/scooter that runs on standard unleaded fuel, the RACQ magazine “The Road Ahead” advises that if you normally fill up with BP you will no longer be able to get ULP at 48 of BP’s sites. BP has decided not to sell ULP WEF the end of January, but will instead only sell E10. The RACQ says that there are about 20 per cent of cars that will not run on E10 and that motorists should check before putting E10 into their cars.



You can do that [HERE](#).

Overseas Medical Vaccinations.

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

After submissions made at a recent meeting of the Australian Veterans and Defence Services Council (AVADSC), which was held in Brisbane, an approach was made to the Queensland Deputy Commissioner for DVA regarding Gold Card holders being required to pay for Medical Vaccinations prior to overseas travel. Prior to 1st Aug 2010, DVA had not provided coverage for

medical vaccinations for DVA clients travelling overseas, the thinking at the time was these were privately incurred expenses and therefore it was not appropriate for DVA to meet the cost.

That thinking has now been reversed. DVA has released a statement which states that as from the 1st Aug 2010 all GOLD CARD holders are eligible for all required vaccinations, the cost of which will be covered under the Gold Card arrangements. Any Gold Card holder that may have incurred charges from 1st August 2010 can seek reimbursement from DVA. It is expected that a fact sheet covering this topic will be issued shortly.

If you have any questions, please contact your nearest DVA VAN office.

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



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



My Story

Lynette Mitchell.

Lyn Kyte joined the RAAF in 1965 and flew to RAAF Base Edinburgh to do her Rookies after which she was posted to Base Squadron East Sale as a Clerk General in the Orderly Room. She says “I will never forget the people I worked with. Cpl Tony Keene was a bit like an older brother as I battled with the newness of living away from home. Never was there a better Sergeant as was Flt Sgt Dorian. His gentle quiet manner earned him so much respect. Flt Lt Dougal McKenzie and Warrant Officer Murray were out there in character and with a CO like Wg Cdr Sullivan (Slam Sullivan) I couldn't have asked for a better working life.



I shared a room with Anne Whiting (married Val Quinell AFFITT) and Ann Dodds (married Rob Steel MTD) and we have remained friends ever since, nearly 46 years. When Anne Whiting married Val and had to leave, Pam Hiddens joined our room and we found her again last year at the Brisbane Reunion (2011). East Sale had a magic all of its own and those who were posted to Sale and felt as though they had been exiled to some gulag left the place with a sense of having been given a gift of understanding nature because East Sale was then a truly beautiful base. Each year since the late 1970's, the WRAAF meet in different states (the next in Perth Oct 2013) and our little band of East Sale WRAAFs has grown to near 30 as we find each other after far too long. Total attendance of the [Brisbane reunion](#) (2011) was over 400.

Winter in Sale was quite a shock for a young Brisbane girl used only to hot days, hot days with high humidity and hot days with thunderstorms and the only ice we saw was thundering hail stones from the summer storms. My first acquaintance with Victoria's seasonal days was the morning after my arrival and being greeted by the bins covered in what I thought was snow. I was quickly enlightened that it was indeed frost and was to learn that early mornings in and around Sale are bathed in fog and frost and if you are not driving through it as I have, it is indeed a charm of the place if there is a warm fire to sit in front of and enough blankets on the bed at night. Pot-bellied stoves were common in the 1960's and in the Orderly Room we all took a turn at prying our civilian clerk, Mr Boucher, away from his prime position to escape the cold. Our living quarters, little weatherboard buildings, which were

built in the late 1940's and which we called huts, unfortunately, did not have that luxury. A one bar heater was the go which warmed our toes and cooked delightful toast from the bread we were given by friendly 'Airmen's Mess' people (with vegemite of course)".

"I remember the fog coming in though. We would all go out in groups to the 90 mile beach, to Baseball, River Trips, Car Rallies (hopeless I was) or just on long car trips to the snow or fishing in the Mitchell River, Licola, or the Den of Nagen.

Really the happiest of times. Sometimes we would meet at the cafe in Sale called Dirty Jim's. Chicko rolls had just been invented and they were the best - on a par with potato cakes (scallops if you are a Queenslander)."

Lyn says she can also remember the fabulous imbalance between blokes and blokettes on the base. (Fabulous for the blokettes perhaps – tb) "There were many more men than women on Sale, the ratio would have been about 1:40 maybe 1:50. So being the WRAAF, being the 'one' in the ratio, a good time was a great time, and to be serious we did have many great times together. We all experimented with the new found freedom of post war independence for women but there was constraint from the very English upbringing that most of us would have had. Many girls joined to flee unhappy home lives (as I had) and the WRAAF gave us the knowledge of self and a freedom to fly, to find inner strength and identity."

In 1967 she had met Ian Mitchell a Framie at Jet Section, Maintenance Squadron, and married in March 1967 and was married and as the law at the time forbid married women to serve in the ADF she was forced to take a discharge. "To have to leave the RAAF because we had found our partners in life was a sad time and I was 'ineligible for WRAAF duties' on the 19th February 1967. Thankfully, this changed in the late 1970's, but it was too late for me.

Sundays was chore day to prepare for the coming week. First you had to bag a spot on the time queue to get to the washing machine. The old Lightburn 'cement mixers', which were



designed by Harold Lightburn and manufactured for the Australian Defence Force were in production from the mid 50's up until the mid 80's and actually didn't do a bad job of cleaning and spinning. They rocked and rolled all over the laundry floor and certainly kept the barracks' electricians busy.

We also had a drying room which was the best in the entire world. It could dry clothing faster than any modern dryer you can name and probably dried half the base population's washing.

Tidying and doing bedrolls ready for inspection the next day and the weekly general cleaning of the WRAAF Barracks was essential. Called 'Panics' the worst job was the ablutions, the worst worst job for me was chasing the hundred million billion leaves on Emu Panic. I hated it. We cleaned our floors and waxed with that yellow gunk and danced with the polisher, the one and only in the Barracks. But our floors shone with a gleam the Queen would be proud of. Maybe....

Then of course we would have to tidy our cupboards and have the coat hangers the right way and the undergarments all folded neatly in the drawers. Dusting our own bed area and making sure the room was tidy for inspection the next day. On the Monday we would be far too busy

cleaning the general areas in our panic duties to have time for our own personal space. We were allowed to have 2 personal items on our desk. I had two cute dark dolls on mine (still have them). Yes I have everything ever given to me and no I'm not going on TV show the Hoarders.

Bedcheck was, for the uninitiated, the rounds that the Orderly WRAAF of the night did up until 1159hrs. 12 midnight. We wore an armband of course and our weapon of choice was a flashlight and our armour was the log book. If you came in late, even a minute after midnight then you were logged and charged and usually ended up with extra duties. I did manage to get a charge one night and never forgave Sue Thornton – at the time. Sue had taught me how to iron shirts the dry cleaner way and we got on very well and I couldn't understand how she could not fudge the books for me. Time has erased those youthful feelings and fond memories remain.



Lyn and WOcf Murray 1966

So bedcheck was the deadline and if there was to be a prank it was usually after the Orderly WRAAF had done her rounds and was safely in bed. One wonderful way to upset the Orderly WRAAF though, was to put honey on the door knobs. That was not a nice thing to do. But it was fun....”

“Who amongst us service people have never had their bed shortsheeted or participated in the act? Why is it so, that put a group of like-minded people together and they come up with games to occupy their empty minds?

Such was the way in the WRAAF and probably in many other sectors of the community where there is a leader who can convince others to play his/her game. During my years as a WRAAF I believe I was given the title of ‘goody two shoes’ but I’m certainly in for a fun time when there is no danger or hurt to the intended victim. I’m not really sure if I have been a victim really and so cannot feel the frustration or anger or merriment that could overcome one if put in that position. I did though participate in the fun times at RAAF East Sale during my time in Hut 31. My roommate, Ann Dodds, suffered the indignation of actually having all her furniture taken from the room. Bed, desk and chair. Ann was seriously involved with Rob and her return from their evenings together was always timed just before bed-check. This night she arrived ‘home’ to find only an empty space. The bed I believe was up a tree somewhere. I guess it was retrieved.....Did we get into trouble? I don't remember!

One night we decided that Brenda Brown, who worked at Medical Section, had not completed her shift. So, we each contributed a tie and somehow, because 40 odd years later I cannot imagine how we did it, we managed to overpower her and tie her from head to foot with ties and dump her on the front porch of the medical section. I do not remember if she came back that night or how we managed to carry her but I know we did it. Only the past knows if we retrieved our ties.



Our biggest 'coup d'état' was the night we buried Carol Ford's car – in toilet paper. Whose idea? Carol said it was Pam Nelson. An NCO??. Never! I know that it was after dark and we all had rollers in our hair and dressed in our pjs. Where did the toilet paper come from?? – it just appeared. It was the most fun and how many rolls we went through is also a mystery now with the passing of years. But we went under and over the car a good many times. Well it was a mini.....

Who was Carol Ford??. She was my boss. Flying Officer Ford and Officer in Charge of WRAAF at East Sale in 1966. As Carol had commandeered my bicycle when she arrived with her seniority I guess I felt somehow compensated that night. As in 2011, when the event was brought up in conversation at our bi annual reunions, we all have a giggle.

The night we wrapped Flg Off Carol Ford's (OIC WRAAF at Sale) Mini in toilet paper. She was not happy Jan!!!!

Whether Carol walked to work that morning or rode my bike only she can tell but that car wasn't going anywhere.



A leisurely Sunday arvo in Hut 31, listening to music, talking about anything and everything.

Over forty years later these silly play times that we all thought were hilarious, in our minds were certainly not harmful though probably intrusive and frustrating for the victims I dare say.

“The huts at East Sale had 4 rooms and the ablution area. Three showers, 2 toilets and a bath. Three rooms had three WRAAF and the fourth room was for the NCO in charge of the hut. We all envied a room to ourselves but the bonding between roommates was in hindsight far more valuable as 46 years later we still have contact with each other and call each other friends.

Two of the best things electricity provided for us back then were lights and heaters. The lights were on the wall beside our beds. They had a tin shade over them; rather square. Square enough to wrap our stockings around them so they could dry quickly. The heaters. Those of yesteryear with the one bar across which could warm your feet if you put them close enough. They were also very good for making toast. Of course it was probably prohibited but did that matter to a WRAAF of the 1960's? No need to answer that question.



A get together in the WRAAF's rec room, Lyn is back row, 4th from the right

It was probably a Sunday and most of us were in for the day. Brenda Brown was in the bath with her leg up on the edge. She had broken it and it was encased in plaster. So when the smell of cooking toast became a smell of burning toast and then the smell of clothing burning, alarm bells were ringing not in the fire engine that was racing towards our hut but in all our heads. Pandemonium was abound and the extinguisher pouring out foam and then Flying Officer Smith racing in and ordering us all out of the building. As we all tumbled out and the firemen raced in, Brenda still in the bath was singing out 'Don't forget me'. Still not sure when she got out of the bath.

The fire was extinguished very quickly and the WRAAF of Hut 31 were all reprimanded severely at our irresponsibility. It made for a very exciting Sunday and those in Hut 31 have

never forgotten the bells of the fire engine scrambling, the hoses snaking through the door and Brenda still in the bath.



Lyn & Flt Sgt Dorian

I had met my partner in life in the September of 1966. We spent nights looking for 'luminous ducks' on the Sale Lake. How could I be so dumb, even if I was blonde – but it was fun!. We joined all the other couples at the drive in theatre but I slept through most of the movies – that's my story and I'm sticking to it!!!

When I joined the WRAAF in 1965 we were told on Rookies that 85% of us would marry servicemen. I believe the percentage could have been higher. They didn't tell us the percentage for the longevity of those marriages. I met Mitch (Ian James Mitchell) at a Baseball get together. We were married on 25th March

1967 which means this year it will be 45 years. Mitch, of course, was allowed to remain in the RAAF as a married man and he stayed in for his 20 years. We were moved around a bit until Mitch left the Force in 1984. We bought a Florist Shop and our children (3 beautiful girls) learned some stability in their lives.

Mitch now works in the car manufacturing industry and is on the verge of retiring as all our service mates seem to be doing. I spent most of the 1970's being a mum but always a mum who did things. I learnt about computers when the girls had no choice at school and spent a lifetime being 'involved' in their education.

I've worked in the corporate sector and also in the welfare sector and I like to think I can do anything if I can put my mind to it.



Wg Cdr Sullivan, 1966



Roommates: Lyn, Ann and Anne, 1979.



Roommates: Ann, Lyn, and Pam, 2011.



2011 Brisbane Reunion

Back Row L-R: Cath Griffiths, Daphne Hopping, Marj Jones

Middle Row L-R: Rosa Wallis, Anne Whiting, Pam Hiddens, Pam Maxwell, Pam

Front Row L-R: Ann Dodds, Joan Ramsay, Carmel Holden, Pam, Lyn Kyte





East Sale Group WRAAF Reunion 2007 (All Maiden Names)

Back Row L-R: Cath Griffith, Marj Jones, Ailsa Stack, Rosa Wallas, Anne Whiting, Phil Windsor, Deidre Field, Daphne Hopping, Lyn Kyte, Ian (Mitch) Mitchell, Lex Ingram, Bill (Lofty) Reich, Neil Holmes

Front Row L-R: Denise Owen, Pam Nelson, Ann Dodds, Rod Cake, Helen Heathwoodams, Joan Kelly.



Did the WRAAF give me that courage. Maybe life's experience, but if the WRAAF had not given me that start, I may still be at Sun Alliance Insurance Group in Eagle Street, Brisbane and being over 65, just maybe a spinster who retired with her cats!

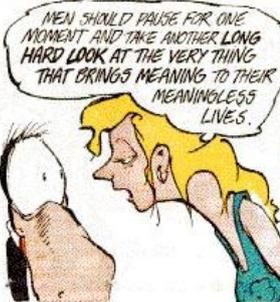
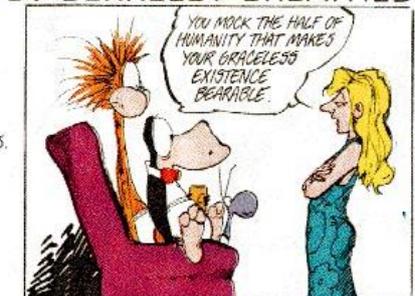
Instead I learnt to understand that I had a place in the world. Certainly I learned how to fit into a group and be courteous (just the knowledge to knock before entering a room). I learned that we were not all the same and that sometimes people who had a really bad attitude might just have an emotional problem so deep they didn't know it. It was called tolerance. I learnt to

have a good time just being with family and friends and share each other's sadness and joy. Since 1967 Mitch and I have achieved much in our lives. Not great wealth or great acclaim. We have a home, 3 beautiful daughters, and now one gorgeous granddaughter. We have their love to keep our hearts wealthy. We are getting to be 'older' but who among us has found the fountain of youth. And we have our friends of those 45 years and amongst them many are the women I served with – The WRAAF of RAAF Base East Sale. Esprit de Corp.

OUTLAND



BY BERKELEY BREATHED



VVCS.

The Vietnam Veterans Families Counselling Service (VVCS), which is run and administered by the DVA, offers free, confidential counselling and group programs to help eligible veterans, peacekeepers, F-111 fuel tank maintenance workers and their families wherever they are in Australia. It is a specialised, free and confidential Australia-wide service.

VVCS staff are qualified psychologists or social workers with experience in working with veterans, peacekeepers and their families. They can provide a wide range of treatments and programs for war and service-related mental health conditions including post-traumatic stress disorder (PTSD).



The following people can use VVCS:

- Australian veterans of all conflicts and peace operations.
- Partners and dependent children (under 26 years of age) of veterans with issues arising from the veteran's service.
- War widows and widowers.
- Ex-partners of Vietnam veterans, within five years of separation.
- Sons and daughters of Vietnam veterans, regardless of age, with issues relating to their parent's operational or warlike service.
- All participants in the Veterans' Vocational Rehabilitation Scheme (VVRS) as defined under the VEA PartVI Section 115A.
- Ex-ADF personnel with a mental health condition as a DVA-accepted disability and their dependent family members where the issue is related to the disability.
- Current serving members of the ADF who have been formally referred by the ADF under the 2008 Agreement for Services.

The counselling service can help you work through issues such as stress, relationship, family problems and other lifestyle issues, as well as emotional or psychological issues.

The VVCS also offers a range of group programs that target specific needs in the veteran community. Starting from when ADF members are about to, or are currently transitioning, out of the ADF they can access the **Stepping Out** program to help them adjust to the next stage of their life.

- **Operation Life** provides a framework for action to prevent suicide and promote mental health and resilience across the veteran community.
- **The Heart Health Program** provides 52 weeks of exercise, nutritional advice and fun for veterans only. (If you haven't done this, - our suggestion, do it!! it's very good - tb). If you don't live near an operational program, outreach options are available.
- **Building Better Relationships** is designed for couples wishing to improve their relationships and develop skills around communications, appreciation and sharing goals for the future.
- **Beating the Blues** will provide participants with an understanding of the nature of depression and anxiety and develop skills and techniques to manage symptoms more effectively.'
- **Mastering Anxiety** can help you to overcome anxiety in daily life.

- **Sleeping Better** is a program designed to develop good sleep habits.
- **Doing Anger Differently** – if you want to better manage anger in your life, this program is for you.

VVCS can be contacted on 1800 011 046. This connects you to the local office of the VVCS during business hours and the Veterans Help Line after hours and on weekends. You can get further information [HERE](#).

There should be a better way to start a day than by waking up every morning.

Internet Access for the ADF in Afghanistan and Iraq.

Internet access in Afghanistan and Iraq is delivered via satellite broadband. The Internet signal is received through a special satellite VSAT modem which is usually set up in a building or tent. Internet access for the ADF in Afghanistan and Iraq is usually available via the following methods.

- **Internet cafes** - Available at some bases. Soldiers can expect to pay \$5 to \$10 per hour for use and spend time waiting their turn.
- **MWR (moral welfare and recreation)** - Most deployment locations have an MWR. There are usually a few computers for free Internet access and sometime wireless is available. Troops are allowed 20 – 30 minutes per session and there is usually a wait. If they bring your own computer and use the wireless, they may experience the slowest Internet ever because so many people are trying to share the bandwidth.
- **Personal Internet access** – Troops can have Internet access in their living quarters however, it is very expensive. The Internet access and expense is shared with other soldiers. I know of one example in Afghanistan where many soldiers share the Internet bandwidth and expense of \$60 per month per person. Another situation in Iraq, each person pays \$100 per month. It just depends on how many people are sharing and what the cost is per month. With personal Internet access, each soldier has their own laptop computer and all access is wireless. The soldiers are typically responsible for getting the equipment up and running.



If your son or daughter is getting ready for deployment, they should find out ahead of time what will be available at their deployment location. Soldiers in remote outposts do not have access to Internet. Internet access is a morale booster for deployed soldiers! We are fortunate to have Internet access available at all. In previous wars, letter writing was the only form of communication and letters were received every few weeks

A bus station is where a bus stops. A train station is where a train stops.
On my desk, I have a work station.... what more can I say.....

The F22 and the F35.

Aviationintel.com

There has been a lot of controversy recently about the USA's new F22 Raptor aircraft. It has been called an expensive dud, not capable of mixing it with the Russian [T50](#) and the Chinese [J-20](#), but that's what a lot of people said about the F111 when it was introduced – and it turned out as one of the best. There will be people who know these things but they aren't saying. In December 2011, the 195th and final F-22 was completed."



According to Aviationintel, the cancellation of the Raptor was an incredibly stupid idea to begin with, now roll into the mix the fact that the F-35 is in serious jeopardy and you really have the possibility for the biggest defence blunder in decades. The choice to curtail Raptor production, mainly on the grounds that they cost some \$155M each and that they could not participate in Iraq or Afghanistan operations, was absolutely near sighted and damaging to the US's future strategic capabilities.

"It has now been revealed that the F35C (there are 3 variants of F35, F35A – conventional take and landing, F35B - short take off/vertical landing and F35C – carrier aircraft) cannot land on a carrier. Apparently the F-35C's tail-hook is not adequately spaced far enough back from the main gear and the hook is much too short in length overall. These factors combined make it

almost impossible for the F-35C to engage the arresting wire on landing, regardless of the conditions on the carrier's flight-deck at the time. In fact during testing to ascertain the aircraft's capability of catching an arresting wire, after eight roll in/roll out tests (where the aircraft powers up and speeds into the cable, then rolls back to release it) not one attempt ended in ensnarement!

Not a good thing really!!!

This is a severe design flaw as there is no apparent way to fix it. There is simply limited structure on the F-35C's belly to work with, as it was blueprinted with the misguided "commonality" design approach. Further, the tailhook design is stealthy in nature and shrouded by the aircraft's skin, so you cannot simply attach a longer hook to it in order to fix the problem as it has to fit inside the aircraft itself or the jet's low observable design will be compromised.



So how did Lockheed miss such a clearly important component of the F-35C's design? The same question can be said about a massive list of other issues with the three different variants, especially considering they were demanding the US DoD put the jet into production years before testing was completed! Lockheed habitually sold the US DoD a bill of goods that was totally ill-conceived and impossible to achieve and the DoD was stupid enough to buy it. Can the F-35's dismal laundry list of issues be fixed? One would imagine so, but at what cost and at what degradation in capability of the final product is the question? A best guess would be large servings of both.

“Caveat Emptor” – “Let the buyer beware...”

Now the US is left with the F-35 which has an uncertain future and costs almost as much as an F-22 anyway without many of its high performance capabilities. With a force of just 187 operational aircraft, the Raptor fleet would be hard pressed to make a serious continual impact on any major large scale campaign, especially where it is needed most, the Pacific Theatre.

The US Secretary of Defence, Robert Gates's lack of vision when it comes to America's future ability to protect its interests abroad, via a total mishandling of the F-35 program and the premature cancellation of the F-22, will go down in history as a serious strategic miscalculation that resulted in little cost savings while damaging the US's total force potential possibly beyond repair. The reality is, if the US bought a decent amount of F-22's and further developed the aircraft's capabilities using



the F-35's avionics suite, and looked toward producing a regional fighter-bomber version of the aircraft down the road, they would not need the F-35 at all. They could fill the ranks with relatively cheap and effective F-16s in a winning High-Low mix force structure strategy.

There's an old saying, "Where there's smoke....."

The F35B is pretty impressive – see [HERE](#).

The more you learn, the more you know, the more you know, the more you forget
The more you forget, the less you know – So....why learn?

Delay in delivery.

Aviation Week

The Pentagon is gearing up to restructure Lockheed Martin Corp's F-35 Joint Strike Fighter program for a third time in three years with production of more than 120 more planes to be postponed to save money and allow more time for development. The latest changes should save the Pentagon about \$15 billion from fiscal 2013 through 2017 and will be part of the fiscal 2013 budget plan to be sent to Congress in February, according to three sources familiar with planning for the Pentagon's largest weapons program.

President Barack Obama will join Defence Secretary Leon Panetta at the Pentagon on Thursday to discuss overall defence budget cuts and a revamped military strategy. They are expected to mention the F-35 fighter plane and reiterate continued support for the program, but details of the restructuring plan and plans for other big weapons programs may not emerge until later this month, the sources said. The sources declined to be identified because they were not authorized to discuss the plans publicly ahead of the official release of the president's budget.

Last month, Vice Admiral David Venlet, the Pentagon's program manager for the F-35, told online journal AOL Defence that production of the new airplane should slow until what he called a "surprising" number of problems with it could be fixed.



Did Chinese cyber spying cause the F-35 Joint Strike Fighter's cost spikes and production delays? That's the question Pentagon budget officials are asking according to Aviation Week. Chinese spies apparently hacked into secure conference calls and listened to meetings discussing the classified technologies aboard the jets. In particular, China may have stolen info about the F-35's secure communications and antenna systems; leading to costly software

rewrites and other redesigns to compromised parts of the plane. The worst part, this problem isn't just limited to the F-35, though the program's size and the fact that it's information systems were apparently designed without any concern for cyber espionage made it an easy target.

Anyone who has been following US-China military relations and cyber warfare knows that China has been hacking into the networks of U.S. defense contractors and the Pentagon and rolling out brand new weapons like the J-20 stealth fighter. Before the intrusions were discovered nearly three years ago, Chinese hackers actually sat in on what were supposed to have been secure, online program-progress conferences, the officials say. The full extent of the connection is still being assessed, but there is consensus that escalating costs, reduced annual purchases and production stretch-outs are a reflection to some degree of the need for redesign of critical equipment. Examples include specialized communications and antenna arrays for stealth aircraft, as well as significant rewriting of software to protect systems vulnerable to hacking.



It is only recently that U.S. officials have started talking openly about how data losses are driving up the cost of military programs and creating operational vulnerabilities, although claims of a large impact on the Lockheed Martin JSF are drawing mixed responses from senior leaders. All the same, no one is saying there has been no impact. While claiming ignorance of details about effects on the stealth strike aircraft program, James Clapper, director of national intelligence, says that Internet technology has “led to egregious pilfering of intellectual capital and property. The F-35 was clearly a target,” he confirms. “Clearly the attacks ... whether from individuals or nation-states are a serious challenge and we need to do something about it.”

Australia joined the international Joint Strike Fighter (JSF) program in 2002 and expected to acquire around 100 aircraft to replace its Hornets and F-111s with delivery intended from 2012. That time line has now gone out the window. The RAAF is buying the conventional take-off and landing variant, the F-35A and it was expected that the aircraft would be operational some time in 2014.

It now seems the RAAF will have to wait until nearly 2020 (and it could be later) until its first aircraft is operational which is going to put everything under a bit of strain. With an aging fleet of F18's, 24 stop gap FA18's and no F111, the RAAF could be a bit short. Talk is the FA18 fleet, which itself is a multi-role aircraft, could be increased.

It seems only God and the Chinese really know what's going to happen.

Dead Stick landing

The attached video is of a dead stick landing of an F-16 at Elizabeth City in North Carolina. The runway at Elizabeth is fairly short, only 6,000 ft long (Williamtown is 8,000 ft), but qualifies for an “Emergency landing field” in the grand scheme of US aviation. Definitely not ideal for an emergency landing without an engine.

The video was taken from the Head-up-display camera which also has a voice recorder.

The aircraft was one of 4 F-16's on a training flight and were returning to their base after bombing practice at a nearby range. The pilot had reported a rough running engine and hoped it would continue to operate until he got the aircraft safely back on the ground. However, Murphy's Law took over and the engine stopped altogether.



The time from when the engine died, until the aircraft was on the ground, was only 3½ minutes, but you can bet to the pilot it felt like 3½ years.

The attached video begins as the flight is being followed on radar. The flight leader asks for the Elizabeth City tower UHF freq which is repeated as 355.6 and the entire flight switches to that freq. It is at that moment that the engine dies and the pilot activates the Emergency Power Unit (EPU) to maintain electric and hydraulic power. This unit is powered by [Hydrazine](#), the caustic fuel that Germany created in WW II to power their V-2 Rockets.

The engine died while the aircraft were 7 miles from Elizabeth Airport and was cruising at 9,000 ft. Fortunately, the weather was clear and the pilot had the airport in sight, so glide distance was not a problem, what was a problem was losing that 9,000ft in only 7 miles. In the video you can see how far the nose of the aircraft was below the horizon

The leader of the flight of 4 F-16's reminds the pilot of the stricken aircraft to jettison his external fuel tanks and got one of the other aircraft to mark the spot where they were dropped. The pilot has an enormous amount of work to do, he has to wash off the 9,000ft and set the aircraft up for landing, at the correct glide angle and speed, as there was no chance of 'going around' if he got it wrong. If he touched down too fast there was the distinct possibility that he would run off the end of the runway – as it is, he uses the full length.

You can watch the video [HERE](#).

Coffee: The person upon whom one coughs.

DFRDB and Pensions.

Vets Face the Poverty line.

George Ivory

The following letter appeared in the Townsville Bulletin on the 9th December, 2011. It seems no one in Canberra is listening or even interested – WHY???

A longstanding conflict with government over military pensions and the plight of military pensioners have driven the Australian Veterans and Defence Services Council reluctantly to break from its practice of more than 40 years. From its beginnings the council has restricted itself to a role of representing to the government function issues of concern to the ex-service community.

Council national president Rear Admiral Ian Crawford RAN (Retired) said: "the council has now taken the unusual step of making public the outcome of its case studies because of the despair at the response of government departments. These case studies are evidence of the distress being experienced by military pensioners through the inadequacy of the current system of indexation that condemns many military pensioners to incomes below the poverty line. The council is now releasing to the government, the parliament and the Australian people the outcome of its case studies conducted over the last two years. These case studies are evidence of the distress being experienced by military pensioners through the inadequacy of the current system of indexation.

The issue is over the inadequacy of indexation which inexorably draws more and more of the military superannuation community in their later years to the benchmark of poverty. If fair indexation is affordable for some 3.5 million age pensioners why is it not affordable for military superannuation pensioners?

From the case studies, the specific conclusions that can be drawn are:

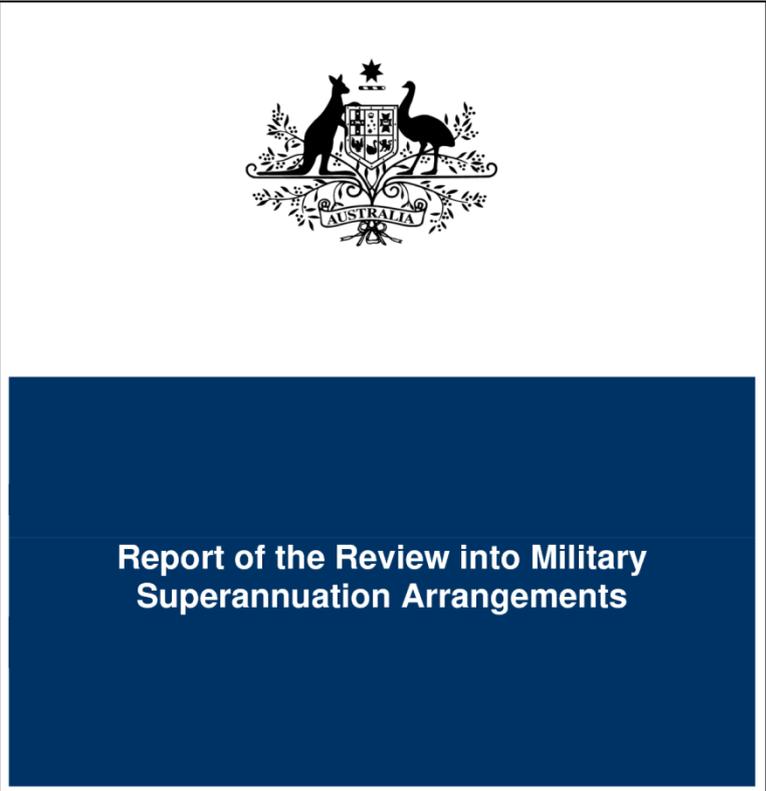
- While the military pension may have been adequate at the time of retirement the inappropriate indexation has meant that it has declined over time to maintain the expected quality of life.
- Non-commissioned officers who have retired after 20 years' service are receiving military pensions of less than \$25,000 and in some cases only in the order of \$15,000. A military pension of \$25,000 or \$480 a week is below the benchmark poverty line for a couple without children and not receiving the Age Pension or Disability Support Pension. For the June quarter 2011 this was \$597.24 a week.

These retired NCOs have found it more difficult to find long term employment to supplement their military pension.

Many remained serving for 20 years to access the service superannuation rather than leave earlier when employment as a younger person would have been easier to find. This continuation to pension age was encouraged by the services to ensure the availability of a hierarchy of experienced NCO leaders. Owing to their partners' postings and the remote locations of bases, few spouses of these retired military personnel had careers that might have contributed to the retirement income of the couple.

Owing to frequent postings, which were a feature of military service, many couples did not buy houses until retirement, when they had funds to use as a deposit. As a result they still have mortgages. Some officers and NCOs whose military superannuation benefits are insufficient to maintain a living standard have had to have recourse to Centrelink, some after having served to their compulsory retiring age, varying from 45 to 55. At this age many have found it particularly difficult to obtain civilian employment.

Since 1948, the serving military have had deductions from salary towards their retired pay and from 1973 this was at the rate of 5.5 per cent. This responsible provision for retirement was long before general community compulsory superannuation in the 1980s. This deduction and the low military salary levels that did not improve until the 1990s, left little disposable income to invest for retirement.



Examples:

- **Case A.** An NCO who retired at age 40 after 22 years' service and received an annual military superannuation payment of some \$13,500. Worked in various jobs but was able to accumulate only modest extra superannuation. Now retired with mortgage and military superannuation in the order of \$18,500.
- **Case B.** An NCO who retired at age 48 after 20 years' service and received an annual military superannuation payment of some \$10,000 which has now increased to \$20,000 per annum. Now receives a part age pension for self and spouse.

What then are the benefits of a retirement pension scheme to which the military personnel have paid 5.5 per cent of their salary if the pension is indexed less than the Age Pension? In some cases the amount of the pension is now less than the Age Pension and below the poverty line.

General conclusions:

The general conclusion from the case studies is that the current military pensions of NCOs and in many cases also officers, who retired during the 1960s, 1970s and 1980s are not adequate to maintain the purchasing power necessary to maintain reasonable living standards. Indeed the longer they have been in retirement the worse their situation because of the inadequacy of indexation. For these people there is an ongoing decline in quality of life. The longer they have been in retirement the closer they get to the poverty line.



The need is that military superannuation pensions must be increased twice a year by the same indexation as the age pension. They served when their country needed them. Now they need your help.

Health & Safety Test. I failed a Health and Safety course at work today. One of the questions was: "In the event of a fire, what steps would you take?" "Damn big ones" was apparently the wrong answer.

War Is Hell

Recently several US military personnel were charged with [urinating](#) on dead Taliban soldiers. The press, of course, had a field day – horror they screamed!!

At least one US politician had the good sense to speak out. His name is Rep. Allen West and he is a former Army lieutenant colonel. He sent a letter to the [Weekly Standard](#) which had the courage and good sense to publish it.

Allen West said:- “I have sat back and assessed the incident with the video of our Marines urinating on Taliban corpses. I do not recall any self-righteous indignation when our Delta snipers Shugart and Gordon had their bodies dragged through Mogadishu. Neither do I recall media outrage and condemnation of our Blackwater security contractors being killed, their bodies burned, and hung from a bridge in Fallujah.



“All these over-emotional pundits and armchair quarterbacks need to chill. Does anyone remember the two Soldiers from the 101st Airborne Division who were beheaded and gutted in Iraq?”

“The Marines were wrong. Give them a maximum punishment under field grade level Article 15 (non-judicial punishment), place a General Officer level letter of reprimand in their personnel file, and have them in full dress uniform stand before their Battalion, each personally apologize to God, Country, and Corps videotaped and conclude by singing the full US Marine Corps Hymn without a teleprompter.”

“As for everyone else, unless you have been shot at by the Taliban, shut your mouth, war is hell.”

Conjoined twins walk into a pub in Sydney and park themselves on a bar stool. One of them says to the bartender, "Don't mind us, were joined at the hip. I'm John, he's Jim. Two VB thanks." The bartender, feeling slightly awkward, tries to make polite conversation while pouring the beers. "Been on holiday yet, lads?" "Off to the States next month," says John. "We go to the

States every year, hire a car, and drive for miles, don't we, Jim?" Jim agrees. "Ah, The States!" says the bartender. "Wonderful Country ... the climate, the beer, the culture..." "Nah, we don't like that American crap," says John. "Pies, peas and VB, that's us, eh, Jim? And we can't stand the Yanks; they're so arrogant and rude, not civil and polite like us Aussies." "So why keep going to The States?" asks the bartender. "Cause It's the only chance Jim gets to drive."

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Allan George's Gems

Jack Kirby, CSM.

Martin Walsh

Jack Kirby, DCM, CSM D Coy 6RAR, was born in Lewisham in NSW in February, 1935. As a young bloke he joined the Army and at the age of 31, was posted to Vietnam in June 1966, just in time to be part of the Long Tan battle where he showed courage and bravery beyond the normal call of duty.



Throughout the battle “Big Jack” Kirby disregarded his own safety many times while distributing ammunition to his troops and he continuously exposed himself to enemy fire to carry wounded Australian's over his shoulder back to the Company Aid Post. At a critical point in the battle, Kirby rushed out of the D Coy perimeter to silence a wheeled enemy heavy machine gun which was setting up less than 50 metres from the Australians. He knew that once set up, this gun would be able to strafe and decimate the Australians. Kirby killed the enemy machinegun crew, rushed back and continued to carry on handing out ammunition, moving around the entire company position and

giving out words of encouragement to the D Coy soldiers.

- When many of D Coy's soldiers were down to 15 rounds each, 9 Sqn's choppers delivered the much needed ammunition which landed in the centre of D Coy's position, only metres away from Kirby. It was needed at once so Kirby and a Sgt Neil unpacked the ammunition and delivered it around to the troops.
- Kirby noticed a wounded machine gunner, Private Webb and ran up to the exposed position, picked up the tall soldier and carried him back to the Company Aid Post. Webb's M60 machinegun could not be retrieved so Kirby had to put it out of action by firing a few rounds into it.
- With the ammunition starting to run low again, Kirby went over to the three man New Zealand forward artillery party and took their unused magazines, leaving them one magazine each.

The tragedy of the Jack Kirby story is that he was killed, six months after the Battle of Long Tan, in February 1967, by a friendly artillery salvo misdirected by an inexperienced New Zealand artillery officer. He was awarded the Distinguished Conduct Medal (DCM) for his

actions at Long Tan but many of the veterans, historians and his former commanding officer, Lt Col Harry Smith (RTD) agree that Kirby should have been cited and awarded a Victoria Cross. Unfortunately, immediately after the battle, Harry Smith was only given 18 hours to write and submit all of the citations for his men. Harry did suggest to 6RAR Commanding Officer Lt Col Colin Townsend (right) that Kirby should have got a VC but Townsend said he would only sign a DCM citation.



(Isn't it good having compassionate people like Townsend in charge!!!! – tb)

There have been many precedents for the upgrading of gallantry medals to soldiers throughout all wars (recently some of the other Long Tan veterans) and many believe that Jack Kirby's gallant and heroic actions at Long Tan are well deserving of a Posthumous Victoria Cross. Lastly, not a single Victoria Cross was awarded to any soldier in the Task Force, despite 500 men being killed in action.



Keith Payne, Kevin Wheatley, Ray Simpson and Peter Badcoe were awarded a Victoria Cross in Vietnam but they were part of the Australian Army Training Team Vietnam (AATTV) and not 1 Australian Task Force.

PS. I spoke to a "Digger" who was at Nui Dat at the time and asked him if he knew Jack Kirby, this is what he had to say – tb

"No Mate, I never met Jack Kirby but I did know of him. His name was bandied around at the time as someone who should have been awarded the VC. You have got to realise that at the time, for a few days after the battle the "Furphy's" were flying around thick and fast. I didn't realise that Harry Smith only had a couple of days to nominate men for awards, to be fair and true he would have needed weeks to interview all concerned and rule out any "bullsh", and there was plenty of that flying about. All the officers and men that were nominated for awards had them cut back one step, eg; Harry Smith and Bob Buick were originally nominated for DSO's but received the lesser Military Cross and Military Medal respectively. Brig. Jackson [Task Force Commander] received a DSO, as far as I know he didn't leave his tent. Lt. Col. Townsend awarded himself the DSO, he at least went out to the battlefield when it was all over. Townsend's only claim to fame was that he was the commanding officer of 6 RAR, in fact if his instructions were followed to the letter, I wouldn't be here today, and neither would several hundred other diggers.

The real heroes of that battle were...Harry Smith, Bob Buick, Jack Kirby, those two RAAF helicopter crews and the NZ artillery Captain who so brilliantly [on Bob Buick's instructions] fired those first few rounds in between Buick's men and the enemy and to a lesser degree Dave Saben and the other platoon commanders and of course all who were there.....especially the Diggers who died.

It really "pisses me off" when I think of those officers grabbing unearned glory while the real heroes have to fight for many years to get theirs.

The older I get the more that battle means to me, I guess I look back on my life of full and plenty and think of the young lives lost that day.....”

Long Tan Disgrace!

On the 18th of August 1966 at Long Tan, Vietnam, D Company of the 6th Battalion, Royal Australian Regiment, mainly made up of Australian National Servicemen and at that time located to support the American Army, fought a battle against the Viet Cong. In this action D Company lost 18 men killed and 24 injured. The Viet Cong dead numbered in excess of 245. The Australian lines were never crossed. The Viet Cong withdrew.



American President Johnson and US Army Staff recognised the achievement by awarding the Unit Citation of Gallantry on 30th May 1968.



The Award was formally accepted by Queen Elizabeth in 13th June 1968. Prime Minister, John Gorton, made the formal presentation of this American Citation to the Battalion at Lavarack Barracks, Townsville on 18th August 1968.

On the 31st of March 2010, D Company of the 6th Battalion, Royal Australian Regiment were belatedly awarded the Australian version of "Unit Citation for Gallantry" (UCG) honouring their extraordinary deeds at Long Tan.

The Government however refused to approve travel payment for the surviving Unit Members or their families, including the families of deceased Unit Members, in order that they be present at the UCG Presentation Ceremony presided over by the Governor General of Australia.



In February 2011 the same Government of Australia footed the Funeral Bill to bury the illegal boat people, who tragically perished on Christmas Island. This included flying surviving family illegals and survivors to and from Sydney and Christmas Island, accommodating them, etc etc, plus a Coach tour of Sydney thrown in.

The Canberra Politburo had waited 45 years to publicly acknowledge the bravery and sacrifice of these Sons of Australia and then immediately 'shit' on their memory by wetting themselves to appease the feelings of boat illegals forcing entry into our country.



Now we witness what can only be described as attempted political face saving, by this same Government, [sponsoring a TV Documentary](#), to celebrate our Armed Forces accomplishments at Kapyong, Korea in 1951. This will see our Prime Minister and the entire Priministerial Entourage fly in a [RAAF plane to Korea](#) to mark this 60th Anniversary.

What Hypocrisy!!! What a Blatant Affront to the feelings of our Nation's serving Armed Forces, Past and Present.

My wife told me to go to the doctors and get some of those little blue tablets that would put a zing back into our sex life. You should have seen her face when I came back and tossed her some diet pills! I'm still looking for a place to live.

C130 Gear Collapse.

Back in April 2004, a C-130, belonging to the Air National Guard, in Minneapolis, which was on a routine local training flight, had to circle Minneapolis for a while because of landing gear problems. The crew manually wound down the undercarriage, (about a million turns with a speed brace) and the aircraft lined up and landed normally, but as it began to taxi toward the National Guard apron, the right-side main landing gear collapsed. The right wing hit the ground, causing the number four engine's propeller to strike the runway. (Aircraft engines are numbered from the left to the right). The prop mounting bolts sheared off, the prop assembly separated from the driveshaft and the engine ran away (overspeed) and caught fire.

The most impressive thing about the incident was how the pilots shut down the remaining three engines, feathered the props and left their aircraft all in about 30 seconds – though why one of the crew decided to leave via the top hatch is a bit of a mystery.

See the video [HERE](#)

After being married for thirty years, a wife asked her husband to describe her. He looked at her for a while ... then said, "You're A, B, C, D, E, F, G, H, I, J, K." She asks ... "What does that mean?" He said, "Adorable, Beautiful, Cute, Delightful, Elegant, Foxy, Gorgeous, and Hot". She smiled happily and said ... "Oh, that's so lovely ... What about I, J, K?" He said, "I'm Just Kidding!" The swelling in his eye is going down and the doctor is fairly optimistic about saving his testicles.



Woodward Avenue in Detroit, Michigan, carries the designation M-1, so named because it was the first paved road anywhere.

The first American Jet.

Prior to World War 2, Germany, the UK and the US were pouring resources into developing a jet aircraft. The Bell Company, which had designed and built the [P39](#), (right) which was on loan to and which proved itself with the Russian Air Force, was the first to have a jet aircraft flying in the US. Their aircraft was called the P-59 Airacomet but the US Army Air Force was not impressed with its performance and cancelled the contract when fewer than half of the aircraft ordered had been produced.



Although no P-59s went into combat, it paved the way for another design generation of U.S. turbojet-powered aircraft and was the first turbojet fighter to have its turbojet engine and inlet nacelles integrated within the main fuselage.



nacelles integrated within the main fuselage.

Early in 1941, Major General Henry H. "Hap" Arnold, of the US Army, had become aware of the UK's jet program and he arranged to attend a demonstration of the Gloster E.28/39 in April 1941. He requested and was given, the plans for the aircraft's power plant which he took back to the U.S. On 4

September, he offered the U.S. company General Electric a contract to produce an American

version of the engine. On the following day, he approached the Bell Aircraft Corporation and asked them to modify their aircraft to take the new engine. Bell agreed and set to work and the design was finalized on 9 January 1942, and construction began.

On 12 September 1942, the first XP-59A was sent to Muroc Army Air Field (today, Edwards Air Force Base) in California by train for testing. The aircraft first became airborne during high-speed taxiing tests on 1 October with Bell test pilot Robert Stanley at the controls, although the first official flight was made by Col Laurence Craigie the next day. Over the following months, tests on the three XP-59As revealed a multitude of problems including poor engine response and reliability (common shortcomings of all early turbojets), insufficient lateral stability, i.e., in the roll axis, and performance that was far below expectations. Chuck Yeager flew the aircraft and was dissatisfied with the speed, but was amazed at the smooth flying. Nevertheless, even before delivery of the YP-59As in June 1943, the USAAF ordered 80 production machines, designated "P-59A Airacomet".

Although the aircraft had the UK copy engine, when compared to the initial aircraft, the improvement in performance was negligible with only a five mph increase in top speed and a decrease in service-before-overhaul time. One was sent to the UK and swapped for one of their Meteors. The British pilots found that the US aircraft compared very unfavourably with the Meteor and in fact compared unfavourably with the propeller-driven P-51 Mustang.

The US Navy also tested the aircraft but quickly found it was completely unsuitable for carrier operations so after negotiations between the US Gov't and Bell, 50 production Airacometes were completed and assigned to the 412th Fighter Group to familiarize pilots with the handling and performance characteristics of jet aircraft. By 1950, not one of the aircraft was airworthy and disposal began.

While the P-59 was not a great success the type did give the USAAF experience with the operation of jet aircraft in preparation for the more advanced types that would shortly become available.

Click [HERE](#) to see a short video of the aircraft in flight.



The full name for the city of Los Angeles is:

El Pueblo de Nuestra Senora la Reina de Los Angeles de Porciuncula, which when translated from the Spanish is:

The Town of Our Lady Queen of Los Angeles Porciuncula.

Wear Your seatbelt

There is a "wear your seatbelt" ad doing the rounds in the UK, it was done by a young bloke, who was not hired to do it, but who did it because the cause was important to him. He came up with this idea and now it's being hailed across the world as a "beautiful" commercial. The video has become so popular with the general public that people are forwarding it to friends/family on their own so quickly that it has spread all over the world in a very short time. You can see it [HERE](#).

The two pebbles.

There is a difference between logical thoughts and "lateral" thoughts. Someone has done a wonderful Power Point presentation to illustrate the principle and you can see it [HERE](#)

Dear Lord, I pray for Wisdom to understand my man; Love to forgive him and Patience for his moods, because, Lord, if I pray for strength, I'll beat the mongrel to death. AMEN

Global warming??

[David Rose](#)

01 Feb 2012

Forget global warming - it's Cycle 25 we need to worry about and if NASA scientists are right the Thames will be freezing over again. The supposed 'consensus' on man-made global warming is facing an inconvenient challenge after the release of new temperature data showing the planet has not warmed for the past 15 years. The figures suggest that we could even be heading for a mini ice age to rival the 70-year temperature drop that saw frost fairs held on the Thames in the 17th Century.



Based on readings from more than 30,000 measuring stations, the data was issued last week without fanfare by the London Met Office and the University of East Anglia Climatic Research Unit. It confirms that the rising trend in world temperatures ended in 1997. A painting (left), dated 1684, by Abraham Hondius depicts one of many frost fairs on the River Thames during the mini ice age.

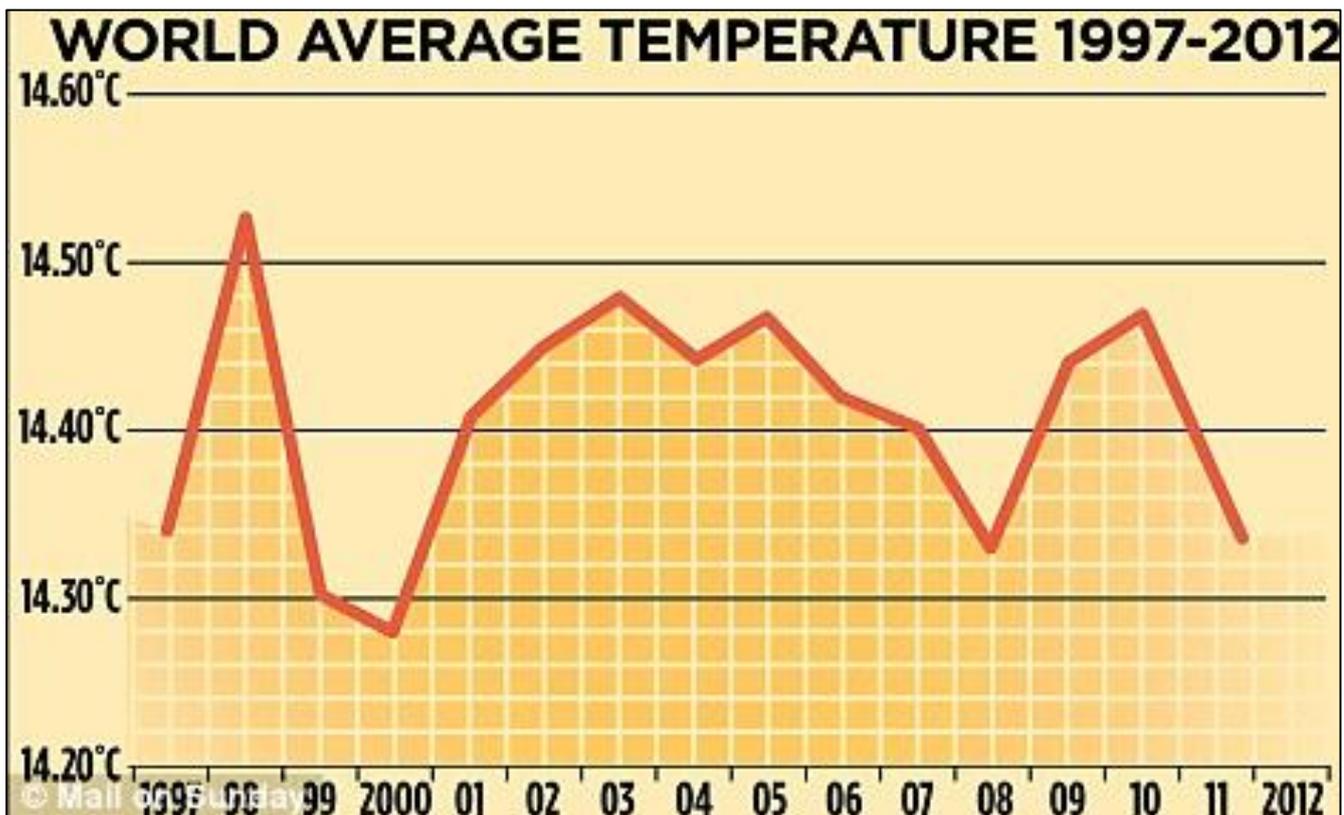
Leading climate scientists recently told the London paper, *The Mail on Sunday*, that, after emitting unusually high levels of energy throughout the 20th Century, the sun is now heading

towards a 'grand minimum' in its output, threatening cold summers, bitter winters and a shortening of the season available for growing food. Solar output goes through 11-year cycles, with high numbers of sunspots seen at their peak.

We are now at what should be the peak of what scientists call 'Cycle 24' – which is why January's solar storm resulted in sightings of the aurora borealis further south than usual. But sunspot numbers are running at less than half those seen during cycle peaks in the 20th Century.

Analysis by experts at NASA and the University of Arizona – derived from magnetic-field measurements 120,000 miles beneath the sun's surface – suggest that Cycle 25, whose peak is due in 2022, will be a great deal weaker still.

According to a paper recently issued by the London Met Office, there is a 92 per cent chance that both Cycle 25 and those taking place in the following decades will be as weak as, or weaker than, the 'Dalton minimum' of 1790 to 1830. In this period, named after the meteorologist John Dalton, average temperatures in parts of Europe fell by 2C. However, it is also possible that the new solar energy slump could be as deep as the 'Maunder minimum' (after astronomer Edward Maunder), between 1645 and 1715 in the coldest part of the 'Little Ice Age' when, as well as the Thames frost fairs, the canals of Holland froze solid.

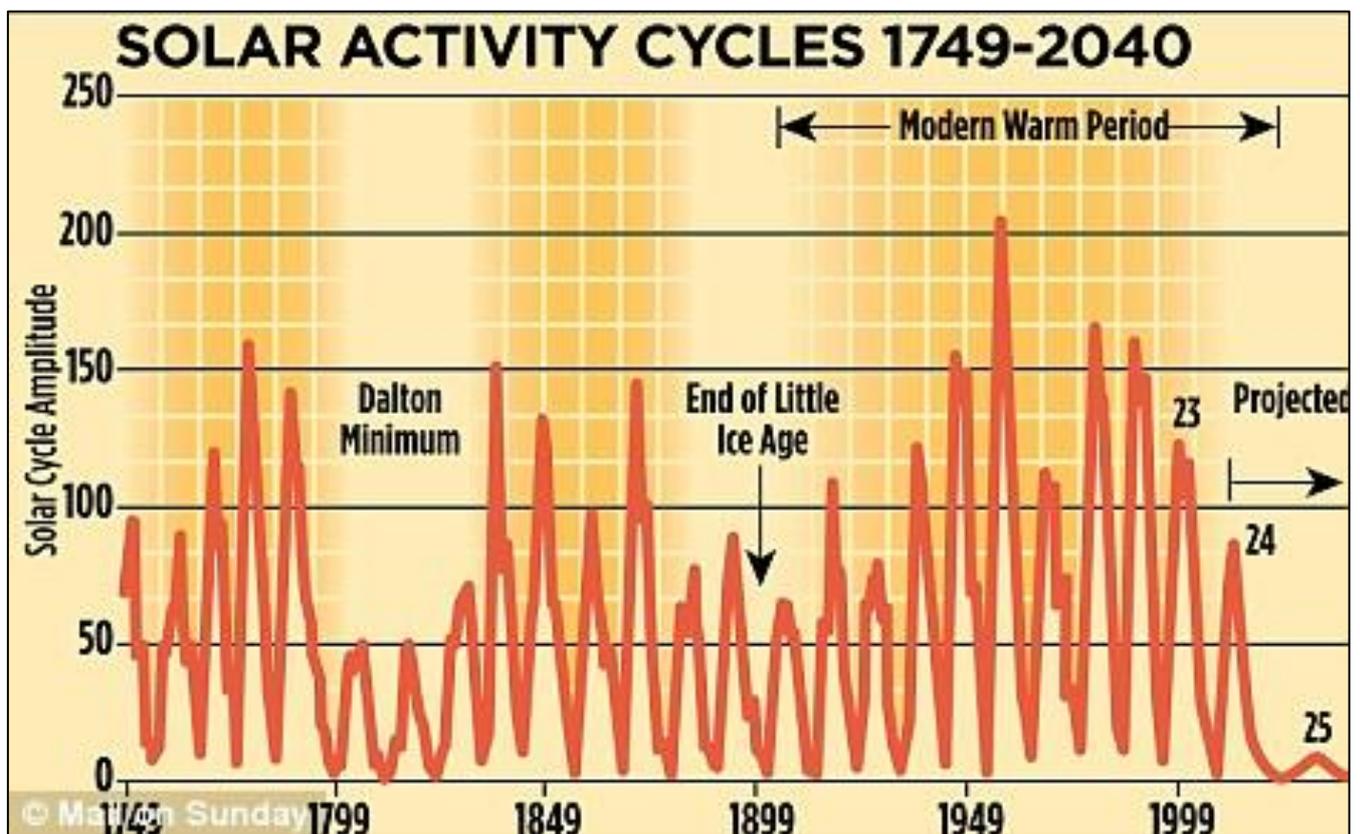


Yet, in its paper, the Met Office claimed that the consequences now would be negligible, because the impact of the sun on climate is far less than man-made carbon dioxide. Although the sun's output is likely to decrease until 2100, 'This would only cause a reduction in global temperatures of 0.08C.' Peter Stott, one of the authors, said: 'Our findings suggest a reduction of solar activity to levels not seen in hundreds of years would be insufficient to offset the dominant influence of greenhouse gases.'

These findings are fiercely disputed by other solar experts.

‘World temperatures may end up a lot cooler than now for 50 years or more,’ said Henrik Svensmark, director of the Center for Sun-Climate Research at Denmark’s National Space Institute. ‘It will take a long battle to convince some climate scientists that the sun is important. It may well be that the sun is going to demonstrate this on its own, without the need for their help.’ He pointed out that, in claiming the effect of the solar minimum would be small, the Met Office was relying on the same computer models that are being undermined by the current pause in global-warming.

CO2 levels have continued to rise without interruption and, in 2007, the Met Office claimed that global warming was about to ‘come roaring back’. It said that between 2004 and 2014 there would be an overall increase of 0.3C. In 2009, it predicted that at least three of the years 2009 to 2014 would break the previous temperature record set in 1998.



So far there is no sign of any of this happening but only recently a London Met Office spokesman insisted its MODELS were still valid. ‘The ten-year projection remains groundbreaking science. The period for the original projection is not over yet,’ he said.

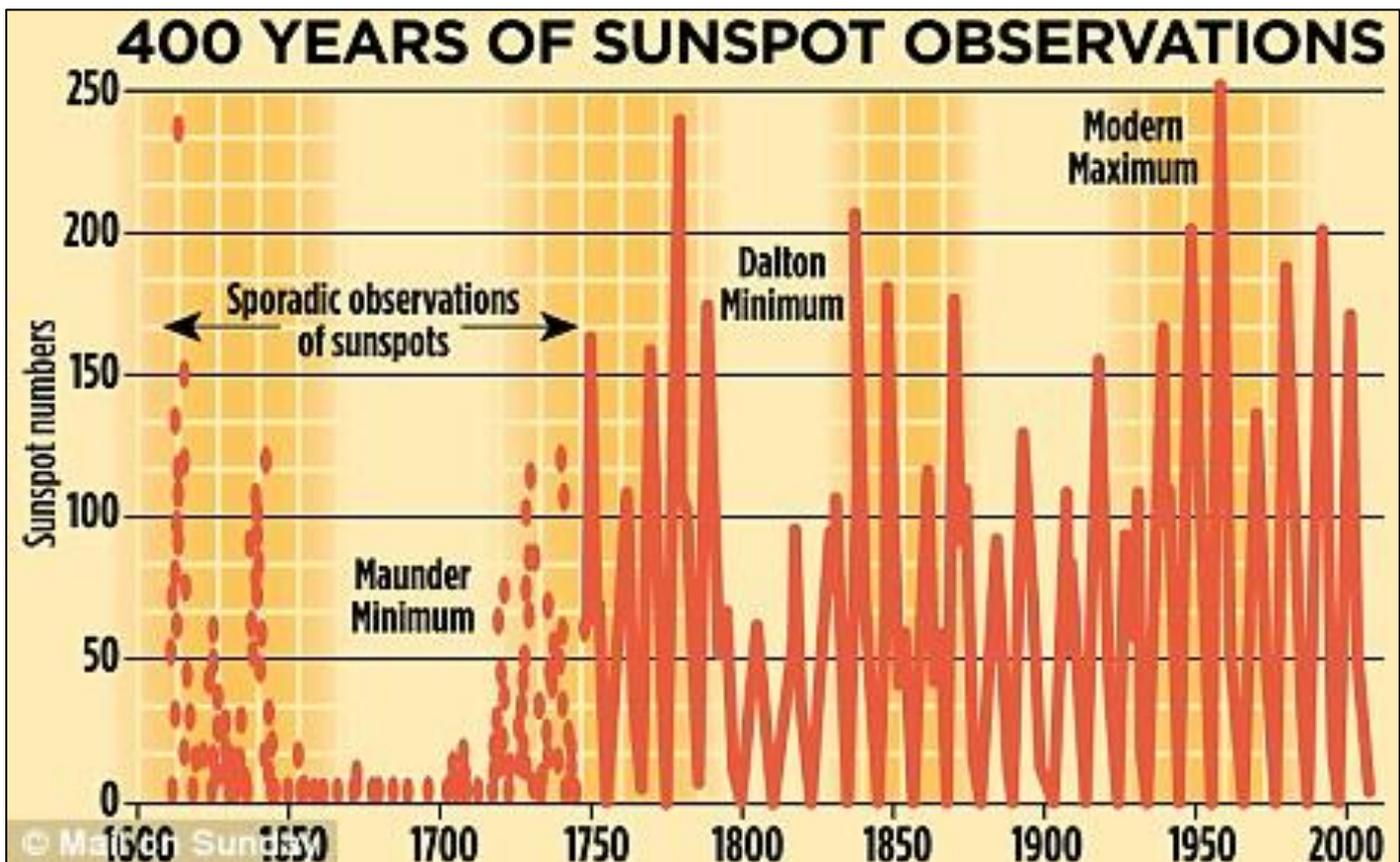
Dr Nicola Scafetta, of Duke University in North Carolina, is the author of several papers that argue the Met Office climate models show there should have been ‘steady warming from 2000 until now’. ‘If temperatures continue to stay flat or start to cool again, the divergence between the models and recorded data will eventually become so great that the whole scientific community will question the current theories,’ he said. He believes that as the Met Office model attaches much greater significance to CO2 than to the sun, it was bound to conclude

that there would not be cooling. ‘The real issue is whether the model itself is accurate,’ Dr Scafetta said.

Meanwhile, one of America’s most eminent climate experts, Professor Judith Curry of the Georgia Institute of Technology, said she found the Met Office’s confident prediction of a ‘negligible’ impact difficult to understand. ‘The responsible thing to do would be to accept the fact that the models may have severe shortcomings when it comes to the influence of the sun,’ she said. As for the warming pause, she said that many scientists ‘are not surprised’.

She argued it is becoming evident that factors other than CO2 play an important role in rising or falling warmth, such as the 60-year water temperature cycles in the Pacific and Atlantic oceans. ‘They have insufficiently been appreciated in terms of global climate,’ she said. When both oceans were cold in the past, such as from 1940 to 1970, the climate cooled. The Pacific cycle ‘flipped’ back from warm to cold mode in 2008 and the Atlantic is also thought likely to flip in the next few years.

Pal Brekke, senior adviser at the Norwegian Space Centre, said some scientists found the importance of water cycles difficult to accept, because doing so means admitting that the oceans – not CO2 – caused much of the global warming between 1970 and 1997. The same goes for the impact of the sun – which was highly active for much of the 20th Century.



‘Nature is about to carry out a very interesting experiment,’ he said. ‘Ten or 15 years from now, we will be able to determine much better whether the warming of the late 20th Century really was caused by man-made CO2, or by natural variability.’

Meanwhile, since the end of last year, world temperatures have fallen by more than half a degree, as the cold 'La Nina' effect has re-emerged in the South Pacific. 'We're now well into the second decade of the pause,' said Benny Peiser, director of the Global Warming Policy Foundation. 'If we don't see convincing evidence of global warming by 2015, it will start to become clear whether the models are bunk.

And, if they are, the implications for some scientists could be very serious.'

How Much Do You Know About Golf???

This is multiple choice. If you select a wrong answer, the ball moves only so far down the fairway and stops and you are charged with one stroke. Keep selecting the answers that you think are correct and the ball moves down the fairway until you get the right answer and the ball goes in the hole. If you have the correct answer right away, the ball goes directly in the hole- a hole in one.

To play [click here!!!!](#)

Is this for real??



The sound is all in Japanese but the subtitles are in English so you will understand fully what is going on. The Japanese reckon they can turn plastic containers, bottle tops, bags, all and any plastic waste BACK into usable oil (where it came from originally).

Have a look at [THIS](#).

However, being the world's greatest skeptic.....I doubt it!!!

What Really Happened Aboard Air France 447?

For more than two years, the disappearance of Air France Flight 447 over the mid-Atlantic in the early hours of the 1st June, 2009, remained one of aviation's great mysteries. How could a technologically state-of-the-art airliner simply vanish? After many months of searching, they finally found the black box and when they played the audio they could not believe what they were hearing, it just seems the pilots forgot how to fly an aircraft.

You can read some of the audio [HERE](#).

You can run – but you can't hide!!

This is impressive, 2.5 miles away, at night and it looks like they are right there. Heck of a weapon. The pictures were taken from an AC-130 Specter gunship. The people in the picture are setting up a roadside bomb and planning to ambush an American convoy which followed a short while after the pictures were taken. They were setting up for the ambush and were pacing off the distance from the bomb to where the convoy was to pass by.

The marksmanship with those electronically controlled 40mm cannons are astounding. Click [HERE](#), turn your sound up.

Atlantis – Space Shuttle.

Here is your chance to have a look at the insides of one of the amazing Space Shuttles which has been decommissioned and on its way to the Kennedy Space Centre Visitor Complex,.



Atlantis, which flew the final mission of NASA's 30-year shuttle program, is now being prepared for its public display at the Kennedy Space Center Visitor Complex in Florida. Its insides were pulled out to ensure it is safe for exhibit, as well as significantly lighten it for its

planned steep-angled display, Atlantis is scheduled to be powered down this week for the final time.

The following photo gallery starts on Atlantis' flight deck, and then proceeds to its now mostly empty middeck, out into and above the 60-foot payload bay, and then around and under the winged spacecraft. The gallery offers an impressive tour of the shuttle and it's mind-boggling array of buttons, controls, and compartments. Click [HERE](#).

'It's just too hot to wear clothes today,' the husband says as he stepped out of the shower, what do you think the neighbours would think if I mowed the lawn like this?' he says to his wife. Probably that I married you for your money,' she replied.

Old 666.

There were lots of heroic acts undertaken during WW2. Every day normal people were put in situations which required them to undertake acts of amazing bravery against impossible odds, to put themselves in terrible situations which most of us can only wonder about and to thank all the Gods that we weren't there.

One can only imagine the terror experienced by these people. Most of these heroic acts have gone un-noticed and un-recorded, but fortunately, one such act was noticed and someone has taken the time to record it on film.

You can see it [HERE](#).

Sam's Lamb.

Big [Sam Kekovich](#), the ex North Melbourne/Collingwood footballer, has released his 2012 "Aussie Lamb" commercial, we don't think it is as good as previous ones. Click the pic below to see the 2012 version and click [HERE](#) to see the first one which was released in 2005.

You know it makes sense!!

A NEW WORD

Ineptocracy (in-ep-toc'-ra-cy) - a system of government where the least capable to lead are elected by the least capable of producing, and where the members of society least likely to sustain themselves or succeed, are rewarded with goods and services paid for by the confiscated wealth of a diminishing number of producers.



Wherever your are:

In the UK, 100 wives and girlfriends of servicemen in Afghanistan were brought together for a TV series under the wing of choirmaster Gareth Malone. They sang a song called “**Wherever You Are**” the lyrics of which were taken from love poems which were written between the women and their absent husbands. Royal Wedding composer Paul Mealer wrote the music.

It puts a lump in your throat – see and hear it [HERE](#).

Q: What do you call a handcuffed man?

A: Trustworthy.

Q: What does it mean when a man is in your bed gasping for breath and calling your name?

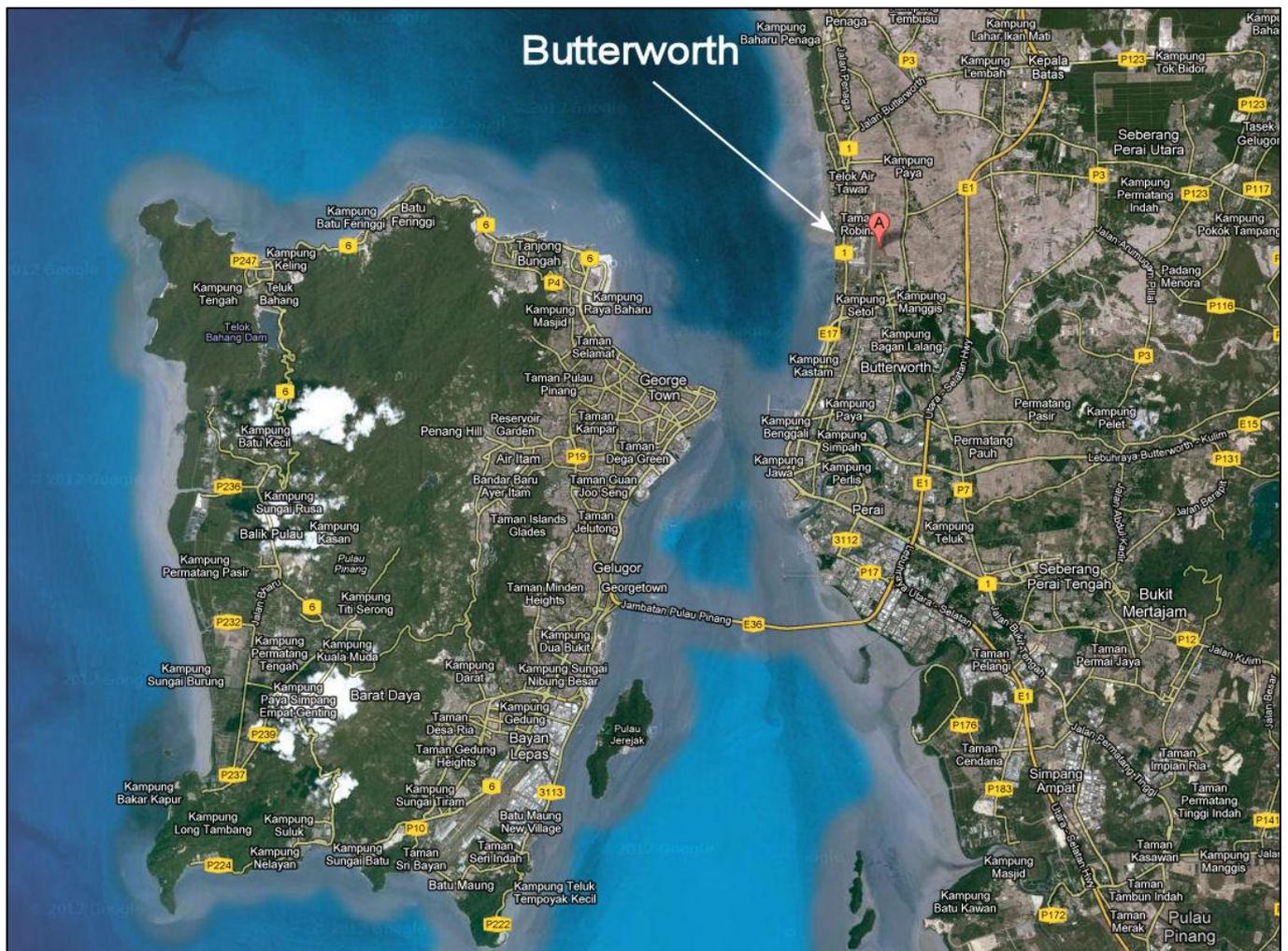
A: You are not holding the pillow down hard enough.

Q: How do you keep your husband from reading your e-mail?

A: Rename the email folder 'Instruction Manuals'

Butterworth revisited.

In 1950, the British Government made a formal request to the Australian Government, then led by PM Bob Menzies, for Australia to provide a military presence in Malaysia to help combat the increase in build-up of Communist Troops. The Aust Gov't turned to the RAAF as unlike the people in the regular Army, whose terms of enlistment confined their employment to Australia (poor petals), the RAAF could be sent overseas as and when required. Initially the RAAF hoped to locate only the supporting units permanently to Butterworth, with the flying squadrons rotating from Australia every three months. That was the cheapest option, reducing by about two-thirds the need for family removals, married quarters, medical services and schooling. As Malaya was an 'operational' zone, albeit a fairly benign one, there were also perceived advantages in keeping families out of the area. However, Defence Minister Sir Philip McBride rejected the Air Force's proposal and it was decided that the RAAF would base three operational squadrons permanently in Malaya.



In the interests of Australia's longer term national security, keeping the United Kingdom involved in Southeast Asia was considered far more important than worrying about the costs associated with developing Butterworth and paying for several hundred RAAF dependants to live there.

The Law of Mechanical Repair - After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Cabinet decided that the Canberra Squadron should deploy permanently to Butterworth in July 1958 and the Sabres would follow between November 1958 and February 1959. When the Canberras arrived, the Lincolns of No. 1 Squadron returned to Amberley after eight years in Singapore.

Butterworth airfield is located near the township of Butterworth (Click the pic above) which is opposite the island of Penang in Malaysia. The RAF built the airfield and moved in, in 1941, but lost it soon after, then reclaimed it after the defeat of Japan in 1945. The base then played a major part in the defeat of the Communist terrorists during the Malayan Emergency (1948 to 1960). Following the Independence of Malaya, the RAF continued to use the base, sharing it with the RAAF. In 1955 a new north- south runway was built by an RAAF Airfield Construction Squadron.

In 1957, the RAF passed ownership of the airfield to the RAAF and it was renamed RAAF Station Butterworth and became the home to many RAAF personnel and their families. Although they had passed ownership over to the RAAF, the RAF maintained a considerable presence at the base, their 33 Sqn provided ground to air defence with Bloodhound missiles (right) which were into Butterworth in 1965 and the Sqn was disbanded in 1969. They also kept a Sqn of Hawker Sidley Hunters as a ground attack aircraft and the RAF Vulcans and Canberras were kept on to provide bombing support. They also had a chopper presence to provide SAR support.



In October 2008, the RAAF handed ownership of the airfield over to the Royal Malaysian Air Force but continues to maintain a presence at the airfield as part of Australia's commitment to the Five Power Defence Arrangement (United Kingdom, Australia, New Zealand, Malaysia and Singapore).

Richard Harcourt, who unfortunately recently lost his wife to cancer, was a radio bod with the Pommie Air Force. He spent a lot of time in Butterworth and judging from the number of photos he has taken, he must have walked everywhere with an AVO in one hand and a camera in the other. His photos turn up all over the place, on web sites everywhere. He has sent us some of the following which will, we're sure, bring back a lot of fond memories to a lot of good people.

The Boatie was officially the "RAAF Butterworth Yacht Club", and in days of old was part of the RAAF establishment. It had some small boats and provided the marine SAR for the RAAF and was also the 'hub' for single men at Butterworth. It is now part of the RMAF complex.



The Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.

Sabres on the Flight Line at Butterworth, Malaysia, 1966. (Penang Island is in the background across the strait.)



The Law of Random Numbers - If you dial a wrong number, you will never get a busy signal - and someone will always answer.

During the 1960s four Australian flying squadrons were based at Butterworth as part of the Far East Strategic Reserve (FESR).

The largest unit was No. 78 Wing, which comprised the Sabre-equipped No. 3 Squadron and No. 77 Squadron. The other flying units were No. 2 Squadron, which operated Canberra bombers and a small number of Dakota transports as well as the UH-1 Iroquois equipped No. 5 Squadron. 78 Wing and 2 Squadron had been based at Butterworth since 1958 and No. 5 Squadron arrived in 1964 in response to one of the Malaysian Government's requests for assistance.



Known by the polite British euphemism of 'emergency', the armed struggle in Malaya from 1948 to 1960 was in fact a war. It was termed an "Emergency" purely for financial and political reasons as insurance policies commonly in force at the time became void in the event of a civil 'war' but remained valid during a civil 'emergency'.

The use of the title 'emergency' also gave a clue to another distinctive aspect of the conflict. Following his appointment in September 1948 as high commissioner of the Federation of Malaya - in effect, as the country's ruler - the British diplomat Sir Henry Gurney decided the armed forces were not going to control the war.

Because the conflict was motivated by ideological differences, Gurney believed British strategy would have to emphasise 'armed support for a political war, not political support for an army war'. The armed forces' role would be to help the government restore law and order, an important distinction from the more common role of defeating the enemy militarily.

The Variation Law - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now.

The Swimming pool on the base, 1966.

With Butterworth situated a bare 5 degrees north of the equator, the climate ranged from hot with lots of humidity to damn hot with lots more humidity, so the base pool was constantly in demand and was always kept spick and span.



Today, unfortunately, it is not quite as good as it was and it would be a very unwise parent who allowed his/her child to cool off in the tranquil green waters, though it's probably nothing that a couple of million litres of chlorine and two truckloads of DE wouldn't fix.





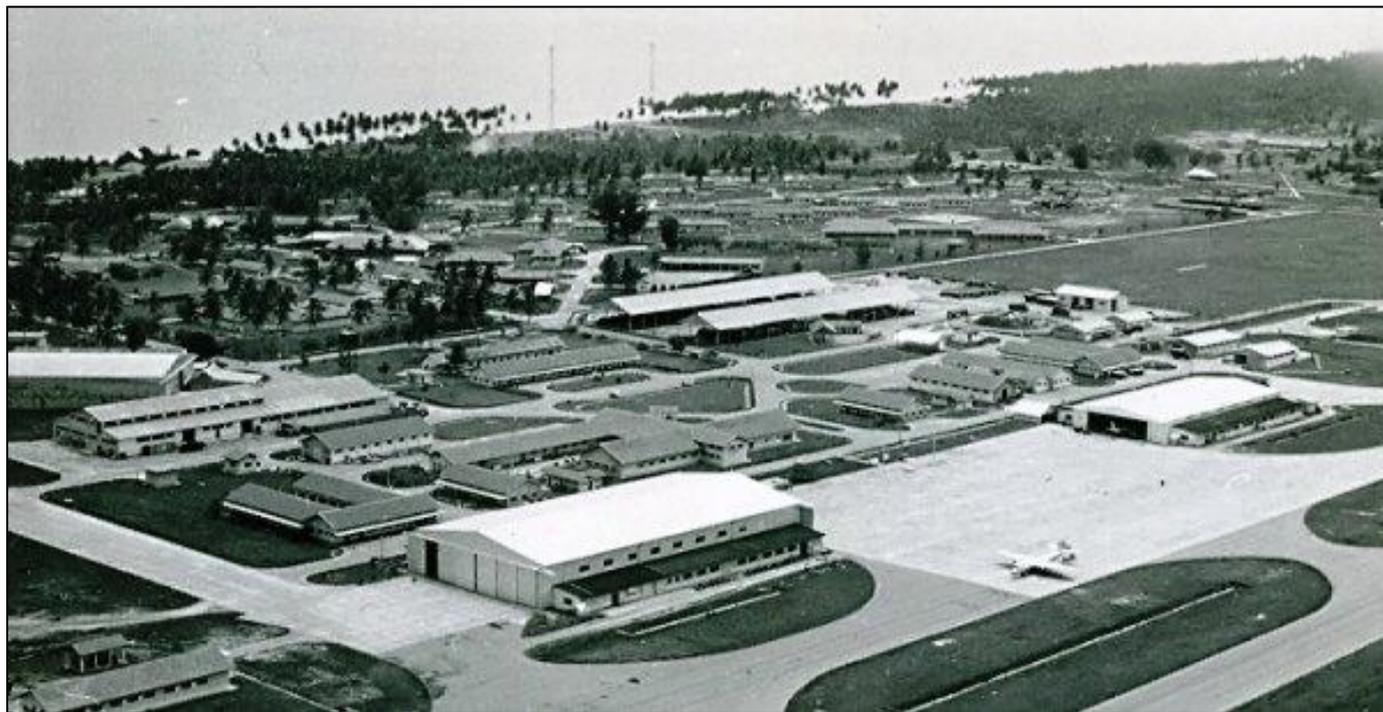
2 Squadron.

In 1958, No 2 Squadron moved to Butterworth. Its arrival was too late to participate in the Malayan Emergency, by this time the communist insurgency was all over, but it provided security during the 1960's, when tensions with Indonesia and the newly-independent Malaysia resulted in a period of "Confrontation" between Commonwealth and Indonesian forces.





Aerial photos showing some of the hangars, workshops and hard standings and below, with the two 220 ft masts supporting the non-direction beacon (NDB) in the distance.



Murphy's Law of Lockers - If there are only 2 people in a locker room, they will have adjacent lockers.

There were a number of NDB's around the Indian Ocean area which had been installed and which were maintained by the RAF. Normally, each major airport would have one.

These were used as important navigational aids by aircraft and shipping. Each beacon transmitted its own distinctive signal 24 hours a day, seven days a week, 365 days a year. The transmitted non-directional signal was superimposed with a Morse code identifier which could be received by an Automatic Direction Finder (ADF) on board an aircraft or ship thus allowing it to calculate its position when travelling across the vast open ocean.



Although not all that accurate, they were a very useful aid back in the 1960's. A pilot or ship's captain would tune into one (log on hadn't been invented yet) and this would give him/her a bearing from the NDB to his aircraft/ship. As the pilot/captain knew the exact position of the NDB, he could draw a line on his map away from the NDB on the heading shown on his ADF and he then knew he was somewhere on that line. Although handy to know, that was completely useless as he/she could be 50 miles away or 150 miles away from the beacon. So, what he/she would then do is tune into another NDB some distance away from the first and repeat the procedure. He/she would then have two lines which would cross somewhere on his map – and where they crossed was where he/she was.

Normally the pilot/captain would repeat the procedure 3 times, using 3 different NDB's. This would usually result in a small triangle where the lines crossed, (this was called triangulating your position). It was then anyone's guess as to where in that triangle he/she was exactly. On the unslaved instrument at left the N indicates the nose of the aircraft and shows the NDB is 160 degrees off to the right of the aircraft. An unslaved 'card' always has the N at the top, slaved cards incorporate the magnetic compass into the instrument so the card revolves and always shows the aircraft's heading. The knob at the bottom left on the instrument can be used to change the unslaved card to indicate the aircraft's heading. You can see more on this [HERE](#).



NDB's transmitted on a low frequency, 200 kc/s – 425 kc/s (Khz hadn't been invented then either) but the equipment in the aircraft/ship would usually receive right up to 1603 kc/s which meant the pilot/captain could also tune into any broadcast radio station within range – which they normally did. Listening to music on the ADF was better than listening to 3 letters being transmitted in Morse or a voice rattling off the local weather conditions.

Pilots would tune into the local NDB when they were about 30-50 miles away as gradually the Morse indicator was replaced with a voice indicating the location of the NDB and this would also broadcast the local weather conditions current at the time (this was called ATIS – automatic terminal information service). The transmitted signal could also be used as a non-

precision approach aid at airports not equipped with an ILS, ie, if the weather was crook you could do what was called an NDB approach. This was common place back in the 60's though it is probably not taught today and many younger pilots would not have a clue how to accomplish one.

NDB's and ADF's are a bit like horse-shoes, very handy in their day – they still work but are not quite as in demand as they once were and have been more or less superseded today.

Right/below, the old HF transmitters' antenna farm, another piece of equipment that is rapidly becoming obsolete. In the 60's – 70's, before the satellite and/or microwave era, HF was the only way to communicate over long distances. HF is generally referred to as being the frequency range from 2Mhz to 30Mhz. With output power and atmospherics being equal, usually the frequency used determines the range of the transmission, a 3Mhz signal can usually be heard 150 klms away during the day and 250 klms at night. 5Mhz will travel about 500 klms during the day and 800 klms at night and 13Mhz will travel 3300 klms during the day and 4000klms at night and that is usually the limit of it.

Single side band (SSB) transmission was invented back in 1915 but it wasn't until WW2 that it was commonly used and this allowed the signal to travel much further. (See Frank Alley's article on SSB [HERE](#)).

HF is upset by atmospherics, in bad weather and during severe sun spot activity it is next to useless. Duplex VHF, satellites and microwave links have virtually made HF comms between aircraft and ground a thing of the past. It is still used by amateur radio people who relish in getting their signal as far as possible.



The Law of Logical Argument - Anything is possible provided you don't know what you are talking about.

The Vulcans. During the late 1950s and 1960s, RAF Bomber Command had their AVRO Vulcan aircraft stationed at Butterworth, on detachment from the UK. These were there to combat the Malaysian Communist problem and then for the later Indonesian Confrontation. The RAF operated the Vulcan, which was designed and built by the A.V. Roe aircraft company (AVRO), from 1956 until 1984. It was originally designed as a nuclear bomb delivery vehicle but ended up doing all sorts of things.



In the final years of service, six Vulcans were converted to in-flight tankers.

It carried a crew of 5, pilot, co-pilot, AEO and 2 Navigators. It had a max speed of 530 kts, a range of 4,200 klms, and a service ceiling of 55,000 ft.

The School. With all the families stationed at Butterworth it was evident that there were also a lot of kids. Postings usually lasted for 2-3 years so it was important that the kids received an education on par with what they would receive if still in Australia. The RAF provided schooling up until 1960, which also looked after the Ozzy kids, but when the RAF pulled out in 1960, the schooling was closed. There was now an urgent need for a dedicated RAAF school. Initially, schooling was provided on the base with the assistance of wives of servicemen who were ex-school teachers.



An Interim School was established in August 1958, in a building formerly occupied by the Mayor of Georgetown but was, at the time, vacant. The School catered for infants and primary children, with secondary pupils working by correspondence. By September 1958, enrolments had grown at an alarming rate to 150.



In October 1958 the Department of Air established a more permanent school with teaching staff selected from the Departments of Education of New South Wales and Victoria. Schooling was provided to end of Year 8, with children past Year 8 undertaking correspondence classes. There were 219 primary children at the school by 1962.



With enrolments consistently increasing it was apparent that a new school was needed. The go ahead was given and in March 1962, a new school was built at a cost of approximately \$90,000. This new school, which consisted of three main building blocks, an assembly hall and a hut next to the hall for infants, was originally built to cater for a population of approximately 550 students, however this proved to be a grossly inadequate estimate as time went by. Numbers arriving at the school

consistently increased over the years and the school needed frequent extensions and upgrades. In September 1965 a new block was built consisting of 4 classrooms and by 1966 student numbers had grown to around 750. Initially, temporary extensions were made to accommodate the extra students but permanent accommodation was approved for 850 students shortly after.

By 1971 student numbers had increased to over 1000 and reached a high of 1100 in 1977. Another block was built as more students were expected and again in 1977, more extensions were made to accommodate more primary students. The school had a 26 year life span, and closed in 1988. The buildings were handed over to the Royal Malaysian Air Force (RMAF) and are used as a training facility and admin centre. It is estimated that a total of 10,000 kids received their education at the RAAF School in Penang.



Ex-students of the school keep in touch with each other and hold reunions – they have a web site which you can access [HERE](#).

The Mirages. Early in 1967, 3 Sqn was disbanded and the personnel and Sabres returned to Australia, but as Australia's involvement in the Vietnam War intensified, 3 Sqn was reformed at Williamtown (later in 1967) and equipped with the Mirage. The aircraft were painted with a camouflage design and sent back to Butterworth which had recently had its runway resealed to carry heavy aircraft. 77 Sqn also returned to Australia in 1969, were re-equipped with the Mirage in 1970 and sent back to Butterworth.



The Mirage was an aircraft that required a lot of maintenance and 478 Maintenance Squadron was responsible for major servicing as well as looking after the Caribous of Transport Support Flight and the Iroquois of 9 Sqn both of which had returned from Vietnam.



The Mirages returned to Australia in 1986.

These days, the RAAF only has a minor presence at Butterworth, but regularly stages aircraft through there.

The Law of the Theatre and Football ground - At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.

Engine Change. In June 2009, a C-17 of 36 Sqn landed at Butterworth with a bung engine. As the RAAF had taken delivery of their first C-17 on the 28 November 2006, the normally reliable

engines (Pratt and Whitney F117 turbofans) which were developed exclusively for the C-17, were still reasonably 'new' and had performed faultlessly – so it came as a bit of a shock to 36 Sqn that they had an engine change on their hands and to make matters worse, the change would have to be done away from home.



Each engine weighs 6,800kg, so specialised GSE is required to handle one. The sumpies at Amberley loaded an engine into a cradle and loaded it into another C-17 which delivered it to Butterworth – along with 5 maintenance bods from 36 to do the change as well as a bunch of sumpies who went along to see how it was done (they couldn't believe their luck – a trip away). They had all been trained in engine change procedures but to date, none had been done.

A Boeing rep also went for the ride as he wanted to know why the engine failed.

By the end of the first day, the bung engine was off the wing. Day two saw the replacement engine mounted and, on the third day, the aircraft had performed its engine power checks and the aircraft was good to come home.



4 RAAF Hospital. In 1964 No 4 RAAF Hospital opened at Butterworth and was an important staging respite for treating wounded servicemen from Vietnam before they were repatriated back to Australia. 4 RAAF remained at Butterworth until it was disbanded in 1987.



Brown's Law of Physical Appearance - If the clothes fit, they're ugly.

Get fit in 2012.

If you live in Queensland in the area between Hervey Bay and Tweed Heads and you hold a Gold Card or a White Card covering a specific problem that your doctor thinks would benefit from regular exercise, the Department of Veterans Affairs (DVA) has approved a program that will help you.

[NJF Exercise Physiologists](#) provides FREE individualised Rehabilitation Programs at participating Gyms in the above area. These programs will get you fit again, will help you lose weight and will get those old limbs moving without the creaking and groaning.

It is anticipated that this service will soon be available in the Parramatta area in NSW also. To find out if the service is available in your area, ring 0449 713 472. If considerable travelling is required to attend the classes, you can claim travel expenses from DVA – you can download the travel claim form [HERE](#).



To get into the program you will need to see your local GP and get a referral to NJF. Your doctor will need to provide the following details on the referral:

- veteran's name
- veteran's DVA file number
- veteran's date of birth
- veteran's address
- veteran's clinical details (including recent illnesses, injuries and current medication, if applicable)
- condition to be treated
- if the Vet is a White Card holder, the referral must state that exercise will assist in the management of the specific condition for which the card was issued.
- description of the requested service
- LMO's name and provider number and
- the date of the referral.

Once you have the referral, contact the NJF central reception on 0449 713 472, they will let you know the GYM closest to you in which the program is conducted, make an appointment for you, complete all the relevant paperwork, assign you to your own Personal Trainer and make a time suitable to you to attend the Gym.

Services delivered for DVA patients are tailored for each individual's personal requirements. The service includes:

- Personal Exercise Physiology consultation sessions
- Personal exercise sessions

- Functional assessments
- Supervised group sessions
- Lifestyle education sessions

This service is also available to your wife/husband/partner/carer (only 1 of) – all at no cost to you. NJF expects you to attend a minimum of 8 sessions each month so you get a benefit from the classes.

NJF Exercise Physiologists was established in 2009 with the aim of assisting all ex-service men, women and their partners with exercise, health and wellbeing. Since then the company has grown, now with more than 20 full time highly qualified [Exercise Physiologists](#), like the delightful Sammie (right) who looks after us, and 9 massage therapists in South East Queensland training over 700 ex-service men, woman and their partners.



The company also provides fully funded Massage Therapy. These highly qualified and experience massage therapists help to relieve muscular aches and pains and recharge energy levels. If you hold the requisite card and you and your doctor think you would benefit from this wonderful facility, then we strongly recommend you give it a go.

Click [HERE](#) for their brochure.

The Alzheimer's test.

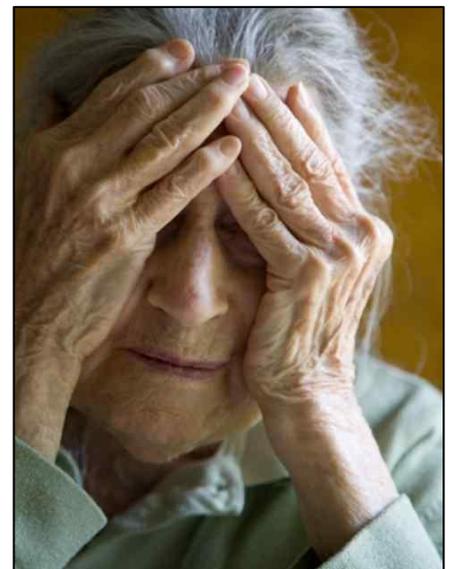
A quick test that tells if you or your loved one is at risk of Alzheimer's disease has been devised by doctors. The 21-question test distinguishes between normal absent-mindedness and the more sinister memory lapses that may signal the early stages of dementia.

The questions are designed to be answered by a spouse or close friend, not by you or your loved one.

The Alzheimer's Questionnaire, which is almost 90 per cent accurate, measures mild cognitive impairment – the slight memory lapses that can be a precursor of the disease.

Click [HERE](#) for the Questionnaire.

[Fiona Macrae](#)



The 21 questions are answered with a simple 'yes' or 'no'. A 'yes' is given a score of one or two and a 'no' always scores zero, giving a maximum possible score of 27. Someone who scores under five is advised that there is no cause for concern. A score of five to 14 suggests mild cognitive impairment – or memory lapses that could be the early stages.

Up to 15 per cent of people with Mild Cognitive Impairment (MCI) will develop Alzheimer's within the next 12 months. As the population ages, the need for a quick method of spotting the disease early will grow.

All you need for a happy life is good health and a bad memory.

The Shed online.

Beyond Blue, that wonderful organisation that is devoted to dealing with that dreadful disease, Depression, is building Australia's biggest shed -The Shed Online!

The Shed Online is a new website that aims to replicate all the positive things men get from being in their own sheds or in a community Men's Shed. The inspiration for The Shed Online comes from the 400 Men's Sheds which are thriving Australia-wide.



"In those sheds, in towns across the country, men can get together, work on projects shoulder to shoulder, learn new skills and if they feel comfortable, they can talk to one another about light-hearted or more serious issues," says Chairman of Beyond Blue, Jeff Kennett.

The Shed Online aims to give men who don't have a local Men's Shed the opportunity to be part of a community, to socialise, make new friends and maybe, work on a project together. Launched in December 2010, there are now more than 1,000 registered members. It ticks all those boxes, but instead of happening in a real shed, it's happening in a virtual shed, over the internet.

"We know that being isolated and feeling lonely may contribute to depression and that untreated depression is a risk factor for suicide, especially in men." "We also know that men are reluctant to seek help for both physical and mental health problems. In The Shed Online, there'll be easy-to-access health information that men otherwise may not come across."

Visit [The Shed Online](#) and you'll find discussions on hobbies, sport, DIY projects, and a range of health and lifestyle topics; plus activities and news, and information on what's happening in community Men's Sheds across Australia. Joining up and joining in is easy and it's FREE, simply log on above and register to become a member and then you can take part in the discussion forums.

How the Men's Shed program works!

The Australian Men's Sheds Association (AMSA) administers the Australian Government Shed Development Program on behalf of the Australian Government to provide direct financial assistance to men's sheds across Australia. Under the Program, \$250,000 is allocated each financial year across three years, a total of \$750,000 to assist new and existing Sheds. Two funding rounds of \$125,000 will occur each year.

All Sheds in Australia can apply for up to \$10,000 for a range of financial support across three funding categories: Workspace Development; Building and Operational; and Shed Co-ordinator. This allows Sheds and organisations supporting Sheds in the community to apply for funds to better respond to local needs.

Men's Sheds have long been recognised as meeting places where men can find social support and camaraderie. During consultations for the National Male Health Policy there was considerable support expressed for Men's Sheds for their demonstrated success in reaching marginalised and isolated males and in contributing to improvements in male health and wellbeing.

The funding available directly to Men's Sheds includes provisions for Men's Sheds to apply to AMSA for items such as tools, equipment, purpose built workplaces, improvements to Sheds and the engagement of a Shed Co-ordinator

As well as the above, DVA, on behalf of the Australian Government, administers Veteran and Community Grants (V&CG). These grants aim to maintain and improve the independence and quality of life of members of the veteran community by providing financial assistance for activities, services and projects that sustain and/or enhance well-being. This includes the potential for funding in support of Men's Sheds that have a strong veteran presence. For more information on V&CG see the DVA Factsheet GS12 Veteran and Community Grants Program which you can get [HERE](#) or call DVA on 133 254 (metro) or 1800 555 254 (regional).



An old man walks into the barbershop for a shave and a haircut, but he tells the barber he can't get all his whiskers off because his cheeks are wrinkled from age. The barber gets a little wooden ball from a cup on the shelf and tells him to put it inside his cheek to spread out the skin. When he's finished, the old man tells the barber that was the cleanest shave he's had in years, but he wanted to know what would have happened if he had swallowed the little ball. The barber replied, "Just bring it back tomorrow like everyone else does!"

Stop smoking!!

Everyone knows the dangers associated with smoking. Everyone!! It's deadly, it's dirty, it is banned in most places, it's damned expensive, but still a lot of people do it - why???

Everyone now knows that the reason it is hard to toss the habit is due to the Nicotine content in the cigarette. What a lot of people probably don't know is, Nicotine is the tobacco plant's natural protection from being eaten by insects. It is an alkaloid and can constitute approximately 0.6–3.0% of the dry weight of the tobacco leaf and was once widely used as a farm crop insecticide – but not anymore. Its use has now been banned as it was thought it killed honey bees. As a toxin, drop for drop, it is more lethal than strychnine or diamondback rattlesnake venom and three times deadlier than arsenic. Its chemical signature is so similar to the brain's neurotransmitters that once inside the brain it slips through a host of chemical locks permitting it direct and indirect control over the flow of more than 200 neuro-chemicals, most importantly dopamine.



This is the important bit if we are to understand why it is hard to give up.

The brain's dopamine pathways serve as a built-in teacher. Dopamine uses a desire, yearning or wanting sensation to get our attention when it wants to pound home a survival lesson necessary to keep us humans alive and thriving. That's why it is so hard to go without eating, to actually starve yourself to death, or to die of thirst. That's why we seek acceptance by our peers, want companionship and desire a mate or sexual relations. That's why we feel anxiety when bored and an "aaah" sense of relief when we complete a task. Our deep inner primitive brain is hard-wired, via dopamine pathways, to keep us drinking liquids, eating food, socialising, (there's "safety in numbers") and the best part of all, wanting to reproduce – it's part of us and there is nothing we can do about it.

When we feel hunger our dopamine pathways are being stimulated and that teases us with a "wanting" for food. If kept waiting, this wanting may build into an urge or even a full-blown crave. Each bite we eat further stimulates dopamine flow until the stomach says "thank you, I've had enough" and tells the brain we're full and to turn off the wanting bit.



But the brain doesn't stop with simply creating and satisfying wantings associated with survival events such as eating, drinking, etc, it also makes sure that we don't forget the 'fix' and it remembers that next time the body gets hungry the best way to fix that is to eat something. The brain associates how each particular wanting was satisfied, then stores that 'fix' in the best 'remembering' part of the brain.

This is where the problem lies.

When nicotine is introduced into the bloodstream it gets inside the brain and turns on the mind's dopamine pathway circuitry. This results in the smoker becoming totally yet falsely convinced

that smoking is just as important as eating food. And, it's not only nicotine that does this, other drugs such as cocaine, heroin, meth and alcohol also stimulate the circuitry.

But, while nicotine stimulates the nervous system, alcohol has the opposite effect in actually depressing it and slowing normal brain function. Heroin's dopamine stimulation is accompanied by an endorphin high, resulting in a short yet intense numbing or analgesic effect. Cocaine's high is a sense of stimulated euphoria associated with delaying normal clean-up (re-uptake) of multiple neurotransmitters (dopamine, serotonin and nor-adrenaline), while methamphetamine is the maximum speed stimulant.



The common thread between each of these addictions is that the brain's dopamine pathways is taken hostage and leaves the smoker/druggie totally yet falsely convinced that continuing to smoke or take drugs is important to their survival, that it gives them an edge, helps them cope and that life without it would be horrible.

This is an oversimplified example of what happens, it doesn't explain why users initially continue to smoke before the dopamine pathway is set in stone nor does it explain why most regular smokers get hooked but not all, nor why some people find it easier to quit than others, nor why quitting is often accompanied by withdrawal symptoms but it does illustrate what goes on.

Although enhanced dopamine flow is associated with all chemical addictions, each chemical differs in how it triggers or enhances stimulation, how long stimulation lasts, and each chemical's ability to produce a different "high" sensation by interacting with other neuro-chemicals and pathways.

It's a terrible habit and even though it's legal, it is estimated that smoking will kill 17 times as many people as all the illegal drugs combined. That statement is an oversimplification too as it doesn't say what the ratio is between smokers and other drug users, you can bet it is greater than 17 : 1 but even so, if you smoke – you shouldn't.

Half the smokers we see each day will eventually smoke themselves to death!! And, while their friends and loved ones scream the insanity of their continued self-destruction, their brain dopamine pathways scream even louder that continuing to smoke is as important as life itself.

But there is help.

All State and Territory Governments, as well as the Feds, have anti-smoking programs to help you kick the habit.



Tossing the fags is not easy, unless you are an enormously strong willed person, you will need help. The first step is to convince yourself that you actually WANT to stop. Once you've done that, the next step is to tell as many people as you can that you are going to give up (if you don't you will look a dill – no one likes that) then contact the Federal Gov't Quitline on 137 848 or log onto their web site <http://www.quitnow.gov.au/> and tell them – there is a huge amount of assistance out there – give it up, you will never regret it.

Wife: 'Do you want dinner?' Husband: 'Sure! What are my choices?' Wife: 'Yes or no.'

Melanomas.

Melanoma is a problem if you live in Australia!

Melanoma is the fourth most common cancer in Australia, which along with New Zealand, has the world's highest incidence rate. In Oz, Melanoma represents 9.5% of all cancers, with more than 10,300 cases diagnosed annually. The risk of being diagnosed by age 85 is 1 in 15 for men and 1 in 24 for women.

In Australia, in 2008, there were 1430 deaths from melanoma.

Melanoma is a malignant tumor of melanocytes. Melanocytes are cells that produce the dark pigment, melanin, which is responsible for the color of skin. They predominantly occur in skin, but are also found in other parts of the body, including the bowel and the eye and you can get a Melanoma in any part of the body that contains melanocytes.



Melanoma starts when the melanocytes, which are found between the outer layer of the skin (the [epidermis](#)) and the next layer (the [dermis](#)) begin to grow out of control. This early stage of the disease is called the radial growth phase and the tumour then is less than 1mm thick. Because the cancer cells have not yet reached the blood vessels lower down in the skin, it is very unlikely that this early-stage cancer will spread to other parts of the body. If the melanoma is detected at this stage, then it can usually be completely removed with surgery.

You are particularly at risk of having a Melanoma if you were exposed to UV radiation when you were a child, and most of us were as medical science was not as advanced, when we were kids, as it is today. We didn't know a lot about cancers in the 1960's and it was 'fashionable' to rub on tons of coconut oil and lie on the beach and get burnt to blazes. If you have pale skin and freckles, light eye colour, light or red hair and if you did that and often had skin peeling off, then you are at risk.

Each Australian should be checking his or her skin surface with the help of a mirror and/or family member, at home, on a regular basis. It is a good idea to do it at the start of Autumn each year – as that is an easy way of remembering to do it.

1. Examine your face, especially the nose, lips, mouth and ears - front and back. Use one or two mirrors to get a clear view.
2. Thoroughly inspect your scalp, using a blow-dryer and mirror to expose each section. Get a friend or family member to help.
3. Check your hands, looking at the palms and back of the hands, between fingers and under the fingernails. Then check the wrists and front and back of the forearms.

4. Standing in front of a full-length mirror, begin at the elbows and scan all sides of your upper arms and underarms.
5. Next, focus on the neck, chest and torso. Women should lift their breasts to view the underside.
6. With your back to a full-length mirror, use a hand mirror to inspect the back of your neck, shoulders, upper back, and any part of your upper arms that you could not see in Step 4.
7. Still using two mirrors, scan your lower back, buttocks, and the backs of both legs.
8. Sit down; prop each leg in turn on a stool and use the hand mirror to check your genitals. Check front and sides of both legs, thigh to shin; ankles, tops of feet, between toes and under toenails. Finally examine the soles of your feet.

You are looking for any mole or freckle which changes over a period of months, particularly if it grows in size, changes shape, becomes mottled in colour and irregular in outline. Persistent itch in a mole may be a significant indicator. Don't wait until a changing flat mole becomes lumpy or bleeds. The more common skin cancers will show up as new lumps or red areas in the skin. They will often bleed easily when rubbed with a towel, and they may ulcerate (turn into a sore that doesn't heal).

If you find any of the above, don't put it off, go and see your GP straight away and get him/her to check the spots. If your GP suspects they are Melanomas, he/she will refer you to a specialist dermatologist or surgeon.

This could save your life!!!

You can get further information on the Cancer Council's web site which you can access [HERE](#) and there is an excellent little video which you watch – you can see that [HERE](#).

The phone rings and the lady of the house answers, "Hello". "Mrs. Sanders, please." "Speaking." "Mrs. Sanders, this is Doctor Jones at Saint Agnes Laboratory. When your husband's doctor sent his biopsy to the lab last week, a biopsy from another Mr. Sanders arrived as well. We are now uncertain which one belongs to your husband. Frankly, either way the results are not too good." "What do you mean?" Mrs. Sanders asks nervously. "Well, one of the specimens tested positive for Alzheimer's and the other one tested positive for HIV. We can't tell which is which." "That's dreadful! Can you do the test again?" questioned Mrs Sanders. "Normally we can, but MEDICARE will only pay for these expensive tests once." "Well, what am I supposed to do now?" she said "Well, we recommend that you drop your husband off somewhere in the middle of town. If he finds his way home, don't sleep with him

Cancer

DVA has released a Factsheet which describes the health care services available to eligible veterans with cancer (malignant neoplasia).

It provides information relating to:

- who is eligible;
- accessing cancer treatment under the DVA Gold and White Card; and
- how to notify DVA that you have cancer.

You can get a copy [Here](#)

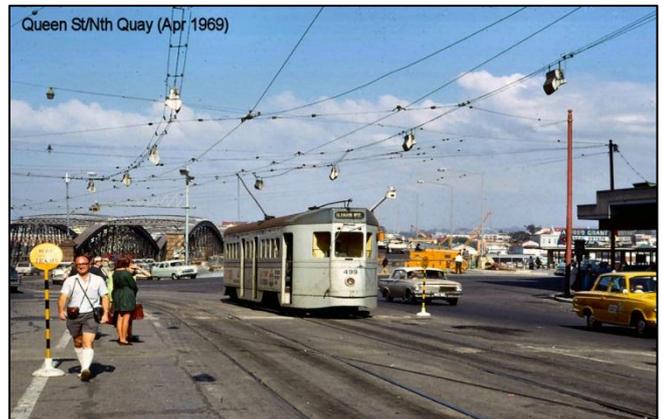
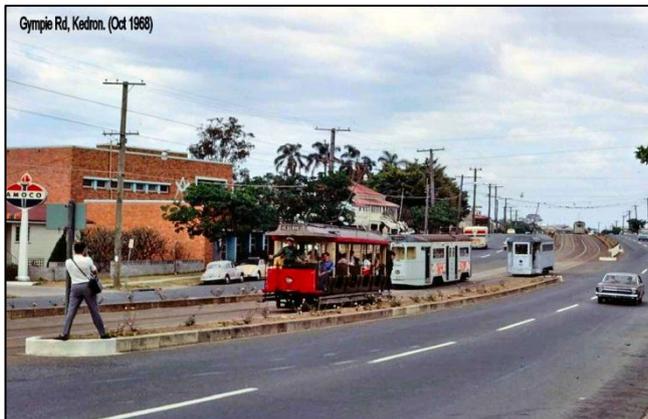
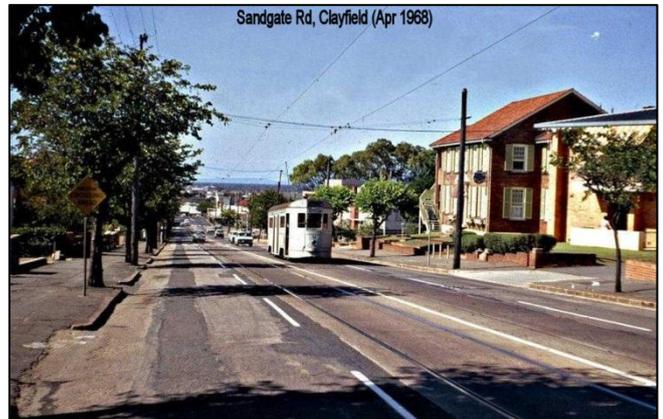
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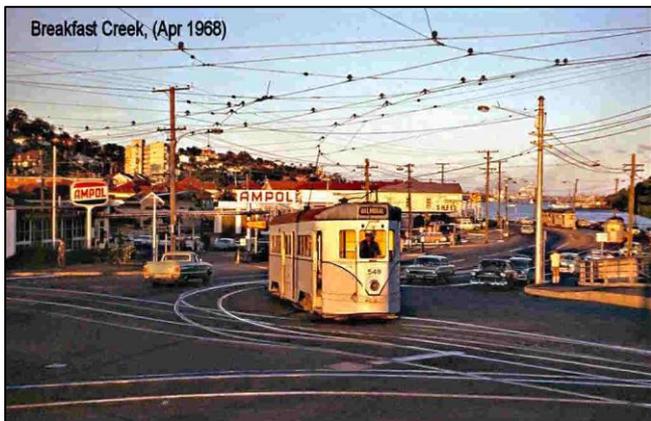
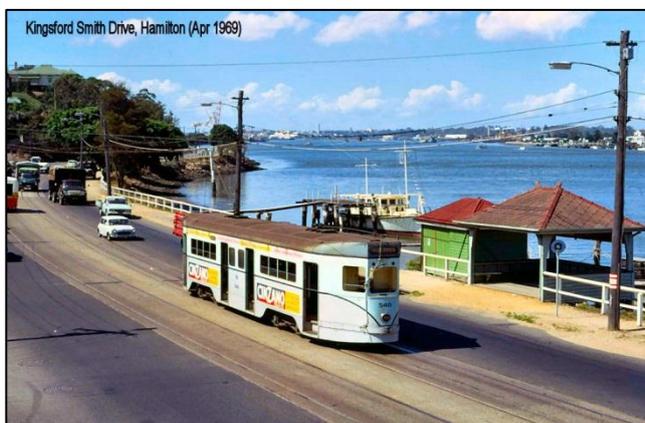
Brisbane Trams.

[Last issue](#) we ran some photos of the old Brisbane trams, photos that are held in the Australian Publishing Newspapers (APN) archives. We got a lot of feed back on that article, it seems a lot of people were interested in seeing and remembering how Brisbane looked 50 plus years ago. We thought it would be a good idea to have a “then and now” series of photos, so we went and took current photos from the same spot that the earlier ones were taken back in the 1960’s. Now you can get an idea how much the best city in the world has changed in that short time.

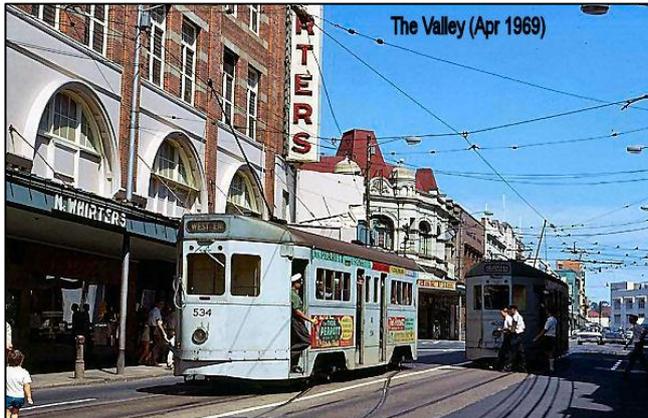
Click on the small pic below, that will open another window with a bigger pic, run your mouse on and off that pic to see the site then and now.

Some areas have not changed all that much, others are completely unrecognisable.

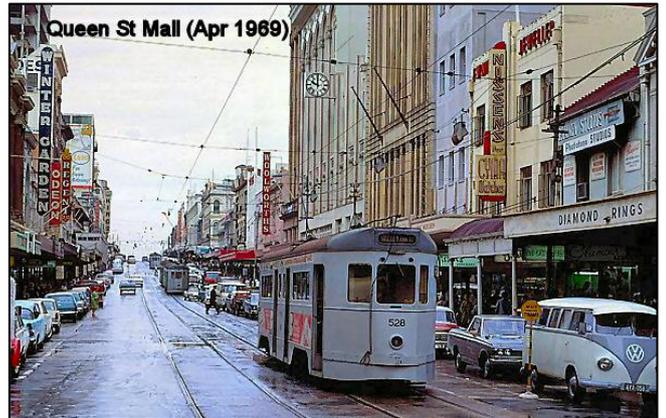




OLD' IS WHEN... 'Getting lucky' means you find your car in the car park.



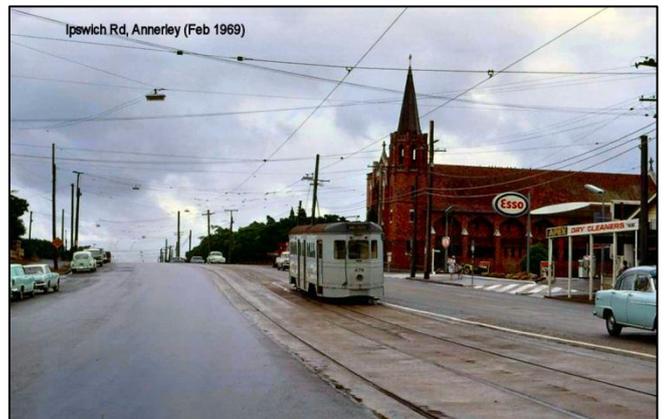
The Valley (Apr 1969)



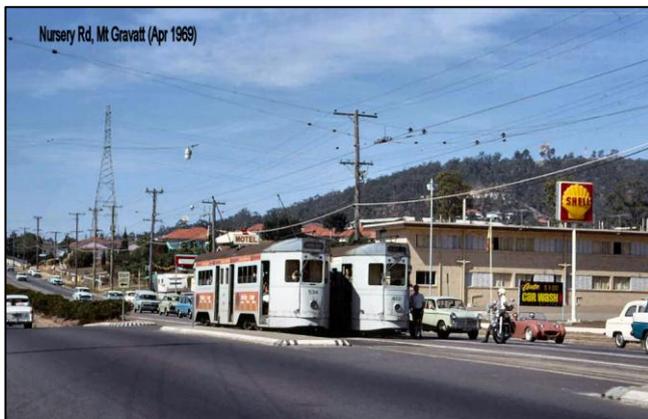
Queen St Mall (Apr 1969)



Grey St, South Brisbane. (Feb 1969)



Ipswich Rd, Annerley (Feb 1969)

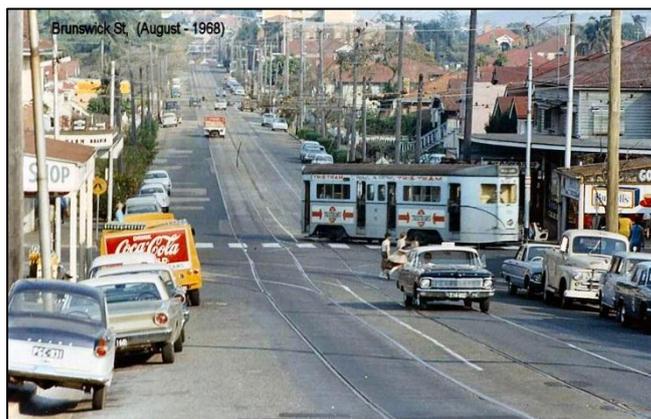


Nursery Rd, Mt Gravatt (Apr 1969)



Stanley St, Gabba (April 1969)

'OLD' IS WHEN... An 'all nighter' means not getting up to use the toilet.



'OLD' IS WHEN... 'Getting a little action' means you don't need to take any fibre today.

The Trams.

Brisbane had electric trams from 21 June 1897 to 13 April, 1969.

In October 1884, a contract was let by the Metropolitan Tramway and Investment Company Limited for the construction of six and a half miles of double track from Woolloongabba to Breakfast Creek with branches to the Exhibition Building and to New Farm.

At the same time eighteen tramcars were imported from America. In the words of the "Brisbane Courier" of the day they "are constructed of cedar and mahogany, highly polished, and are fitted with all the latest improvements. They are mounted on steel springs, making the motion almost imperceptible." The single deck horse drawn cars seat 16 passengers and the double deckers 40. Opening of the service was on 10th August 1885, when four magnificent roan horses pulled the first car from Victoria Bridge to the Exhibition, carrying a number of Brisbane's chief citizens. Normally each car was drawn by two horses, an extra horse being used on steep grades. The initial service required a total of 100 horses.

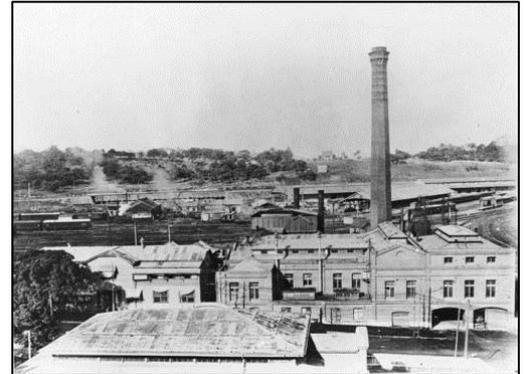
Wagonettes carrying eight passengers each were added during the following year to extend the service from Breakfast Creek to the Hamilton Hotel. Eventually horse drawn trams ran on rails from the City to Exhibition, Breakfast Creek, Bulimba Ferry, New Farm, Logan Road and West End.

On 30 September 1895, a company newly formed in London, called the Brisbane Tramways Company Limited, purchased the horse car system for £105,200 with the intention of converting it to electric operation and extending it. The electrical equipment for the tramcars was ordered from the General Electric Company of America.

The official opening of the electric system took place on 21 June 1897, when a tramcar was driven from Logan Road, Woolloongabba, to the southern end of Victoria Bridge. The service

commenced with 20 tramcars running on 15 miles of track and by 1922 there were 181 tramcars and more than 42 miles of tramway routes.

On 19 January 1912, a three-week strike of tramway men commenced, the principal item of dispute being the desire of the men to wear a Tramway Union badge while on duty. A reduced service was operated by Company officers with some motormen and conductors who did not join the strikers. Feelings ran high and a large number of civilians were sworn in by the Police Department as special constables. New employees were taken on by the company and quickly trained but none of the original strikers was taken back until after the Tramway Trust began operating in 1923. A few years after the strike the Federal Arbitration Court granted the men the right to wear their union badges.



The first power station was located in Countess Street and was commissioned in 1897 with three Robey cross-compound horizontal non-condensing steam engines, each driving a 300kW 550-volt D.C. generator by means of a 17 foot diameter flywheel and belt being 3 feet wide and 90 feet long. Four hand-fired boilers at 150 lb steam pressure supplied steam to the engines. The 150 feet high brick chimney of this power plant was a feature of the Brisbane landscape for over thirty years.

As the tramway system spread out into the suburbs, it was not possible to supply all the energy from one point in Countess Street. In July 1913, additional generators were established in Light Street, off Breakfast Creek Road Voltage in the system was increased to 600 Volts. In 1915, a third generator was established in Logan Road.

At the end of the First World War it was obvious that the tramway system had become a necessity for mass transport of the people and it was generally felt that it should be owned and operated by a public body rather than a private company. In June 1920 the Queensland Government appointed a Tramway Valuation Board to value the assets of the company, a figure of £1,063,231 being eventually arrived at. The Brisbane Tramway Trust was brought into being by an Act of Parliament and the Trust took over ownership and control on 1 January 1923, the purchase price being subsequently agreed at £1,400,000.

The Greater Brisbane Act was passed by Parliament in October 1924 and on 1 October 1925 the new Brisbane City Council took over control and administration of the area previously covered by twenty cities, towns and shires. The Act required that the tramway system be handed over by the Trust to the new Council, and this was done as from the 1 December 1925. From that date the system has been administered by a Committee of Aldermen of the Council.

An adequate system of power supply to the trams was a matter for urgent attention by the Trust in view of the high cost of generation and the limited output of the three existing power stations at Countess Street, Logan Road and Light Street. It was obvious that the only economical method of feeding power to the trams would be a modern power station generating at high voltage alternating current and transmitting power to a number of substations at strategic points throughout the system.

The growth of the tramway system during the years of Council ownership is indicated by the increase in power substation plant from 8,500kW in 1928 to 24,200 kW in 1955.

The earliest electric tramcars were converted from the older horse-drawn cars and also some new electric cars were locally built. In the twenty-five years of the Brisbane Tramways Company's control the fleet was increased from 20 to 181 tramcars, most of these being built in Brisbane with imported electrical equipment.

The cars were of various sizes and types ranging from the combination car with seating capacity for 34 persons, through the 10 bench and 12 bench cars seating 50 to 60 persons respectively, to the centre aisle car seating 56 persons but with a capacity to carry 90 persons including standees.

When the Trust took over in 1923 there were about 30 of these centre aisle cars or Dreadnoughts, as they were popularly called. They were the first cars to have the conductor operating entirely inside the car instead of from the running board. Their disadvantage was that the entrances and exit were at the ends only, causing them to be slow in loading and unloading. However, since more cars were urgently needed and no other designs in detail were available at the time, the Trust made immediate arrangements for the construction of a further 26 of these cars, mostly by private Brisbane firms.

In September 1962, a disastrous fire destroyed the Paddington tram depot in which about one fifth of the tram fleet was lost. This event hastened the conversion of some routes to buses but it was evident that a few new tramcars would still be needed. Some trucks, wheels and other parts were salvaged from the Paddington fire and using these, eight new tramcars of the modern F.M. type were built in 1964. These were given the title "Phoenix" bearing witness to the mythical bird rising from the ashes of its own funeral pyre.



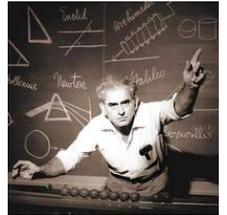
The decision to discontinue the use of trams in Brisbane, in favour of a complete diesel bus system, was made in June 1968. This decision was inevitable in view of the loss of a huge part of the fleet in the fire and also because of the adopted scheme of future highways and expressways for the city and the old steel Victoria Bridge was replaced by a concrete structure without tram tracks.

In 1925 the number of passengers carried per annum by the trams was about 82 million. The number dropped somewhat during the depression years until at the beginning of the War in 1939 it had risen again to about 92 million. During the War years due to petrol rationing and other causes, the passengers per annum rose rapidly to 160 million for the year 1944/45.

After the War the increasing use of the private motorcars and the growth of the Council's bus fleet gradually reduced the number of tram passengers to 110 million in 1950 and about 80 million by 1960. By 1969 when the tramway services were finally discontinued the annual

number of tram passengers had dropped to 46 million. The annual number of bus passengers at the same time was 30 million, which showed a very considerable decline in the use of public transport during recent years.

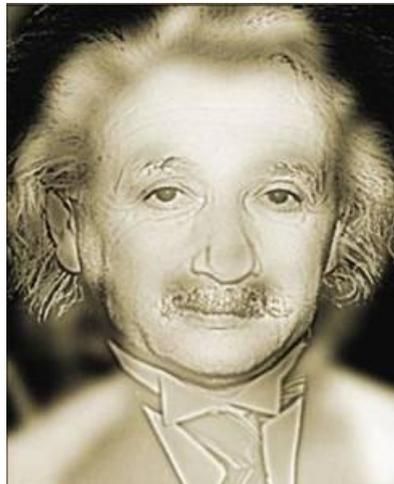
For seventy-two years the electric tramcar had been the basic means of public street transport for the city of Brisbane and filled this role with undoubted distinction and general satisfaction. It was superseded by a more modern and flexible means of transport. However, as the city grows still further, it may be that the tram's big brother, the suburban electric railway system will become of major significance in carrying the people of Brisbane to and from their homes and about their daily business.



Why is it so??

When you look at the pic below, something weird happens, but you have to look at it on a computer screen, it doesn't work on those little Blackberries or i-things .

Here's what you do, click the pic to open it in a bigger screen. Stand up and walk backwards, continue to look at the face of Einstein – slowly as you walk back, Einstein changes into Marilyn Munro.



Now, just how reliable do you think eye witnesses are??

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Iroquois A2-1022

A2-1022 has now been [restored](#) and is ready to be dedicated at the Caloundra RSL on the 16th March ([see Page 20](#)).

These are the blokes who pursued the idea and made it work, unselfishly gave of their time, and without whom it would never have happened. Well done!!!



L-R: (Above) Darryl Turner (ex Army), Roy Robinson, Kerry Millard, Max Baxter, Peter Moore (Ex Army), Quentin McCutcheon, Bob McInnes, Ingo Meier, John Dunn, Bill Wiggett(Ex Army) Ian Newham (civvie)



Caribou Replacement.



Almost 20 years after the RAAF began searching for a replacement for the Caribou aircraft, the Federal Government is set to buy an Italian aircraft, the Alenia C-27J Spartan, from the US Government. There had been rumours around for years that the Spartan was the chosen aircraft to replace the Caribou and now the decision has been made.

(Click [HERE](#) to read a speech given by John McDougall at a propeller dedication at the Redcliffe RSL)

A \$1.5 billion contract to buy 10 so-called "battlefield airlifters" (\$150,000,000 each??) will be signed in the first half of 2012 and it is expected that the aircraft will be delivered to the RAAF sometime in 2014. Airbus Defence are still keen to sell their [C295](#) to the RAAF but Canberra is in no mood to risk further delays to a project that started back in 1996.

The Caribou fleet, which served in all areas, doing all sorts of things, was retired and went out with a bash after 45 years' service – a [farewell party](#) was held in Townsville in November 2009. The old girl was loved by all who flew it, flew in it or worked on it.

The RAAF has decided to buy the Alenia from the US instead of from the Italian manufacturer, even though the price from the Italians would be cheaper. The reason for this was the RAAF wanted the aircraft equipped with American electronics and communications systems so it can operate alongside US aircraft. When compared aircraft to aircraft, the Airbus C295 was the superior aircraft and was cheaper to buy and operate but it did not have the capability of interoperability.

The Alenia is made by Lockheed Martin Alenia, which is a JV between US Company, Lockheed Martin and Italy’s Alenia Aeronautica.

We saw the Alenia in operation at the [Avalon Air Show](#) in March 2011 and it put on an impressive performance.

This is a simple comparison:

ALENIA C-27J Spartan	AIRBUS Military C295
Payload: 11,500 kg Cruising speed: 583 km/h Range with 10,000kg payload: 1,852 km Operated by 9 countries.	Payload: 9250 kg Cruising speed: 480 km/h Range with 9,250kg payload: 1,333 km Operated by 14 countries.

You can bet the blokes and blokettes at 38 Sqn will welcome the arrival of the new aircraft, the Beech 350 just don't seem right as a replacement for the old Caribou, it's like having a dark chocolate nougat gelato rolled in moist chocolate sponge cake after a pie and sauce.

In the Navy.

The Navy’s new \$100M ship, the reconditioned UK amphibious ship, the Largs Bay, has been labeled “HMAS Lemon Scented” by the Navy bods who work it. After it was bought from the UK, the Navy renamed the ship the “HMAS Choules”, after Claude Stanley Choules who was a World War I combat veteran and was the last military witness to the scuttling of the German fleet in Scapa Flow. Claude served in both world wars and at the time of his death, he was also the third oldest verified military veteran in the world and the oldest known living man in Australia.

He died in Perth, Western Australia, in May 2011 at the age of 110.

Unfortunately, the Navy didn’t get an RACQ check done before they picked up the ship, and when they got it home they found quite a few problems. It seems there is an overheating problem and the air-conditioning system is playing up and "could cause respiratory problems among passengers and crew - in particular it could cause legionnaire’s disease".

If the ship is brought to full speed, the mechanical bits get too hot and the ship must be slowed otherwise there is the chance of seizing some of the bits together and as there is no natural ventilation, the air down below can become less than ideal.





The UK Navy had the ship designed to operate in cooler climates and many of the faults identified in the report are deep-seated "design issues". The Gillard Government purchased the mothballed Royal Fleet Auxiliary ship from the British government, claiming it was a major coup, but the official chief engineer's report casts serious doubts over those claims.

The six major faults with the ship are:

- failure of the main engine room shut-down vents;
- fragility of the chilled water plants;
- suspect cargo lift systems;
- fragility of the vacuum toilet system;
- steering pump fragility; and
- lack of chemical treatment in the chilled and boiler water systems.



It has been said that most of the defects would be fixed, at Australian expense, before the ship was declared operational by the Navy.

The UK commissioned the Ship in November 2006 but at the end of 2010 it was removed from service and put up for sale. The Australian Navy put in a AUD\$100M bid for the ship which was accepted in April 2011 and handed over to the Navy in October 2011. It arrived in Western Australia in December 2011, and was commissioned as HMAS Choules on 13 December 2011.

It has a large flight deck towards the stern which can accommodate two large helicopters and a docking well in the stern capable of operating a LCM-8 or two LCVP landing craft. The



military lift includes the capacity to load and transport up to 32 Abrams tanks, or 150 light trucks. They can carry a normal load of 356 troops, or overloaded with 700. They are designed to operate over the horizon using helicopters and landing craft, to get men and equipment ashore.

The 16,000-tonne vessel can carry as much cargo as the HMAS Tobruk and the now retired ships Manoora and Kanimbla combined.

In the mid-1990s the Howard government issued a blunt warning about buying second-hand navy ships overseas after the amphibious ships HMAS Manoora and Kanimbla were found to be riddled with rust soon after they were purchased from the US Navy.

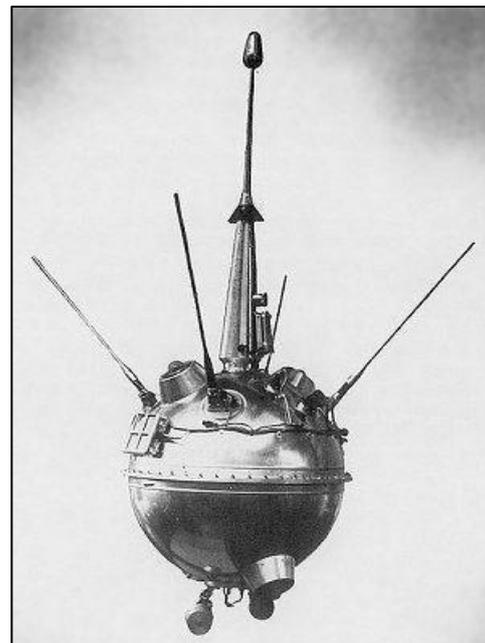
The Moon.

The moon is the only natural satellite of earth, it is about 385,000 klms from earth, (centre to centre), is 3,476 klms in diameter (the earth's diameter is 12,755 klms) .and it takes 27.3 days to complete one revolution – but because the angles between the sun, moon and earth are continuously changing, the interval between 'full moons' is 29.5 days.

It is the second brightest object in the sky, after the sun.

The Moon was first visited by the unmanned Soviet spacecraft Luna 2 which crashed onto the moon surface on the 13th September 13, 1959. The first time man visited the moon was on the 20th July, 1969 – a date that anyone who was alive back then will remember and will remember exactly where they were and what they were doing on that day. There were 6 manned landings on the moon, with the last in December 1972.

In 1994, the Moon was very extensively mapped by the little spacecraft Clementine and again in 1999 by the Lunar Prospector.



The gravitational forces between the Earth and the Moon cause some interesting effects. The most obvious is the tides. The Moon's gravitational attraction is stronger on the side of the Earth nearest to the Moon and weaker on the opposite side. Since the Earth, and particularly the oceans, is not perfectly rigid it is stretched out along the line toward the Moon. From our perspective on the Earth's surface we see two small bulges, one in the direction of the Moon and one directly opposite. The effect is much stronger in the ocean water than in the solid crust so the water bulges are higher. And because the Earth rotates much faster than the Moon moves in its orbit, the bulges move around the Earth about once a day giving two high tides per day. (This is a greatly simplified model; actual tides, especially near the coasts, are much more complicated.)

But the Earth's rotation carries the Earth's bulges slightly ahead of the point directly beneath the Moon. This means that the force between the Earth and the Moon is not exactly along the

line between their centres. This produces a torque on the Earth and an accelerating force on the Moon resulting in a net transfer of rotational energy from the Earth to the Moon. This slows the Earth's rotation by about 1.5 milliseconds/century and speeds the Moon into a higher orbit (ie; away from the earth) by about 3.8 centimetres per year. This means, if you are alive in a hundred million years or so, the moon will only be a small dot in the sky.

The Moon has no atmosphere, but evidence from Clementine suggested that there may be water ice in some deep craters near the Moon's south pole which are permanently shaded. This has now been reinforced by data from Lunar Prospector. There is apparently ice at the north pole as well.

A total of 382 kg of rock samples were returned to the Earth by the Apollo and Luna programs. These provide most of our detailed knowledge of the Moon and are particularly valuable in that they can be dated. Even today, more than 30 years after the last Moon landing, scientists still study these precious samples which are about 4 billion years old, much older than any rock on earth. Because of their age, they can provide evidence about the early history of the Solar System which is not available from studying the much younger rocks on the Earth.

Prior to the study of these samples, there was no consensus about the origin of the Moon but there were three principal theories:

- co-accretion which asserted that the Moon and the Earth formed at the same time from the Solar Nebula;
- fission which asserted that the Moon split off of the Earth; and
- capture which held that the Moon formed elsewhere and was subsequently captured by the Earth.



Detailed information obtained from studying the Moon rocks leads to the impact theory: that the Earth collided with a very large object (as big as Mars or more) and that the Moon formed from the ejected material. There are still details to be worked out, but the impact theory is now widely accepted.

The Moon has no global magnetic field. But some of its surface rocks exhibit remanent magnetism indicating that there may have been a global magnetic field early in the Moon's history. With no atmosphere and no magnetic field, the Moon's surface is exposed directly to the solar wind. Over its 4 billion year lifetime many ions from the solar wind have become embedded in the Moon's [regolith](#). Thus samples of regolith returned by the Apollo missions proved valuable in studies of the solar wind.

Scientists have grappled with calculating the distance between the earth and the moon since ancient mathematicians set their minds to solving the problem. Aristarchus of Samos (310-230 BC) used lunar eclipses to attempt to calculate the distance of the moon from the earth. Using Eratosthenes' calculations determining the size of the earth, Aristarchus used lunar and solar measurements along with a bit of geometry to arrive at the conclusion that the moon was

240,000 miles from the earth. That's a shockingly accurate calculation for its time given that we now know the the moon averages 238,897 miles from earth.

While using mathematical proofs to come up with a pretty good but not dead accurate measurement is impressive we can now calculate the distance to the moon with laser precision. Starting with the Apollo 11 mission, and continuing with the Apollo 14 and Apollo 15 missions, NASA placed reflectors on the moon as part of the Lunar Laser Ranging experiment. Back on earth scientists are able to fire powerful lasers from observatories and measure the reflected photons returned by the reflectors on the moon.

In ancient Greece they could calculate the distance to the moon with a margin of error around a few thousand miles. Today, armed with lasers and constantly experimenting with pulse rates and new calculations, scientists are creeping towards measuring the distance to the moon within millimetres.

A politician can appear to have his nose to the grindstone while straddling a fence and keeping both ears to the ground.

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Australian Government
Department of Veterans' Affairs

DVA.

Eligible persons with a gold Repatriation health card are entitled to treatment for all conditions. Normally, DVA will also meet the cost of travel to treatment.

Gold Card holders are entitled to services from the following disciplines.

- acupuncture (performed by a medical practitioner only)
- ambulance
- chiropractic and osteopathic
- community nursing
- counselling (through VVCS)
- diabetes educators
- dental
- dietetics
- exercise physiologists
- hearing (through the Office of Hearing Services)
- home support services (including domestic assistance, safety related home and garden maintenance, personal and respite care)
- hospital services - public and private (medical services and surgical procedures listed on the MBS*)
- medical consultations and procedures listed on the MBS*
- medical services and surgical procedures listed on the MBS* (undertaken in public and contracted private hospitals and day surgery facilities)
- medical specialist services listed on the MBS*
- occupational therapy
- optometrical (including the supply of glasses)
- orthoptics
- oxygen
- pathology services listed on the MBS*
- pharmaceuticals (including nutritional supplies)
- physiotherapy
- podiatry and medical grade footwear
- psychology
- radiology services listed on the MBS*
- rehabilitation aids and appliances
- social work
- speech pathology



*DVA will not normally meet the cost of medical and specialist services not listed on the [Medicare Benefits Schedule](#) (MBS), although exceptions may be made in special circumstances. The treatment provider will need to obtain written approval from DVA in such cases.

White Card holders are provided with health services for treatment of specific conditions only, according to clinical need, as follows:

- accepted disabilities (conditions accepted by the Repatriation Commission as war-caused); and/or
- malignant neoplasia, pulmonary tuberculosis and post-traumatic stress disorder, for *Australian veterans only, providing DVA has accepted these conditions for the veteran.*



The Orange Repatriation Pharmaceuticals Benefits Card provides eligible British, other Commonwealth or Allied veterans access to:

- pharmaceuticals listed on the RPBS according to clinical need, for all their medical conditions. Restrictions apply to some pharmaceuticals, which require accepted condition status.



This card does not entitle the veteran to any medical or other health care treatment.

General enquiries regarding services for veterans and war widows/widowers should be directed to [Veterans' Affairs Network \(VAN\)](#).

Early in December, 2011, DVA in Brisbane held a “Christmas Party” in their offices, to meet and thank the various NGO’s that work hand in hand with DVA providing services for the Ex-Service community.

It was also an excellent opportunity for the people from those NGO’s, who have worked with DVA over the past 12 months, to meet with and put a face to those hard working DVA staff, who, in a lot of cases up until then, were just a voice on the phone.

A friend wonders about your romantic history.
A real friend could blackmail you with it.



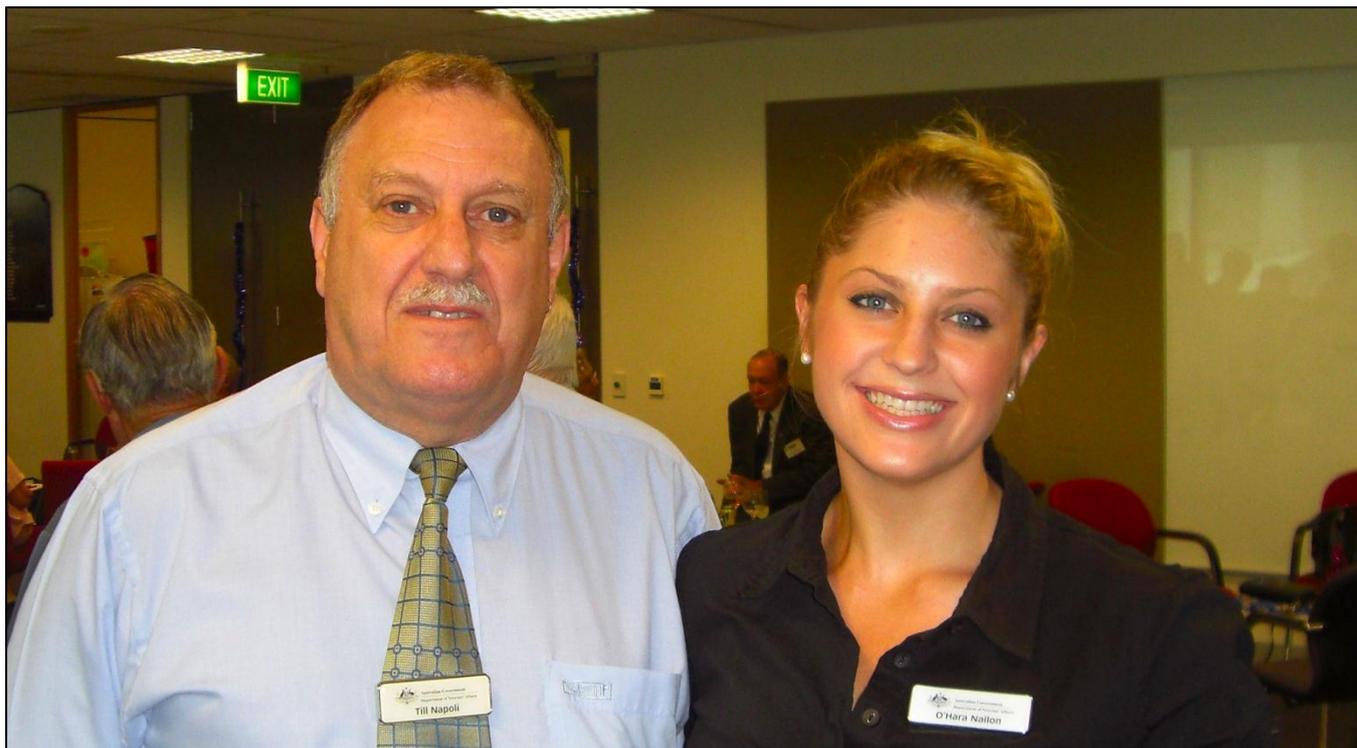
Amanda Green, the Executive Assistant to the Queensland Deputy Commissioner, with **John Sambrooks**, the Secretary/Treasurer of the RTFV/35 Squadron Association.

The ever efficient Amanda, who organised the event, is usually your first point of contact when you have a serious problem and need DVA assistance. Amanda will steer you to the correct section which will provide all the assistance you need.



L-R: **John McDougall**, President of the RTFV-35Sqn Assoc, **Trev Benneworth**, representing the Radschool Assoc, **Dianne Pickering**, the President of the Queensland Branch of the WRAAF association, **John Gearey**, acting Qld Deputy Commissioner, DVA, **John Sambrooks**, and **Peter De Jonge**, professional party goer.

John Geary was on secondment from DVA in Melbourne where his is the National Manager for Community Health Group. He was acting Queensland Deputy Commissioner in the absence of Alison Stanley who, having had a difficult year was on extended sick/rec leave.



Till Napoli and O'Hara Nailon

Till Napoli is the man to see when you are asking for a financial grant. DVA administers several grants programs which aim to maintain and improve the independence and quality of life for members of the veteran community by providing financial assistance for activities, services and projects that sustain and/or enhance well-being. They are:

- Building Excellence in Support and Training
- Saluting Their Service Commemorations Grants
- Veteran and Community Grants.

There is a brief summary of these grants [HERE](#).

If you or your organization is considering whether you could or should apply for a grant, the first thing you should do is check one of the DVA's websites which is dedicated to grants and which you can find [HERE](#), then if you think you qualify, contact Till, make an appointment and go see him. He is there to help.

O'Hara Nailon looks after Service Pensions, Claims, [Pension Bonus](#), [Qualifying Service](#) and Income Support Supplement (ISS) for all of Queensland, New South Wales and Victoria. ISS provides additional income to the war widow's or widower's pension for Australia's war widows and widowers who have limited means. You are not eligible for ISS if you are in receipt of a service pension, age pension or any other social security pension or benefit. You can, however, receive the Family Tax Benefit and/or Child Care Benefit from the Family Assistance Office.

The payment is subject to an income and assets test and has a ceiling rate. The ceiling rate is indexed in March and September each year to take into account changes to the cost of living and/or average wages. When working out your rate of ISS, your war widow's or widower's pension from DVA (or equivalent foreign pension), and any disability pensions paid by other governments are counted as income for pension purposes. Blind ISS recipients are exempt from the income and assets tests and are paid at the ceiling rate.

In December 2011, the maximum amount of ISS payable to both singles and members of a couple is currently \$226.80 per fortnight (the ceiling rate).

There is no age requirement for ISS eligibility. The payment may also be granted on the basis of invalidity if you are permanently incapacitated for work.

Once again, if you think you are eligible for any of the above financial assistance benefits, the first thing you should do is check the relevant DVA website [HERE](#) and if you think you comply, ring the delightful O'Hara, make an appointment and go and see her.



Kylie Gibb and Peter De Jonge

If you live in an area that is far from a major centre and require specialist medical treatment that is only available in the capital city, **Kylie Gibb** is the one to thank for getting you there. Kylie looks after all mainland states and will book you on an aircraft and have you flown from the closest airport to where you live to the specialist and will then get you back home again. Next time (hopefully never) you are being transported to specialist medical attention, you know who to thank.

Peter De Jonge, ex RAAF Sqn Ldr, is now a specialist prawn connoisseur and as the DVA Christmas party is known throughout the developed world as Prawn Central he was only too happy to be invited.



John McDougall and Dianne Pickering.

John McDougall is the president of the RTFV-35Sqn Association and was happy to get an invitation just to meet all the pretty girls. **Dianne Pickering** is the President of the Qld WRAAF Association - and found she had absolutely no problem at all finding someone to talk to.

A friend, when visiting, acts like a guest.
A real friend opens your refrigerator and helps himself.



Carol McDonald and Kerry Heath

Carol McDonald is the Assistant Director of the Veterans' Access Network (VAN) which promotes independence and quality of life to the veteran community in their local environment and helps them access the correct and relevant DVA programs and services. VAN helps veterans and their families get information about DVA benefits and locate and use financial, health and community services in their area. It also helps to implement DVA policies. VAN also aims to help veterans maintain their independence within the community, including remaining in their own homes for as long as possible. It uses a community development approach to increase veterans' access to all services and, where appropriate, help the local community, including ex-services organizations to develop local services.

Kerry Heath was a Telsop in the RAAF back in 1970 – 74, she was at Point Cook from 1970 until 1972, then was posted to Townsville where she took a D in 1974. She now works for DVA in the rehabilitation and payments for incapacitated persons section.

All these lovely girls put in the hard yards at the party, some in the kitchen, others passing the wonderful food around, others serving drinks. A big thank you too all of them from all of us.

A friend expects you to always be there for them.
A real friend expects to always be there for you!

The Turtle.

The “Turtle” was the first ‘submarine’ that was ever used in combat. It was built in 1775 by a David Bushnell who was an American Patriot and was meant as a vehicle which could attach explosive charges to British Royal Navy ships moored in US harbours during the War of Independence.



Named for its shape, the Turtle resembled a large clam as much as a turtle; it was about 10 feet (3.0m) long, 6 feet (1.8m) tall, and about 3 feet (0.9m) wide, and consisted of two wooden shells covered with tar and reinforced with steel bands. Six small pieces of thick glass in the top of the submarine provided natural light. It dived by allowing water into a bilge tank at the bottom of the vessel and ascended by pushing water out through a hand pump. It was propelled vertically and horizontally by hand-cranked propellers. It also had 200 pounds (90kg) of lead aboard, which could be released in a moment to increase buoyancy. Manned and operated by one person, the vessel contained enough air for about thirty minutes and had a speed in calm water of about three miles per hour (5km/h). This meant it had to be launched no further than 1km from the target, which would allow only 5 minutes at the target.

Several attempts were made using the Turtle to affix explosives to the undersides of British warships in New York Harbor in 1776 but, as the British ships had copper plated hulls, (to stop fouling), the Turtle’s hand operated drill could not penetrate and the explosives could not be attached. All attempts failed, and her transport ship was sunk later that year by the British with the submarine aboard.

Several functional replicas of the vessel have been built with one on display at the Royal Navy Submarine Museum in Gosport in the UK and others at the Connecticut River Museum and the U.S. Navy Submarine Force Library and Museum.

Morris returns from the doctor and tells his wife that the doctor has told him that he has only 24 hours to live. Given the prognosis, Morris asks his wife for sex. Naturally, she agrees, so they make love. About 6 hours later, the husband goes to his wife and says, 'Honey, you know I now have only 18 hours to live. Could we please do it one more time?' 'Of course, the wife agrees, and they do it again. Later, as the man gets into bed, he looks at his watch and realizes that he now has only 8 hours left. He touches his wife's shoulder and asks, 'Honey, please.. just one more time before I die.' 'She says, 'Of course, Dear,' and they make love for the third time. After this session, the wife rolls over and falls to sleep. Morris, however, worried about his impending death, tosses and turns, until he's down to 4 more hours. He taps his wife, who rouses. 'Honey, I have only 4 more hours. Do you think we could...' At this point the wife sits up and says, 'Listen Morris, enough is enough. I have to get up in the morning... you don't.'

RSL AND SERVICES CLUBS.

There are now new club entry rules in force for RSL members and Defence personnel. Legislation granting current serving and ex-service Australian Defence Force personnel entry to RSL and services clubs as 'honorary members' without the need to 'sign-in' is now in force in New South Wales, as well as Victoria and Queensland.

Under the newly introduced NSW provisions, 'service members' of the RSL and current serving Australian Defence Force personnel (including Reservists who also carry the same card) are granted 'honorary membership status' for the day they attend the club on producing either their Defence Force ID card, or for ex-servicemen and women their membership card of the Returned and Services League Australia, which is now uniform across the country.



It will be a requirement that members of the RSL also produce evidence of membership of at least one RSL or services club. The new rule applies to RSL, Services, Ex-services, Memorial, Legion or other similar registered clubs, or a registered club that has objects similar to, or is amalgamated with an RSL or kindred club.

The new NSW RSL membership card stipulates in the bottom left corner whether the card holder is a 'Service Member' of the RSL or may denote that the holder is a 'Life Member' or 'Life Subscriber Member', both of which are recognized under this provision. Queensland RSL Members have a similar card, and the RSL Victoria, South Australia and Tasmania membership card also notes the club of which they are a member.

The recognition of this honorary status will bring NSW into line with similar requirements which already exist in Victoria and which have also just been passed in Queensland. The NSW provisions were introduced by the new State Government in recognition of the service by current Defence and ex-service men and women to their country. It will now allow the RSL and Defence Force members easy access to RSL and services clubs as they travel around the state and in Victoria and Queensland.



The new legislation carries forward the previous provision allowing such 'honorary members' to sign in their family and friends. Reciprocal rights for RSL members has been a long-term goal of the Association. Due to the array of loyalty programs operating in clubs, it will be up to individual clubs as to whether they extend to these 'honorary members' discounts on food and beverage purchases similar to that which they already provide to their club members and which some clubs already recognise

Golfer: "You've got to be the worst caddy in the world."

Caddy: "I don't think so sir. That would be too much of a coincidence."

The Key Features of the Defence Sub Branch:

The RSL Defence Sub Branch is designed exclusively for serving ADF personnel and will make it easier for serving personnel to join and remain RSL members and access our support and advice services and our venues nationwide. This access and support will include discounts on merchandise and entertainment already available to RSL members and will benefit both the member and their family.

- Initial year's membership free for serving ADF personnel, thereafter \$30 annually.
- A national format RSL Membership Card which will ensure a warm welcome at all RSL sub branches and clubs nationwide.
- A wide range of discounts on merchandise and services accessed through the Membership Card, particularly the Ambassador discount scheme, Clive Peters appliance stores and a major hotel chain.
- A quarterly member magazine and accessible information on the RSL website on League services and assistance available, including links to other DVA, ESO and military service related sites. All RSL sites and an entertainment guide will be available through links to all State Branch sites.
- A dedicated enquiry site on the Sub Branch home page to receive advice, assistance and information in a timely way (24 hour acknowledgement of enquiry and full response within 5 working days).
- This includes the ability for you to request local RSL sub branch support for you and your family while you are away on extended periods on exercise or deployment. The Sub Branch administrator will be happy to facilitate this once a request is required.
- Regular updates on RSL activities, advocacy and policy matters, and events direct to members' personal email.

At any time a Defence Sub Branch member can choose to transfer their membership to a "physical" Sub Branch within our 1200 plus nationwide network and of course the establishment of the Defence Sub Branch does not prevent serving ADF personnel from deciding to join a local Sub Branch instead.



The Defence Sub Branch is simply another option which makes RSL membership more accessible, convenient and hassle free given a busy life or postings and deployments.

Supporting the Australian Defence Force

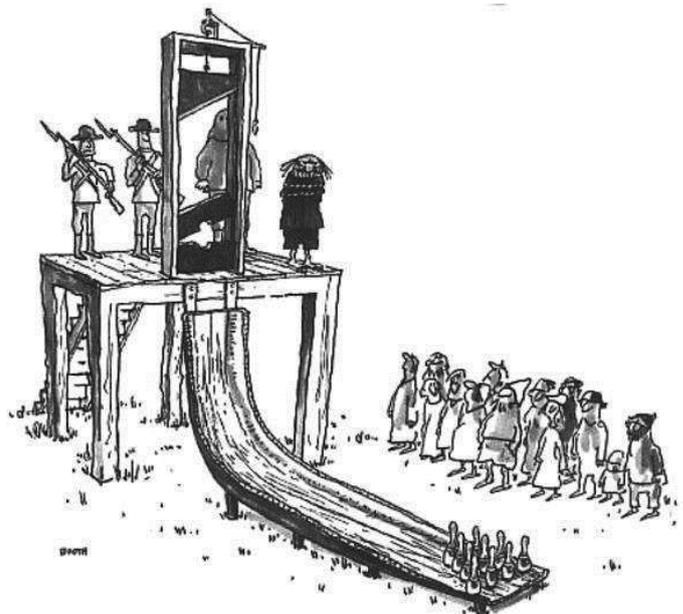
RSL Standing Policy states that the primary objective of Australia's Defence and foreign policies should be to promote Australia's national security and safeguard Australia's vital interests. To meet such an objective, the RSL believes that Australia should maintain:

- regular armed forces (Navy, Army and Air Force elements); to be of a size able to operate without additional forces in limited roles, and with additional forces in major roles either at home or overseas;
- reserve forces (Navy, Army and Air Force elements); able to augment the regular forces, on callout able to undertake combat operations with minimum additional training, and able to be mobilised in times short of war;
- cadet forces;
- a national service scheme; in the form of military or civilian service to provide a reserve of trained and disciplined manpower;
- a Defence industry; and
- a national Defence infrastructure.

RSL support points of particular significance are:

- Defence policy should be above party politics. Because of its long term nature, major political parties must strive for agreement on Defence policy.
- The Defence vote should be progressively increased to be not less than 3.5% of the Gross National Product.
- The special nature of service in the ADF should be recognised by the provision of adequate housing and financial conditions of service for members and their families.
- The Navy, Army and Air Force Reserves must be active and essential components of the ADF.

No matter what your job, you can always try and make the most of it....



Golfer: "How do you like my game?"
Caddy: "Very good sir, but personally, I prefer golf."

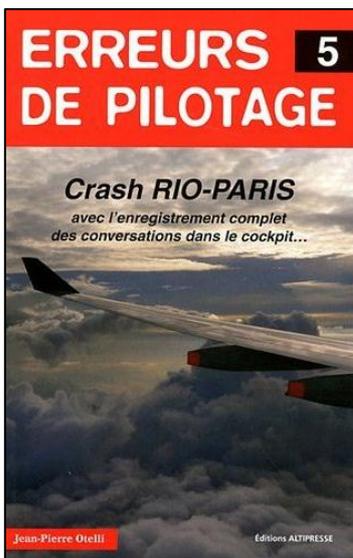
Air France Flt 447.

For more than two years, the disappearance of Air France Flight 447 over the mid-Atlantic in the early hours of the 1st June, 2009, remained one of aviation's great mysteries. How could a technologically state-of-the-art airliner simply vanish? (See Popular Mechanics story [HERE](#))

With the wreckage and flight-data recorders lost beneath 2 miles of ocean, experts were forced to speculate using the only data available: a cryptic set of communications beamed automatically from the aircraft to the airline's maintenance centre in France. This data implied that the plane had fallen afoul of a technical problem—the icing up of air-speed sensors—which in conjunction with severe weather led to a complex "error chain" that ended in a crash and the loss of 228 lives.



The matter might have rested there, were it not for the remarkable recovery of the aircraft's black boxes. Upon the analysis of their contents, the French accident investigation authority, the BEA, recently released a report confirming, to a large extent, the initial suppositions. An even fuller picture emerged with the publication of a book in French entitled *Erreurs de Pilotage* (volume 5), by pilot and aviation writer Jean-Pierre Otelli, which includes the full transcript of the pilots' conversation.



It is now understood that AF-447 passed into clouds associated with a large system of thunderstorms, its speed sensors became iced over, and the autopilot disengaged. In the ensuing confusion, the pilots lost control of the airplane because they reacted incorrectly to the loss of instrumentation and then seemed unable to comprehend the nature of the problems that had caused. Neither weather nor malfunction doomed AF-447, nor a complex chain of error, but a simple but persistent mistake on the part of one of the pilots.

Human judgments, of course, are never made in a vacuum. Pilots are part of a complex system that can either increase or reduce the probability that they will make a mistake. After this accident, the million-dollar question is whether training, instrumentation, and cockpit procedures can be modified all around the world so that no one will ever make this mistake again—or whether the inclusion of the human element will always entail the possibility of a catastrophic outcome. After all, the men who crashed AF-447 were three highly trained pilots flying for one of the most prestigious fleets in the world. If they could fly a perfectly good plane into the ocean, then what airline could plausibly say, "Our pilots would never do that"?

This is a synopsis of what occurred during the course of the doomed airliner's final few minutes.

1h 36m into the flight, the aircraft enters the outer extremities of a tropical storm system. Unlike other planes' crews flying through the region, AF-447's flight crew had not changed their route to avoid the worst of the storms. The outside temperature is much warmer than forecast,

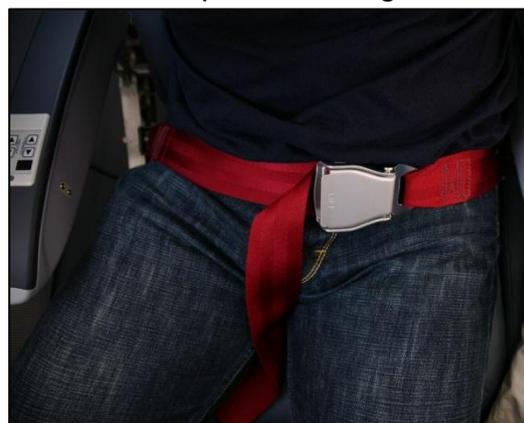
preventing the still fuel-heavy aircraft from flying higher to avoid the effects of the weather. Instead, it ploughs into a layer of clouds.

At 1h 51m, the cockpit becomes illuminated by a strange electrical phenomenon. The co-pilot in the right-hand seat, an inexperienced 32-year-old named Pierre-Cédric Bonin, asks, "What's that?" The captain, Marc Dubois, a veteran with more than 11,000 hours, tells him it is [St. Elmo's fire](#), a phenomenon often found with thunderstorms at these latitudes.

At approximately 2 am, the other co-pilot, David Robert, returns to the cockpit after a rest break. At 37, Robert is both older and more experienced than Bonin, with more than double his colleague's total flight hours. The head pilot gets up and gives him the left-hand seat. Despite the gap in seniority and experience, the captain leaves Bonin in charge of the controls.

At 2:02 am, the captain leaves the flight deck to take a nap. Within 15 minutes, everyone aboard the plane will be dead.

02:03:44 The aircraft enters an inter-tropical convergence. An inter-tropical convergence, or ITC, is an area of consistently severe weather near the equator. As is often the case, it spawns a string of very large thunderstorms, some of which stretch into the stratosphere. Unlike other airline company's aircraft crews, the crew of AF-447 had not studied the local weather forecasts and had not requested a divergence around the area of most intense activity.



02:05:55 The pilots tell the Hosties to get the passengers to buckle up and to sit down themselves.

The two co-pilots discuss the unusually elevated external temperature, which has prevented them from climbing to their desired altitude and express happiness that they are flying an Airbus 330, which has better performance at altitude than an Airbus 340.

02:06:50 Because they are flying through clouds, the pilots turn on the anti-icing system to try to keep ice off the flight surfaces; ice reduces the plane's aerodynamic efficiency, weighs it down, and in extreme cases, can cause it to crash.

02:07:00 About now they realise the radar is not on the correct mode so they change it and find they are heading directly toward an area of intense weather activity so they decide to divert left of track to miss the worst of it.

As they turn to the left, a strange aroma, like an electrical transformer, (often referred to as a 'brown' smell) floods the cockpit and the temperature suddenly increases. At first, they think that something is wrong with the air-conditioning system, but then accept the idea that the effect is caused by the severe weather in the vicinity. They decide to reduce speed and turn on the auto igniters which prevent the jet engines from flaming out in the event of severe icing.

Then the autopilot disconnects as the pitot tubes have iced up, resulting in the pilots having to fly the aircraft manually – not an easy job at that level, in bad weather, severe turbulence and without an airspeed indicator or altimeter.

Unfortunately, this is where things really start to go wrong. Instead of diverting around the storm they make an irrational decision and put the aircraft into a steep climb and fly straight into it. The onboard computer reacts immediately and sounds an alarm alerting the pilots that they are leaving their programmed altitude, then the stall warning sounds.

Golfer: "Do you think my game is improving?"
Caddy: "Yes sir, you miss the ball much closer now."

Stall warning alarms are designed to be noticed. Stalls are very nasty things and usually make the passengers down the back very nervous and this is why stall warnings usually 'come on' a few knots before the aircraft actually stalls, this is to give the pilot time to push the nose down and increase airspeed. Even though the stall warning was blaring away quite loudly – the cockpit recorder reports that neither pilot made mention of it – it seems to have been completely ignored and the pilot in command continue to haul back on the controls and the aircraft is soon climbing at the blistering rate of 7,000 feet per minute. As is normally the case, as altitude increases, airspeed decreases and soon the aircraft is flying at only 93 knots.

About now the co-pilot realises something is terribly wrong and he tries to get the pilot to take note of the aircraft's attitude (nose up) then as the pitot heat starts to work and melts the ice, one of the airspeed indicators shows the perilously low airspeed. The pilot eases forward on the controls and the airspeed starts to pick up and settles at 223 knots, quite safe and once again the aircraft is stable.

Then, for reasons known only to the pilot, he puts the aircraft back into a climb, once again activating the stall warning. By now the pitot heaters have done their job and the pitots begin to function correctly, the cockpit's avionics resume functioning normally and the flight crew now have all the information they need to fly safely. The problems that occur from this point forward are entirely due to human error.

By now, the aircraft had its maximum altitude. With engines at full power, the nose pitched upward at an angle of 18 degrees, it moves horizontally for an instant and then begins to sink back toward the ocean.



Unlike the control yokes of a Boeing jetliner, an Airbus does not have a 'wheel', instead it has two side sticks that operate "asynchronously," that is, they move independently. If the person in the right seat is pulling back on the joystick, the person in the left seat doesn't feel it, unlike in a Boeing where if you turn one wheel, the other one turns the same way. The co-pilot therefore

had no idea that while they are discussing descending the aircraft, the pilot was in fact pulling back on his side stick.

The vertical speed toward the ocean accelerated. If the pilot had let go of the controls, the nose would have fallen and the aircraft would have regained forward speed. But because he held the stick all the way back, the nose remained high and the aircraft had barely enough forward speed for the controls to be effective and as turbulence continued to buffet the plane, it was nearly impossible to keep the wings level.

By now, the Captain, who had been down the back of the aircraft, returned to the flight deck. The aircraft was still in an attitude of 15 degrees nose up, with a forward speed of only 100 knots and was descending at the rate of 10,000 feet per minute. The Captain, for some reason, made no attempt to physically take control of the airplane, had he done so, it is thought he would almost certainly have realised the problem and returned the aircraft to normal flight, instead, he took a seat behind the other two pilots.

As the aircraft approaches 10,000 feet, the co-pilot tries to take over the controls and pushes forward on the stick, but the plane is in "dual input" mode, and so the system averages his inputs with those of the pilot who continues to pull back. The nose remains high. The Captain, at last, realises what is wrong and tells the pilot to push forward on the stick and to regain airspeed. The pilot lets go of his controls and the co-pilot pushes forward and finally puts the nose down and the aircraft begins to regain speed. As they approach 2000 feet, the aircraft's sensors detect the fast-approaching surface and trigger a new alarm. There is no time left to build up speed by pushing the plane's nose forward into a dive and here the pilot panics and pulls his side stick all the way back again. The aircraft hits the water.

Today the Air France 447 transcripts yield information that may ensure that no airline pilot will ever again make the same mistakes. From now on, every airline pilot will no doubt think immediately of AF-447 the instant a stall-warning alarm sounds at cruise altitude. Airlines around the world will change their training programs to enforce habits that might have saved the doomed airliner: paying



closer attention to the weather and to what the planes around you are doing; explicitly clarifying who's in charge when two co-pilots are alone in the cockpit; understanding the parameters of alternate law; and practicing hand-flying the airplane during all phases of flight.

But the crash raises the disturbing possibility that aviation may well long be plagued by a subtler menace, one that ironically springs from the never-ending quest to make flying safer. Over the decades, airliners have been built with increasingly automated flight-control functions. These have the potential to remove a great deal of uncertainty and danger from aviation. But they also remove important information from the attention of the flight crew. While the airplane's avionics track crucial parameters such as location, speed, and heading, the human beings can pay attention to something else. But when trouble suddenly springs up and the computer decides that it can no longer cope—on a dark night, perhaps, in turbulence, far from land—the humans might find themselves with a very incomplete notion of what's going on. They'll wonder:

What instruments are reliable, and which can't be trusted? What's the most pressing threat? What's going on? Unfortunately, the vast majority of pilots will have little experience in finding the answers.

Golfer: "That can't be my ball, it's too old."

Caddy: "It's been a long time since we teed off, sir."

Car Radios.

Radios are so much a part of the driving experience today that it seems like cars have always had them. But of course they haven't. Here's the story.

One evening in the USA, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn't long before they were taking apart a battery powered home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: cars have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin (1895 – 1959), owner of Galvin Manufacturing Corporation. He made a product called a “battery eliminator” a device that allowed battery-powered radios to run on household AC current, ie: an AC/DC rectifier. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.



Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work out as they planned, half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he

parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production.

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix “ola” for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems:

- When the Motorola car radio went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650 - and to make matters worse, the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)
- In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the roof had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.



There was a new hair salon which opened up right across the street from an old established barber's shop. The new shop put up a big sign, "WE GIVE SEVEN DOLLAR HAIR CUTS!" Not to be outdone, the old shop put out their own sign: "WE FIX SEVEN DOLLAR HAIR CUTS"

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with the B. F. Goodrich Tyre Company to sell and install them in its chain of tyre stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company was officially changed from Galvin Manufacturing to “Motorola” in 1947.)



In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced

the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio – the Handie-Talkie – for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest mobile phone manufacturers in the world. And it all started with the car radio.

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the car experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning. He later became president of Motorola and achieved other things before retiring in 1972. He was elected into the "Automotive Hall Of Fame" in 1989 and died on the 7th November, 1998 at the age of 91.

Lear (1902 – 1978) also continued inventing and today he holds more than 150 patents in his name. He invented eight-track tape players but what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for aircraft, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet.



The concept of a jet designed specifically for business use was not very radical in the late 1950s. Many corporations were looking for a more modern airplane to replace the odd assortment of Gulfstream I's, Howard 500s and DC-3s then in use. There were two jets already on the market, the Lockheed JetStar



and the North American Sabreliner although both had been originally designed for the military and were very expensive. Lear could see that a small, relatively inexpensive corporate jet was an idea whose time was coming; visualizing his name on it no doubt made the idea even more enticing. At the time, he was the head of a very successful firm he had founded that built autopilots and related hardware. He approached the board of directors with his idea of building a new airplane and received his first setback: they refused to have anything to do with it. To anyone else in Lear's position, that, no doubt, would have been that, but Lear, in a gesture that was quite typical of him, left his company and headed for Switzerland. That didn't work out either and he returned to the USA in 1962 and settled in Wichita and built his factory.

Getting the first business jet onto the market was turning into a horse race. In Europe, the German Hansa Jet and the British DH 125 were firm commitments by their manufacturers. In the USA, Aero Commander had announced the Jet Commander, a brand-new design by Ted Smith (of Aerostar fame), a man as respected within the industry as was Lear. The Jet Commander beat the Lear Jet into the air primarily because Lear had lost so much time with the false start in Switzerland, but the race was far from over: the first airplane to receive a type certificate would be recorded in history as the first business jet.



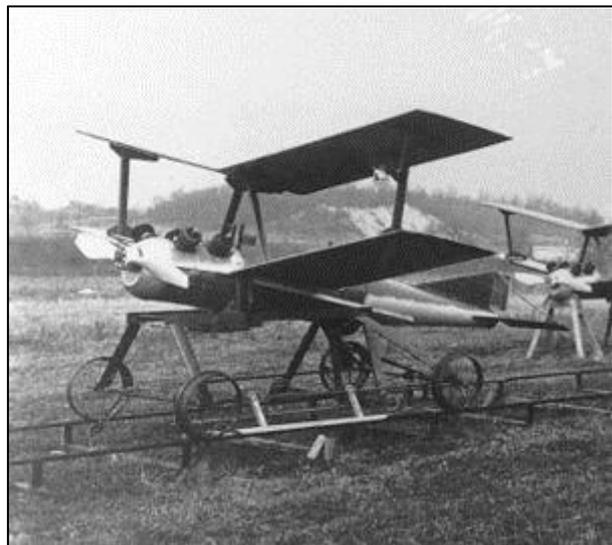
On the 31st July, 1964, less than ten months from the Lear Jet's first flight, FAA Administrator Najeeb Halaby personally flew to Wichita to present the type certificate to Lear, beating the Jet Commander by over three months to the title of the first mass-produced, affordable business jet. Not bad for a guy who dropped out of school after the eighth grade.

Paddy says "Mick, I'm thinking of buying a Labrador ."
"Bugger that" says Mick "Have you seen how many of their owners go blind"

Un-manned aircraft

During World War I, the United States Army aircraft board asked Charles Kettering of Dayton, Ohio to design an unmanned "flying bomb" which could hit a target at a range of 40 miles. Kettering's design, formally called the Kettering Aerial Torpedo but later known as the Kettering Bug, was built by the Dayton-Wright Airplane Company. Orville Wright acted as an aeronautical consultant on the project, while Elmer Ambrose Sperry designed the control and guidance system. A piloted development aircraft was built as the Dayton-Wright Bug.

The aircraft was powered by one 4-cylinder, 40-horsepower De Palma engine. The engine was mass-produced by the Ford Motor Company for about \$40 each. The fuselage was constructed of wood laminates and papier-mâché, while the wings were made of cardboard. The "Bug" could fly at a speed of 50mph. Total cost of each "Bug" was \$400.



The Bug was launched using a dolly-and-track system, similar to the method used by the Wright Brothers when they made their first powered flights in 1903. Once launched, a small

onboard gyroscope guided the aircraft to its destination. The control system used a pneumatic/vacuum system, an electric system and an aneroid barometer/altimeter. To ensure the Bug hit its target, a mechanical system was devised that would track the aircraft's distance flown. Before take-off technicians determined the distance to be travelled relative to the air, taking into account wind speed and direction along the flight path. This was used to calculate the total number of engine revolutions needed for the Bug to reach its destination. When a total revolution counter reached this value a cam dropped down which shut off the engine and retracted the bolts attaching the wings, which fell off. The Bug began a ballistic trajectory into the target; the impact detonated the payload of 180 pounds (81kg) of explosives.

The prototype Bug was completed and delivered to the Aviation Section of the U.S. Army Signal Corps in 1918, near the end of World War I. The first flight on October 2, 1918 was a failure: the plane climbed too steeply after take-off, stalled and crashed. Subsequent flights were successful, and the aircraft was demonstrated to Army personnel at Dayton



Despite some successes during initial testing, the "Bug" was never used in combat. Officials worried about their reliability when carrying explosives over Allied troops. By the time the War ended about 45 Bugs had been produced. The aircraft and its technology remained a secret until World War II.

Today a full size model is on display at National Museum of the United States Air Force in Dayton, Ohio. It was constructed by Museum staff members, and went on display in 1964.

General characteristics

- **Payload:** 180 lb (81 kg) warhead ()
- **Length:** 12 ft 6 in (3.8 m)
- **Wingspan:** 15 ft (4.5 m)
- **Height:** 7.7 ft (2.3 m)
- **Loaded weight:** 530 (240 kg)
- **Powerplant:** 1 × V-4 piston engine, 40 hp ()

Performance

- **Cruise speed:** 120 mph (193 km/h)

A meeting is an event at which minutes are kept and hours are lost.

Democracy.

In 1887 Alexander Tyler, a Scottish history professor at the University of Edinburgh, had this to say about the fall of the Athenian Republic some 2,000 years prior:

"A democracy is always temporary in nature; it simply cannot exist as a permanent form of government. A democracy will continue to exist up until the time that voters discover that they can vote themselves generous gifts from the public treasury. From that moment on, the majority always votes for the candidates who promise the most benefits from the public treasury, with the result that every democracy will finally collapse over loose fiscal policy, (which is) always followed by a dictatorship."

The average age of the world's greatest civilizations from the beginning of history, has been about 200 years. During those 200 years, these nations always progressed through the following sequence:

- From bondage to spiritual faith;
- From spiritual faith to great courage;
- From courage to liberty;
- From liberty to abundance;
- From abundance to complacency;
- From complacency to apathy;
- From apathy to dependence;
- From dependence back into bondage.

From this hypothesis, Tyler suggests the USA, Born in 1776 – Died in 2011.

Professor Joseph Olson of Hamline University School of Law in St. Paul, Minnesota, points out some interesting facts concerning the last (2008) US Presidential election:

- Number of States won by: Obama: 19 - McCain: 29
- Square miles of land won by: Obama: 580,000 - McCain: 2,427,000
- Population of counties won by: Obama: 127 million - McCain: 143 million
- Murder rate per 100,000 residents in counties won by: Obama: 13.2 - McCain: 2.1

Professor Olson adds: "In aggregate, the map of the territory McCain won was mostly the land owned by the taxpaying citizens of the country. Obama territory mostly encompassed those citizens living in low income tenements and living off various forms of government welfare..."

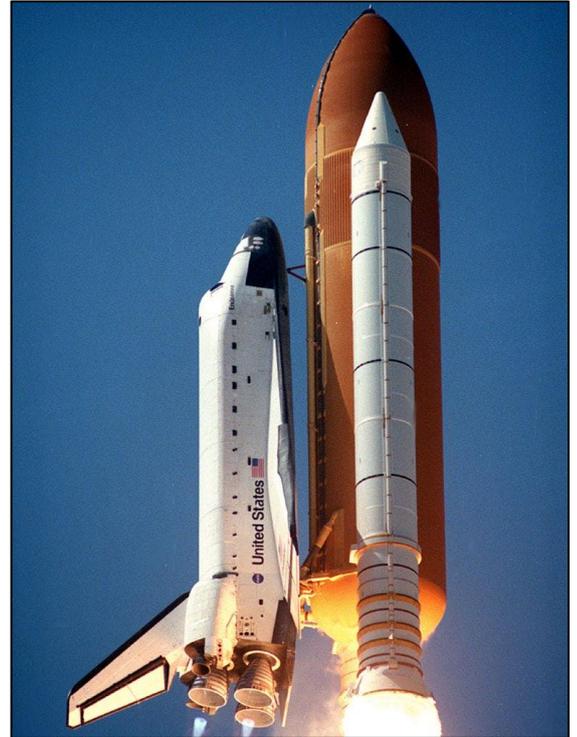
Olson believes the United States is now somewhere between the "complacency and apathy" phase of Professor Tyler's definition of democracy, with some forty percent of the nation's population already having reached the "governmental dependency" phase. If Congress grants amnesty and citizenship to twenty million criminal invaders called illegal's - and they vote - then we can say goodbye to the USA in fewer than five years.

Believe it or not!!!

To err is human, but to really foul things up requires a computer

The Space Shuttle.

Sadly, that magnificent machine, the Nasa Space Shuttle, is no more. The shuttle began setting records with its first launch on the 12th April, 1981 and continued to set high marks of achievement and endurance through 30 years of missions. Starting with Columbia and continuing with Challenger, Discovery, Atlantis and Endeavour, the spacecraft has carried people into orbit repeatedly, launched, recovered and repaired satellites, conducted cutting-edge research and helped built the largest structure in space, the International Space Station. The final space shuttle mission, STS-135, ended on the 21st July, 2011 when Atlantis rolled to a stop at its home port, NASA's Kennedy Space Centre in Florida.



During that time, there were two disastrous missions. In 1986 Challenger exploded during launch and in 2003 Columbia broke up during re-entry, in both cases killing the entire crew. This latter accident grounded the fleet while technicians tried to find out why. The 2005 shuttle Discovery was supposed to initiate the return to flight, but a large piece of insulating foam broke free from its external fuel tank, leaving scientists to solve the mystery and the program grounded once more until July 2006, when the Discovery and Atlantis both carried out successful missions.

Between the first launch in 1981 and the final landing in 2011, NASA's space shuttle fleet flew 135 missions and inspired generations.

Click [HERE](#) to see a fascinating time-lapse sequence of a shuttle being prepared for launch, it shows the procedure from final assembly to launch. Unfortunately it is silent, there is no sound until the last few seconds.

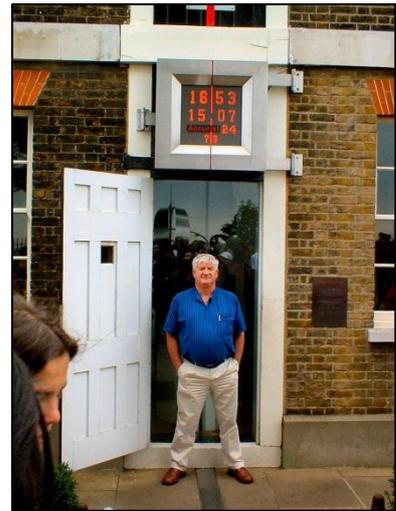
Time.

Time has had a very chequered history. The duration of one second in time and exactly who is the official time keeper has varied over the years. Way back, when Britannia ruled the waves, in order for sailors to know where they were, they needed a time reference so they could relate their current position on the world's oceans back to a fixed reference point. At Greenwich, which is on the Thames in London, a line was drawn in the sand and that was where time began. Sailors always kept one clock in their ship on Greenwich time then they would use the

sun to work out (say) midday at their current position and set the other clock to 12 noon. The time difference between the two clocks would give them a longitude reference.

Greenwich time was referred to as Z time, Z for Zero time and was termed GMT but when more accurate “clocks” came into being, GMT was replaced with UTC.

At the 1884 International Meridian Conference held in Washington D. C., the local mean solar time at the Royal Observatory, Greenwich in England was chosen to define the Universal day, counted from 0 hours at mean midnight. This agreed with civil Greenwich Mean Time (GMT), which had been used since 1847.



But, just to complicate things, the astronomical GMT began at mean noon, 12 hours *after* mean midnight on the same day and nautical GMT began at mean noon, 12 hours *before* mean midnight on the same day.

In 1884, the Greenwich Meridian was used for two-thirds of all charts and maps as their Prime Meridian until in 1928 when it was changed to the term Universal Time (UT) which referred to the day starting at midnight at Greenwich. In 1955, the caesium atomic clock was invented. This provided a form of timekeeping that was both more stable and more convenient than astronomical observations then in 1956, the U.S. developed atomic frequency time scales and in 1959 these time scales were used as the base from which shortwave radio station [WWV](#) started to broadcast time signals. In the late 1960's, early 1970's most organisations that needed to maintain accurate time, aircraft operators and ATC for instance, all began their day by tuning into WWV to sync their clocks.

In 1958, it was agreed that the standard for the length of one second was the time that governs the movement of the planets and moons in the solar system and allows one to accurately predict the observed positions of solar system bodies. This was called an ephemeris second.

By 1967, it was realised that there were two separate but different methods of determining the length of one second, and even though the difference would be indistinguishable to a lot of us, it was not acceptable to the scientific bodies. There was the French International System of Units method which used the caesium atomic clock method and the ephemeris second method, similar but not exactly the same.

Coordinated Universal Time is now based on International Atomic Time (TAI), a time standard calculated using a weighted average of signals from atomic clocks located in nearly 70 national laboratories around the world.

time

Time Zones around the world are given a letter to denote them, for example, Perth in WA, which is 8 hours ahead of UTC is given the letter H.

- A- Alpha Time Zone +1
- B- Bravo Time Zone +2
- C- Charlie Time Zone +3
- D- Delta Time Zone +4
- E- Echo Time Zone +5
- F- Foxtrot Time Zone +6
- G- Golf Time Zone +7
- H- Hotel Time Zone +8
- I- India Time Zone +9
- K – Kilo Time Zone + 10
- L- Lima Time Zone +11
- M- Mike Time Zone +12
- N- November Time Zone -1
- O- Oscar Time Zone -2
- P- Papa Time Zone -3
- Q- Quebec Time Zone -4
- R- Romeo Time Zone -5
- S- Sierra Time Zone -6
- T- Tango Time Zone -7
- U- Uniform Time Zone -8
- V- Victor Time Zone -9
- W- Whiskey Time Zone -10
- X- X-ray Time Zone - 11
- Y- Yankee Time Zone -12
- Z- Zulu Time Zone 0

A Girl, a Holden and a Mattress.

(We know what you're thinking Ted – but you're wrong!!!)

A girl ran over an inner-spring mattress on the highway and decided not to worry – she just kept on driving. Unfortunately for her, it caught on the undercarriage of her Holden and the ensuing jumble finally whipped around enough to tear a hole in the fuel tank. The subsequent lack of fuel is what finally brought her vehicle to its knees. Tough little cars these Holdens!!!

She had managed to drive 50 kms, with a 25kg tangle of “stuff” wrapped around her drive shaft before the engine snuffed it due to lack of fuel. She rang and had the car towed to her Holden Dealership where she told service reception that the car was making a “sort of funny noise”. The Holden people put the car up on a hoist and couldn't believe what they saw – click [HERE](#) to see for yourself.

The Shearing shed.

When the shearing sheds are silent and the stock camps fallen quiet
When the gidgee coals no longer glow across the outback night
And the bush is forced to hang a sign, 'gone broke and won't be back'
And spirits fear to find a way beyond the beaten track.

When harvesters stand derelict upon the wind swept plains
And brave hearts pin their hopes no more on chance of loving rains
When a hundred outback settlements are ghost towns overnight
When we've lost the drive and heart we had to once more see us right



When 'Pioneer' means a stereo and 'Digger' some backhoe
And the 'Outback' is behind the house, there's nowhere else to go
And 'Anzac' is a biscuit brand and probably foreign owned
And education really means brainwashed and neatly cloned

When you have to bake a loaf of bread to make a decent crust
And our heritage once enshrined in gold is crumbling to dust
And old folk pay their camping fees on land for which they fought
And fishing is a great escape; this is until you're caught

When you see our kids with yankee caps and resentment in their eyes
And the soaring crime and hopeless hearts is no longer a surprise
When the name of RM Williams is a yuppie clothing brand
Not a product of our heritage that grew off the land

When offering a hand makes people think you'll amputate
And two dogs meeting in the street is what you call a 'Mate'
When 'Political Correctness' has replaced all common sense
When you're forced to see it their way, there's no sitting on the fence

Yes one day you might find yourself an outcast in this land
Perhaps your heart will tell you then, 'I should have made a stand'
Just go and ask the farmers that should remove all doubt
Then join the swelling ranks who say, ' - don't sell Australia out'



GONNA BE A BEAR

In this life I'm a woman. In my next life, I'd like to come back as a bear. When you're a bear, you get to hibernate. You do nothing but sleep for six months. I could deal with that.

Before you hibernate, you're supposed to eat yourself stupid. I could deal with that too.

When you're a girl bear, you birth your children (who are the size of walnuts) while you're sleeping and wake to partially grown, cute, cuddly cubs. I could definitely deal with that.

If you're mama bear, everyone knows you mean business. You swat anyone who bothers your cubs. If your cubs get out of line, you swat them too. I could deal with that.

If you're a bear, your mate EXPECTS you to wake up growling. He EXPECTS that you will have hairy legs and excess body fat.

Yup, gonna be a bear!

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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.



John “Sambo” Sambrooks.

Sambo went into the Holy Spirit Hospital in Brisbane on the 13th December to have his left hip replaced. It is truly amazing what can be done these days, he had his operation on the Tuesday and next day was up and walking, although with the aid of a walker. Next day (Thursday) he was walking the length of the hallway, with only the aid of crutches and on the Friday, just 2½ days after the operation he was home again. The pic at right was taken on the Thursday morning. We think he looks very “nice” in a dress!!!



Not too many years ago, after a hip replacement, you could expect to spend about 6 weeks in hospital.

There’s really not too much wrong with the Australian Health system – we should be very thankful we are all living in the “lucky country.”

Ron Shannon

Ron, who lives about 60 klms east of Perth in WA, got in touch with us, he said: “I am 67 and getting too close to 68 years old and I recently contracted Whooping Cough, although as a baby I was immunised 'for life'. It seems the immunisation is not 'for life' but more like 'until you turn fifty five or so'.

I was so bad with it that I couldn't sleep for 48 hours because of the coughing and many times I started to blackout for lack of oxygen because I was unable to stop the bloody coughing !! It was very frightening, to say the least, and not something I'd wish on anyone, ...so.... get yourselves down to the Medical Centre and get a booster shot (I think they're free). The disease is epidemic in WA among Seniors and will probably spread to other States soon.



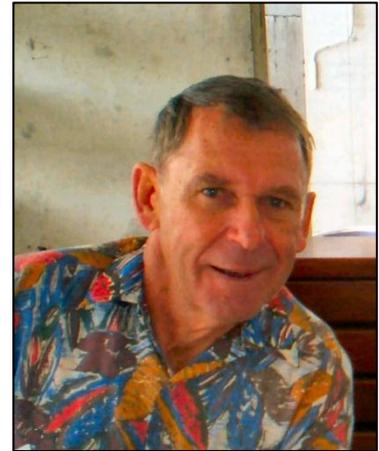
One of the nasties of Whooping Cough is the recurrent nagging cough that stays with you for up to three months. The Chinese call it 'the hundred-day cough'. Quite an accurate description.

YOU HAVE BEEN WARNED !!

Graeme “Bennie” Benthien.

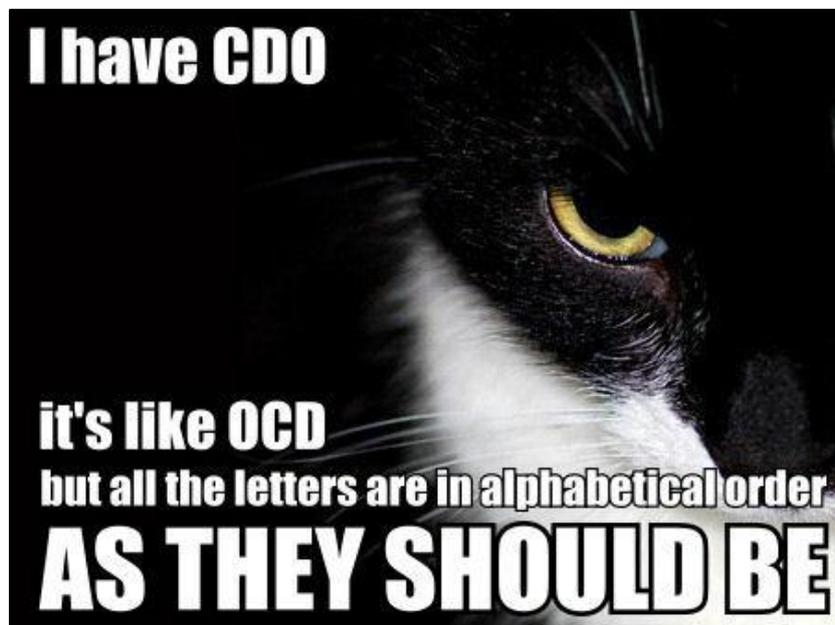
We heard from Bennie just prior to Christmas, just after he had received the bad news that he has been diagnosed with Prostate Cancer. He says his doctor has him booked in for a Prostate removal operation sometime in February 2012.

All the best mate..



Peter “Bart” Richardson

We heard from Mary Richardson who says that unfortunately, Peter, who was a sumpie with 35 Sqn in Vietnam from July 1970 to June 1971, was diagnosed with a brain tumour in May 2011 and was responding reasonably well after an operation in Sydney in September last year which removed 95% of the tumour. Peter had a bad seizure in late November and has been slowly going down-hill since then. He recently had another seizure and was hospitalised for a few days.



Where are they now?



Fred Holtman

Bob Charman saw our request for info on Fred Holtmann, he wrote “Fred currently lives in SA and until recently was captain of the local CFS where he trained my daughter in the cadets. He has softened a little since he was my DI at 1RTU, but only a little.....”

The wife asked me what I was doing on the computer last night. I told her I was looking for cheap flights. "I love you!" she said, and then she got all excited, That night we had the most amazing sex ever.....Which is odd because she's never shown an interest in darts before?

Peter Ey

Rocky Dalmolen is trying to locate on a former 9 Squadron member – Peter Ey. Peter was one of the secondees from the RAN during the period when we had a number of RAN guys join us. I spent a lot of time in Canberra and Vung Tau with Peter.

The reason for my request needs a little explanation. Recently my wife and I travelled to the UK and spent almost a week in a small village called Moulin, which is now part of Pitlochry. The hotel has an Inn attached and over the evenings we became friendly with a few of the locals. One particular evening we came to share past lives etc and one of the locals (John) latched onto my mentioning the word "Huey". He said that only certain people tended to call helicopters that. Further sharing resulted in him telling me that he was in Oman in 1980 and came to know Peter Ey, and as he put it, spent a lot of great times at the bar, etc. He tells one story where Peter and/or his crewman (who also flew with Peter in Vietnam but he couldn't recall the name, nor does the photo he had help as the person has their back to the camera), bragged him out of bed at about 2.00am to 'fire up' the radar as they had been put on alert - apparently there was a bit of tension between Iraq and Iran at the time and they were getting all a bit on edge.

However, John has lost contact with Peter over the years and I offered to try and see what could be done. A bit freaky coming across someone in a little Scottish village that knows an old mate. Hope you can help.

Rocky Dalmolen
9 Squadron (May '68 - May '69)

Unfortunately Rocky, we have some bad news for you. Steve Hartigan has advised that Peter Ey died of cancer several years ago in SA – tb

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Your say!



Ralph Dix

Ralph wrote, “G’day all, I went to Stan Buswell’s funeral on Friday the 13th January and discovered the following which I’m sure will be of interest to a lot of other people.

Stan joined the RAAF in Feb 1957 on 11 Radio Apprentice Course (36 starters - 6 from each State) and went to Frognal and studied at what was later to be called RMIT. His first posting was to MTU as a technician. Late in the 60s early 70s he was posted to Radschool as a lecturer. In the mid 70s he was posted to BSPEA as a Radio Officer. He was discharged from Pearce in 79 as a Squadron Leader after which he went into business for himself

In the late 80s he joined TAFE in WA as a Lecturer for Electronics Engineering at the Fremantle Campus and in the early 90s he transferred to the Mount Lawley Campus. From 2002 onwards he suffered a combination of Heart Attacks and Strokes.

I first knew of Stan during my time studying at Radschool in 1971. I was not lucky enough to have him as a lecturer but he was one of those SGTs that did become known to apprentices as someone who would listen and was willing to provide advice.



I was at BSPEA when Stan, by then a FLTLT, arrived and became at first the A/BRADO and then the BRADO. In April 1976 I was attached, on manning relief, to BSDAR for a three month period - you know the type you go and can expect the period to be extended. My problem was simple, I had booked two years’ worth of leave starting about the 28 Jun and going through to the middle of August, with the express purpose of getting married in the first week of July and having a honeymoon, unfortunately the wedding date was two weeks before the attachment was scheduled to finish.

Stan the Man, on hearing my situation, promptly joined battle with DEFAIR to cancel the Attachment. No-No-No was their answer, however the length can be changed so that I could return to Pearce, two or three days before my leave started.

On arrival at Darwin the A/BRADO there said 'no-way' can this attachment be changed like that and he persuaded DEFAIR to revert back to the original schedule. (Good man-management).

So a couple of days later when the re-re-schedule attachment was confirmed, I made a call back to Pearce and Stan re-joined battle and was again successful.

Subsequently I returned to Pearce, went on leave, married etc. etc and I took a discharge in December 1979.

I sure that there are many others who could provide stories about Stan's times in the RAAF. The few tales that were told at his funeral were so believable and will certainly bring a few chuckles to those who knew him - we all said "Yep! that was Stan"

I joined TAFE in 1989 to teach electronics to technicians at Mount Lawley. After a couple of weeks I was walking into the staff area and on the balcony having a durrie was Stan the man. Over the next couple of years we often talked about lots of things Stan was well versed in many topics, this was when I felt comfortable to call him Stan. I was transferred to Midland campus in 1995 and lost the contact with him.

Two years ago Yvonne Gould, a Student that Stan and I both taught at Mount Lawley, contacted me and suggest that Stan would enjoy a visit from me. At the time I didn't know that Stan had had numerous bouts of heart attacks and strokes. It was a surprise to see Stan walking around with an Oxygen bottle, on that occasion I spent a few hours with him. I visited a couple of more times.

The thing that pleased me at the funeral was that 5 members of his Apprentice course were present as well as one from 12 course. I didn't obtain all their names but if they read this they will know who they are. During the ceremony Stan's son read Stan's Eulogy and at the end he said the only thing he had to change was the date from 2010 to 2012.



There were also a few TAFE people there but the RAAF was more significant. In the Order of Service there were a few comments the one I liked the most was:

"He disliked incompetents and authority so his run-ins with some of the RAAF bosses became legend I admire his guts, if not his wisdom"

Even when he was in TAFE, this was still so. Why should the RAAF be the only organisation that stuffs things around".

Shane Rochford.

Shane Rockford wrote, "I am on the Board of Directors for the Evans Head Memorial Aerodrome Heritage Aviation Association and together with a consortium of fellow aviation enthusiasts, we are applying to gain approval for an ex-RAAF F111 for the museum so we need to now get the members up as part of this push.

There is a copy of the application form to join the volunteer group [HERE](#). This group will be responsible for maintaining and flying the aircraft which will be stored at the Evans Head Memorial Aerodrome Museum.

In the first year the the Joining Fee, \$10 and Membership Fee \$10 are being waved! Yes nothing to pay until at least 2013!. If you would like to join, please complete the form and return it to me at srochford@atae.com.au

I would also appreciate it if you could help us find more suitable members for the Association so please forward this on to anyone in your circle of friends who may be interested. We are only after names at this point and this will no way commit you to anything.

If you require any further information please do not hesitate to contact me by email, or on my mobile 04 1606 1602

Hospital regulations require a wheel chair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he didn't need my help to leave the hospital. After a chat about rules being rules, he reluctantly let me wheel him to the elevator. On the way down I asked him if his wife was meeting him. 'I don't know,' he said. 'She's still upstairs in the bathroom changing out of her hospital gown.'

Geoff White

Geoff White wrote, "I've just finished reading Vol 37 and I do love the Mag, excellent stuff. Reading the articles takes me back some 50 years to my rookies at Wagga (#568 - ACRM), my Radmech course at Laverton, (#13), my Teleg course also at Laverton (#68), and my time at 3Telu, HQOPSCOM, BASQNSIGS Butterworth and a couple of 1 month stints at Ubon. I finally discharged at Amberley, having risen through the ranks to LAC.

I was in Ubon when Harry Holt arrived from Vietnam, complete with kegs and BBQ supplies. I was on the welcoming parade on the Yank side of the airfield when our WOD came up behind me a few minutes before the ETA and asked "what are you doing here White?" I answered "waiting to welcome our PM Warrant", to which he responded "not with hair like that you aren't - piss off!"

Harry's speech from the stage of the RAAF open-air cinema was cut short by phlocks of Phantoms taking off on after-burner on their way to an airborne refuel then to bomb Hue, Hanoi etc, so we all adjourned to the Airman's Mess - which was the biggest and must have been a bit of a come-down for some of our leaders. Yanks I spoke to later were amazed that our "President" would visit such a remote base, when they couldn't even get their General to pop over from Guam! If I recall correctly, they had some 4,500 on their side, and we'd maintained our 150



personnel from the beginning of the place back in the early '60s! Their old Master Sergeants would happily swap a pint bottle of Canadian Club for a bottle of our "illegal" Port - a good exchange rate I always thought!

Great days for a 22 year old - what an introduction to life!

Thanks again - and your various contributors do a wonderful job too.

Three old blokes are out walking. First one says, 'Windy, isn't it?' Second one says, 'No, it's Thursday!' Third one says, 'So am I. Let's go get a beer..'

Steve Paget

Steve wrote, "I am contacting you to ask a favour. I am currently conducting research for my Doctorate (PhD) degree at the Strategic and Defence Studies Centre, Australian National University, under the supervision of Professor David Horner. I hope that you may be able to offer me some assistance. My thesis is a study of interoperability between the armed forces of Australia, the United Kingdom and the United States since the Malayan Emergency. I intend to focus on three aspects of warfare: air mobile infantry operations, aerial tactical bombing and naval gunfire support. I will investigate the practical enactment of coalition operations between the three nations and compare the results to the theoretical interoperability standards that have been outlined by the following interoperability for ABCA (Army), the Air and Space Interoperability Council (Air Force), and AUSCANNZUKUS (Navy).

I am currently working on the issue of interoperability during air mobile infantry operations during the Vietnam War. In addition to archival research, I am also very keen to conduct interviews with any participants that may be able to provide an insight into the issue of interoperability between the armed forces of Australia and the United States. I believe that former members of 2, 9 and/or 35 Squadrons RAAF may be able to provide an invaluable insight into the issue of interoperability. I would be extremely grateful if any former members of these Squadrons would be willing to take part in a written interview, which can be completed at their own leisure.

Alternatively, if it would be preferable, I would be more than happy to conduct a verbal interview. I realise that you are probably extremely busy but I would greatly appreciate any assistance that you may be able to offer me. If you would like any additional information on my project then please do not hesitate to contact me. I would be happy to answer any questions that you may have".

If you can assist, please contact Steve direct on steven.paget@anu.edu.au

A man was telling his neighbour, 'I just bought a new hearing aid. It cost me four thousand dollars, but it's state of the art.. It's perfect. "Really,' says the neighbour. 'What kind is it?' 'Twelve thirty.

Greg Reinke

Greg Reinke wrote, "Hi, I was talking to the Caloundra RSL re the upcoming 9 Squadron RAAF, Iroquois Helicopters Ceremony on the 16th March and was wondering if any of your members would:

1. Remember my brother (Ian Desmond Reinke) and
2. Have any photos of either him or photos of where they were based etc?

We don't have any memorabilia and anything would be appreciated as I'm trying set up a service wall. He was an ADG and served in Vietnam as a gunner with 9 Sqn from June 1967 to June 1968".

If you can help, please contact Greg direct on greg.reinke@optus.com.au

A dad buys a lie detector robot that slaps people when they lie. He decides to test it at dinner. "Son, where were you today?" The son says "at school Dad." Robot slaps the son! "Ok, I watched a DVD at my friend's house!" the son says. "What DVD?" asks the father. "Toy story." Robot slaps the son again! "Ok, it was a porno" cries the son. "What!?! When I was your age I didn't know what porn was" says the dad. Robot slaps the dad! Mom laughs: "Ha Ha Ha! He's certainly your son." Robot slaps the mom! Awkward Silence.

Greg McMahon.

Greg McMahon wanted to know whether there was any recognized facts between Bowel/Liver cancer and agent orange for RAAF radio personnel in Vietnam? We didn't know so we did some checking.

(Selective??) Studies showed that veterans who served in Vietnam during the war have increased rates of cancer, and nerve, digestive, skin and respiratory disorders. Veterans from the south had higher rates of throat cancer, acute/chronic leukemia, Hodgkin's lymphoma and non-Hodgkin's lymphoma, prostate cancer, lung cancer, colon cancer, soft tissue sarcoma and live cancer. Other than liver cancer, these are the same conditions the US Veteran's Administration has found to be associated with exposure to Agent Orange/dioxin, and are on the list of conditions eligible for compensation and treatment.

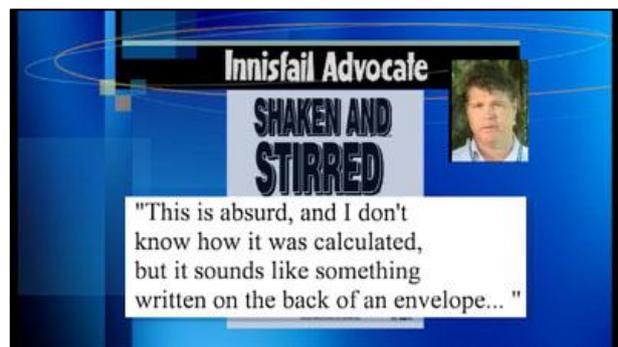
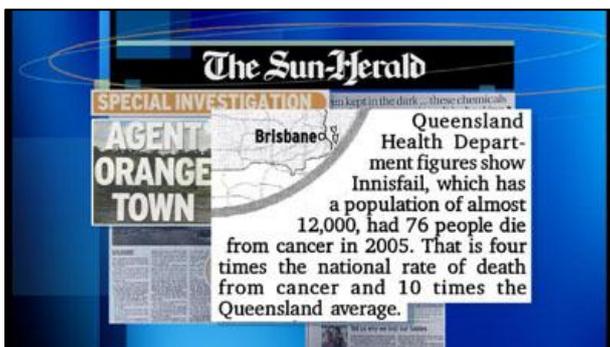
Military personnel who loaded airplanes and helicopters used in Ranch Hand probably sustained some of the heaviest exposures. Members of the US Army Chemical Corps, who

stored and mixed herbicides and defoliated the perimeters of military bases, are also thought to have had some of the heaviest exposures. Others with potentially heavy exposures included members of U.S. Army Special Forces units who defoliated remote campsites, and members of U.S. Navy river units who cleared base perimeters. Military members who served on Okinawa also claim to have been exposed to the chemical.

While in Vietnam, the veterans were told not to worry, and were persuaded the chemical was harmless. After returning home, Vietnam veterans began to suspect their ill health or the instances of their wives having miscarriages or children born with birth defects might be related to Agent Orange and the other toxic herbicides to which they were exposed in Vietnam. Veterans began to file claims in 1977 to the Department of Veterans Affairs for disability payments for health care for conditions they believed were associated with exposure to Agent Orange, or more specifically, dioxin, but their claims were denied unless they could prove the condition began when they were in the service or within one year of their discharge.

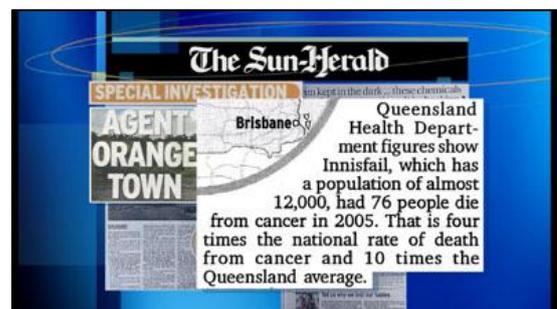
In 2008 Australian researcher Jean Williams claimed that cancer rates in the town of Innisfail, Queensland were 10 times higher than the state average due to secret testing of Agent Orange by the Australian military scientists during the Vietnam War. Williams, who had won the Order of Australia medal for her research on the effects of chemicals on U.S. war veterans, based her allegations on Australian government reports found in the Australian War Memorial museum archives. A former soldier, Ted Bosworth, backed up the claims, saying that he had been involved in the secret testing.

In May 2008, The Sun-Herald then ran the article below left, after which the Queensland health department replied to the claim and said that cancer rates in Innisfail were no higher than those in other parts of the state. The Innisfail Advocate ran the article below right, quoting a senior official from Qld Health.



It seems the Agent Orange beat up done by the Sun-Herald, for reasons known only to themselves, was just that, a complete Beat-Up and had no credibility what so ever.

The ABC TV Show, Media Watch, got onto it and showed it for what it was – see [HERE](#)



All this sensationalist reporting does nothing to help people who COULD have been affected by Agent Orange. [Studies](#) done by the National Research Centre for Environmental Toxicology show that the highest levels of mortality occurred among Navy bods who had nothing to do with Agent Orange.

So!!! What is the answer?? There is heaps of material which definitely links agent orange to cancers and there is heaps of material which says it doesn't.

Sorry Greg, haven't a clue!!!

Bruce Kendall.

Bruce wrote, "Howdy all, thanks for another great magazine. Arthur Comer, in his piece about 7 RTC (Permanent Air Force), makes mention of the late Les (Marconi) Jenkins. Members may be interested to learn more about Les. Like me, and many current and ex RAAF RADTECs, Les was a radio amateur - call sign VK3ZBJ. As Arthur states, Les was renowned for his VHF/UHF and later SHF knowledge and practice in the CSIRO, the RF comms industry, and as a radio amateur.

In Amateur Radio magazine The Wireless Institute of Australia published an obituary for Les when he died. I can't find a copy online, however I recall there was much detail in it.

Rod Faux.

Rod says " Howdy all, I got this from a geek mate. Personally I agree, but then I'm still catching up to some of the "features" in XP.....

Subject: Five Reasons why Windows 8 will be dead on arrival

I completely agree - not that I am a Linux loving, M\$ hater.... I really think it will be a bigger failure than VISTA. The biggest "new feature" is a completely new user interface, which is the one thing that the vast majority of users do not want to change. Migrating a completely non-computer literate user from WinXP to Win7 - although painful is still doable, because the basic interface principle of desktop icons and a "start menu" are still there.

The biggest failure is M\$ simply not knowing their customers. Globally the extreme vast majority of windows desktop users are not geeky compu-philes (those people use Macs and Linux :-)), but are actually mostly non-computer literate people that just use the desktop day in and day out for their daily work and do not want anything changed on their desktop.

Click [HERE](#) to see why some people think Windows 8 will fail.

Trevor, what does Sam think??"

Well, we asked Sam – this is what he says-

“Maybe what I think doesn't matter too much, with so many people who have looked into things a lot more voicing their opinions, but for what it's worth here are some thoughts.

Sales of personal computers of various kinds are not the growth market they were in the past, and in some markets sales are declining. This is almost certainly because of the increased use of smart phones and tablets. Microsoft now has meaningful competition, with the competitors mostly operating in a space Microsoft is relatively unfamiliar with. The last time I remember Microsoft giving the appearance of responding to competition was the leap from Windows NT4 to NT5 (which they subsequently decided to call Windows 2000). NT was mainly used for servers and by high end users, and the difference in reliability between NT4 and the Linux systems available at the time was significant.

As a result Microsoft wanted reliability and the release date for Windows 2000 kept getting pushed further into the future, but when it came out it was very good and easily the most reliable OS Microsoft had delivered to that date. So will Windows 8 follow a similar pattern? I don't know. But I'd be very surprised if they rush a dodgy version of it to market, by the time it's released I think they will want it to do whatever it does pretty well flawlessly. People don't like change, even if it's for the better. After Windows 95 was released, the most common call to Microsoft support was 'How do I get back to Windows 3.1?'. But if the fundamentals are good, people will come around to accepting it. And that's what I suspect will determine the success or failure of Windows 8. If it's well thought out and doesn't run like a dog, people are likely to come around to accepting it, unless they've lost interest in desktops and just want to use their tablets or smart phones. I think that's the challenge for Microsoft, to get people used to a smart phone friendly OS so that they seek out a smart phone with the same familiar interface.



But they might have left their run a bit late.”

I just watched my dog chase his tail for ten minutes and I thought to myself, "Wow; dogs are easily entertained." Then I realised, I just watched my dog chase its tail for ten minutes.

News and Reunions!



Cadet Reunion.

Were you a member of the Air Training Corps or the Australian Air Force Cadets?? If so, the Air Cadet Alumni Association wants you!!

It is intended to establish an Alumni made up of at least 1000 former ATC and AAFC cadets as well as former and current staff members from around Australia.

So, what is an Alumni?

An Alumni, in its simplest group of people who have a experience with an education institution. Formal alumni often exist with high schools many ex-students are join an alumni organization value the learning sand experience provided by the school.



form, is a shared past organization or arrangements and colleges, attracted to because they opportunities

Why you ask??

The Alumni would provide support to today's Air Cadets. It will:

- Facilitate contact among former cadets and staff
- Share information and news on current AAFC squadron events
- Provide former cadets and staff with a worthwhile opportunity to contribute to an organisation they value, and
- Help raise funds to assist extra AAFC cadet activities.

If you would like further info click [HERE](#).

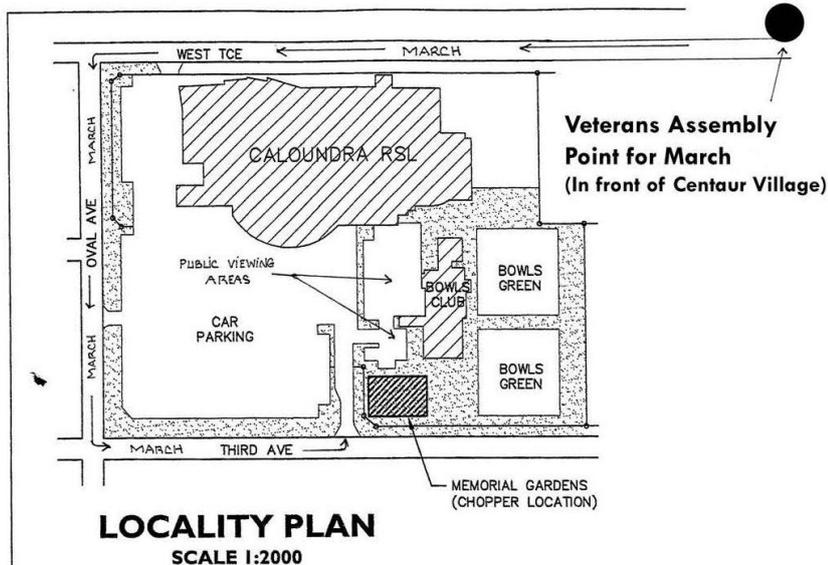
The Interim Alumni Association Website can be found [HERE](#).

If you would like to register, click [HERE](#).

I pointed to two old drunks sitting across the bar from us and said to my friend: "That's us in 10 years". He said "That's a mirror, dip-stick"!

Iroquois A2-1022

On the 16th March, starting at 1.30pm, Iroquois A2-1022 will be commemorated at the Caloundra RSL – and you are invited to attend. The time to begin forming up will be 1300 hrs as the march must commence at 1330 hrs. Wear medals. The map below may be handy if you're unsure of the area.



A dedicated project team, from the Caloundra RSL Sub Branch, was involved in finding an aircraft that had seen Operational Service in South Vietnam (SVN). (See our story last issue [HERE](#).) They sourced Aircraft A2-1022 at Nyngan which was owned by the Bogan Shire Council. The Bogan Shire Council agreed to release this Air Frame for a suitable replacement. A huge

task has been achieved by the project team, through commitment, dedication, resourcefulness and craftsmanship. They have restored a non-military Huey to an acceptable museum standard copy 'circa 1966' as if it had seen service.

A2-1022 is now in Caloundra and has been restored to display standard at 'circa 1966'. It will be housed and displayed as part of the planned Caloundra RSL Sub Branch Military Display. If you are going to attend would you please email Steve Hartigan [HERE](#) with details and he will forward them to the organisers. This will help streamline their work load. It would of course be good to see a great roll up on this special occasion and to be able to support the team who have managed to complete a huge task so successfully.

You can see details [HERE](#).

Frognall get together.

This is an early (heads-up) planning notice for all ex-Froggers, including Detachment dudes who have the same/similar status as '54 Mont Albert Road mainstream Froggers', even though some of them think not.

If you were an engineer cadet at some stage in your life and did not enlist for Academy, ie: Direct Entry, Undergrad or ADFA, then by default, you should be an ex-Frogger. That said, the ADF aerospace engineering fraternity is well connected and collegiate, so if an ex-Frogger has the courage to sponsor and chaperone an other-than-ex-Frogger ADF or ex-ADF aerospace engineer (including ground mech and crystal crackers), you are allowed 1 each, but will be held responsible for their behaviour at Wagga during their stay. Their behaviour has to be in-line with Frognall values and traditions, and any guest not measuring up will be banned from future attendance..... and labelled a pussy-cat.



Heads up all ex-DCS and ECS Froggers. The last-best (or best-last) Frognall reunion is planned for May 2012 at RAAF Wagga. Similar in style and tone etc to the last one held in Sep 2005. After seven years, the itch is back and over the last 3 years I have been approached by a growing number of ex-Froggers to organise another one. Well, all-right, you asked for it.

Each course is asked to nominate a course rep/spokes dude and indicate below which weekend suits most or all of your course member mates who intend to participate. These two weekends have been selected to deconflict with all reasonably foreseeable family unfriendly weekends such as Easter - so the Catholics can top-up after Lent, school holidays across all states, Mothers' Day, public holidays and obvious opportunities for long weekends, etc. The last one backed onto Father's Day, and some gripes were fielded over having to get back for AM hours Fathers' Day activities. I thought a Frognall reunion for Dad was a pretty good Fathers' Day pressy.

Otherwise folk were happy. So this one is intended to be even better timed than, and as-well executed as, the last one.

We have \$389.58 left in the Defcredit Wagga Frognall Reunion account, tiding over from the last reunion in 05. I ask that each course rep indicate a preference below (on behalf of the course) for how that kitty is used.

Intended general format:

Travel Friday

Friday: Early-bird drinks and snacks in Officers' Mess
1800-2300 Fri evening

Saturday AM: Activity Sat AM (options may include: golf, tour
RAAFSTT, sight visit RAAF acft if present and
crew available to open and tour, Temora



Aviation Museum deployment, RAAF Wagga Heritage Centre site visit)

- The main event: Reunion Sat 1830-on in Airmen's Mess, noting we cannot start earlier to allow recruits and trainees time to eat their evening meal and clear decks (a little earlier than normal, not too early)
- Refreshments: Eskies surrounding the room with ice, beer, wine and softies. Frognall 'themed' wines for tables
- General: Sit in Course clusters on tables: prize for course with biggest roll-up, another for worst looking pineapple jacket and combo dress: which should be neat collared shirt, trousers, shoes, with jacket optional to suit temperature, which should be a warm-mild autumn. Frognall pineapple-jackets always appropriate, if they still fit somehow.
- Food: Buffet meal, ala Frognall Cadets' Mess routine, but much nicer. Course reps to advise any special dietary requirements for religious or health reasons - with name and restriction please
- Accommodation: Make own arrangements. A subsequent email in early 2012 will advise recommended establishments, prices and contact details. Currently serving ADF folk may be able to stay in limited on-base accommodation - at cost (DS standing rate for off-duty OPSA Mess Accommodation) - pending determination of RAAF Wagga Officer course numbers at the time, who will have priority of access.)
- Memorabilia: "2012 Frognall Reunion : the best-last-best Wagga reunion" hat, shirt and stubby-cooler: under price and availability research - TBA
- Memorabilia: Bring any special memorabilia you care to display on a table for mates to ponder and ridicule.
- Special guest: Almost 80+ year old WOFF Ret'd Ted Heskett, (retired WOD), local resident of Wagga Wagga. Courses 21 thru 25 should remember Ted - I guarantee you he has not forgotten any of us.
- Sunday: Recover, Chapel service for Engineering community, and p-off without stealing anything from the Base, Mess, or each other (apart from a good time together).
- Cost: Apart from memorabilia, I aim to keep the cost under \$51 for the meal and drinks (apart from spirits)

Further details can be obtained from Grp Cpt Christopher Crowley by emailing [HERE](#)

More on Froggnall.

Wng Cdr Ian Gibson sent us this.

A scheme which provided the RAAF with graduate engineer officers for 25 years closed on the 12 December, 1985, after a graduation parade at Froggnall which is in the Melbourne suburb of Canterbury. The parade was reviewed by the Air Officer Commanding Support Command, Air Vice-Marshal Peter Scully. From its beginnings in February 1961 as 'Detachment A' of the Radio Apprentice School, then Diploma Cadet Squadron from 1962, and Engineer Cadet Squadron (ECS) from 1976, the unit administered officer cadets who were studying for engineering diplomas and degrees at the Royal Melbourne Institute of Technology.



Until 1976 the squadron shared facilities at Froggnall with the Melbourne Telecommunication Unit, which had occupied the site since its acquisition in 1942.

With the closure of the ECS, future intakes of RAAF engineer students attended the new Australian Defence Force Academy. The base at Froggnall closed down in March 1986 and was sold by the Commonwealth a short time later. Residents of Mont Albert Road are known to have heard ghosts with celebratory spirit making late-night noise on odd occasions, strangely reminiscent of the 61-86 era.



RAAF No 9 Squadron (Disbanded) Commemoration

In July this year, RAAF No 9 Squadron (Disbanded) is holding a Commemoration, Reunion and 40th Anniversary of Commencement. Members have been calling for a reunion for many years, now is the time to support it. The details are as follows:

20 JULY 2012 (FRIDAY)

Ipswich RSL Services Club, North Ipswich.

- Meet and Greet, Fellowship and Registrations (1800 hrs)
- Full meals are available at the RSL at your own cost on Friday night.

21 JULY 2012 (SATURDAY)

RAAHC (1030 hours to 1430 hours, actual timings to be confirmed)

- Welcome
- Commemoration Ceremony
- Huey 771 'talks' to the assembly
- Light luncheon and refreshments for attendees dry foodstuffs – sandwiches, biscuits, cake and refreshments – tea/coffee, wine and beer.
- Attendees visit the RAAHC aviation display areas.

Note. All 9SA Members and families, widows of ex No 9 Squadron personnel and descendants, will be 'bussed' to and from RAAF Base Amberley/RAAHC originating and ending at the Ipswich RSL Services Club (bus costs will be included in the attendees' payment for the 40th Anniversary / Reunion Dinner). However, there will be a few 9SA Members who are also RAAHC Volunteers that will be required to arrive prior to the buses and they will use their bona fide RAAF Amberley Base access passes in the usual manner to attend the RAAFHC facility.

- Ipswich RSL Services Club, North Ipswich - 40th Anniversary / Reunion Dinner commencing 1800 hours (Dress smart casual)

All drinks are to be at attendees cost.

22 JULY 2012 (SUNDAY)

Ipswich RSL Services Club, North Ipswich
Recovery Breakfast and Fellowship

Cost and Payment:

Cost of the event is \$145 per person. A \$50 deposit is required when nominating and is not refundable. Payments can be made through the 9 Sqn account in the normal procedure (remembering to put your name on the payment details) or by cheque to 9 Sqn association and sent to PO Box 635 Gatton Qld 4343.

Payments can be broken down into manageable chunks of your choice and I will notify each person as payment is received. If I do not notify you within a short period of time then consider that your payment has gone astray and get in contact with me.

Payment is to be finalised by 30th June 2012 to allow us to finalise catering.

Accommodation:

Accommodation is available and can be booked by going to the 9 Sqn Association web site and clicking on the [2012 Reunion button](#). This will take you to the Discover Ipswich web page. This page has accommodation listed in order of closeness to the Ipswich RSL. By clicking on an accommodation site you will find the cost and availability of rooms.

For those flying into Brisbane airport the train is available from the airport to Ipswich. Please note that the airport link train has NO concession rates, it is a private line.

Memorabilia:

A range of memorabilia, DVD's, CD's will be available on Friday and Saturday nights. It can also be pre ordered through me. We are expecting to have at least two new items of a floppy hat and a blue polo shirt and perhaps a sleeveless vest (with crest). Costs to be advised.

Commemoration port:

A commemoration port will also be available however to ensure you get one pre order through me. Cost of the port is \$22.50 per bottle.

Any questions regarding the event or payment are to be directed to me.

[Steve Hartigan](#).

Hans, a middle-aged German tourist on his first visit to Orlando, Florida , finds the red light district and enters a large brothel. The madam asks him to be seated and sends over a young lady to entertain him. They sit and talk, frolic a little, giggle a bit, drink a bit and she sits on his lap. He whispers in her ear and she gasps and runs away! Seeing this, the madam sends over a more experienced lady to entertain the gentleman. They sit and talk, frolic a little, giggle a bit, drink a bit and she sits on his lap. He whispers in her ear, and she too screams, "No!" and walks quickly away. The madam is surprised that this ordinary looking man has asked for something so outrageous that her two girls will have nothing to do with him. She decides that only her most experienced lady, Lola, will do. Lola has never said no, and it's not likely anything would surprise her. So the madam sends her over to Hans. The sit and talk, frolic a little, giggle a bit, drink a bit, and she sits on his lap. He whispers in her ear and she screams, "NO WAY, BUDDY!" and smacks him as hard as she can and leaves.

Madam is by now absolutely intrigued, having seen nothing like this in all her years of operating a brothel. She hasn't done the bedroom work herself for a long time, but she's sure she has said yes to everything a man could possibly ask for. She just has to find out what this man wants that has made her girls so angry. Besides she sees a chance to teach her employees a lesson. So she goes over to Hans and says that she's the best in the house and is available. She sits and talks with him. They frolic, giggle, drink and then she sits in his lap. Hans leans forwards and whispers in her ear...

"Can I pay in Euros?"

Gunners tour of Vietnam

Phil Brookes got in touch, he says "I'm a member of the RAASC Vietnam Association (Army) and have been organising and leading the Grocers and Gunners tour to Vietnam since 2009. Our next tour is scheduled for November 2012 to coincide with Remembrance Day at Long Tan. Would it be possible for you to provide publicity for the tour? We had RAAF participation on our first trip and it would be great if some of your members could join us for the November tour to add a bit of class tour our lot.



The 23 day tour is excellent value, being all inclusive, including Singapore Airlines flight from and to Australia and four/five star all the way. It is specially designed for couples and those who have an interest in this fascinating country and Australia's involvement during the Vietnam War.

I've been travelling regularly to Vietnam since 1996 and recently returned from six weeks in Hanoi, so have been able to select and inspect the best accommodation and restaurants. I also met the current Australian Defence Attaché in Hanoi, Group Captain Matt Dudley, CSC, who is keen to join our group for a dinner in Hanoi. I did this in 2010 and it was a great evening.

You can download a flyer [HERE](#) and if you want further info, please email me [HERE](#)."

Today is the oldest you've ever been, yet the youngest you'll ever be – so, enjoy this day while it lasts.

30 Sqn Anniversary.

Dave Cook wrote, “The latest RAAF News has some detail re the 70th Anniversary of 30 Sqn... The CO, Wg Cdr Sharyn Bolitho has requested some contact by Bloodhound era members. I have contacted her with your email detail and a few photos. Al George should have some interest in this as well. A good proportion of the Sqn were Rad Techs.



Sharyn says: “As you know, 30SQN was reformed on 1 Jul 10 as part of our Base Support and Reserve Administration at RAAF Base East Sale. We have over the last 18 months developed some excellent links with the 30SQN Association, mainly from WWII and just post WWII era, however we have not had any connection with the Bloodhound era, 1961-68 and my intent is to try to grow a database of all ex 30SQN members.

Part of trying to establish the links included approval from [DSTO Scottsdale](#) to gift the Bloodhound Missile they have had as a gate guard to No 30 (City of Sale) Squadron. I have enclosed a copy of the article I submitted for the Air Force News (See [HERE](#)) for those who may not have seen it as well as two photos of the Bloodhound as we prepared to remove it from DSTO Scottsdale to transport to RAAF Base East Sale last December.



On 9 March 2012 we are holding a small commemoration service to mark the 70th Anniversary of the formation of No 30 Squadron. I would be appreciative if you could send this to your network (whether by newsletter or email) so that those members that were part of 30SQN at some time could have the chance to attend. I have enclosed an invitation, you can download it [HERE](#).

The Bloodhound missile will be on display then, but will only have had some minor cosmetic work done on it. It was unfortunately in some need of restoration and so after our anniversary, the intent is to fully restore it to its former glory (with the aid of the Air Force museum at Point Cook) and then have a specific ceremony to mark the placement of the Missile at the front of our headquarters (the end of this year all being well). A separate invitation will be extended to all Bloodhound era members as then.

I also note that if any of your network live near Point Cook and wish to be part of the restoration, I can always see if this is possible, as the work is through volunteers anyway.

The ABCP email address is listed for RSVPs on the invitation. I am also happy to take any emails so that we can grow our own network of 30SQN personnel.



Sharyn has also found, what she has been told, is a Yellow River radar dish trailer and command post trailer. It seems this equipment was used to track the missiles, does anyone know anything about these things??

If you want to join the 30 Squadron Association, you can email Sharyn [HERE](#).

30 Sqn's History.

Formed at Richmond, New South Wales in March 1942, No 30 Squadron was quickly deployed to New Guinea, becoming the first RAAF Beaufighter squadron to see action in the Pacific Theatre. The Beaufighter, with its heavy cannon and machine gun armament, proved particularly effective against Japanese shipping and troop barges.

During the Battle of the Bismarck Sea, one of the decisive engagements of the Pacific Theatre, No 30 Squadron Beaufighters, flying at mast height, provided suppressive fire for following waves of allied bombers. The Japanese, under the mistaken impression that they were under torpedo attack, made a disastrous tactical error and turned their ships towards the Beaufighters, leaving them exposed to attack by American and Australian bombers. Eight troop-laden transports and four destroyers were sunk in this battle for the loss of five aircraft, including one Beaufighter.

The day after this battle No 30 Squadron attacked the Japanese base at Lae. Catching the base defenders unprepared, the Beaufighters destroyed six Zeros on the ground and extensively damaged base facilities.



Throughout the war, No 30 Squadron Beaufighters ranged far and wide, attacking targets in the Celebes, Ambon, Ceram and the Halmaheras. Operating at low level, Beaufighter crews had little

chance to escape if their aircraft was crippled and consequently high crew losses were to remain a hazard of Beaufighter operations throughout the War.

After the War, No 30 Squadron undertook Target Towing and Special Duties at various bases throughout New South Wales, until the unit was disbanded in 1956.



Equipped with Bloodhound surface-to-air missiles, No 30 Squadron reformed at Williamtown New South Wales in January 1961. The role of the newly formed missile squadron was to provide high-level air defence for Australian military bases and industrial centres. A permanent detachment was based in the Northern Territory in 1965. Until its disbandment in 1968, No 30 Squadron had the distinction of being the RAAF's only surface-to-air missile unit.

Reforming in July 2010, No 30 (City of Sale)

Squadron is now responsible for combat support and base operations functions at RAAF Base East Sale

Carbon pricing.

The Government has passed the relevant laws and the carbon tax will come into operation on the 1st July. The Government has approved an increase in pension payments to enable those on a pension to meet the increase in costs. You can read more about it [HERE](#)

Several days ago as I left a meeting at our local RSL, I desperately gave myself a personal pat down. I was looking for my keys. They were not in my pockets. A quick search in the meeting room revealed nothing. Suddenly I realized, I must have left them in the car. Frantically, I headed for the parking lot. My wife, Diane, has scolded me many times for leaving the keys in the ignition. My theory is the ignition is the best place not to lose them. Her theory is that the car will be stolen. As I walked around the car park, I came to a terrifying conclusion. Her theory was right. The parking lot was empty. I immediately call the police. I gave them my location, confessed that I had left my keys in the car, and that it had been stolen.

Then I made the most difficult call of all, “Honey,” I stammered. I always call her “honey” in times like these. “I left my keys in the car, and it has been stolen.” There was a period of silence. I thought the call had been dropped, but then I heard Diane’s voice. “Ken” she barked, “I dropped you off!”

Now it was my time to be silent. Embarrassed, I said, “Well, please come and get me.” Diane retorted, “I will, as soon as I convince this nice policeman that I have not stolen your car?”