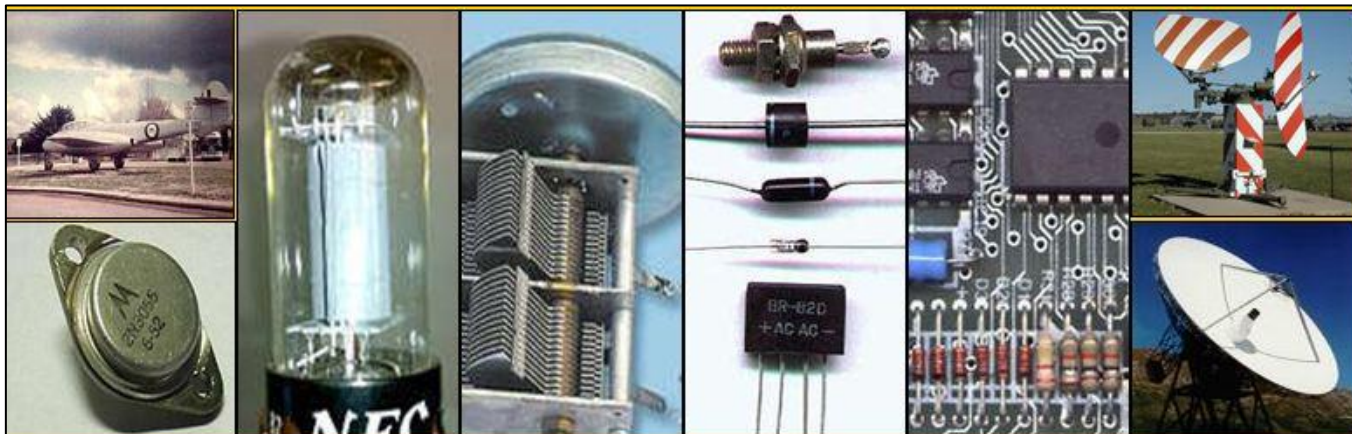




RAAF Radschool Association Magazine

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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 is Sylvia Hodges who was spotted at the Djinnang reunion in Brisbane in May 2012. See Page 3	
	Windows 8 is here, will it be a hit or a dud? and if you accidentally delete a file, how do you get it back? See Page 4	The girls at Pt Cook had a barby and some had a reunion and we have more pics of Ballarat, See Page 5	

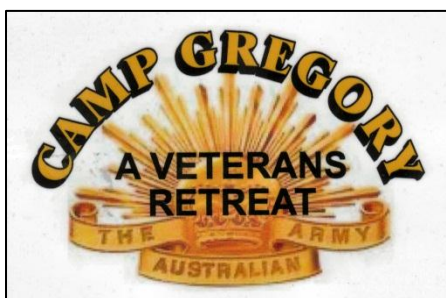


Ted has the latest Pension levels and he has a story on PanAm from days of old.

See Page 6

Brian Duddington has had an enviable career in the RAAF. He shares it with us.

See Page 7



Roger Dwyer had to fight the bureaucracy to open his V.V. retreat, but fight he did and it's now open

See Page 8

Allan George has the latest on the DFRDB battle and he's got the info on how optic fibre works.

See Page 9

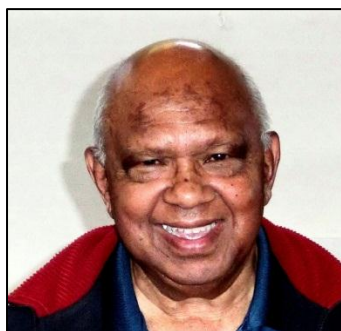


Roger Bailey reminisces on the short history of the Bloodhound.

See Page 10

Has attitude got a lot to do with getting dementia?

See Page 11

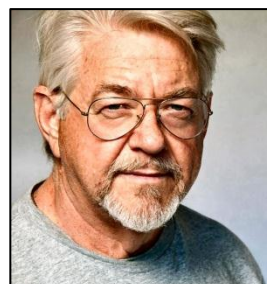


The blokes and blokett from Sale held a reunion at Rathmines.

See Page 12

Tony Element had a nasty surprise, recently he was told he had prostate cancer, but he's fine now.

See Page 13



We had 2 days on Gallipoli Barracks and we were pleasantly surprised..

See Pages 14 & 15

There are a lot of after-market protection devises for your car – but are they any good?.

See page 16



	A few blokes haven't been as well as they could be. See Page 17	We're looking for a few people, perhaps you can help. See Page 18	
	This is where you have your say Page 19	Here's the news, all the news, the whole news and nothing but the news. See Page 20	
Index. The Index is now finished - all references have been linked so if you're looking for a topic or a photo of someone, click on the Index link on the top of each page and just follow the links.			

Photos

Most (but not all) of the photos on our pages have been 'crunched' to make them open faster. If you want a copy of any in their original condition just email us, use the "Contact Us" link at the top of each page, tell us which one you want and if we have a better copy we'll email it back to you.

This edition contains a lot of photos and if your internet connection is not all that fast you will find some pages will take a while to load. If this is the case, it is best if you just open the page and wait a little while until it fully downloads before trying to navigate through it.

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.



Links.

A few blokes suggested that we add links to useful (and free) programs in our Links page, we thought that was a good idea, so if you're looking for a tried and tested and FREE program to do a particular job, you could find it [HERE](#).

At the moment we've only included programs that run under Windows, if you know of any FREE and useful programs that run under the Apple label, please let us know, and if you have any suggestions for other Windows programs, let us know so we can include them.

Donations.

We want to keep 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.

Merchandise.

We've now got a merchandise page, the link is on each page, but you can go there [HERE](#) too. If you've got something you want to sell, send us a photo and a description and we'll add it to the page. We take 10% to cover our running costs.

Reunions.

If you're having a reunion and you would like us to cover it and publish it, let us know and we'll see what can be done.

Membership.

Please check the [list of names](#) and if you've joined but your name isn't there, please click on the "[Join the Association](#)" tag (there's one on the top of each page) fill in the details again and send it to us. If you're not a member and would like to be, do likewise.

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

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



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

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

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IN MEMORY OF

Kev Davis.

Bob Hambling advises that on Thursday, 20 Sept, Kev Davis passed away at his home near Mackay following a battle with cancer. He was a RADTECHG from 18 Radio Appy course and spent many years based at Townsville. Kev completed his 20 years in the RAAF before joining Telecom and settling down in Mackay. He was part of the RAAF Bloodhound Advisory Group and served overseas in England/Cyprus/Singapore from 1970 to 1974. Kev leaves his wife Iris, sons Harry and Phil, and twin brother Ken, who is known to many ex 18 Course people because he stood in for Kev at RadSchool several times when Kev had activities off-base to attend.



Ernest Arthur Browne.

Mick Russell advises that WGCdr (Retd) Ernest (Ern) Arthur Browne MBE passed away in Canberra on the 11 August, 2012. Ern was 87, had war service in England and Korea, and although not part of the engineering fraternity (ATC) he was well known throughout the RAAF before his retirement and possibly by some REOA members. His funeral service was held in Canberra on Monday 20 Aug 12.

Ray Crosica.

Gerry Hemy advises that Ray Crosica passed away on 5th September. His funeral was held on the 11 Sept 2012. Ray had dementia and spent most of his final days in a home at Oakey.

James Oakley.

Bill Arden advises that Wing Commander Geoffrey James Oakley (RAAF Retd. 1980?) died on the 11 September. Geoff who was an instrument fitter, was commissioned and retired as a Wing Commander. On retirement he was active in the Salvation Army. His funeral service was held at the Ringwood (Vic) Salvation Army Citadel on the 20 Sept.

Barry G King.

Peter Hodge advises that Wing Commander Barry G. King (retd) SDIntel, died on the 20 September in Canberra following a long battle with cancer. His funeral was held in Canberra

duing the week 30Sep-06Oct. Barry joined the RAAF in 1954 as a Junior Equipment and Administrative Trainee (No 3 JEAT Course). After training as a Linguist (Chinese), he was commissioned into the Admin branch and later transferred to Intelligence. He was well known to his contemporaries in the Intelligence, Linguist, Sigs (two tours in Hong Kong), Maritime and Admin branches of the service. He retired from the RAAF in the early 1980's. In retirement Barry kept in touch with the retired Air Force community at JEAT reunions, Djinnang Assn. gatherings in Canberra, and Maritime Squadrons Association functions.

Colin Mervyn Anson

Reg "Rocky" Rockliff advises the passing of Wg Cdr Colin Mervyn 'Avro' Anson, a well-known Vietnam Veteran and member of the RAAF from 1944 to 1976. Avro was the Eng O at 2 Sqn in Phan Rang from September 1969 to September 1970. He died on Saturday 6th October at his home in Childers, Qld and his funeral was held on Wednesday 10 Oct 2012. Born 28/04/1921

Rodney Hewitt-Cook

Geoff Peterkin, the secretary of the Fighter Squadrons Branch of the NSW RAAF Association advises the passing of Rod Hewitt-Cook at 3.30am on the 15th October. According to his wife, Betty, he passed away peacefully after several months of hospitalisation, the culmination of an extended period of illness battling cancer. Rod joined the RAAF in January 1957, graduating with No 10 Course, RAAF College in December 1960 and studying Aeronautical Engineering. His degree, Bachelor of Engineering (Aero) was conferred in 1963. During his Air Force career, he was well known among his contemporaries and his mateship, sense of humour and a faithful ukulele proved to be a great formula for entertaining everyone among his social circles. He retired as a Wing Commander about 1984 and took a position in CASA as a member of the Accident Investigation Team. Following that, he spent some years involved in Ultra-light Aviation which also satisfied his absolutely deep-seated desire to fly. In due course he settled in a quiet rural pursuit, enabling a wonderful family environment.

Rod's funeral was held on Friday 19th October at St Phillips Anglican Church, Bungendore, just south of Lake George, NSW.

Mal Lindsay

Dick Tracey advises the passing of Mal Lindsay who was on 3 Appie Course. Mal died on the 9th October at Palm Beach (Gold Coast). A wake for him was held on the 17 October.

Duncan Buchanan

Don Mazlin advises the passing of Duncan Buchanan a former RAAF Armament Officer who was a member of the first Apprentice intake at Wagga. Duncan died on the 27 October 2012 in Sydney. His funeral was held on the 30 Oct in Sydney at the Macquarie Park Crematorium, North Ryde.

Don says he served with Duncan at 3AD and Butterworth in the early 1960s and we both took our turns as EngO of 79 Sqn in Ubon. He lived in Melbourne until about 12 or 15 years ago when he and June moved to Sydney to be closer to family.

Click [HERE](#) for the death notice.

John Goodrick

Arthur Fry advises the passing of John Goodrick, who died peacefully at home on the 30th October 2012, after a six-month battle with pancreatic cancer. John joined up as a young lad from Glenorchy in Tas. Went through rookies in 67 and was on 80 Telegs at Radschool. He was keen on all sports and a popular member. He spent a lot of time as a Sigsop at 3TU. John's funeral was held on the 5th November at Traditional Funerals 17 Anzac Avenue, Redcliffe, Qld.

Allan Tennent

Gary Olsen advises the passing of Allan Tennent who died suddenly but peacefully early in the morning on the 1st November. Allan served in Vietnam as a SGT Hygiene Inspector with Base Support Flight from 11Dec67 to 17Apr68 and No 2 Squadron from 17Apr68 to 4Sep68.

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Page 3 Girl.



Our lovely Page 3 girl this issue is Sylvia Hodges, who before she met and married Frank Hodges, used to be Sylvia Bell. Sylvia joined the WRAAF in 1967, did her rookies at Edinburgh,

trained up as a Teleprinter Operator, then was posted to Frognall, then Laverton and spent her last 2 years in the WRAAF at Richmond. Sylvia was spotted at the Djinnang Reunion/AGM back in May 2012.

7/89 RTC Graduation Parade.

Peter Smith send us these photos of the graduation parade of course 7/89 RTC which occurred in December 1990. Peter was awarded the CO's Award for Student Excellence from WCDR Val Robertson.





Val, trying very hard to remain serious during the inspection, especially as he's been "square gating" for the last 10 mins and with the W/O at the back is trying very hard to keep up with him.



Val thinking the food at the Airman's Mess must be a lot better than in the Officer's Mess – and more of it too.



L-R: Greg Shaw, Sean Neate, Sgt ?? (WGS instructor) W/O ??, Val Robinson, Wayne “Nugget” Kristalyn, “Beggsy”, Peter Smith, Darren “Red” Clifford

Val saying, ‘Thank goodness that is over’ – let’s go get a schooner.....while the W/O checks the shoes for the correct spit polish.

“Buy a bunch of flowers to take home to your wife”, says the flower seller to the bloke walking by.

“I don’t have a wife” says the bloke.

“Well, buy a bunch for your sweet-heart” says the flower seller.

“I don’t have a sweetheart either” says the bloke.

“Well, buy two bunches to celebrate your good luck” says the flower seller.

Darwin – 1993.

This photo of two pretty girls, which was sent to us by Gail McDermott (who was Cpl Gail Predl when it was taken), was taken in the Hallway of Block 29 at RAAF Darwin back in 1993.



L-R: Colleen O'Sullivan, Gail McDermott.

The photo below is of the girls from Darwin's Block 29 all done up in their finest ready for the Airman's Ball sometime in 1994. Unfortunately Gail can't remember too many names – can you help??



L-R: Angie Benney, Not known, Not known, George Dolphin (AKA Flipper), Gillian Roberts [nee Aldridge], Not known, Liz Thiessen, Gail McDermott.

Gail joined the RAAF at the end of June 1986 – in Brisbane – aged 28 [quite a lot older than most]. She joined as a Commsop and after her basic training at 1RTU was posted to Radschool at Laverton for her Commsop training. In about April 1987, after completing the course, she was posted to the Williamtown Commcen.

She remained there until her promotion to Corporal [Dec 1990] and was then posted to RAAF Darwin where she stayed for 6 years, the last two of which were spent attached to HQNORCOM (Head Quarters Northern Command) in the Commcen. Whilst in Darwin she met and was swept off her feet by a Navy bod, to whom she became engaged and then married.

She was promoted to Sergeant and sent to RAAFSTT at Wagga as an Instructor but found the call of the sea was too strong so in July 1997 she went on LWOP and moved to Sydney to be with her husband.

She took a discharge at the end of Jan 1998.

Annamarie Donohue.



At Radschool during 1986, on training on a surrounding farm, not far from the base at Laverton.

5/86 Commsop.



Back Row L-R: Leesa Brennan, Gail McDermott (Predl), Heather Brock, Not known.
Front Row L-R: Ian Kain, Russell Hicks.

Darwin COMMEN girls' get together.



Gail McDermott, Liz Wright, Sue Garth [now Ansford], Tracey Aitken-Tanner, Tracey Stephens

Why did the chicken cross the road?

REV FRED NILE: Because the chicken is gay! Isn't it obvious? Can't you people see the plain truth in front of your face? The chicken was going to the 'other side'. That's what 'they call it: the 'other side' Yes, my friends.

CAPTAIN JAMES T KIRK: to boldly go where no chicken has gone before.

FOX MULDER: You saw it cross the road with your own eyes. How many more chickens have to cross before you believe it's true?

HANSIE CRONJE: What if I could guarantee that it won't get to the other side?

FREUD: the fact that you are at all concerned that the chicken crossed the road reveals your underlying sexual insecurity. How do you feel about your mother?

THE C.I.A: Who told you about the chicken? Did you see the chicken? There was no chicken. Please step into the car.

EINSTEIN: Did the chicken really cross the road or did the road move beneath the chicken?

BILL CLINTON: I did not cross the road with THAT chicken. What do you mean by chicken? Could you define the word 'chicken'.

HOMER SIMPSON: mmmm Chicken.

5/89 Commsop Course. (Graduated April 1990)



Back L-R: Yvonne Parker, Hayley Thompson, Mandy Moore, Sheryl Smith, Karen Miller

Middle L-R: "Munch", Tony Vickers, Greg Genge, Paul Rodstead, Shane Broomhall, Allan Mortensen, Julie Clapton.

Front L-R: Not known, Merv Ayers, Hugo Burlinson, Dave Tompson, Corinna Logan.



Computers and Stuff.

Sam Houlston.

Win8 is offered to all.

Windows 8 and Windows RT will hit the market on the 26th Oct. In the days of CD and DVD installations, that date was something of a misnomer — it could take days or weeks for retail stores to keep up with the initial demand. But with online installation, Oct. 26 could truly be the day Microsoft opens the floodgates (assuming its servers can keep up with demand).

Microsoft isn't taking any chances with the Win8 launch, from a price perspective. As we told you [last issue](#) they have confirmed a [special promotion](#) where, from the 26th Oct until the end of January 2013, many Windows users will be able to buy the Win8 Pro upgrade for US\$40 – very cheap by historical standards. Windows 7 Pro still sells for \$399 – so Win 8 is cheap!! Strangely though, Microsoft doesn't include Media Centre in Win 8 but if you buy Win 8 during the promotion you get it.



There will be 3 different versions of the new operating system, Windows 8 basic, Windows 8 Pro and Windows 8 Pro with Media Centre.

- **Windows 8** online upgrade from Windows XP, Vista, or Win7: Microsoft hasn't announced pricing, but with Windows 8 Pro online upgrades at \$39.99, clearly MS wants to sell you the Pro version.
- **Windows 8 Pro** online upgrade from Windows XP, Vista, or Win7. As mentioned earlier, anyone who's running a **genuine** copy of WinXP, Vista, or Win7 can upgrade to Win8 Pro for just US\$40. If you upgrade XP, Vista, or Win7 PC this way, you can also install Windows Media Centre for free. If you purchased a new Windows 7 PC after June 2, you can upgrade to Win8 Pro for \$14.99, apparently using this same technique.
- **Windows 8 upgrade to Windows 8 Pro with Media Center.** If you have Windows 8 and you want to get all of the features of Pro, you can buy the **Windows 8 Pro Pack** upgrade. No word on pricing yet, but the Pro Pack upgrade includes Windows Media Center.

Hard to believe, but those are all the choices for Intel and AMD based PCs. Short and sweet. There might be a rare instance where someone gets Windows 8 Pro and wants to pay for the Pro Pack with Windows Media Center, but I don't see that happening very often — simply because of the way Microsoft has structured the upgrades.

All these changes are a tremendous improvement over previous Windows releases.

Keeping up with the new hardware.

Microsoft will undoubtedly sell millions of copies of Win8 when it opens the gates for online, public distribution but in the short term it is thought it's not going to take the general Windows populace by storm. Many Windows users are still getting comfortable with Windows 7 and they'll be put off by yet another upgrade until they get new, touch-screen computers. Business too will not be rushing out to get the new system – most are still running XP and quite happily too.

So it's more likely that it's the hardware side where things could actually get interesting, maybe even exciting. According to a Maximum PC [article](#), Intel has announced that, at about the time Windows 8 is widely available, there will be 140 new Ultrabooks offered by various manufacturers, all based on Intel's new Ivy Bridge chip. More than 40 of those new models will be touch-sensitive.

Of more interest, especially given the success of the iPad, is the potential of ARM-based tablets/convertibles and Windows RT. At the moment Microsoft are playing their cards pretty close to their chest and we know almost nothing about this class of hardware and software. The Microsoft Surface Windows RT tablets are promised for sale soon, and possibly you can get one on the 26th Oct – possibly.



Windows RT tablets will at least run a special version of Office 2013 and it is thought it will run on something that looks a little like the Windows 7 desktop. But so what? So what? You can run the [full Office suite today on your iPad with OnLive Desktop](#).

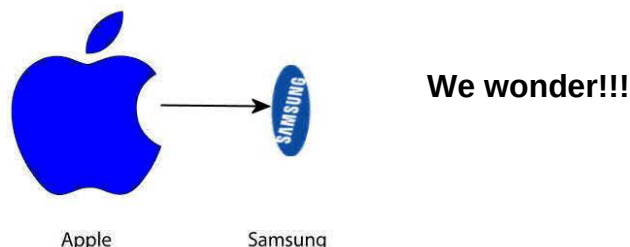
It is also thought that File Explorer (the new name for Windows Explorer – possibly the most useful utility offered by Microsoft), at least some of the Control Panel and possibly Internet Explorer 10 will live there. That last item seems a bit prophetic right now; the European Union has launched an investigation into how and why Microsoft dropped the browser opt-in screen from Windows 7 SP1 (in violation of MS's agreement with the EU) and what Microsoft intends to do with Windows 8. Microsoft could get jabbed for billions of dollars in fines for its transgressions and might even be forced to put some sort of browser choice in Windows RT.

However, what a lot of pundits reckon is that what Microsoft really wants to do with Windows 8 isn't to get you to switch from Windows 7 or XP, it's to get you to use Windows 8 and Metro on your tablets and smartphones. Good luck with that Microsoft. People are buying iPads like crazy; people are already drooling over the forthcoming iPad 3 and after several false starts Android tablets are finally getting off the ground. Microsoft isn't even in the race yet and they're falling farther behind by the day.

Worse still, according to a very recent tablet report, tablet use has begun its crossover from the consumer world into the workplace. The most common business uses of tablets are email/calendar management, note taking, and presentations, with 77% reporting email as a common workplace use.

Do you really think that Microsoft's offering, including [limited versions of Office applications](#) on [Windows 8 "Lite"](#) ARM powered tablets will really make a difference? Don't bet the house on it.

At the end of the day, we can't see Windows 8 being a hit and perhaps we are about to see a behemoth slip and gradually slide away.



Definitions:

Coffee: n. the person upon whom one coughs.

Excel Bug.

Recently we were trying to do some work in Excel which involved entering rows of names in 3 columns, surname, first name and then mustering, the mustering word included a link to another place. After all the rows were entered, we tried to sort them into alphabetical order, starting with the surname, then the first name, then the mustering. This worked fine except the links that were associated with the mustering were not sorted. The mustering word was, but the link was left in its original cell, so that it was now associated with another mustering. As an example, the table below is what it looked like after we finished entering everything:

Johnston	Peter	Inst Fitter
Brown	John	Elec Fitter
Findlay	Eric	Telsop

We then ran the sort and the table looked like this:

Brown	John	Elec Fitter
Findlay	Eric	Telsop
Johnston	Peter	Inst fitter

Everything sorted as we requested, but when we clicked on the Elec Fitter link associated with John Brown it took us to the Inst Fitter link which was in that cell prior to sorting.

We thought we had done something wrong, but try as we might, we couldn't get it to work, so after wasting many hours we did the smart thing and contacted our 'mate' Bob Webster in the US for help. At first it stumped him too, but eventually he came back to us and told us it's a Microsoft bug and that it can't be done...see [HERE](#).

However, there is a way. Bob suggested we download LibreOffice, which is a free suite of programs that runs just like MS-Office, and which will open and save MS-Office documents, it's really a generic version of Office that you can get for free. We did that, loaded the excel file into the LibreOffice Spreadsheet program, ran the sort and bingo, it all worked.

So, we're not using Excel any more, LibreOffice is for us – if you want a copy, you can download it free [HERE](#). It's actually very good and there's a version for Windows, Apple or Linux.



Esplanade: v. to attempt an explanation while drunk.

Is Computer hardware dead?

How-to Geek

Recently Jay Goldberg* had an article in the VB News (That's Venture Beat) suggesting that Computer Hardware was on the way out. He suggests that with tablets becoming the norm and cloud computing catching on in droves, in the near future there will be no need for bulky computers, screens, keyboards etc.

You can read his article [HERE](#).

**Jay Goldberg is a financial analyst with an investment bank. He has been working with tech companies for ten years. Prior to that he lived and worked in China for almost 10 years.*

testicle: n. a humorous question on an exam.

Recovering files.

When you delete a file, it isn't really erased – it continues existing on your hard drive, even after you empty it from the Recycle Bin. This allows you (and other people) to recover files you've deleted. If you're not careful, this will also allow other people to recover your confidential files, even if you think you've deleted them. This is a particularly important concern when you're disposing of a computer or hard drive.

What Happens When You Delete a File?

Windows (and other operating systems) keep track of where files are on a mechanical hard drive through “pointers.” Each file and folder on your hard disk has a pointer that tells Windows where the file’s data begins and ends. When you delete a file, Windows removes the pointer and marks the sectors containing the file’s data as available. From the file system’s point of view, the file is no longer present on your hard drive and the sectors containing its data are considered free space.

However, until Windows actually writes new data over the sectors containing the contents of the file, the file is still recoverable. A file recovery program can scan a hard drive for these deleted files and restore them. If the file has been partially overwritten, the file recovery program can only recover part of the data.

If you’re wondering why your computer doesn’t just erase files when you delete them, it’s actually pretty simple. Deleting a file’s pointer and marking its space as available is an extremely fast operation. In contrast, actually erasing a file by overwriting its data takes significantly longer. For example, if you want to delete a 10 GB file, by just deleting the pointers will take up only a few milli-seconds of your computer’s time, but to actually erase the file’s contents could take several minutes, the same amount of time as it would take to write a 10 GB file to the disk.

To increase performance and save time, Windows and other operating systems don’t erase a file’s contents when it’s deleted from a mechanical hard drive. If you want to erase a file’s contents when it’s deleted, you would have to use a “file-shredding” tool, (see [HERE](#)).

Solid-State Drives (SSDs), which are becoming more common, work differently. When you use a [TRIM-enabled SSD](#) (all modern SSDs support TRIM), deleted files are removed immediately and can’t be recovered. SSD’s operate heaps faster than mechanical drives. Essentially, data can’t be overwritten onto flash cells – to write new data, the contents of the flash memory must first be erased. Your operating system erases files immediately to speed up write performance in the future – if it didn’t erase the file data immediately, the flash memory would first have to be erased before being written to in the future. This would make writing to an SSD slower over time.



If you’ve accidentally deleted a file and need to get it back, there are some things you should bear in mind:

- **You should recover the file as soon as possible:** As Windows continues to write files to your hard drive, the chances of it overwriting the deleted files increases. If you want to be sure you can recover the file, you should perform a recovery immediately.
- **You should try to use the hard drive as little as possible:** The best way to recover a deleted file from a hard drive is powering the computer down immediately after the file is

deleted, inserting the hard drive into another computer, and using an operating system running on another hard drive to recover it. If you try to recover a file by installing a file-recovery program on the same hard drive, the installation process and normal use of the hard drive can overwrite the file.

Windows doesn't include a built-in tool that scans your hard drive for deleted files, but there are a wide variety of third-party tools that do this. Recuva, made by Piriform, the developers of CCleaner, is a good option. Recuva and other utilities can scan a hard drive for deleted files and allow you to recover them. You can get a free copy [HERE](#).



If you have confidential, private data on your computer, such as financial documents and other sensitive pieces of information, you may be worried that someone could recover your deleted files. If you're selling or otherwise disposing of a computer or hard drive, you should exercise caution. You can use a utility that automatically wipes your hard drive's free space – by writing other data over the free space on your hard drive, all deleted files will be erased. For example, [CCleaner](#)'s integrated Drive Wiper tool can do this.

To make sure that a single file can't be recovered, you can use a "file-shredding" application such as [Eraser](#) to delete it. When a file is shredded or erased, not only is it deleted, but its data is overwritten entirely, preventing other people from recovering it. However, this may not always protect you – if you made a copy of the file and deleted the original at some point, another deleted copy of the file may still be lurking around your hard disk.

This process takes longer than deleting a file normally, so it's a bad idea to delete every file this way — it's only necessary for confidential ones.



Solid State Drives (SSDs) are the lightning fast new kid on the hard drive block, but are they what you want??

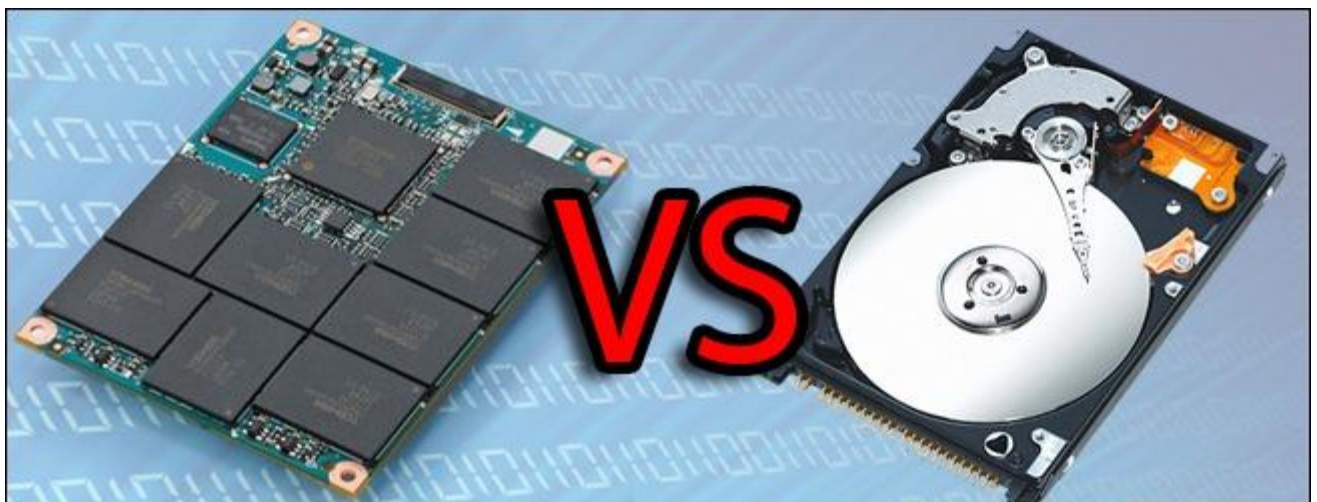
The last few years have seen a marked increase in the availability of SSDs and a decrease in price (although it certainly may not feel that way when comparing prices between SSDs and traditional HDDs). But, exactly what is an SSD?

Solid State Drives are actually fairly old technology. They have been around for decades in various forms, the earliest were RAM-based and were so cost prohibitive as to only make appearances in ultra high-end and super computers. In the 1990s Flash-based SSDs made an appearance but were again still far too expensive for the consumer market and made hardly a blip outside of specialized computing circles. Throughout the 2000s the price of flash memory continued to fall and by the end of the decade consumer Solid State Drives were making inroads in the personal computer market.

So what exactly is a Solid State Drive? First let's highlight what a traditional Hard Disk Drive (HDD) is. A HDD is, at its most simple, a set of metal platters coated with a ferromagnetic material that spin on a spindle (much like a record spins on a turn table). The surface of the magnetic platters is written to by a little tiny mechanical arm (the actuator arm) with a very fine tip (the head). Data is stored by changing the polarity of the magnetic bits on the surface of the platters. It's, of course, quite a bit more complicated than that but suffice to say that the analogy of an automatic record player arm seeking out a track on a record is not all that different from the actuator arm and head of a HDD seeking out data. When you want to write or read data from a magnetic HDD the platters spin, the head seeks, and the data is located. It's as much a mechanical process as it is a digital one.

Solid State Drives, by contrast, have no moving parts. Although the scale is different and the size of the storage significantly larger, a Solid State Drive shares so much more in common with a simple portable flash drive than it does with a mechanical HDD (and certainly far more than it ever would with a record player!) The vast majority of the Solid State Drives on the market are of the NAND variety, a type of non-volatile memory that doesn't require electricity to maintain data storage capacity (unlike the RAM in your computer which loses its stored data as soon as the power goes off). NAND memory also provides a significant increase in speed over mechanical hard drives as the time wasted spinning up and seeking is removed from the equation.

Comparing Solid State Drives to Traditional Hard Drives



It's all well and good to have a handle on what Solid State Drives are but it's even more helpful to compare them to the traditional hard drives you've been using for years now. Let's look at a few key differences in a point-by-point comparison.

Spin-up Time: SSDs have no spin up time; the drive has no moving parts. HDDs have varying spin up times (usually a few seconds); when you hear a click-whirrrrr for a moment or two when booting your computer or accessing an infrequently used drive you're hearing the hard drive spin up.

Data Access Time and Latency: SSDs are lightning fast and generally seek on an order of 80-100 times faster than HDDs; by skipping the mechanical spin and seek routine they can access data almost instantly wherever it is on the disk. HDDs are hampered by the physical movement of the armature and the spinning of the platters.

Noise: SSDs are silent; no moving parts means no noise. HDDs range from pretty-darn-quiet to very-clumsy-click-beetle levels of sound.

Reliability: Individual manufacturing issues aside (bad drives, firmware issues, etc.) SSD drives come out ahead in the physical reliability department. The vast majority of HDD failures are a result of mechanical failure; at some point after X tens of thousands of hours of operation, a mechanical drive will simply wear out. In terms of read/write life, HDDs win (there is no write limit on a magnetic disk, you can change the polarity and indefinite number of times).

Conversely, Solid State Drives have a finite number of write cycles. This limited-write-cycle issue is much trumpeted by people decrying Solid State Drives but the reality is that the average computer user would be hard pressed to hit the ceiling of read-write cycles on a SSD. [Intel's X25-M drive](#), for example, can handle 20GB of data writing for 5 years without failure. How often do you erase and write 20GB of data to your primary disk on a daily basis?

Additionally, SSD drives have a pretty neat-o feature; when the sectors of the NAND modules reach the end of their write-cycle they become read only. The drive then reads the data from the failed sector and rewrites it a new portion of the disk. Barring a lightning bolt or a catastrophic design flaw, SSD failure looks more like "Oh the old age, why, the aching in my bones!" and not the more dramatic "BOOM! My bearings have seized!" failure that comes with mechanical hard drive failure. You'll have plenty of time to backup your data and procure a new drive.

Power Consumption: SSD drives consume 30-60% less energy than traditional HDDs. Saving an odd 6 or 10 watts here and there doesn't seem like a lot but over the course of a year or two on a heavily used machine it adds up – but you wouldn't change from an HDD to a SSD to save a piddling 6 watts.

Cost: SSD are not cheap. Traditional HDD prices have fallen to roughly 10 cents per GB of data.



That's astonishingly cheap by historical standards. SSDs are much cheaper than they were 10-20 years ago (when they were limited to specialty computer systems) but they're still quite expensive. Depending on the size and model, expect to pay anywhere between \$1.25-\$2.00 per GB (see [HERE](#)).

In so far as running your operating system, saving data, and interacting with your computer goes, the only difference you'll notice as the end user, while running a SSD drive, is the increase in speed. When it comes to taking care of your drive, however, there are a few rules of critical importance.

Don't defragment your drive. Defragmentation is useless on a SSD and it decreases the lifespan. Defragmentation is a technique that brings the pieces of files closer together and optimizes their placement on the platters of HDDs to decrease the seek time and the wear and tear on the disk. SSDs have no platters and have a nearly instantaneous seek time. All defragging them does is chew up more of your write cycles. By default in Windows 7, defragmentation is disabled for SSDs.

Turn off Indexing Services: If your OS rocks any sort of search-supplementation tool like an Indexing Service (Windows does), turn it off. The read time is so fast on SSDs that you don't really need to build a file index and the actual process of indexing the drive and writing the index is slow on SSDs.

Your OS should support TRIM. The TRIM command allows your OS to communicate with your SSD drive and tell it which blocks are no longer in use (and are thus clear for wiping). Without the TRIM command taking care of some housekeeping on your SSD the performance will rapidly degrade. Windows 7, Mac OS X 10.6.6+ and Linux Kernel 2.6.33+, support the TRIM command. While registry hacks and supplementary programs exist for modifying earlier OS versions like Windows XP to semi-support the TRIM command there is no native support. Your SSD should be paired with a modern OS for maximum performance.



Leave a portion of the disk empty. Check the specs for your drive, most manufacturers recommend keeping 10-20% of the drive empty. This empty space is there to assist the levelling algorithms (they redistribute the data across the NAND modules to minimize the total wear on the drive and ensure a long life and optimum drive performance). Too little space and the levelling algorithms work over time and prematurely wear on the drive.

Store media on a second drive: Until SSDs drop radically in price it makes no sense to store your massive media files on your expensive SSD. You can pick up 1TB traditional HDDs for under \$100 now; use a large secondary drive (when possible) for storing your large and static files (such as movies, music collections, and other media files).

Invest in RAM: Compared to the cost of Solid State Disks, RAM is cheap. The more RAM you have the less writes-to-disk you'll have on your OS disk. You'll extend the life of your pricey SSD by ensuring your system has adequate RAM installed.

Is a Solid State Drive for Me?

- **You want nearly instant boot times:** You can go from a cold boot to browsing the web in a matter of seconds with an SSD; the same window is often minutes with a traditional HDD.
- **You want extremely fast access for general applications and gaming:** It's been said many times already but SSDs are blistering fast.
- **You want a quieter and less power hungry computer:** As highlighted above, SSDs are silent and use significantly less power.
- **You're able to use two drives; one for your OS and one for your media:** Unless you're storing just a handful of family pictures and a CD rip or two, you'll need a more affordable traditional HDD to store your big files.
- **You're willing to pay a significant premium for the benefits of rocking an SSD:** This is the biggest one by far.

If your checklist looks more full than empty and you scoff at paying a premium for rocking the speediest disk around, congratulations, an SSD is for you!

Flatulence: n. emergency vehicle that picks up someone who has been run over by a steamroller.

Forget government data retention, Google has you wired.



2 October 2012

If the mandatory data retention proposals currently being urged by Australia's protectors of freedom and democracy aren't scary enough, take a squiz at how the private sector is already tracking your every move. Literally.

The smartphone boom has brought with it a boom in location-based services, providing information that's automatically tailored to where you are right now. Weather and traffic conditions, or the closest available bank ATM or Greek restaurant or dry cleaner or what-ever. Providing these extremely satisfying services means reporting your location to everyone involved, with obvious privacy implications. But the creation and operation of the location services themselves, they're the means by which your smartphone knows where it is, raise their own questions.

While most smartphones have a GPS receiver for satellite-based positioning, it's power-hungry and often turned off. But you can get something that's close enough for most purposes, accurate to a few metres, using Wi-Fi. The smartphone keeps track of which Wi-Fi hot spots it can see, and that's compared with a previously constructed map of Wi-Fi points.

Google Maps has the best-known such service. As its Street View cars drove every street taking photographs, it also noted the location and identifiers of the Wi-Fi networks it encountered, both the so-called SSID us humans use to identify the wireless networks we want



to join, and the unique MAC address that individually identifies each Wi-Fi device. In 2010 it was revealed that Google had also recorded snippets of Wi-Fi data traffic, the actual private communication, "to see if the data could be used in Google's other products and services". One obvious example would be to identify the computers or people using that network, so location-based services could be provided to them as well.

Google subsequently claimed that recording the communications was an accident and software developed as an experiment had ended up in operational systems. It also claimed it was an accident when it failed to delete all of this data for the UK following an order by the Information Commissioner's Office, even when it certified that they had.

Google isn't the only provider of such a Wi-Fi-based positioning system (WPS). Less well-known companies [Skyhook](#) and [Navizon](#) already drive the streets compiling their hotspot maps, in the case of Navizon by crowdsourcing the data from end users' smartphones. Both already have coverage in Australia's capitals and regional centres. When Google's Wi-Fi recording was first discovered, communications minister Senator Stephen Conroy launched a 10-minute tirade in Senate estimates. "Google takes the view that they can do anything they want," he said. "It is possible that this has been the largest privacy breach in history across Western democracies."

So how does Conroy feel about Skyhook and Navizon's mapping work, even without any recording of the communication itself? "My office has been in contact with the Privacy Commissioner and the ACMA asking whether such activity would breach Australia's privacy provisions if it occurred in Australia," he told *Crikey*. A WPS service can obviously log your physical location, but so can the provider of every app using that service. And so can



the provider of any advertising included in the app. So can the provider of the smartphone, as shown earlier this year when the media discovered that Apple logs the location of every iPhone.

Now "compiling a database", even a "secret" one, isn't evil in and of itself, despite the rhetoric of the tinfoil hat brigade. (Example: this article putting the word "databases" in scare quotes.) We all compile databases, everything from our personal address books to our business' customer account records. Any privacy problems arise when the data is used, potentially in conjunction with other data, not in its mere compilation.

But the number and scale of databases being compiled in this age of "big data" have destroyed the assumptions our privacy laws are based on: the notion that all that matters personally identifiable information (PII) like our name, date of birth, address, phone number and email address.

Computer scientists Arvind Narayanan and Vitaly Shmatikov, of the University of Texas at Austin, have shown that everything and anything can be PII if you have enough of it. After all, there's only so many mid-30s females in postcode 2043 (filled out an opinion survey) who drive a Mazda (looked for a service centre online), play tennis (searched for tennis shoes) and took a holiday in Vietnam (posted photos to Flickr).

And the more you know about someone, the more you can understand them, predict their moves or even influence them.

As just one example, consider that a team from the University of Birmingham figured out how to predict where you'll be in 24 hours within 20 metres using only your smartphone's location records and those of the contacts in its address book.

It all makes the government's plans look positively benign.

Downloading programs.

Download.com has been adding some toolbars and other crapware into applications' installation files, so be careful when you install something from download.com. You're liable to end up with half a dozen toolbars in your browser and a default search engine you've never heard of. See [HERE](#).

Frisbeetarianism: n. the belief that, after death, the soul flies up onto the roof and gets stuck there.

142 RTC

Graeme Wilson sent us this pic, it was taken in November 1980.



Back Row L-R: Dave Kendall, Peter Hendrick, Barry Francis, Gordon Sherlock, John Taylor (Course Horse), ? Howie.

Middle Row L-R: Ken Pola, Ian (or Iain) Wallace, Sandy Rigby, Doug Wild, Andrew Vanderkwast, Dave Horton.

Front Row L-R: Darren (?) McCartney, Martin Finnis, Eric Little, Simeon Sarafov, Steve Ibbottson, Graeme Wilson, Dean Rogers.

Graeme says there are only 19 people in the pic. "There were five backcoursees that joined the course but he can only remember two: Graham "Bruce" Lyman and Dave Connell (or O'Connell or O'Donnell?). Dave eventually graduated on 142. Graeme says he had forgotten about Dave Horton until he saw the photo. He remembers someone said he had his appendix out (end of 1980) and Graeme says he never saw him again. Howie only wanted to be an SP and when his remuster came through in Elec 1, he just bolted."

Generally speaking, if there is a hard job to be done, a woman will get in there and do it, a bloke on the other hand will go away and invent something to make the job easier.

The Boatie.

Dick Tracey has just returned from Malaysia and while there took a couple of photos of and from the “Boatie”.



Click the one below to get a better view of it.



When you look at the bigger version of the pic above it brings back the smells and the feel of the tropics during the late afternoon storms.

I miss it!

Pt Cook Barby.

The pic below, which was given to us by Jenny Abbott, who was Jenny Wren when it was taken, is of a BBQ at the Point Cook WRAAF's compound in or around Oct 1967. Jen's not sure of any names, can anyone help??



The photo at left was also taken in 1967 at Point Cook, most likely at an Airman's ball. Can anyone help ID anyone in the pic.

146 WRAAF Rookies.



These lovely girls were all at Point Cook on Recruit Course 146 in 1965. Anyone got any names??

148 WRAAF Rookies, 1965.



This was the last WRAAF recruit course to graduate from Pt Cook as RTU was declared a Squadron and moved to Edinburgh in 1965.

Interservice Swimming team, Richmond 1975.



Back L-R: Missy Vanroon, Gail Fletcher, Debbie Pearson, not known, not known, Judy Franklin, Bonnie Boon.

Front L-R: Yvonne Root, Mary Johnston, Linda Young, Carol Baker, Kerry Morgan.

223 WRAAF Rookies Course, Edinburgh. 1974.



Interservice Tennis – 1975.



Back L-R: Coralie Wood, Anita Hirschfield, Pam Nelson, Marg Wright, Lyn Beaumont.

Middle L-R: Maria Ryan, Mary Reader, Liz Bryan.

Front L-R: Sandy White, Maureen Mitchell.

We don't know how the girls went in the comp but look at the old wooden racquets....things certainly have changed..

WRAAF Reunion Perth 1991.



This group of lovely ex-WRAAFs were at the last WRAAF reunion in Perth – in 1991. Missy Vanroon sent us the pic. Can anyone put names to the happy smiling faces??



Berys McEvoy, panic night, Fairbairn, back in 1966.

Ballarat.

Les Coleman sent us some photos he had taken back in 1952 when he was on his H2 course. Les says they were taken from a Dakota doing GCA training.

Unfortunately, cameras back in the early 50's weren't quite up to today's standard.....



A synonym is a word you use when you can't spell the word you first thought of.





Although flying operations at the site of the Ballarat Airport began in 1914, it was not until the advent of World War II that the RAAF utilised the airfield as a military base. The RAAF formed No 1 Wireless Air Gunners School at the base in 1940, and it remained a RAAF base for the next 21 years. After World War II, Ballarat was the home of the RAAF School of Radio until that unit moved to new facilities at Laverton in 1961.

As can be seen from the number of buildings below, it was quite a substantial base at one time.





Strange new trend at the office. People putting names on food in the company fridge. Today I had a tuna sandwich named Kevin.



your eCards
someecards.com

Clint EastWood



Clint WestWood



Tin City.

Peter Nelms sent us this pic, who will forget these little huts, yours was lucky enough to only live in them for a month or so, while on Pool, and once the course started we were all thankfully moved into the 'new' brick blocks. However, our 'month or so' coincided with Melbourne's summer, which as most know, can be very hot. And living in an uninsulated tin hut, in 38°C heat can, at times, be a bit uncomfortable. Luckily we had access to lots of VB pills to dull the pain.



How people see things!!



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Out in the shed with Ted.

Ted McEvoy

Pensions.

Pensions were increased on the 20th September, 2012. The next review is scheduled for the 31st December 2012. Here are the current rates.

Pension	Old Fortnightly rate	New Fortnightly rate	Increase
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,154.20	\$1,182.00	\$27.80 2.4%
Extreme Disablement Adjustment	\$637.30	\$652.70	\$15.40 2.4%
100 per cent General Rate of Disability Pension	\$410.10	\$420.00	\$9.90 2.4%
50 per cent General Rate of Disability Pension	\$205.50	\$210.00	\$4.50 2.2%
Intermediate Rate Disability Pension	\$783.40	\$802.30	\$18.90 2.4%
Service Pension - Single	\$755.50	\$772.60	\$17.10 2.3%
Service Pension - Couples	\$1,139.00	\$1,164.80	\$25.80 2.3%
War Widows/ers Pension	\$765.60	\$783.60	\$18.00 2.4%
Income support Supplement	\$228.90	\$234.00	\$5.10 2.2%

Disability pensions are not taxed. You do not need to declare it as income in your tax return.

Carer Allowance.

The Carer Allowance is adjusted each year on the 1st January. The current rate (caring for a person 16 years or over) is \$114.00 per fortnight.

If you are receiving Carer Allowance on 1 July each year, you will also receive an annual Carer Supplement of up to \$600 for each person in your care who qualifies you for Carer Allowance.

The Carer Allowance (caring for a child under 16 years) is either:

- a fortnightly payment of \$114.00 and a Health Care Card for the child or
- a Health Care Card for the child.

Which of these you receive depends on the child's care needs. You will also be paid an annual:

- Child Disability Assistance Payment of up to \$1000 to help you with the costs of caring for a child with a disability and
- Carer Supplement of up to \$600 for each child in your care who qualifies you for Carer Allowance.

You or your partner could be eligible for a carer allowance – see [HERE](#).

Free trip home!

Good News, the Prime Minister's office recently advised that leave travel entitlements, for all single members of the ADF, have been re-instated.

The Minister for Defence Science and Personnel, Warren Snowdon, issued a press release, and you can read it [HERE](#).

It was good enough for us, it should be good enough for today's young blokes/blokettes.



Sanity returns!!

Proposed changes to the Safety Rehabilitation and Compensation Act (SRCA).



The 7th Battalion RAR Assoc issued a release about the proposed changes to be made to the Safety, Rehabilitation and Compensation Act. If you have an injury or illness that resulted from your service with the ADF – this could be of interest to you,

You can read that [HERE](#)

1927 Ford Trimotor C-1077.

Speaking of aeroplanes, which we weren't, but now we will. One of the most important events in selling aviation to the general public was the entry of Henry Ford into aircraft manufacturing. The Ford automobile was, at the time, the symbol of reliability and it followed in the minds of a good many people that a Ford airplane would therefore be safe in which to fly. The Ford Trimotor, nicknamed "The Tin Goose," was a rugged, all metal, dependable transport airplane which won a permanent place in aviation history.



The Tri Motor, called the 4-AT (for Air Transport) made its maiden flight on June 11, 1926. Between its first flight and July 27, 1931, a total of 71 4-AT's were built and this rugged aircraft, with its three 220 hp Wright J-5 engines, became a successful 12 to 14 passenger transporter. The upgraded 5-AT model became the most famous of the different Ford Tri-motor models and by the time Ford stopped producing aircraft in 1933, 199 Ford Tri-motors had been built. In May of 1930, the 5-AT sold for \$40,000.

More than 100 airlines from around the world flew the Ford Tri-motor. They were used on the first transcontinental route and were flown by Transcontinental Air Transport (TAT) later to become known as (TWA.) The following are photos of the aircraft's interior.





Some characteristics of the aircraft are:

Crew: 3 (1 Flight attendant)	Capacity: 10 passengers
Length: 15.32 metres	Wingspan: 23.72 metres
Empty weight: 3,560 kg	MTOW: 6,120 kg
Fuel capacity: 886 litres	Fuel consumption: 173 litres/hour
Max speed: 241 km/h	Cruise speed: 145 km/h
Range: 885 km	Ceiling: 5,640 m

The missus left a post-it note on the fridge saying
 "It's no good, it's not working, I'm staying at mum's for a while"
 I opened it, the light came on, the beer was cold. I wonder what she was on about?

Pan Am.

Pan American World Airways' experiences during the early days of World War II were unmatched by any other civil organization. Established in 1927 as a scheduled air mail and passenger service operating between Key West, Florida, and Havana, Cuba, it eventually became known throughout the world as Pan Am. When the US entered the war, Pan Am



was the USA's only overseas airline and nearly all of Pan Am's equipment and its 9,000 employees were assigned, directly or indirectly, to the war effort. They rose to the challenge.

Pan Am's pilots and navigators were called on to advise the military on the techniques of overseas flying and to start training crews. At the Pan Am Navigational School near Miami, General Jimmy Doolittle's navigators trained for his bombing raid. At Pan Am bases, many departments started working around the clock. Doubling and tripling of maintenance personnel resulted in a 50 percent cut in servicing time and a 100 percent increase in aircraft utilization.

Most Clippers flew twice as many hours, twice as often as they had in peacetime. The plush interiors of the B-314 flying boats were stripped to wartime austerity and priority cargo was packed into every available inch of space. The exteriors were camouflaged by painting them with drab sea-gray paint. The Pan Am crews now wore khaki when under Army command and green when flying for the Navy.



During the first year of the war records were shattered and re-shattered. Feats that would have been considered miraculous in normal times were now all in a day's work. In 1942 Pan Am Clippers made 1,219 Atlantic crossings. The amount of cargo carried increased sharply from 7,500 kilograms in 1941 to over 1,350,000 kilograms in 1942!

It seemed that transatlantic flight crews were in the air more than they were on the ground. Captain H. E. Gray, who was to serve as president of Pan Am in the 1960's, made nine crossings in nine days. Pan Am pilot Joe Hart made 12 in 13 days. Captain R. O. D. Sullivan made a total of 103 crossings of the Atlantic in 1942. When he became the first person in



history to make a hundred aerial crossings, he wasn't even aware of it. Bringing his oil-stained, camouflaged Clipper down on Long Island Sound, he had to be told of his achievement by Pan Am's ground personnel. Asked to describe his feelings at reaching this aviation milestone he answered, "Well, I do feel a little hungry."

Although the Japanese had taken over all of its Central Pacific bases except Honolulu, Pan Am nevertheless continued to be active in Asia. Pan Am's affiliate on the mainland of China, the China National

Aviation Corporation, made a heroic evacuation of some 275 U.S., British and Chinese civilians from Hong Kong, accomplished by pilots and ground crews working without rest for 72 straight hours. In April, 1942, Pan Am played a key role in evacuating more than 4,000 civilians and wounded soldiers from Burma, at the same time flying in supplies for the forces struggling to hold back the Japanese invaders, much of it accomplished in violent monsoon weather and under constant threats from enemy aircraft.

To expedite shipments to the Asian and African war zones, Pan Am formed a new Africa-Orient Division. Its exploits are legendary. The famous "Cannonball" route was established; stretching 11,500 miles from Miami to South America, across the Atlantic to Africa and from there to India, it was the longest, fastest, big-scale air transport route in history and an important supply line for the entire Far East.

At its peak, seven flights a day in each direction were being scheduled, and one day there were 16 Pan Am-operated C-54 transport planes over the ocean at the same time. This steady flow of arms, ammunition and supplies was later given a large share of the credit for driving the Japanese out of Burma.



The Africa-Orient Division also flew supplies to China over the Himalayas, a route known as the "Hump", one of the wildest, most rugged areas on earth with the high mountain peaks and almost constantly turbulent weather. Frequently planes were forced to struggle up to 20,000 feet to clear the peaks, sometimes without oxygen for the crew, often fighting 100-mph winds. Violent updrafts and down-drafts tossed planes around like leaves. Ice was severe. The ever-present enemy fighters also took their toll. One Pan Am plane came back with over 3,000 bullet holes. For three years the flights over the "Hump" were the sole source of U.S. and other outside help to otherwise-isolated China.

In addition to its regular flights across the Atlantic and the Pacific, and into Africa and the Orient, Pan Am allocated aircraft to special, often secret, missions. A Pan Am B-314 flew President Roosevelt and his advisors to the summit conference at Casablanca. Franklin Roosevelt celebrated his sixty-first birthday aboard the Dixie Clipper on January 30th, 1943 while over the Caribbean, on his return trip from his secret meeting in Casablanca with Winston Churchill and Charles De Gaulle.

Other Pan Am aircraft carried top U.S. generals and admirals, Britain's Prime Minister Winston Churchill, the Netherlands Queen Wilhelmina, Greece's King George and scores of other high-ranking diplomats and military men. Pan Am flew more than 700 of these special missions.

Although there were many acts of heroism and moments of high drama, Pan Am's major contribution throughout the war was doing what it had learned to do so expertly in peacetime: the building and outfitting of overseas air bases and the fast, dependable transportation of people and cargo over long distances.

During the war years Pan Am built some 50 airports in 15 different countries, almost all of them in remote, often hostile areas. As the largest air transport contractor to the army and the navy, Pan Am flew over 90 million aircraft miles for the government and made more than 18,000 ocean crossings. An advertising illustration from the Saturday Evening Post, November 22, 1941, shows workers unloading much-needed engines for use on military planes. In the first years of the war, before the operation was taken over by the U.S. Air Transport Command, it ferried 542 bombers and transports to the war zones. Pan Am also trained more than 5,000 military pilots and thousands of mechanics and established schools and procedures for the training of many more thousands.



And Pan Am paid the price: more than 200 employees gave their lives, an unknown number were imprisoned in enemy prison camps and at least a dozen aircraft were lost.

Not many people know about Pan Am's role in World War II, there was almost no publicity. There were no medals, no glory. It was all done in the line of duty. Pan Am's herculean efforts to keep supply lines open throughout the world was one of America's most valuable secret weapons. When the war ended, Pan Am could look back with pride on a job well done. Its unique experience, gained during years of pioneering air transportation in Latin America and across the Atlantic and Pacific, had been the basis for the country's entire wartime international transport operations and significantly influenced the war's outcome.

The use of Pan Am to directly support the War effort was so beneficial that it was subsequently replicated in many instances! But a slight deviation was affected through the purpose forming of "Airlines" to support military operations! Not the least of these were the "Airlines" formed by the USA's Central Intelligence Agency (CIA). The CIA set-up "Air America", "Civil Air Transport" (CAT), "Bird & Sons Inc." (Bird Air), "Arizona Helicopters", "Continental Air Services" (CASI) and "Southern Air Transport" (SAT) to name a few!

After the war, Pan Am went from strength to strength, it was the launch customer of the Boeing 707, placing an order for 20 in October 1955 and in April 1966, it was the first to order the Boeing 747, placing a \$525 million order for 25.

At its peak in the late 1960s and early 1970s, this mighty company advertised under the slogan, the "World's Most Experienced Airline". It carried 6.7 million passengers in 1966, and by 1968, its 150 jets flew to 86 countries on every continent, except for Antarctica, over an unduplicated scheduled route network covering 81,410 miles (131,000 km). The number of scheduled destinations served peaked at 160. During that period, the airline was



profitable and its cash reserves totaled \$1 billion. Most of its routes were between New York, Europe, and South America and between Miami and the Caribbean. In 1964, Pan Am began providing a helicopter shuttle service between New York's three main airports and Lower Manhattan.

It also owned the InterContinental Hotel chain and had a financial interest in the Falcon Jet Corporation which held exclusive marketing rights to the Dassault Falcon 20 business jet in North America. The airline was furthermore involved in creating a missile-tracking range in the South Atlantic and operating a nuclear-engine testing laboratory in Nevada. At the height of its success, the airline was well regarded for its modern fleet and experienced and professional crews. Cabin staff were multilingual and usually college graduates, frequently with nursing training. During this period, Pan Am's onboard service and cuisine, inspired by Maxim's de Paris, were delivered "with a personal flair that has rarely been equaled."

Unfortunately, Pan Am had invested in a large fleet of new Boeing 747s in the expectation that demand for air travel would continue to rise. This was not the case as the simultaneous introduction of a large number of these high-capacity aircraft by Pan Am coincided with an economic slowdown. Reduced demand for air travel following the 1973 oil crisis made the airline industry's overcapacity problem worse, leaving Pan Am with its high overheads and fixed costs as a result of a large decentralized infrastructure in a vulnerable position. In addition, high jet fuel prices and the large number of older, less fuel-efficient narrow-bodied airplanes in its fleet significantly increased the airline's operating costs. Federal route awards to other airlines, such as the Transpacific Route Case, further reduced the number of passengers Pan Am carried, as well as its profit margins.



In September 1974, a group of Pan Am employees published an advertisement in *The New York Times* to register their disagreement over federal policies which they felt were harming the financial viability of their employer. The ad cited discrepancies in airport landing fees, such as Pan Am paying \$4,200 to land a plane in Sydney, while the Australian carrier, Qantas, paid only \$178 to land a jet in Los Angeles. The ad also contended that the United States Postal Service was paying foreign airlines five times as much to carry US mail in comparison to Pan Am. Finally, the ad questioned why the Export-Import Bank of the United States loaned money to Japan, France, and Saudi Arabia at 6% interest while Pan Am paid 12%.

By the mid-1970s, Pan Am had racked up \$364 million of accumulated losses and its debts approached \$1 billion. This threatened the airline with bankruptcy. Many attempts were made to keep the aircraft afloat but unfortunately, Pan Am collapsed on the 4th December 1991

From our WTF department:

“We are living in complex times where doing the same thing may not be enough. Our goal is to help you leverage culture to drive your strategy and achieve new levels of performance. With deep research into culture fit to strategy, an array of innovative diagnostic approaches and a team of organisational culture change experts, we can help your organization leverage its unique culture for future success.”

“The AHRC has announced the decision to end its support for resource enhancement through the discrete responsive-mode scheme, but to continue to support the enhancement of research resources alongside a process of research within the Research Grants scheme, and to establish a scheme in strategic mode through a series of communication activities with the community.

(The Arts and Humanities Research Council (AHRC) Strategic Resource Enhancement Programme in the United Kingdom)

“The EsseNTial Learnings are organised into the Inner Learner, Creative Learner, Collaborative Learner and Constructive Learner domains. Each domain has a set of culminating outcomes and developmental indicators to help map a learner’s progress through the Key Growth Points and Bands.”

(Northern Territory Education Department)

“Strategic Capability Solutions focuses on the development of transformational capabilities, technologies and processes, designed to deliver continued business success and shareholder value for BAE Systems and more agile, flexible and cost-effective solutions to the Company’s customers.”

(BAE Systems, designer and manufacturer of advanced missile systems)

Seen on a lamp post in Perth.



Spotify.

[Spotify](#), one of the world's most popular streaming music services, has finally been launched in Australia with access to more than 16 million songs. The service can be enjoyed on your computer, smartphone or tablet so your music can always be within easy reach.



Spotify comes in 3 different versions:

- **Spotify Free:** A completely free music service with on-demand access to more than 16 million tracks on your computer. The free service does feature advertising on the desktop app.
- **Spotify Unlimited:** This takes all of the features of the Spotify Free account and removes all the ads while listening on your computer for \$6.99 a month.
- **Spotify Premium:** The top of the range Spotify experience provides ad-free access all areas to listen to music online and offline on your computer, iPhone, iPad or Android smartphone and tablet for \$11.99 a month.

It's a bit complicated and it works with Facebook, if you want to have a play with it, it's FREE, and you can download it [HERE](#).

Jazz – if you like some cool jazz music playing in the background while you work, click [HERE](#), it's excellent.

A question of Golf Ethics.

What if you were playing in the club championship tournament finals and the match was halved at the end of 17 holes. You had the honour and hit your ball a modest two hundred fifty yards to the middle of the fairway, leaving a simple six iron to the pin. Your opponent then hits his ball, lofting it deep into the woods to the right of the fairway. Being the golfing gentleman that you are, you help your opponent look for his ball. Just before the permitted five minute search period ends, your opponent says: "Go ahead and hit your second shot and if I don't find it in time, I'll concede the match." You hit your ball, landing it on the green, stopping about ten feet from the pin. About the time your ball comes to rest, you hear your opponent exclaim from deep in the woods: "I found it!". The second sound you hear is a click, the sound of a club striking a ball and the ball comes sailing out of the woods and lands on the green, stopping no more than six inches from the hole.

Now here is the ethical dilemma: Do you pull the cheating bastard's ball out of your pocket and confront him with it or do you keep your mouth shut?

The perfect man and woman Click [HERE](#)

Like potatoes? [HERE's](#) a great tip!!

Windows 7.

We stole this from Bob Webster's site, don't tell him - he doesn't know we have it!!!

"There are a lot of things in Windows 7 that I find irritating. I have let some of these go for a year or two, but I have finally decided that several Windows 7 "features" have no redeeming social graces and should be banned from the planet, beginning with my computer. Here are some Windows 7 customizations I have made:



1. **In Windows Explorer**, if you click on the CD drive while it's empty, it displays a message asking for a disk, which might be OK, but it also opens the drive door, and then I have to close it. This is quite rude and I do not like it. The Solution: Disable Windows CD burning in the drive, using either a registry change or the group policy editor if you have one.

Click [HERE](#) to see how to do it. You can still use CD burning applications.

2. In Windows XP, there was an icon down in the lower right part of the screen, next to the time, that flashed whenever there was internet activity. With this I could tell when some misbehaving software was trying to access the internet without my knowledge, such as Adobe trying to upgrade some utility I have never used. These flashing tubes are missing on Windows 7, but now I've found them. They're [HERE](#).
3. A Tip! Press Alt-D to jump the curser to the address bar of a browser or Windows Explorer.
4. [Classic Explorer Shell](#) is really nice for fixing most of the dumb things Microsoft did to Windows Explorer. And it is configurable, in case you are demented enough to like some of those dumb things. Here are some handy things you can change with Classic Explorer Shell:

- **Disable Breadcrumbs** -- This leaves the file path (such as "D:\junk222\test") in the title bar instead of some odd names with triangles.
- **Navigation Pane** -- The Navigation Pane is the sidebar on the left of Windows Explorer. You can set it like XP was, with the vertical dotted lines. It's not as pretty, but it's a lot quicker to understand at a glance. (To help with this, I also name my hard drives "-" to make it easier to see the letters.
- **Copying Files** -- In Windows 7 when you copy files, there is a large dialog with too little information unless you click "show more details". You can default to "show more details" with Classic Explorer Shell.
- **File Overwrite** -- When you are copying files with Windows 7 over existing files, a dialog box comes up with big pictures and a bunch of text, and no easy way to

make the selection with the keyboard. Classic Explorer Shell lets you replace this with the XP style that is clear, concise, and works with a single shortcut key.

- **Classic Start Menu** allows multiple columns in the Programs menu. This is important for me because I have so much stuff installed that it doesn't fit in a single column and it's too slow to scroll down to find a program with the original Windows 7 Start Menu.
- **Details Pane and the Preview Pane.** You can turn off the Details Pane and the Preview Pane in Windows Explorer using the Organize button in the Command Bar (that menu that's under the regular menu). After you do this, you can disable the Command Bar itself. This is handy on a laptop that doesn't have a lot of screen height to waste. The settings for the Details Pane and Preview Pane disappear along with the Command Bar, so you can either replace it temporarily or use the registry if you want to change these after you remove the Command Bar. [HERE](#) are details on all this.

[SevenForums.com](#) is probably the best site for Windows 7 information. You can search for information, ask questions, and read tutorials.

I would just like to share an experience with you and it has to do with drinking and driving. I have had brushes with the authorities on the way home from odd events over the years. Well at last I've done something about it. Last night I was out for a few drinks with some friends and had way too much beer and wine. Knowing full well I was drunk, I did something I've never done before. I took a bus home. I arrived home safely and without incident which was a real surprise, since I had never driven a bus before.

RAAF Deaths since Vietnam.

Click [HERE](#) for the latest info on RAAF deaths since Vietnam. If anybody has updates, corrections, etc please send them to John Howard at gailandjohn6@bigpond.com who continues to update the Vietnam Veterans files.

Cigarettes are like big red roos!

They are perfectly harmless until you put one in your mouth and set it on fire!

Important Federal Court Decision.

Special Rate and Intermediate Rate pension claims.

Special Rate and Intermediate Rate (IR) disability pensions are payable to veterans who are severely incapacitated and unable to earn a normal wage, solely due to their service-related disabilities.

The Full Federal Court decided in the case of Connell that a reduction in work hours was sufficient to meet the Intermediate Rate test of being “prevented from continuing to undertake remunerative work that the veteran was undertaking”.

This decision means veterans are no longer required to have completely ceased the work they were undertaking in order to satisfy the requirement of the *prevented test*. For example, if due to a service-related disability alone, a veteran reduced his work hours from full-time to part-time, or from part-time to 20 hours a week or less, and this results in a loss of earnings, he will satisfy the *prevented test* for IR.

It is important to remember that a veteran must still satisfy all of the other eligibility criteria including the alone test, which requires that the veteran’s service-related disabilities alone are the reason they are unable to work for more than the relevant working hours thresholds.

The Repatriation Commission decided that the interpretation of the prevented test taken by the Full Federal Court should also apply to Special Rate provisions.

For more information on Special and Intermediate Rates, refer to DVA Factsheet DP29 on the DVA website www.dva.gov.au (you can get it [HERE](#)) or contact

DVA on 133 254 or from regional Australia free call 1800 555 254.

Book your own Transport.

If you receive benefits under the Veterans Entitlement Act (VEA) you can now book your own transport via the DVA’s [My Account](#) web site. There is now no need for you or your health provider to ring DVA. All you need to do is log onto the site, follow the prompts and make all your *Book car with Driver* arrangements.



Funeral insurance plans 'misleading'

Madeleine Heffernan Brisbane Times

A Invocare-funded study undertaken by actuaries Rice Warner found that a person who took out a funeral insurance plan at 60, who lived to 89, would pay \$85,000 in premiums according to Invocare boss Andrew Smith. The head of Australia's biggest funerals, burials and cremation provider style="background: white" has stepped up his criticisms of funeral insurance plans, which have more than 2 million policyholders as people in their 60s and 70s seek to spare their loved ones the cost of their funeral.



Invocare chief Andrew Smith said that insurers were "misleading" customers about the prospect of loved ones being left to pay, given an executor of a will has the power to release funds to cover funeral costs. Most people don't appreciate that if you are executor of a will, you can provide evidence of the funeral directors' fees and that is the one expense that the banks are allowed to release funds to cover.

"Really, the insurers are misleading the consumers, saying, 'Don't be caught with a financial burden', because it's the one expense that you access to the estate, through the executor." While Invocare is talking up its book - it has \$325 million funds under management with its own prepaid funeral products - consumer group Choice recently described funeral insurance plans, in which people make contributions for a lump sum at death, as "unnecessary insurance".

"Under some funeral insurance plans, you'll end up paying more in premiums than the value of the cover," Choice said in August. "Prepaid funerals, funeral bonds and life insurance are more cost-effective options for covering your funeral costs." Mr Smith said people in their 60s and 70s had "grown up insuring their cars, their houses, their incomes, their life". "They think they're being very responsible and so their [insurers'] campaign around, 'Protect yourself from the \$6,000 funeral, don't be a financial burden on your kid', is very, very emotionally connecting with that target audience."

"Their campaign is, for less than a cup of coffee a day, you're protected. By the end of it, you're paying quite a big amount in premiums as the older you get, the more premiums you pay.."

Another report by the securities regulator found funeral insurance seemed "likely to attract customers in the 60-plus age range, particularly those who are ill, or respond to being made to feel guilty about leaving the family with a financial obligation". The report said it was "of concern that there is so little understanding of the limitations of funeral insurance policies, the increasing premiums, the total amount spent, the failure-to-pay clauses and the real cost of funerals".

"Also concerning is that there was little evidence of any real understanding of the existence of alternative methods of paying for a funeral."

BUT!!! What has to be remembered is this is an insurance!!

- When you insure your car and don't have an accident does that mean you've wasted your money?
- When you insure your house and it doesn't get destroyed in a fire or cyclone, does that mean you've wasted your money.

We don't think so. You could take out car insurance and write off your car tomorrow, or you could insure your house and have a semi hit it tomorrow - similarly, you could take out funeral insurance today and (heaven forbid) drop dead tomorrow. You pays your money and you takes your chances.....It's your decision!!

Claiming travelling expenses.

If you are covered by the VEA, there are two ways to claim travelling expenses, one is via **My Account** and the other is via the [D800 Claim for Travelling Expenses Form](#).

Below are the pro's and con's for using each method.

Questions	My Account	D800 Claim form
If I'm eligible, what travelling expenses can I claim	Kilometres, parking fees, road tolls, taxi and public transport costs.	Same as for <i>MyAccount</i> plus you can claim for accommodation, air, rail and other forms of transport.

How many trips can I claim	Up to ten round trips per claim	Two per claim form, but you can submit multiple claim forms.
How many providers can I identify on any claim	Multiple	One
Do I need a health provider's signature	No	Yes, for trips ove 100 kms (round trip)
Can I claim for road trips over 100km round journey	No	Yes

DVA's Wizard.

DVA recently released an online Entitlement Self Assessment Wizard where you can see if your are entitled for any of DVA's entitlements. Although the Wizard does not guarantee entitlements once you have completed the form it will provide you with tailored information on rehabilitation, compensation, health and/or income support benefits.

You will find it [HERE](#).

***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

BRIAN STANLEY DUDDINGTON, AM, ADC.

Brian was born in Brisbane but spent his formative years on the family farms on Tamborine Mountain. He attended the Tamborine North State School where he completed his Scholarship exams and later, Beaudesert High School where he achieved his Junior Certificate. Although undertaking an academic course per se, his interests in hand skills were satisfied by a one day per week attendance at the Beenleigh High School; his interest in languages was satisfied from his academic course when he learned French (a language that became quite useful in later life) and his interest in music was satisfied by weekly visits to the Beenleigh Convent where he learnt to play the violin.



Brian was the last man standing when they closed the base at Rathmines.

When the time came to make a decision on whether to pursue further study or to seek employment, Brian made a decision to pursue his life-long ambition to become an engineer and to join the RAAF as a technical trainee. This was a decision that served him well and one which afforded him a very rewarding career in aerospace for most of his working life. But he will never forget Day One of his military career, spent in the company of other recruits on a train from Brisbane to Newcastle from where they were transported by truck to the Recruit Training Unit at Rathmines, the wartime flying boat base on Lake Macquarie. Being June and the middle of winter, he often spoke of the frosty mornings, shaving and showering in cold water when the boiler attendants (also recruits) failed in their duty to keep the boilers stoked and washing his clothes in the old copper boilers from which all clothes emerged in the same colour blue.

The next step was to the RAAF School of Technical Training (RSTT) at Wagga where he completed his technical training. He often reflected on the advantage he had on other students which he gained from his Dad's teachings on the use of hand tools and the maintenance and repair of piston engines and other pieces of mechanical equipment in use on the farm. With training to that point now completed, he was posted to Engine Repair Squadron (ERS) at RAAF Richmond



where he spent three years working on reciprocating engine overhaul and finally doing what he had wanted to do for a long time. But, mixing now with more seasoned workmates and listening to their experiences in other countries, his next ambition was to serve overseas and he did not have to wait too long.

He was posted to No 2 Squadron at RAAF Base Butterworth in Malaysia, home of the Canberra bomber. However, his time on Canberras was short, as soon after arriving in Malaysia he was posted internally to Transport Support Flight (TSF) where his responsibilities included the maintenance of the four Dakota aircraft and as a Flight Fitter – forerunner to the Loadmaster and Flight Engineer mustering. Best of all, his Flight Fitter duties afforded a privileged lifestyle, accompanying visiting VIPs on overnight and longer stays in regional countries including Thailand, Hong Kong, Laos, Singapore and Vietnam. His hours in the air were made even more enjoyable by the friendship shown by Mrs Townsend, wife of the then Officer Commanding RAAF Butterworth, AIRCDRE Bill Townsend, who went out of her way to ensure this young LAC did not feel uncomfortable in the presence of a cabin full of senior officers.



“Brian told of an embarrassing event which occurred on his first Flight Fitter duty when he was required to serve refreshments at top of climb. Forgetting his theory on changing pressures, he opened the seal on a jar of coffee and wore most of the contents on his face. He said he did not know whether to cry or to come out singing Maame”.

His time in Butterworth also was enhanced by his love of squash which he played almost nightly and his job as Senior Announcer at Radio RAAF Butterworth, reading the morning news every week day and conducted the highly successful and popular “Party Time” on Saturday nights.



Charlie Howard, Arthur Bruce, Brian Duddington.

However, as for all good things, the posting to Butterworth gave way to a posting to No 2 Squadron (Canberra Bombers) at Phan Rang in Vietnam where he spent the next twelve months. It was here that he met and made lifelong mates with whom he still spends his ANZAC Days, reminiscing over a beer at the Irish Club.

On his return to Australia in 1968, he was posted to 37 Squadron, the home of the new E model C130 Hercules fleet. In all, he spent seven years at RAAF Richmond, in which time he saw service in No 36, No 37 and No 486 Mntce Squadrons.. He was again studying and on achieving the requisite educational standards, he was commissioned as an Engineer Officer in the Aeronautical Category of the Engineer Branch in 1976. A posting to RAAF Base Amberley to No 482 Squadron and a long history with the F-111 aircraft followed.



Commissioning Day,
Point Cook.
Col White and Brian.

As OIC Flight Line and Rectification Squadron (OIC FLARS) with a staff of over 100 people, Brian remembers his time at 482 Squadron as being one of the most satisfying and beneficial in his Air Force career from both an engineering and professional officer point of view. One of his most memorable experiences was his tasking as deployment commander for the team responsible for the recovery of aircraft A8-136 which crashed south of Guyra, near Armidale, NSW, on the 28th April, 1977. It was the first F-111 aircraft to crash. One of the least pleasant also involved the Guyra deployment where he was obliged to share a room with one of his

senior NCOs (name withheld to protect the guilty) who gained great pleasure from tossing him out of bed when he returned each night from the local RSL. However, after two years, and lots of other pleasant memories, Brian and his family were on their way to what would later become the first of three postings to Headquarters Support Command (HQSC) Melbourne.

Due to a water shortage in Ireland,
Dublin swimming baths have announced they are closing lanes 7 and 8.



Brian receiving his National Medal from "Chummy" Wade.

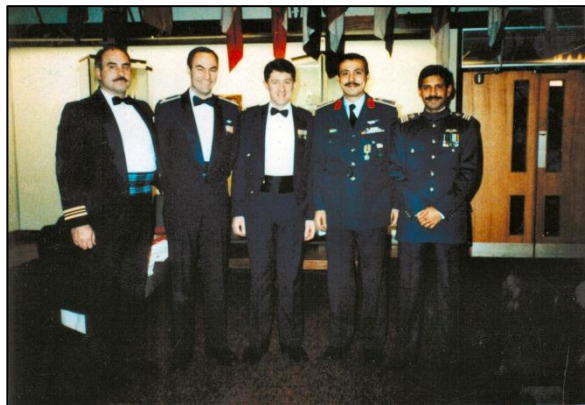
To set the stage for his Melbourne posting, the Commanding Officer of 482 Squadron, Group Captain Chummy Wade, told Brian that the days of high job satisfaction and excitement were over. He suggested that in the Support Command setting at his junior rank level, if he was to make a better cup of tea today than the one he made yesterday, he would have achieved all the satisfaction he was going to get on that day; but that proved not to be the case.

Brian's posting to HQSC was as

a member of the Repair and Overhaul Directorate (SORO) where he was responsible for Repairable Item management, all aircraft types. His position afforded an opportunity to better understand the complexities of RI pipeline management but also provided a unique opportunity to gain an industry perspective and to meet the people so involved. It was on reflection some years later, also a unique opportunity to compare this large and inefficient organization with the much improved organisation with which it eventually was replaced. Nevertheless, the HQSC experience was short-lived, and the family was on their way to Singapore where Brian was posted as a member of the Defence Cooperation Plan (DCP) as Engineering Adviser to the Singapore Air Force on Heavy-lift aircraft (C130).

Life in Singapore where the family spent four happy years, was idyllic for all. Brian had an exciting job engaged in developing the maintenance philosophy for the newly acquired RSAF C130 fleet and assisting in the establishment of in-country Repair and Overhaul capabilities. The downside was that Brian opted to undertake two years of Officer extension Tutorial Studies which, when combined with the six day working week practiced by the RSAF, consumed much of the time which otherwise could have been spent enjoying the pleasures offered by this unique country.

Four years passed quickly and Brian the family was back in Melbourne for the second time; now employed as Acting SG2, responsible for disposal of the Mirage fleet and introduction of the FA-18. However, after less than two years in this position, including lengthy periods in the USA, he was advised that he would be posted to RAF Bracknell Staff College. This was a significant reward as only one or two Australians are afforded this opportunity each year. It was even more exciting when, on successful completion of the course a year later, Brian was posted as Staff Officer Engineering (SOENG) to the Australian High Commission London for a period of three years. Of that posting, Brian remembers with pride, the opportunity afforded him by the High Commissioner, Douglas McLelland, to escort the Ashes from the Marylebone Cricket Club (Lords) to their resting place in Martin Place Sydney – their first and only time to leave the UK.



After 100 years lying on the sea bed,
Irish divers were amazed to find that the Titanic's swimming pool was still full.

As SOENG, Brian was responsible for providing liaison between the RAAF and UK and other European OEMs and suppliers. Shortly after his arrival at the High Commission, Brian was promoted to Wing Commander (the first incumbent of this position to be promoted in post). He served also as President of the Mess Committee (PMC). But, apart from the many and varied rewards of the job, fond memories include his first real white Christmas dinner; the many nights on the cocktail circuit meeting people one normally would not meet (Members of the Royal Family, Lords and Ladies, and Heads of State and politicians) and attendance at the Royal Garden party on three separate occasions where, on the last of those occasions, Brian was selected to meet Her Majesty the Queen. As with all overseas postings, time passed quickly



and the family was on their way back to Melbourne and a posting to the newly formed Headquarters Training Command located at Pt Cook.

Brian's posting to Training Command as Staff Officer Trade and Specialist Training (SOTST) opened the door to another very interesting and rewarding career stream. It also set the stage for a posting as Commanding Officer of the RAAF School of Technical Training at Wagga, something he always had sought in

his posting preferences and which he achieved some years later. The job entailed the oversighting of all of the RAAFs Ground Training facilities, functions and courseware and with strong support from RMIT, afforded an opportunity to introduce a Diploma of Engineering into the RAAF's suite of training courses. Subsequently, it lead to the establishment of RSTT as a registered Training Organisation which was one of Brian's major achievements and one which gained mentioned in his award as a Member of the Order of Australia (AM).



Brian's third posting to HQSC followed; this time as RO5 responsible for the establishment and maintenance of all of the RAAF's Deeper Maintenance contracts. He also had responsibility for the C130 Detachment team in Christchurch NZ during the period that Air New Zealand provided DM for the C130 fleet. The posting also afforded time to complete his Gad Dip Bus and a Masters degree in Business Administration (MBA) at Swinburne University of Technology.

On completion of another short yet interesting posting to HQSC where he witnessed the demise of this once thriving organization and the establishment of the Weapons Systems Logistics Management Units (WSLMs), Brian was afforded what he saw as the opportunity of a lifetime; that being a posting as Commanding Officer of the RAAF'S School of Technical Training (RSTT) Wagga. This was a posting sought by many and was especially important to Brian, being an ex-airman and having been the place of his initial Trade Training. However, there was a twist, as a decision had been made to out-source a large component of training formally undertaken by RSTT. Hence, a large part of his time at Wagga was spent on out-sourcing activities and the challenges it posed. But the posting was again a short one, when Brian was advised he would be promoted to Group Captain and posted back to Melbourne; this time as Director Logistics Program Manager (DLPM).

As for all of his postings, his appointment as DLPM offered new challenges, especially in the area of financial management as co-chair of the Financial Management Group (FMG) responsible for management of the HQSC logistics budget. In the time spent in that position, Brian was made a member of the Order of Australia (AM) for his previous contributions to training (Registration of RSTT as a Registered Training Organisation (RTO) and introduction of the Graduate Diploma in Engineering; to contract management (Introduction of the "Partnering" strategy to major Defence projects which was his MBA thesis topic) and to Financial

Management (Introduction of the Baseline Funding strategy to financial planning). He also was appointed Honorary Aide De Camp (ADC) to the Governor General of Australia, a position he has retained and enjoyed for over 16 years).

Brian retired from the PAF in 1997 and at that time was the last serving member to have completed recruit training at Rathmines. However, he remained in uniform as a Reservist, acting in the position of DCAF (Deputy Chief of Staff – RAAF) CO-ORD. On behalf of DCAF, his major task was to undertake the Technical Trade Philosophy Review which questioned the worth of the technical training philosophy of the day, especially the mechanic mustering and the self-paced distance learning process, in light of the reduction in Air Force numbers from about 22,000 to about 14,000 and the associated reduction in technical trade supervision available for on-the-job-training. His findings resulted in CAFAC approval for the abolition of the then-current scheme and a return to classroom training to technician level.



Brian with his family, son Nathan, wife Genise and son Ashley, at Parliament House in Melbourne - accepting the Order of Australia medal. Brian says he doubts he would or could have enjoyed his wonderful career without the unconditional support he has received from his lovely wife.

It was time now for a change of employment for Brian who joined the Ball Solutions Group team of Professional Service Providers (PSP) where he stayed for three years. His most interesting projects in that time were the design of a Loadmaster Training Simulator for Army and as a member of the Air 9000 Tender Evaluation Team that selected the MRH90 Helicopter as a replacement for the Army's Blackhawk fleet. However, life as a PSP, albeit generally interesting, meant spending most of his time in Canberra – not sunny Queensland.



Brian and the Tiger Retrofit Team at Aeospace.

So, in 2003, he joined the Australian Aerospace team at Brisbane Airport to assist with the bid for the Caribou Through Life Support (TLS) contract. Subsequently, he was employed as the Tiger and MRH Transition Manager and currently holds the position of Governmental Helicopters Program Support Manager. He says that being a member of the Australian Aerospace Team, with involvement in two major Defence contracts is a highly rewarding experience.

Brian reckons his life experiences, including his RAAF career and subsequent employment with Aerospace would have to have been the best a bloke could have.....

We tend to agree with him!!

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Camp Gregory.

Back in [Vol37](#) we had a story on Camp Gregory and Roger Dwyer, an Army Vet who was in Vietnam from December 1968 to March 1970. Roger and wife Deborah bought the 40 acre Camp Gregory property (which is up near Bundaberg) 22 years ago and in September 2009 finished turning it into an idyllic retreat for Vietnam veterans and their families to use free of charge. But – in so doing, he fell foul of the ever-vigilant Beattie/Bligh Queensland Government.

Roger “dared” put some rock and sand onto the lovely mud on a 5 metre section of the river bank so people could launch their boats without sinking knee deep and becoming bogged. Some of the blokes who take advantage of Roger’s extreme generosity are wheel-chair bound, having lost limbs in Vietnam and silly old Roger thought the change would make getting down to the water easier for them. This was a terrible thing to do as it completely upset some poor little crabs and worms and other beings that up till then had lived quite contentedly in the mud without a care in the world.



Ms Bligh and her team were understandably enraged at the audacity of Mr Dwyer in disturbing those poor little critters and had the Department of Primary Industry, under the lead of the super-efficient Deryk Smith, take Roger to Court where he faced a possible fine of up to \$300,000.



The photos above show the huge section of the river bank permanently destroyed by Roger and it is quite easy to see why Ms Bligh and her DPI people were determined to punish him severely for his sins.

Luckily for Roger, and all the Vietnam Vets who would use the facility, Independent MP for Burnet (at the time) Rob Messenger heard about this stupidity and brought it up in state Parliament.

He later said: “This is a disgrace, I want an independent investigation into why Department of Primary Industries and Fisheries inspectors are harassing and prosecuting yet another of our loyal boys who risked their lives and fought for our precious freedom and liberties. How can this little rock fill that makes life more bearable for men who fought in Vietnam possibly lead to Roger being summonsed to Bundaberg Magistrates Court to face a conviction and a huge and unjust \$300,000 fine?”



Rob Messenger called on Premier Anna Bligh to step in and stop what he described as “an idiotic and dangerous persecution of a decent man who is just trying to do the right thing by other Vietnam vets”. He said “I am dealing with a number of people in the Burnett who are facing those fines at the moment. There is a lady, a widow, whose husband tragically killed himself during a similar court case late last year in Bundaberg, again over a fine of \$300,000 under this fish protection legislation.”



Ms Bligh responded to Rob saying that “in terms of offences, the legislation has been drafted in comparison to other similar legislation for boards dealing with matters of a similar nature ... not every offence is comparable, but I think the drafters do a pretty good job of ensuring some level of consistency.”

Roger also found support from the local Butchulla tribe. Elder Marie Wilkinson, 77, wrote to the court on his behalf. She said: “I wish to advise that this proposed prosecution of Roger Dwyer is one of the worst cases of injustice I have been associated with in the last 30 years since I have publicly been involved with ‘looking after country’ in this region, namely Butchulla and Gurang Gurang, which I am a Traditional Owner by Elder.” She wrote. “I have personally visited this Vietnam vets’ retreat/campsite and the only access from boat to site is up this small narrow bank. It is a gross exaggeration that any detrimental work was conducted by Mr Dwyer, and in actual fact, the opposite occurred by stopping erosion to the alluvial bank. I sat in at the 1 November 2010 meeting with Mr and Mrs Dwyer and DPI investigative officer Deryk Smith to assist with mediation and resolve this issue prior to summons and believe this matter has been handled very poorly.”



Roger eventually faced the Court in Bundaberg, was convicted and fined \$1,500 – an absolute disgrace. Since then, the state Labor government has been dumped, the LNP were given the reins and Roger has been told the new Government will quash the conviction and his \$1,500 would be returned. It now remains to be seen whether or not that was a core promise.

Rob Messenger has a very good explanatory video on his web site, you can see it [HERE](#).

Roger has licked his wounds, got on with it and the camp is now open and welcoming vets who are on the road and who want a nice shady spot to pull in, put the feet up and chat with people who have shared the same experiences - and the disgraceful destruction of river bank remains destroyed.



The front gate and all weather road into the retreat, you are most welcome.



Top, part of the camping area and below, some blokes setting up for a leisurely stay.



The dining area being constructed adjacent to the camping area, this is now finished and can be used as and when required.

If you're a vet and you're on the road, you are more than welcome to use the facilities at Camp Gregory. To get there you travel north on the Bruce Highway from Brisbane and just before you get to Childers (310 kms north of Brisbane) take the (right) turn to Woodgate. The property is about a 30 mins drive down the Woodgate Rd and only 10 mins from Woodgate. It's address is 168 Darville Rd, Woodgate.

There are sites suitable for caravans, tents, motor homes, or just swags – the max stay is 2 weeks and there is a long-drop toilet.

A few people have got in touch with us since our earlier story and wanted to know if they could contribute some funds to help Roger with his fine and expenses, we put that to Roger who was reluctant at first but, under advice, has given us the following bank information. If you wish to help, the **BSB:** is 084 802, **Account No:** 1456-58022, **Title:** Camp Gregory Future Fund.

If you wish to contact Roger, his phone number is 07 4129 4030 – remember, you are more than welcome.

I'm jealous of my parents – I'll never have a kid as cool as theirs.

Funding

Unfortunately, Governments, whether Federal, State or Municipal, are very slow and/or reluctant in making funds available for facilities to make life easier for returned service men and women. These men and women, in a lot of cases suffering severe physical and mental injuries, were just 'dumped' and forgotten when they returned from Vietnam. Most of them were called off the street when their marble came up, stuck in uniform and sent overseas for 12 months, then on return they were discharged after their 2 year stint had expired and expected to get on with it.

A lot couldn't – and still can't!

But if you're an illegal boaty there is a bucket load of Government money available for you. Greens leader Sarah Hanson-Young was recently driven to tears as she outlined the poor boaties' plight. Makes you sick!!

Bravest overlooked

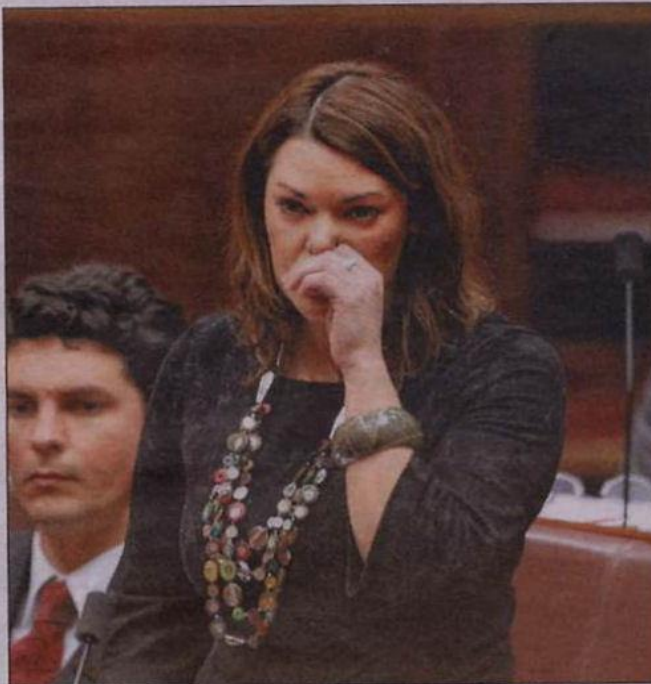
Opinion
DEBRA GIBSON,
Pinnacles

AS THE asylum seeker/illegal boat people saga unfolds on our screens and in the print media, I have wondered why this situation seems to have caused such a difference of opinion with our politicians and dogooders and the average person in the street.

There may be several possible explanations, but I believe the most paramount reason is this: Australians in past wars and adversity have never run from an enemy or not pulled their weight. Our proud and noble fighting prowess has been apparent over many conflicts, if our soldiers had run from the Japanese in World War II, if they had sought protection and asylum in America or England or anywhere else, we may have a very different life to what we have today.

If our brave soldiers, even now, did not put themselves in harm's way, then the terrorists would win. So the claim by these people that they may be killed is so cowardly and weak that it immediately conjures up an insignificant reason.

Our soldiers are getting killed doing what these illegal immigrants should be doing themselves and that is fighting and protecting themselves, their land, way of life and their families. These men have often



TISSUE ISSUE: Greens Senator Sarah Hanson-Young wipes away a tear while describing the plight of asylum seekers.

left women and children to run for cover in our country, then plead asylum. What kind of people are these, that will do that and then demand our help, money, housing, medical care and welfare?

But the most insulting of all, is to keep allowing our soldiers to die at the hands of an enemy that will shoot them in the back, when those soldiers have

extended the hand of friendship, help and protection in their own country.

To the average person in the street, this is not acceptable. Our soldiers died making sure their families and friends back home would be safe from an invader. They did not put their tail between their legs and run for the nearest hole. They stood and died to give us the country

we have today, and they are still doing it better than any soldiers in the world.

I saw Greens Senator Sarah Hanson-Young cry on television about the illegal boat people. I wonder has she cried for the fallen soldiers just the same? Has she cried for the men in World War II who have given her the right to have the freedom she expects so easily? Did she cry and demand action for our Vietnam veterans and other veterans who have to battle government red tape just to get the pension and assistance that these people demand as soon as they hit our shores?

I watched the ABC's 7.30 on asylum seekers. These people portrayed in the report were not threatened like our soldiers, they have made it to a country illegally and are illegally trying to get to our country to live a life of luxury, to quote one of the men interviewed.

The United Nations expects us to pick up the pieces of failed and weak policies. The world has the means to get rid of corrupt governments, dictators and mass murderers in these far-off lands. However, lives are lost every second of every day while they dine and discuss problems that are so far away, they become just a topic over wine.

Thank you to the soldiers who have kept our land safe and given us the right to everyday freedom.

Last upgraded armoured carrier handed over.

AAP
25 October 2012

ONE of defence's longest equipment projects has concluded with Army handed the keys to the last of 431 upgraded M-113 armoured personnel carriers. In a ceremony at Bandiana, Victoria, BAE Systems land division head Kim Scott gave the keys for the vehicle to Major General Grant Cavenagh.



Under the decade-long project worth \$600 million, 431 of the Vietnam-era troop carriers were upgraded to improve their firepower, protection and mobility.

M-113s were first used by the US military in 1962 and more than 80,000 have been built since, making it one of the world's most widely used armoured vehicles. Australia acquired its M-113s in the 1960s and many were used in Vietnam. By the 1990s, Australia's M-113s were in need of modernisation and the process began in 1992.



But what started out as a modest upgrade eventually morphed into a protracted and troubled makeover as the vehicles were lengthened and fitted with new engine, suspension and transmission systems, turrets and guns, improved armour and even a cooled drinking water system. (One wonders why not a new vehicle??)

The contract began in 2002 and the first upgraded vehicles was handed over to the army in 2007. "It has been an enormously challenging project, but one that has resulted in the final vehicle being completed well ahead of the contracted December 2012 deadline," Mr Scott said in a statement. More info [HERE](#).

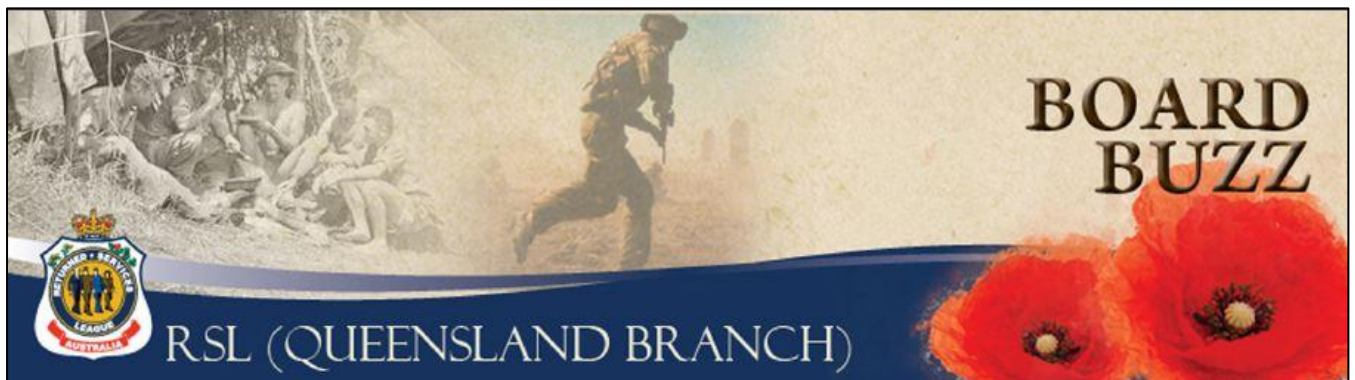
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Allan George's Gems

The DFRDB Battle – Is the end nigh??

The DFRDB fiasco seems to be approaching a finality, it seems the message is finally reaching those it should. The newsletter of the Qld Branch of the RSL, "Board Buzz", had an article on retired ADF Members' Superannuation and explained the current situation very well. This is part of that article:



"That with the utmost vigour the RSL press all members of Parliament to honour all understandings and agreements, and the spirit and intent of the legislation that it supported unanimously in September 2007, and extend to all veterans' disability pensions the 2.7% increase in the MTAW benchmark (11.4% in cash terms) that was granted to all other major government pensions in the 2009 Budget."

In 2007 the Howard Government, with unanimous support from Labour, legislated to ensure the General Rate was to become fully indexed – the same as the Service Pension and the AGR (Above General Rate) component of the 3 higher pensions. This 2007 legislation meant that the General Rate was now tied to the movements in the Service Pension and was fully indexed. The General Rate, and the I.M, EDA and the SR were all now completely indexed to MTAW (Male Total Average Weekly Earnings) and in the same manner as the Service Pension.

The September 2007 legislated arrangements ensured that any adjustments to the Service Pension or any other government income support pension would flow on to all veterans' disability pensions. In the 2009 Budget all major government pensions except DVA disability pensions (DPs) were increased. The government pensions benchmark of 25% of MTAW was raised to 27.7% of MTAW. It was not a normal 6 monthly indexation increase – it was a one-off increase of 2.7% in the MTAW benchmark. This 2.7% increase translates to a cash increase of 11.4% in all government pensions except DVA DPs. No DVA DPs from 10% of the General Rate to the Special Rate was included in the 2009 Budget increases. This flies in the

face of the 2007 legislation that ensured that any adjustments to the Service Pension would flow to Disability Pensions.

*The 2009 Budget increases were not applied to DPs due to the government surreptitiously making provision in their 2009 legislation to bypass the provision contained in the 2004 and 2007 legislation. Despite much government spin this fact can't be denied – **it is a fact**. The incoming Rudd Government betrayed the spirit and intent of the previous legislation for which they voted unanimously in 2007. The Labour Government betrayed all understandings and agreements that resulted from the previous 2007 legislation.*



We must ensure that all politicians keep their election promises and that these pensions do not erode further.

We must also ensure that once obtained, Veteran and Service Member disability pensions should never be allowed to erode as happened with the Rudd Labour government.”

*I was sitting in a restaurant and got hit on the back of the head by a prawn cocktail.
I looked round and this bloke shouts, 'That's just for starters!'*

At the moment Independent MP Rob Oakeshott has a notice of motion ([Definition](#)) before the house to:

“increase the Military Superannuation and Benefits Scheme Pension, Defence Force Retirement Benefit Pension and the Defence Force Retirement and Death Benefits Pension twice annually by the greater of the Consumer Price Index.”

It received the unanimous support of all 150 MPs.

And Bob Katter, (the Mad Hatter), decided he's like to get into the act too. He recently suggested that he intends to introduce a Bill into the house, titled: '*Fair Indexation of Military Superannuation Entitlements Bill 2012*'. It will read as follows:

“The Minister must, not later than 6 months after the day on which this Act commences, take legislative action that has the effect that military entitlements are, as soon as practicable and with ongoing effect, to be indexed using the same indexation methodology that applies for the Age Pension under the Social Security Act 1991 at the same frequency.



In this Act Legislative action means:

- (a) *in relation to the Military Superannuation and Benefits Scheme—make a legislative instrument amending the trust deed for the scheme; and*
- (b) *in relation to the other schemes—cause to be introduced into the House of Representatives a Bill for an Act amending the legislation governing the schemes.*

Military superannuation means an entitlement under any of the following superannuation schemes:

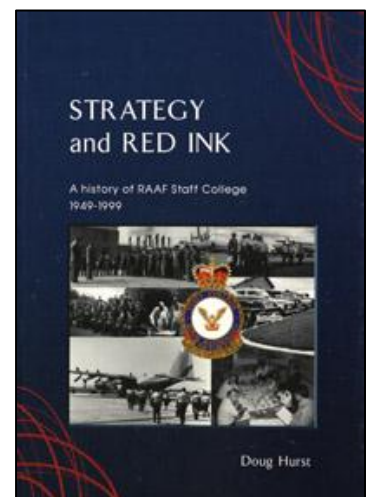
- (a) *the Defence Force Retirement Benefit Scheme;*
- (b) *the Defence Force Retirement and Death Benefit Scheme;*
- (c) *the Military Superannuation and Benefits Scheme.”*

I don't think we can expect too much to happen this year, with the Christmas break not far away, but the first few months of next year will be very interesting indeed.

Strategy and Red Ink: A History of RAAF Staff College 1949-1999

Strategy and Red Ink traces the history of the RAAF Staff College within the context of the main decisions and events influencing the RAAF since World War II. Beginning with the War Staff Courses, it outlines the main eras that saw RAAF staff training change from a six month, all RAAF affair, into the present course with its diverse student body and strong international flavour.

Widespread use is made of personal recollections, anecdotes and photographs to support the essential facts and figures, and help put things at a personal level for the reader. All Course photographs, along with those of the Commandants, are reproduced in separate appendices.



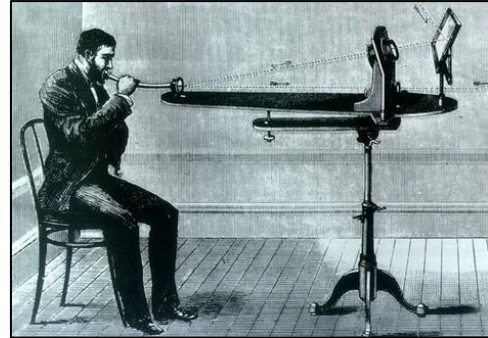
If you would like a hard copy of the book you can buy one from the RAAF Air Power Development Centre (<http://airpower.airforce.gov.au/Default.aspx>) for \$16.00 or you can download a free scanned version in PDF format from [HERE](#). It's a big file (21 meg) and will take a while to download.

Fibre Optic Cables.

Fibre Optic Cables have been with us for quite a while now and it is hard to imagine how our modern world would operate without them. They work by transmitting light through long fibre rods of either glass or plastics in a contained manner, that is, with negligible loss. The light travels by a process of internal reflection whereby the core of the rod or cable is more reflective than the material surrounding it. This causes the light to keep being reflected back and forth into the core where it can continue to travel down the fibre.

These days they are everywhere, underground in front of our houses, strung on poles, laid under the ocean, everywhere, But, even though they are common-place, not many know how we came to get them and how they work.

In 1854, John Tyndall demonstrated to the Royal Society in the UK that light could be conducted through a curved stream of water, proving that a light signal could be bent. In 1880, Alexander Graham Bell invented his 'Photophone', which transmitted a voice signal on a beam of light. Bell focused sunlight with a mirror and then talked into a mechanism that vibrated the mirror. At the receiving end, a detector picked up the vibrating beam and decoded it back into a voice the same way a phone did with electrical signals. Many things, a cloudy day for instance, night??, could interfere with the Photophone, causing Bell to stop any further research with this invention.

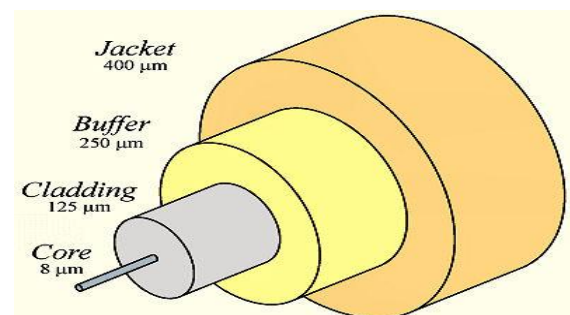


In 1880, William Wheeler invented a system of light pipes lined with a highly reflective coating that illuminated homes by using light from an electric arc lamp placed in the basement and directing the light around the home with the pipes.

In 1888, the medical team of Roth and Reuss of Vienna used bent glass rods to illuminate body cavities.

In the 1920's, Englishman John Logie Baird and American Clarence W. Hansell patented the idea of using arrays of transparent rods to transmit images for television and facsimiles. In 1930, a German medical student, Heinrich Lamm, who was looking for a way to see inaccessible parts of the human body, assembled a bundle of optical fibres into the one cable. He found that he could transmit the image of a light bulb, even though the image was of poor quality.

The theory of transmitting data via optic cable had been established, but the problem of losses still remained. It was found that losses averaged 1 decibel (dB) per metre, totally unacceptable for commercial purposes and experiments continued looking for a loss rate of 1 dB per kilometre. In 1970, the US Army in conjunction with Corning Glass researchers began experimenting with fused silica, a material capable of extreme purity with a high melting point and a low refractive index. They found that they could carry 65,000 times more information in their optic cable than they could using copper wire and the information could easily and unerringly be decoded at a destination over a thousand miles away.



Problem solved!

In 1975, when the cable began to be produced in commercial quantities, the United States Government decided to test link the computers in the NORAD headquarters at Cheyenne Mountain using fibre optics to try and reduce interference – and it worked. Soon after, in 1977, the first optical telephone communication system was installed under downtown Chicago, and each optical fibre carried the equivalent of 672 voice channels.

The Engineering Guy shows how the whole process works – you can see it [HERE](#).

Been on a diet for a few months now, but I will never get down to my original weight, I mean, 7 pounds 2 oz. just isn't realistic.

The Chisel man.

This bloke has a craft which was probably handed down by all his grandfathers over the last couple of thousand years. And look - not a band-aid in sight!

Look at the size of the chisel - no little tiny ones for the delicate bits and he appears to still have all his fingers and toes! Talk about amazing hand/foot co-ordination.

Just imagine this man on a real lathe!

If you want to see a tradesman at work, click [HERE](#).

Birds of a feather!

No one knows why they do it. Yet each Autumn, thousands of starlings dance in the twilight above England and Scotland. The birds gather in shape-shifting flocks called murmurations, having migrated in the millions from Russia and Scandinavia to escape winter's frigid bite. (*Murmuration is the collective noun for a bunch of starlings like Pride is the collective noun for a bunch of lions.*)

Scientists aren't sure how they do it, either. The starlings' murmurations are manifestations of swarm intelligence, which in different contexts is practised by schools of fish, swarms of bees and colonies of ants. As far as we are aware, even complex algorithmic models haven't yet explained the starlings' aerobatics, which rely on the tiny birds' quicksilver reaction time of under 100 milliseconds to avoid aerial collisions—and predators—in the giant flock.



Despite their tour de force in the dusky sky, starlings have declined significantly in the UK in recent years, perhaps because of a decline in suitable nesting sites. The birds still roost in

several of Britain's rural pastures, however, settling down to sleep (and chatter) after their evening ballet.

Two young ladies were out for a late afternoon canoe ride and fortunately one of them remembered to bring her video camera. What they saw was a wonderful murmuration display.

[Enjoy.](#)

Eddie Izzard.

Edward John "Eddie" Izzard (born 7 February 1962) is an English stand-up comedian, actor and writer. His comedy style takes the form of rambling whimsical monologue and self-referential pantomime. He had a starring role in the television series *The Riches* as Wayne Malloy and has appeared in many films such as *Ocean's Twelve*, *Ocean's Thirteen*, *Mystery Men*, *Shadow of the Vampire*, *The Cat's Meow*, *Across the Universe*, *The Chronicles of Narnia: Prince Caspian* and *Valkyrie*. He is also the voice in several animated films, such as *The Wild*, *Pixar* and *Cars 2*.



Izzard has cited his main comedy role model as Monty Python and John Cleese once referred to him as the "Lost Python". A reasonably fit sort of bloke, in 2009, he completed 43 marathons in 51 days for Sport Relief in spite of having no prior history of long distance running. Back in March 2007, Izzard was listed as number 3 of the 100 Greatest British National Comedians (just behind Peter Kay at number 2 and Billy Connolly at number 1 by Britain's Channel 4 TV Station.

In 2007 he did a comedy skit based on the Star Wars series, using Lego – it is very funny but contains a few words the little ones perhaps should not hear. You can see it [HERE](#).

**Men have feelings too.
For example, we feel
hungry.**

And sometimes Ad Agencies come up with commercials to promote a company's product that are sensitive, succinct, concise and a pleasure to watch. [THIS](#) surely is one of them.

Julian Morrow, the bloke from the ABC shows “The Chaser”, “CNNNN”, and “The Chaser’s War on Everything” took his camera to the US to interview people on the street – what he found is [UNBELIEVABLE](#).

It is funny when my
girlfriend gives me the
"silent treatment."
She thinks it is a
punishment.

YoYo's

When we were kids, we all had a Coca Cola YoYo – along with hoola hoops, roller skates, Daisy air rifles etc they were the big thing in their day, and everyone had to have one. We would all do tricks in the school play-ground like “Walk the dog”, “Around the World”, “Rock the Cradle” etc, etc, but how would the Yo Yo have worked if we could have taken it into space – well, NASA astronaut Don Pettit is a bit of a Yo Yo freak and he took his into space to try it out.



Have a look at [THIS](#).

Pantomime.

Pakistan and India are not the best of neighbours – in fact, it is probably fair to say that relations have been strained since the partition of British India in 1947. They have a border crossing that is closed at dusk and opened again the following morning and being a very expressive people they make a bit of a song and dance of the whole occasion. Their treat is so seriously but to the casual onlooker it looks like a complete circus, and for two people who don't get on, you can only wonder what they think of each other's performance. Surely the onlookers would have to meet over a beer and have a laugh about it.

If you have never seen it before, it's a sight to remember, it is absolutely hilarious – see [HERE](#).

Dear Dr. Ruth

I'm writing to tell you my problem. It seems I have been married to a sex maniac for the past 22 years.

He makes love to me regardless of what I am doing ironing, washing dishes, sweeping etc. I would like to know

if there is anything you may know of my situation
or if I am overreacting

Thank you

Myra

Slow Mo!!

The slow motion camera has been with us for a while now (actually it is a high speed camera that is played back at normal speed) and scientists have used them to discover all sorts of things, like how does a bee fly, what happens to a golf ball when it is hit, what happens to an opponent's face when it is hit in a boxing ring, what happens to an aircraft's wing in turbulence, what happens when water freezes, what happens to metal when it is heated etc etc. There are a million uses.

If you ever wanted to know what happens to a balloon which is filled with water then dropped onto a solid surface, well, we can now tell you – have a look at [THIS](#).

Sean is the pastor of a Church of England parish on the Northern Ireland/Southern Ireland border and Patrick is the priest in the Roman Catholic Church across the road. One day they are seen together, erecting a sign into the ground, which says:

TA END IS NEAR! TURN YERSELF AROUND NOW AFOR IT IS TOO LATE!



As a car speeds past them, the driver leans out his window and yells, "Leave people alone, you Oirish religious nutters! We don't need your lectures." From the next curve they hear screeching tyres and a big splash.

Shaking his head, Rev. Patrick says "Dat's da terd one dis mornin'."

"Yaa," Pastor Sean agrees, then asks, "Do ya tink maybe da sign should just say, 'Bridge Out?'"

Kite Flyer extraordinaire.

For those of you who like the smell of avgas or avtur in the nose, here is something different, just rely on wind and a fair bit of skill.

Ray Bethell flies kites, he lives in Vancouver, BC Canada and is without a doubt the world's best multiple kite flyer. He started sport kite flying in 1980 and for many years he flew in team competitions with his team "The Vancouver High Flyers", often placing first, second or third in North American competitions. Individually Ray always was an innovator and began flying two kites around 1984. It was a long road to success since there was no one to copy or learn manoeuvres from let alone find the required accessories. Slowly but surely Ray developed and refined a kite flying technique that is now copied by many multiple kite flyers in the world. Being a craftsmen by profession it also didn't take him long to develop and manufacture special handles, kites suitable for his style of flying and find the proper lines required to



achieve the perfection he is so well known for. He has built hundreds of different kites. Some his own design, others copied but modified to suit his needs.

Ray first taught himself to fly two sport kites simultaneously, one Kite from the hip and the other steered with his hands. Adding special handles to his kites was later able to add a third Kite to his routine: One Kite attached to his waist, One Kite in the left hand and the last Kite in his right hand. While competing with his team, organizers started to ask him to give demonstrations during the festivals. It wasn't long before Ray began competing with his three kites in events like Freestyle, ballet, and mystery ballet at kiting competitions. With his team, Ray was a competitor in the first Sport Kite World Cup held in the U.S.A. during 1990. They also qualified to represent Canada again at the 2nd World Cup at Bristol UK in 1991.

His success in competitions, combined with the popularity of his multiple Kite demonstrations soon attracted the attention of kite manufactures and event organizers. Slowly but surely sponsorships to events came knocking at Ray's door. His first international sponsorship was to the World Kite festival in Napier, New Zealand, followed by the Australian Nationals in Melbourne in 1990. During these events Ray gave many demonstrations and was also present as a judge. This was the beginning of Ray, the multiple Kite and frequent flyer. From small, local kite festivals to international and World Cup events Ray was sponsored to the US, Europe (UK, Germany, France Italy), Asia (Japan, Malaysia, Thailand, Singapore, Hong Kong, Taiwan,) South America (Columbia) Australia and New Zealand. During the past 2 years alone Ray's sponsorships have taken him on over 50 trips throughout 12 different countries. He takes his sponsorships very seriously and flies his demonstrations even in less than adequate conditions.



He has continued to compete in the Freestyle event during national and international events. As the list of 1st places proves he was and is the World's Number 1 multiple Kite flyer. He even received a perfect "10" score during international competitions in Australia in 1995. This has never before been achieved and many believe it will never be repeated. But at the South Padre Sport Kite Competitions in February 2004 Ray scored another perfect 100.

But what makes watching Ray fly so incredible is the fact that you can see himself in his Kites. They are no longer pieces of nylon and graphite, but have come alive. He moves like his Kites graceful and in harmony, and his strength is reflected in the slow and precise movements of his kites no matter how strong the winds are. He has the technical sophistication of an aerodynamics engineer, he has the poise and precision of a ballet dancer, and he has the endurance of a professional athlete as proven again and again by his World records.

Another reason for watching Ray is that as a spectator you are always sure that he is performing only for you. And he will do anything to make sure you won't walk away disappointed and will always remember kiting as a unique experience. He is never too busy to invite schools to watch him practice or make a detour on a trip to let everybody enjoy kiting as much as he does. His demonstrations are known and sought after worldwide and on several occasions he has been asked not to fly, so that the attention was focused on competitions and

not his performances. It is estimated that this year alone over 3 million people has watched him perform his magic. Many kite festivals now add another flying arena just for Ray to perform his all day multiple kite demonstration in.

Ray has also had many occasions to star in film and TV productions on both local and Canadian national Television programs, including Canada AM and Midday, as well as many international film and newspaper documentaries covering the amazing art of multiple kite flying plus being interviewed on radio stations in France, UK, Germany, New Zealand, Australia, Thailand, US, and Canada.

Have a look at the master [HERE](#).

Casualty of war.

Major General John Cantwell fought in Iraq in 1991 and again in 2006. In 2010 he commanded the Australian troops in Afghanistan. Upon his return, he was in the running to be the Chief of Army – instead, he found himself in a psychiatric ward.

You can read the full story [HERE](#).

More ADF Medical news.



A not-so-good news story was reported in a recent edition of the Townsville Bulletin. Seemingly with little if no consultation the ADF has let a contract to outsource all ADF health services to Medibank Health Solutions. In turn, this contract has been sub-contracted to ASPEN Medical.

Because of the lack of transparency, little is known about how those health services are to be delivered, nor whether there is a likelihood that there will be a degradation of those services in terms of accessibility and/or quality. What is known is that several major bodies representing specialist doctors are adamant that the new scheme is unworkable. That includes the Australian Society of Orthopaedic Surgeons and the Australian Society of Anaesthetists. Many individual senior specialists who have been providing their services to the ADF have indicated that they will not sign up to the new arrangements. If this is so then it will affect ADF members.

What's happening????

Army's Abrams gets its First Lift on Board Air Force C-17A

For the first time, an Army M1A1 Abrams tank has been flown on board a RAAF C-17A Globemaster III transport.

On May 11, the C-17A carried the Abrams from RAAF Base Darwin to the Capricornia region as part of Exercise Hamel, where it will participate with other Defence units in the Shoalwater Bay Field Training Area.

AIRCDRE Gary Martin, Commander Air Lift Group, said the Abrams is one of the heaviest single loads which can be carried on board the C-17A.

"At 61 tonnes, the Abrams comes close to the total payload capacity of 70 tonnes for the C-17A," AIRCDRE Martin said.

"Loading an Abrams on board a C-17A is a careful task requiring a steady hand and close cooperation between the driver and loadmaster, to ensure no damage to vehicle or aircraft."

The Abrams is carefully driven up the cargo ramp of the C-17A and restrained to the cargo floor in a precise position, allowing the aircraft to remain balanced in flight.

The flight of the Abrams provides vital experience for Army and Air Force personnel, and emphasises a key strategic capability for Defence.

"Australia is possessed with a great geographic expanse, requiring a responsive strategic airlift capability to quickly deliver Defence Force personnel and cargo," Air Commodore Martin said.

Commander of the Darwin based 1st Brigade, Brig Gus McLachlan AM, says the airlift demonstrates the high level of interoperability now available between the branches of the Defence Force.

"The airlift of the M1A1 Abrams by Air Force C-17A is an important milestone," Brig McLachlan said.

"It demonstrates the great capability now afforded to the ADF and shows the Australian public that we have the ability to deliver our forces if needed, with relative ease to any place we need them to be."



An M1 A1 Abrams tank shortly after being unloaded from a C-17

HOW WOMEN IN FRANCE BURN CALORIES.

We bet a lot of blokes will watch this, it's short, only 45 seconds, but very interesting. Click [HERE](#).

PTSD.

If you did not see a recent SBS Insight Program on PTSD, you would probably find it very interesting; it's a bit lengthy but very factual and tells it as it is. It's an important reminder that we have a responsibility to make sure our younger veterans are properly looked after.

You can watch it [HERE](#).

Coke Cans.

This story is once again doing the rounds of the email circuit.



“This incident happened recently in Belgium...

A woman went boating one Sunday, taking with her some cans of coke which she put in the refrigerator of the boat. On Monday she was taken into ICU and on Wednesday she died. The autopsy revealed a certain Leptospirosis caused by the can of coke from which she had drunk straight out of, not using a glass. A test showed that the can was infected by dried rat urine and hence the disease Leptospirosis. Rat urine contains toxic and deathly substances.

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

A study in Spain showed that the tops of soda cans are more contaminated then public toilets i.e full of germs and bacteria. So to wash them with water is advised before putting it to the mouth to avoid any kind of fatal accident.”

Like nearly all these stories, it is mostly garbage. For starters:

- Although not the most desired of beverages, rat urine is not ordinarily toxic to humans.
- There is no record of anyone dying after going boating and drinking a can of coke.

But, the potentially deadly illness Leptospirosis can be contracted through exposure to the urine of diseased animals – including rats.

Leptospirosis typically causes aches, pains and fever that normally go away on their own. One in ten cases can include high fever, jaundice, meningitis, acute kidney failure, internal bleeding and in extreme cases, death.

Leptospirosis is normally treated with antibiotics.'

So, if you get the email, dump it!!!

The definition of “A Mate.”



The Bloodhound.

Thanks to Roger Bailey for the following.

Have you ever wondered why the RAAF had the Bloodhound Mk1 surface to air missiles for the short period of 1961 to 1968 (the shortest period for major equipment).

The simple answer is that they didn't work and the British knew they had a fundamental and irreparable design flaw when they sold them to Australia. As a means of placating the RAAF, and limiting the adverse publicity that would be directed at both the British and the Australians involved in this purchase, the British supplied the gliders and associated equipment that enabled the RAAF to establish a gliding club at most RAAF bases which had an airstrip.



Australia got duded on high speed guided missiles but at least we got gliders!

A quick look at the timeline of the development of the Bloodhound Mk1 missiles purchased by Australia and the development of solid state electronics illustrates the problem. The Bloodhound missiles and the associated radars and homing electronics were developed in the 1950s and they used vacuum tubes (valves) and not solid state devices.

This use of ruggedized (W) valves was satisfactory for ground based equipment and most airborne equipment however, they were not suitable for aircraft that exceeded the G forces that could move or deform the multiple elements within the valves' glass envelopes. As can be seen in numerous photographs of the Bloodhounds the RAAF installed in Williamtown and Darwin, but which are now in various museums or static displays around the country, to enable the missiles to accelerate from the launch pad to the target, they used four solid fuelled booster rockets which were jettisoned after a few seconds when the speed of the missile was high enough to enable the two ram jets to operate efficiently. Some photographs only show the two ram jets but more detailed photographs clearly also show the four solid fuelled booster rockets located near the four forward winglets.

Photograph of the main gate at RAAF Darwin, taken after late 1968, shows the four booster rockets attached to the main body of the Bloodhound. Several videos of the actual test firings exist on the internet, for a launch at Woomera in 1958 see [HERE](#), and they show the four booster rockets being jettisoned early in the flight.



This entire video of the Woomera launch is 1 minute 3 seconds long and the booster rockets are jettisoned at 17 seconds and by then the missile is powered by the two ram jet engines.

This gives a good idea of the G forces applied at launch. In [Vol38, Page20](#) there were two photos of a Bloodhound being installed at East Sale. The top photograph shows it fitted with the two ram jets while the lower photograph shows the two ram jets and the four smaller diameter booster rockets. Another Bloodhound is at the RAAF museum at Point Cook (top photo) and it also shows the booster rockets.

Internet site www.wingweb.co.uk/missiles/bristol_bloodhound_sam.html states 'However, the Ferranti designed type 83 pulsed radar was susceptible to jamming, and could be confused by ground clutter limiting its low-level capability.' In the next paragraph 'In 1960, - - - work continued on a revised Bloodhound, the Bloodhound Mk2 to tackle some of the deficiencies in the original design. The Bloodhound Mk2 replaced the Mk1 in RAF service, and was deployed both at home (the UK) and to Malaysia in 1964.'

As noted on that web site 'In 1960 work continued on the revised Bloodhound to tackle some of the deficiencies' but the problem was that, by then, Australia had ordered the equipment but the British already knew they were useless and Australia installed the Mk1 versions in 1960 and they were 'operational' in 1961.

The Mk1 equipment purchased by Australia worked as designed in the simulator or while the missiles were sitting in their launch platforms but the instant they were launched, and were accelerated by the four booster rockets, the internals of the valves all deformed and some were crunched at the bottom of the glass envelope and the 'guided' missile then became a very expensive bullet. If you look at the video of the launch at Woomera in 1958 where the Bloodhound intercepts a Meteor jet, you will notice that both the missile and the target only went in a straight line and at no time did the Bloodhound have to change direction, even slightly, to intercept the target. This was probably the demo that clinched the sale to the RAAF.

Australia never bought the Mk2 versions – no surprise there, after being proud owners of Mk1s. Plus the gliders.

Considering that Australia only had one self-contained Bloodhound squadron at Williamtown, from 1961 until Bloodhounds were installed at Darwin in 1965, there was no surface-to-air defence outside the range of the sub-standard radar and control equipment located at Williamtown. And until the Mirages were up to operational readiness, Sydney for example relied on Canberra bombers flying from Amberley as any form of major deterrent.

It is interesting to read the 'official line' (still adopted by the RAAF) in [Vol 38, page 20](#) of the RAM. 'High level air defence for Australian military bases and industrial centres.' For the period 1961 to 1965 Australia only had the Bloodhounds installed at Williamtown and from 1965 to 1968 Australia *doubled* its high level defence capabilities by adding a missile installation at Darwin. High level defence capabilities? What about the Mirages which were operational before the Bloodhounds were installed at Darwin? The photograph in [Vol38, Page 10](#) shows the RAF Bloodhound installation with 32



missiles at Butterworth, but the missiles – fitted with explosives and volatile rocket fuel - and their control radars are all located within the range of one good sized shrapnel bomb which would render them inoperative. In fact the four control radars are positioned in a straight line and as demonstrated by the Israeli's during their bombing runs on the Egyptian airfields in the first 3 day war, the Mirage dropped bombs directly down the centre of the runways and this saved them from using more ordinances destroying the actual aircraft. If the enemy wanted to destroy Australia's Bloodhound Mk1 missiles all they needed to do was come in just above ground level (the radar was known to be 'limited in its low level capability'), and destroy the radars.

The concept of multiple surface-to-air (fixed location) installations may have been valid in a small area such as England (all of western Europe can fit in Queensland) but this does not explain why the second 'stand-alone' Bloodhound installation, complete with its own power generators and ancillary equipment was installed in Darwin in 1965 when they were all removed in 1968 and the RAAF had been using the 'face saving' gliders from the early 1960s. At least the local population in Darwin could sleep at night believing they had the best anti bomber deterrent in the world to protect them.

It must have been frustrating for the highly skilled and highly practised people manning this equipment to know that the missiles were absolutely useless and not one was ever launched, even when the two locations were disbanded in 1968, just 'to see one go'. In fact, most of the equipment in Williamtown, including the hydraulic rams, electric motors, cables etc was all buried and no attempt was made to salvage or re-use the almost new equipment. It had only been used for 7 or 8 years. Out of sight, out of mind I suppose. The equipment in Darwin was only used for 3 years. The actual missiles can be seen at various museums and RAAF bases around Australia. I don't know what happened to the Rolls Royce diesels and the 10Mwatt generators.



The combination of the Mirage fighter and the Matra air-to-air missile was a much different concept and a more efficient weapon than any surface-to-air missile, especially the Bloodhound Mk1 which was known to be 'less than functional' because not only was the Mirage capable of covering a much larger area than the fixed launch platform for the Bloodhound, it could travel at Mach 1.8 (more than 1800kmh) and still launch the Matra whereas any surface-to-air missile has to commence its flight from a standing start.

Imagine a situation where the launch platform, in this case a Mirage travelling at 1800kmh, is flying head on to another aircraft doing the same speed. That's a closing speed of 3600kmh – 1km per second. Now just imagine how long a pilot has to make up his mind 'what weapon to use' and choose between guns/cannons, heat seeking missiles or radar guided missiles (much more expensive than heat seeking missiles but heaps more expensive than bullets or cannon shells), or 'get the hell out of here'. Too late. Any aircraft that tries to make a U turn, or any slight deviation, is vulnerable to any weapon fired from the other aircraft and at those speeds any slight surface damage causes the aircraft to be torn apart. In fact, because we do not want to hand a perfectly good missile to the enemy, (such as the latest and greatest sonobuoy that was picked up by the Russians during one of their sea trials in the North Sea in the 1960s) if the missile does not reach its target within a predetermined time, it self destructs so that the

debris is useless to the enemy and the small fragments are spread over a wide area on the ground.

At least the Matra used solid state electronics, no doubt a lesson learned from trying to accelerate a missile with vacuum tubes, but from a service aspect the cable looms were a nightmare because the wires were all the same colour and were unmarked, irrespective (especially because) of their functions. If it was to conduct a low current, it may have only one unmarked, bland conductor but if its function required a larger current, it might use several cores of the same unmarked, bland conductor. It made the task of reverse engineering extremely difficult because all the person had was a handful of torn apart wires all the same colour and size and all unmarked, but it didn't help the servicing either.



Within a few years of the Mirage and the associated weaponry being incorporated into the RAAF, identical equipment was being used by the Israelis in the two middle-east wars of the 1960's and 1970's and security within the RAAF was paramount. Gun-sight movies of the air-to-air battles in the beginning of both wars, (all the enemy's planes were destroyed or the airfields made inoperative within the first 2 days) together with movies taken from the ground provide ample proof of the efficiency of this equipment and all I can say is thank god we had them and were not on the receiving end.

As the saying goes 'If you can see them you can hit them and if you can hit them you can kill them.'

The internet site www.britishpathe.com/video/eye-on-asia shows a video with a Bloodhound on its launch pad in Darwin at the first part of the video and then it shows a Mirage being fitted and taking off with a Matra

missile. The Mirage shown in the last few frames of the video is not fitted with a Matra but I suppose that was deemed to be not important to the feel-good newsreel. However, the image of the delta wings of the Mirage at the end of the video shows a flaw with this wing design because all the control surfaces are at the back of the aircraft and



there is no method to control the nose. The only way to raise the nose above the rear of the plane was to lower the rear below the nose. Not recommended at lower altitudes. All later delta winged aircraft, which have their control surfaces at the rear of the aircraft, also have

canard wings just aft of the canopy which apply lift to the front of the aircraft. Even the Israeli made and designed later version of the Mirage had canards.

No English dictionary has been able to adequately explain the difference between the two words, COMPLETE and FINISHED. In a recently held linguistic competition held in London, a Guyanese man was the clear winner when asked that question. He was asked: Some people say there is no difference between COMPLETE and FINISHED. "How do you explain the difference between COMPLETE and FINISHED in a way that is easy to understand?"

His answer was: "When you marry the right woman, you are COMPLETE. When you marry the wrong woman, you are FINISHED. And when the right one catches you with the wrong one, you are COMPLETELY FINISHED!"

Wannabees.

In our last issue ([Vol40, Page 8](#)) we had a photo of two blokes who marched in the 2012 Brisbane Anzac Day parade. They were spotted by Paul Hines who took the photo of them (right) and sent it to us.



At the time no-one knew who they were or what unit they supposedly represented, but everyone agreed, they sure looked good.

Not long after our Mag came out, the brown stuff really hit the fan (for these two anyway), they were instantly famous, on TV, in all the papers, on the radio, everywhere.

At last, Recognition!!! But for the wrong reason!!!

These two blokes, who are twins but with different names (??) have run fowl of the local constabulary and are now before the courts. They started life as John (Jack) Anthony Hines and George Edward Hines, but George decided he'd rather be called George Edward Carr, so he changed his name.

[The Brisbane Times](#) recently reported that the twin brothers, accused of impersonating war veterans, have asked for a three-week adjournment in their case so they can be psychiatrically assessed. John Anthony Hines of Oxenford and his twin brother, Beenleigh resident George Edward Carr, attracted a lot of attention in the Brisbane Magistrates Court from both media and spectators. The 68-year-olds have been charged with falsely representing to be a returned soldier, sailor or airman and improper use of service decorations under the Defence Act.

The charges came after Vietnam veterans complained the pair were parading in an unfamiliar uniform at an Anzac Parade. The brothers had previously maintained they were part of a secret military unit, known as the Military Assessment Surveillance Keep [MASK], during the 1960s

and due to the classified nature of their work, they were not listed on standard Australian Army rolls.

On the 10 October they fronted court to ask for a delay in their proceedings. John Hines, wearing a suit jacket over his jeans, stood in silence next to his brother George, who was listed under the surname Carr, as their lawyer asked for the adjournment. The pair had sat quietly together in the public gallery, while members of a group dedicated to exposing military impostors sat behind them. The adjournment was granted and the pair were bailed.

An older man was ejected from the court house after abusing the pair as they waited for their paperwork to be completed. Outside the court, neither twin spoke to the media, with Mr Hines only answering they had "been advised not to comment". The twins left the court house separately. As they walked down Roma Street, the same man who had been removed from the court verbally abused them.



When asked why the man was so angry at them, he answered: "If you have to ask, then you have no idea".

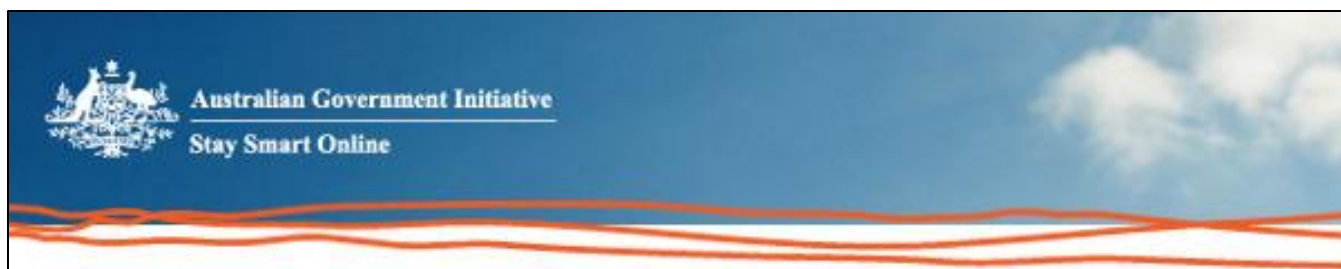
The twins will return to court soon.

You don't know whether to laugh out loud, get angry or feel sorry for the buggers.....

How to turn a Number 1 into a Number 2 – really quickly.



Skype.



If you're a Skype user, and who isn't these days?? Be careful. The Australian Government's Stay Smart department has advised there is a distinct possibility that your computer could become infected. The issued the following:

"On Tuesday 9 October, Skype, the popular internet voice and video service, issued a security notice confirming malicious activity targeting its users.

Dorkbot is a type of malware that is currently spreading via Skype instant messages. Users may receive a message asking 'lol is this your new profile pic?', along with a link. Do not click this link.

If the link is clicked, the malware infects your computer. It may also cause your computer to become part of what is known as a 'botnet'. A botnet is a group of compromised (infected by malware) computers that are used by criminals to carry out attacks on other computer systems.

Dorkbot variants may also attempt to steal user name and password details for other services you use. Botnets are controlled remotely and can be instructed to perform further malicious acts via the internet.

Skype users should update their Skype software to the latest version in order to ensure the security features are up to date. Users should also ensure their anti-virus software is up to date.

More information.

Skype's security blog is available at:

<http://blogs.skype.com/security/>

Anti virus vendor Trend Micro also offers useful insight:

<http://countermeasures.trendmicro.eu/skype-worm-spreading-fast/>

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Health and well-being.

Dementia.

Older people who think they are 'over the hill' are reportedly more likely to end up with a dementia diagnosis. A study has found older people who think they are old had worse scores in memory tests. They were five times more likely to end up with a diagnosis of dementia, simply because of their attitude towards ageing. In contrast, people of a similar age who felt younger received better scores.

The findings from researchers at the University of Exeter in the UK suggest attitudes towards ageing could have a huge impact on dementia diagnosis. In June 2012, the study was presented at the International Conference on Social Identity and Health at the university. It involved 68 people, aged between 60 and 70 years, who were primed to either feel older or younger than other test participants. Those in the 'older' group were told participants ranged from 40 to 70 years, encouraging them to think of themselves as being at the upper end of the age spectrum. Those in the 'younger' group were told the ages of participants ranged from 60 to 90 years, which encouraged them to think of themselves as younger than everyone else.

All participants were then given one of two articles to read, which either focused on the effects of age on memory or the impact of ageing on general brain functioning. The participants then completed a series of standard clinical tests, including a well established dementia screening test that is used in many GP surgeries and NHS (need to spell out) memory clinics to assist diagnosis.

The startling findings showed 70% of people who were encouraged to see themselves as older and to believe that ageing was associated with a general decline in ability met the criterion for dementia. In comparison, just 14% of those primed to see themselves as being 'younger' fitted the diagnosis.



Lead author, Dr Catherine Haslam, said people who see themselves as 'older' could be labelled as having dementia as a result of their attitude. She said: "Our research shows that the effect of age perceptions on performance can be dramatic, and that seeing oneself as 'older' significantly increases a person's risk of being diagnosed with dementia on such tests.

"It highlights the importance of taking a person's attitude towards their age into account when assessing for dementia," she added.

New South Wales dementia expert, Harrison Bentley, said the international study does hold some truth. "Research in Australia also shows thinking yourself young has beneficial impacts on health in general," he claimed.

Have You had your Caffeine Hit?

Elderly people who regularly drink coffee are more likely to maintain their strength and reduce their chances of falling and injuring themselves, a new study has claimed.

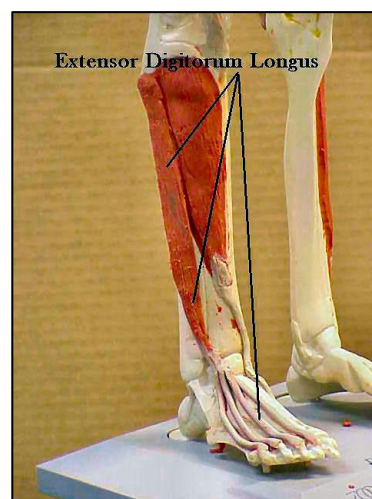
Yahoo!!

It is known that muscle strength declines as we age and this can reduce quality of life. In the new study, researchers at Coventry University looked at whether caffeine could also have a strengthening effect on pensioners. Their study on mice revealed caffeine boosted power in two different muscles in elderly adults – an effect not seen in developing youngsters.



With the importance of maintaining a physically active lifestyle to preserve health and functional capacity, the performance-enhancing benefit of caffeine could prove beneficial in the ageing population. In the study, the researchers isolated muscles from mice ranging in age from juvenile to elderly and then tested their performance before and after caffeine treatment. They looked at two different skeletal muscles, which are the muscles we can control voluntarily. The first was the diaphragm, a core muscle used for respiration; the second was a leg muscle called the extensor digitorum longus (EDL), used for locomotion.

Despite a reduced effect in the elderly, caffeine may still provide performance-enhancing benefits. Consuming caffeine has also been linked to improved thinking processes and improved memory skills in later life. However, previous research has shown excessive caffeine intake may cause the body to rid itself of calcium, which is a nutrient vital in supporting bone strength in later life.



It can also temporarily increase blood pressure, although the long-term effects of this are unclear.

Viagra.



Viagra, Levitra or Cialis is often the first oral medication tried for erectile dysfunction. For most men who have trouble keeping an erection firm enough for sex (erectile dysfunction), these medications work well and cause few side effects. Sildenafil (Viagra), vardenafil (Levitra or Staxyn) and tadalafil (Cialis) are all medications that reverse erectile dysfunction by increasing nitric oxide, a chemical naturally produced by the body. Nitric oxide opens and relaxes blood vessels in the penis, helping you get and keep an erection. These erectile dysfunction medications don't increase your sex drive and only cause erections when you are sexually stimulated.



Viagra, Levitra and Cialis — How they're different

Although they work in similar ways, each of these medications has a slightly different chemical makeup. These minor differences affect the way each medication works, such as how quickly it takes effect and wears off, and the potential side effects. Your doctor will consider these factors when deciding if one of these medications is a good choice for you. Your doctor will also consider any health problems you have and possible interactions with other medications you take.

Medicine	Viagra, Levitra	Cialis (small daily dose)	Cialis (36 hour)
How to take it	Without food, no more than once a day.	With or without food, once a day.	With or without food, no more than once a day
When to take it	About 30-60 minutes before sex	Anytime	About 30 minutes before sex.
How long is it effective.	Up to 5 hours	Anytime between doses	Up to 36 hours.

Vardenafil (Levitra) can also be prescribed in a tablet that dissolves on the tongue (Staxyn). A new medication, avanafil (Stendra), was approved in April 2012 by the Food and Drug Administration for treating erectile dysfunction. Stendra works similarly to Viagra, Levitra and Cialis.

When these medications may not be safe

Not all men can safely take erectile dysfunction medications. They can be dangerous if you have certain health problems or you're taking particular medications. Erectile dysfunction medications may not be safe if you have:

- Heart problems, including reduced blood flow (aortic stenosis or left ventricular outflow obstruction), heart pain (angina), abnormal heart rhythms (arrhythmia) or a recent heart attack
- High or low blood pressure that isn't controlled
- A history of stroke within the last six months
- Eye problems, such as retinitis pigmentosa, or if you have a family history of certain eye problems
- Severe liver disease, including cirrhosis
- Kidney disease that requires dialysis



Never take Viagra, Levitra or Cialis if you take nitrate drugs to treat heart pain (angina). Like Viagra, Levitra and Cialis, nitrate drugs dilate blood vessels. Their combined effects can cause dangerously low blood pressure and loss of consciousness. Medications that contain nitrates include:

- Nitroglycerin (Nitro-Bid, Minitran, others)
- Isosorbide (Dilatrate-SR, Isordil, Monoket, others)
- Illegal drugs such as amyl nitrite or "poppers"

Tell your doctor about any medications you're taking. A number of other drugs can also interact with Viagra, Levitra or Cialis. They include:

- Alpha blockers
- Antibiotics
- Anti-seizure medications
- Blood thinners
- Anti-arrhythmic heart medications

Side effects

Most men who take Viagra, Levitra and Cialis aren't bothered by side effects. When side effects do occur, they can include:

- Headache
- Flushing (with Viagra and Levitra)
- Indigestion
- Stuffy or runny nose
- Back pain and muscle aches (with Cialis)
- Temporary vision changes, including "blue vision" (with Viagra and Levitra)
- Dizziness or fainting (rare)

In a small number of cases, men taking Viagra, Levitra or Cialis have reported more serious side effects:

- **Hearing loss or vision loss.** Some men have had sudden loss of hearing or loss of vision after taking one of these medications. However, it isn't clear whether vision or

hearing loss was directly caused by taking the medication or by a pre-existing condition. If you're taking one of these medications for erectile dysfunction and have sudden loss of hearing or vision, seek medical help right away.

- **An erection that doesn't go away on its own.** Called priapism, this rare condition can be painful and requires medical treatment to avoid damage to your penis. If you have an erection that lasts more than four hours, (isn't that normal?? – tb) seek medical attention.

Erectile dysfunction — Don't ignore the underlying cause.

Taking Viagra, Levitra or Cialis without treating the original problem may improve sexual performance but it doesn't address the root cause of this symptom. Getting proper treatment for the underlying cause of erectile dysfunction may help prevent related health problems and improve sexual function as well. Conditions that can cause or worsen erectile dysfunction include:

- **Heart disease.** In some cases, erectile dysfunction is the first sign of serious heart or blood vessel problems such as hardened arteries (atherosclerosis).
- **Diabetes.** Over time, diabetes can damage blood vessels and nerves, making it more difficult to get or keep an erection.
- **Psychological issues.** Depression and anxiety can cause sexual problems and often require treatment, such as counseling or medications, to get better.
- **Being overweight.** Being overweight or obese can cause or worsen erectile dysfunction because of hormonal changes and related cardiovascular issues. Increased physical activity and losing weight can improve your overall health and sexual function.
- **Low testosterone.** Men who have low testosterone levels (hypogonadism) may need testosterone replacement therapy to increase sex drive and sexual performance.
- **Lifestyle choices.** Unhealthy habits such as drinking too much alcohol, smoking, using illegal drugs and not getting regular exercise can all worsen erectile dysfunction.



Purchasing Viagra, Levitra or Cialis online

As with other prescription drugs, erectile dysfunction medications can be purchased over the Internet. But be careful. Products for erectile dysfunction are big business and online scams abound. If you do purchase medications over the Internet:



- **Check to see if an online pharmacy is legitimate.** Never order medications from an online pharmacy if there's no way to contact the pharmacy by phone, if prices

seem too good to be true or if you're told no prescription is necessary. Some illegal businesses sell counterfeit versions of legitimate medications, which can be ineffective or dangerous. In the U.S., the National Association of Boards of Pharmacy can tell you whether an online pharmacy is licensed and in good standing.

- **Make sure you get the right prescription and the right dose.** When you order medications — and when you receive them in the mail — make sure they're the exact dose and type prescribed by your doctor.
- **Don't be fooled into buying 'herbal viagra.'** Never take any medications that claim to be the "herbal" or non-prescription equivalent of Viagra, Levitra or Cialis. These aren't an effective replacement for prescription medications and some contain harmful substances.

Realistic expectations

Occasional erectile dysfunction is a common problem, particularly as men age. Medication may not make you feel like you're 20 again, but it might help you achieve a more satisfying sex life. For some men, Viagra, Levitra and Cialis aren't a safe or effective choice, but other treatment options for erectile dysfunction may work. These include medications that are injected into the penis (yuk! - tb) or put into the opening of the penis before sex (double yuk! - tb), penis pumps (vacuum constriction devices), and surgically placed penis implants. Work with your doctor to find which erectile dysfunction treatment might work best for you.



Veterans Reconditioning Program.

Veterans and war widows with a gold card or white card now have access to an Accredited Practising Dietician and an Accredited Exercise Physiologist and Physiotherapist to take part in a reconditioning program that addresses the below components.

Improve nutrition and hydration status.	Reduce fall risk.
Improve Body Mass Index (BMI).	Increase general mobility.
Increase functional strength.	Enhance movement confidence and encourage independence.
Maximise bone strength.	Manage pain conditions such as arthritis.
Improve social interaction through group exercise activities.	

The program offers veterans and war widows individual and group sessions and is offered at a variety of locations which includes access to gym and hydrotherapy pool facilities.

Costs

There is no cost to participants.

To participate, you must have a referral from your GP. He/She must provide the referral on their own stationery or letterhead and include the following information.

- veteran's name
- veteran's DVA file number (shown on the Repatriation Health Card)
- 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
- description of the requested service
- GP's name and provider number and
- date of referral.

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East Sale Reunion.

Over the weekend, (2 - 4 Nov) the people who served at East Sale held a reunion at the old Rathmines RAAF Base. For those who are unfamiliar with Rathmines, it is situated on Lake Macquarie, a few kilometres south of Newcastle. (Click [HERE](#) to see our earlier story). That weekend also coincided with the Catalina Festival which was also held on the now defunct Base and which drew thousands of people to see the HARS restored Consolidated PBY Catalina which flew up from Albion Park, landed on the Lake and taxied onto the Hardstand.

The reunion was the 4th held by the Ex-Salers. It started out as a "Box-Packer" reunion in 2006, but like all good ideas has grown to include anyone who served at East Sale – even ex-Radtechs are invited these days..... The first reunion was held at Sale, in 2008 they got together on the Sunshine Coast, in 2010 it was Adelaide's turn and this year Rathmines. If you were at Sale the next reunion will be held in 2014 and if you served at Sale at any time in your career you had better be there or you'll need a chit. Watch this space for details as the time gets closer.



As normal, all the organisation and planning was done by Harry Allie. We had the pleasure of meeting Harry for the first time over the weekend and what a remarkable man we found him to be. Harry comes from Charters Towers and is a descendant of the Kudjula Tribal group. After a short stint with the PMG, he joined the RAAF in 1966 and spent 23½ years at various Bases, including Butterworth, Sale and Laverton before retiring in 1989 with the rank of W/O. After discharge he stayed on in Defence then joined the Aust Public Service and finally pulled the pin in 2009.

During his Public Service career he was involved in many Indigenous programs and issues. He has been an influential voice in shaping the national government policies on Indigenous Employment, Education and Community Engagement and sits on various committees including:

- Chairperson - ATSI Advisory Committee Bankstown City Council
- Committee Member - Gandangara Local Aboriginal Land Council
- Board Member - Bankstown Community Resource Group
- Committee Member - Nangahmi Ngallia Aboriginal Corporation
- Committee Member - Coloured Diggers Projects.

"Uncle" Harry was recently appointed as the first Air Force Indigenous Elder and will represent the RAAF on official occasions, advise on ways to increase indigenous participation in the RAAF and increase the RAAF's appeal as an employer of Indigenous Australians.



Her Excellency, Ms Quentin Bryce AC CVO meets with "Uncle" Harry at the [Badanami Centre](#) on the 22 October, 2012.

The reunion events were held in the old Rathmines Officers Mess, which is now the Rathmines Bowling Club and started with a “Meet and Greet” on the Friday night. Those present included:-



Bob and Jenny Eising.



Bob did his 20 years with the RAAF, part of which was spent in the Middle East on detachment to the UN and now retired, he and Jenny have settled on the Cooloola Coast in Qld. About 18 months ago he was recalling his time spent overseas and how, while there, he missed the little ‘every-day’ things which were not available. He and Jenny decided they would try and do

something for the blokes and blokettes serving in Afghanistan to make their time away from home more enjoyable so they started putting together and sending the troops “parcels” containing such familiar items as Arnotts biscuits, Golden Circle juices, Cadbury’s chocolates, Smiths crisps, Colgate tooth paste and of course, the perennial favourite, Vegemite. They fund this by setting up and selling sausages at a “sizzle” at the local Woolworths every second Saturday morning. Jenny said they cannot thank Woolworths enough as they provide all the ingredients FOC. People are only too eager to bag Woolies but as Jenny said perhaps they should stop and think a little first. Without their huge support, sending these parcels would not be possible.

To date they have sent over 380.

Virginia and Ralph Faber.



Ralph was at Sale from 1969 to 1972 as a Clerk Supply. During that period he also found time to coach the local footy team.

Bev and Harry Allie.



Bev was a West Ozzian and joined the RAAF in 1968 and was posted to Sale in the Clerical side of things. It was there that she met and was swept off her feet by a young and fit debonair young bloke from the bush. In 1969 she and Harry were married and due to the stupid law that was enforced at the time, she had to resign. Today they live in Sydney.

Marg Birrell and Jenny Hawryluk.



Marg joined the RAAF in 1966 as Margaret Goodland and was posted to Sale as a bright eyed and bushy-tailed Clerk G where she ran into the dashing Jim Birrell who persuaded her that

being married to him was a far better choice than living in the WRAFFery. She and Jim were married in 1968 and she too was forced to resign.

One can only wonder at the stupidity of such a law and imagine the huge number of dedicated, well trained and experienced girls that were denied to the RAAF during that period.

Mick and Jenny Hawryluk



Mick was at Sale from 1966 to 1978 as a Clerk A and it was there that Jenny, a local, caught his eye and he decided that he should stay on as long as he could so he could eventually persuade her to change her surname. Whenever a posting came up, it was easy for him, being in the Admin game, to replace his name with someone else's, allowing him to stay put until he had accomplished his mission.

There has to be a lot of blokes wondering why they were posted to Sale for only a week before being posted out again – well, now the secret's out!

Paul and Gerry Nannes.



Paul, being a Radtech, brought a bit of couth and culture to the reunion and it was more than one person who complained to us that even though they thought he was a nice bloke, they couldn't understand the three syllable words he spoke.

Harry and Vicky Wyatt



Harry met Vicky, who at the time was Vicky Wooley, at Sale in the period 1971 – 1981 when they were both East Sale-ites. Vicky was in the catering business and there is absolutely no truth in the rumour that the amount of scotch fillet, lobster, caviar and Grange Hermitage usually found at her place went down when she discharged.

Ray and Rose Martin



Ray was also in the catering game and once again, there is not a skerrick of truth in the rumour that the amount of scotch fillet at his house increased when he and Rose married – but he did have the reputation of putting on the best bar-b-q's in the street.

Because I'm a man, I must hold the television remote control in my hand while I watch TV. If the thing has been misplaced, I may miss a whole show looking for it....though one time I was able to survive by holding a calculator.....

David and Pam Coldie.



Pam was a clerk medical at Sale in 1966 when and where she met David. It is not a widely known fact (but we believe true) that Pam sneaked a couple of litres of chloroform off the base and when David regained consciousness he found he was married.

Errol and Mavis White.



Errol joined the RAAF back in 1961 (is anyone that old) and was a Clerk Supply and had two runs at East Sale, first time was in 1961 and then back again in 1970 where he stayed until 1975. The RAAF are still trying to work out why they needed a kitchen table and 6 chairs, 3 beds, a lounge suite, 2 door fridge, washing machine and dryer on a DC3.

Keith Kershaw.



Keith started life as a Sumpie at Sale but didn't like the oil under his finger nails so in 1973 he headed for Richmond and transferred into a Flight Engineer on the E Model Hercs – a change he's never regretted.

Pamela Pointon and Merv Reece.

Although not an ex-Saler, Merv and his lovely daughter Pamela were welcomed into the get-together when it was discovered that Merv was an ex-Framie and had been posted to Rathmines and worked on the Catalinas back in 1943. We were told that someone, we think it might have been John Broughton, suggested that with a daughter like Pamela, Merv would be welcome anywhere. Could well be!!



Merv joined the RAAF in 1942, just after his 18th birthday, (that puts him at a respectable 88 today) and did his rookies in Sandgate, a northern suburb of Brisbane. During the war the RAAF occupied the property known as [Eventide](#) and used it for one of their recruit training bases. After rookies, he was transferred down to Melbourne and billeted at Ascot Vale, where the Melbourne Show Ground is today, and it was here that he was taught his trade. From Ascot Vale, it was back north to 3 OTU and Rathmines and his first glimpse of the remarkable Catalina. Merv recalls that at one time there were a total of 42 aircraft moored at the base.

Click the pic to see Merv (arrowed) with his mates in Hut 12 in 1943

With the war drawing to a close, he was posted to the UK and 461 Sqn which flew the Sunderlands and while there the aircraft in which he was crewing, participated in the capture of a German submarine and then escorted it back to a port in the UK. Then, after Mr Hitler had met his maker, it was off to Germany to work on the Spitfires with 453 Sqn. In 1946, at Easter time, it was onto the freedom ship and back to Oz for de-mobbing.

It was great talking with Merv, he could vividly remember his time at Rathmines and it was good hearing his first-hand account of what went on. He had travelled down from Queensland and after all that time was looking forward to seeing the aircraft again on the following morning.



The Catalina arrived at Rathmines mid-morning Saturday and taxied up onto the hard stand and was immediately mobbed by thousands of people. The HARS people, who own and operate the aircraft, had arranged for Merv and about 15 or so of his contemporary mates to have the first look over the aircraft, a gesture they really appreciated.



Also on display were small sport float planes, like the Petrel (left) lots of old military equipment, food, drinks, information tents, things for the kids and a bunch of wonderful old vintage cars for the dads to check out.

The organisers had gone to a lot of trouble to ensure that apart from the Catalina, there was something for everyone.

You can see a program of events [HERE](#).



Back in 2008 an Alan Cameron completed a 1:350 scale model of the base as it was back in the war years and he had it on display for all to see, Click the pic above for a bigger and better view along with an index to show what's what.

Because I'm a man, you don't have to ask me if I liked the movie. Chances are, if you're crying at the end of it, I didn't. And, if you're feeling amorous afterwards, then I will certainly remember the name and recommend it to others.

The amusement area, where the general stores used to be – click the pic for a better view.



Saturday night.



On the Saturday night, everyone gathered at the old Officers Mess for a sit down dinner. This was too good an opportunity to waste and it quickly morphed into a “pay-out” on poor old Harry who took it on the chin and having a very good memory was able to toss back a few embarrassing barbs of his own.

Jim Birrell (left) led the charge on Harry recalling a few amorous moments they shared with some of the local Sale-ettes.

Once Jim had finished, the floodgates opened and it seems everyone had a story to tell about Harry and his juvenile exploits.



Harry Wyatt (above left) and Neil Short also opened up on Harry who at one stage went from dark to a bright red.



When Katrine McCann stood up to tell her story, we noticed Bev Allie look at Harry with an air of expectation but Harry was safe, Katrine either didn't know of any of Harry's exploits or wasn't saying – but the same can't be said of Steve "Paddy" McCormick who recalled quite a few humorous moments after which he gave us all his blessing – Dominus Vobiscum!



And as all this was going on, Peter “Moe” Mowlam sat back with his cold schooner and a big grin on his face and really enjoyed the evening.

Because I'm a man, I think what you're wearing is fine. I thought what you were wearing five minutes ago was fine, too... either pair of shoes is fine. With the belt or without it. Everything looks fine. Your hair is fine. You look fine. Can we just go now?

The group – click the pic for a bigger view.



Front Row (L-R: Rosemary Martin, Kay Short, Julka Shaughnessy, Gerry Ninnnes, Bev Allie, Harry Allie, Errol White, Mavis White, Jenny Hawryluk.

Second Row L-R: Katrine McCann, Pam Simpson, Jenni Eising, Pam Condie, Jackie Kershaw, Marg Birrell, Saron Warton, Jenny Mudie

Third Row L-R: Ray Martin, Bob Eising, Vicki Wyatt, Ros McCormick, Paddy McCormick, Marie Roberts, Virginia Faber, Harry Warton, Mick Hawryluk.

Back Row L-R: Ray Martin (Obscured), Bob Eising, Harry Wyatt, Vickie Wyatt, Paul Ninnnes, Ian Shaughnessy, Jack Simpson, Barry Roberts, Keith Kershaw, Graham Poole, Jim Birrell, Ralph Faber, David Condie, Phil Mudie, Peter Mowlam (Obscured).

And click [HERE](#) to see table views.

And then it was time to go, a lot of the die-hards were fronting again in the morning for sick parade and breakfast, to recall the events of the past two days, to say their good-byes and to promise each other they would be at the 2014 event.

Just one single fact can ruin a good argument.

Fighter World – Williamtown.

If you fly into Newcastle and you've got an hour or so to spare, you should turn left at the T junction and have a look though the Fighter World museum.

Located adjacent to the entrance to Willytown, Fighter World is a museum housing most of the fighter aircraft flown by the RAAF and is definitely worth the visit. It is a relatively new facility having been officially opened in 1991. Since then it has had an active relationship with the RAAF and the Newcastle and Port Stephens Tourist Associations, being recognised as one of the area's most popular attractions.



Fighter World will soon take another step forward with the expansion of exhibition and retail areas including the very latest in interactive multi-media technology adding another dimension to the overall visitor experience.

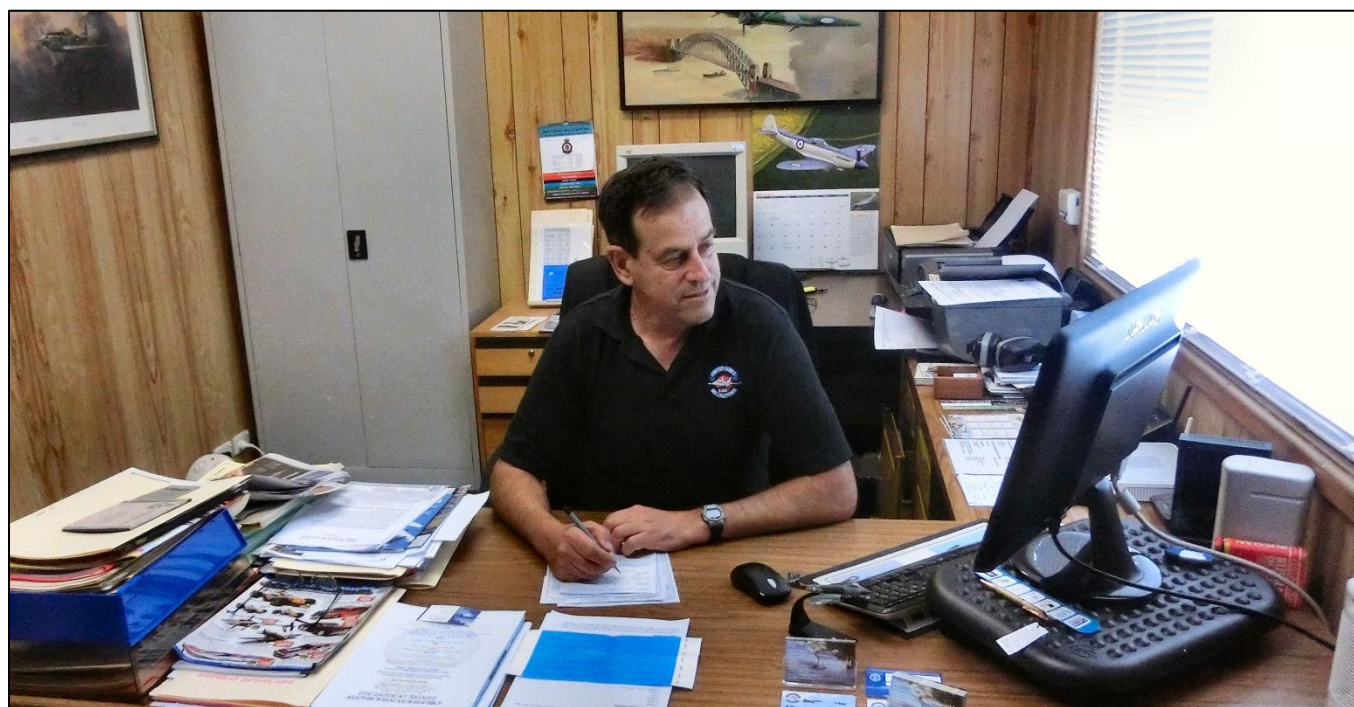
The Museum is open every day from 10.00am to 4.00pm - except for Christmas Day. Admission charges are:

Adults	\$12.00
Child/Pensioner/Senior	\$10.00
Family	\$35.00
Group Rate (16+ people)	\$10.00 per person
School Groups	\$6.00 per person

A very good "Cafe Fighter World" is attached to the main museum complex and this caters for both takeaway and sit-down meals.



The museum is easy to find, with the old SURAD antenna out the front. Terry Wells, the Museum's manager was kind enough to show us through the exhibitions and give us the run of the place for an hour or so.





Part of the many aircraft on display in the Museum.



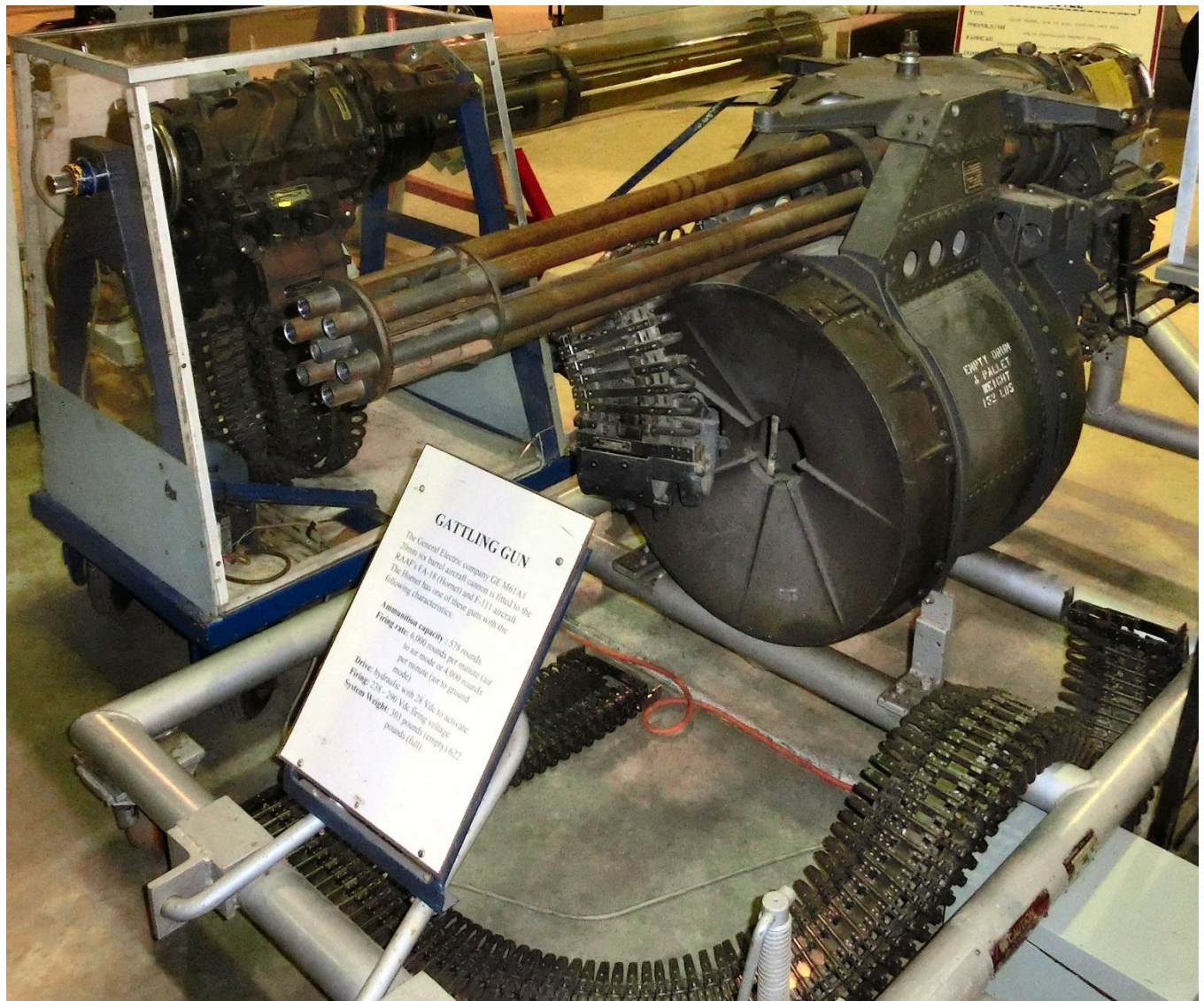


Part of a Mirage in which you can sit – these aircraft were obviously designed for people who are on the lighter side of average as there is not a lot of room in there. A slight problem for the pilots would be watching the knees if one ever had to bang out, normally when seated the knees are below the instrument panel and unless you tucked them up under your chin there is the very real possibility that you would leave them in the aeroplane when you exited.

Another obvious observation is to see how “old” the gear is now. The RAAF started to take delivery of the aircraft back in 1964, that puts them at nearly 50 years old and even though the airframe still looks good, the gear inside definitely belongs to yesterday.

The radio/nav/radar gear was in black boxes placed all over the aircraft – wherever there is/was a spare spot and you needed 3 elbows to get at it. Until now I didn’t appreciate how easy it was working on A model Hercs.

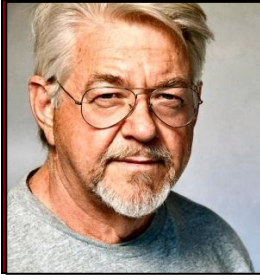
The multi-barrel gun (below) was fitted to the F111 and is now fitted to the FA-18. The belt holds a maximum of 578 rounds and is capable of firing 6000 rounds a minute in air to air mode and 4000 rounds a minute in air to ground mode. If you pressed the tit and held it down it would empty the belt in just over 5.5 secs.



Terry says the Museum occasionally clears the section in the middle of the display (see pic above) and people have rented the museum for various celebrations, wedding breakfasts, celebratory dinners, 21 birthdays etc which are held in an aviation atmosphere.

Never fly in the same cockpit with someone braver than you.

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It's Elementary.

Anthony Element

This column is a break with tradition for me, as I usually don't do serious, although one of my novels is about a serial killer, but I don't think that counts. I generally leave serious to the real journos. You know, the ones who sound like they know what they're talking about. I've no idea what that feels like; or whether they do either, but I have my suspicions in some cases.

Anyway, this all took place some time ago and began with a call from my GP's receptionist, "The doctor has the results of your test. He'd like to have a chat."

That, right there, was the scariest phone call I've ever had. I mean, even getting a call from the cops couldn't be that bad. "Er, Mister Element, we'd like you to come down to the station and answer a few questions." Sure, that'd be scary too, but the thing is, I know I haven't committed a crime. Well, there was that time... Oh, never mind.



And then she tells me there's no hurry. Yeah, right. No hurry for her maybe. After all, she knows the story, and anyway, it's not about her. As for me, I wanted that conversation NOW.

Now turned out to be almost a week later, by which time I was... well, fingernails were a distant memory, but at least I was sober. Almost.

The doc told me my PSA level had gone up in the year since my last check. Ahh, the prostate. I have this theory that the prostate is nature's way of making sure we of the male persuasion don't enjoy retirement too much. Anyway, it was up a fair way, as it turned out. And, speaking of up a fair way, you'll never guess what was next on the agenda.

Yep, the good old, Digital Rectal Exam. That's where the doctor sticks a finger up a fair way and wriggles it around for a while. And then you have to pay for it. Doesn't seem right, somehow. He couldn't feel anything unusual so he sent me off to a Urologist. Speaking of which, I've never understood what drives people to certain professions. I know someone has to do them, but I have this image...



"What did you do today, Daddy?"

"Well, son, I spent the day sticking my finger up..."

Anyway, what is it about the medical profession, that they don't trust each other? Of course, said urologist had to have another feel. Same result but I had to pay three times as much as when the GP did it. He decided we should wait a few months and then do another PSA. He told me not to worry, it's probably nothing serious.

That, I thought, was easy for him to say.

So queue some more sleepless nights and another blood test. The urologist instructed me to ensure there was no sex and no bicycle riding in the week before the blood test. No problems there, although I did have to make a tough decision to defer my Tour de France campaign for another year.

Contrary to my fervent expectations, the PSA had risen quite a bit more. Further evidence that negotiating with God doesn't work. "Time," said the urologist, a tad too solemnly for my liking, "for a biopsy."

Now, I should warn you that if you are concerned about looking like a big girl because your eyes are watering, you should skip the next part. A biopsy, it turns out involves inserting a long needle just aft of your really important bits and drawing a few samples from the prostate. I'm both happy and relieved to report that this was done under anaesthetic and there was no discomfort afterwards. I expected to make another appointment to get the results, but no, the urologist was quite emphatic that he'd call me once he had the report.



Why he was so insistent about this I don't know, but I'm going to go with, if I was to collapse in a heap on the floor, he preferred I did it on my floor and not his.

Well, things just got better and better. Not!

It was prostate cancer, and a fairly aggressive one. But on the plus side, we'd caught it early. Here was where I began to understand what old Donald Rumsfeld was on about with his unknown unknowns. I definitely didn't know what I didn't know about prostate cancer, which turned out to be practically everything.

I had always thought that one of the great things about modern medicine is that there's a big focus on patients making an informed decision. What I didn't understand was that to make an informed decision I would have to learn enough to practically qualify for a bachelor of medicine. Just the language alone is a nightmare. I thought the military and the aviation worlds were full of TLAs, (as in Three Letter Acronyms), but don't even get me started about medicine.

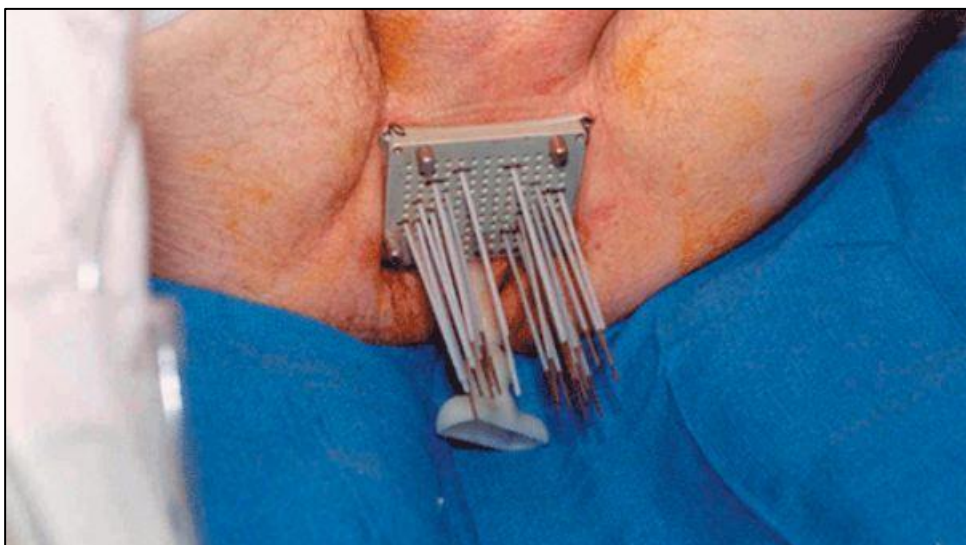
And what's worse, in medicine, the TLAs usually stand for something in Latin, so even if you know what they mean, you have no idea of what they mean. If you get what I mean...

Sometime later, I felt that I knew enough to decide which option to go with. Which is probably another way of saying that I knew just enough to be dangerous. I didn't like the idea of having my prostate surgically removed. First, I wasn't crazy about having anyone wielding a knife in that general area of my anatomy. And second, as this is the only body I've got, despite a certain amount of deterioration, I'd like to hang on to as much of it as I can, for as long as I can.

So I opted for a process called High Dose Brachytherapy.

Another eye water alert!

This procedure involved inserting eighteen needles more or less where the biopsy was done, and leaving them in place for 24 hours, during which time I got three bursts of radiation via a computer which they hooked up to the needles. What I liked about this choice, well maybe 'liked' is putting it a tad strongly, but



anyway, the radiation to each needle tip is a controlled dose, the idea being to do maximum damage to the tumour area without Catherine Wheeling the healthy bits. The worst part was that I couldn't lay on my back between doses - yeah, that's right, because the bits of the damned needle they hook the computer to stick out - so the nurses had to turn me from side to side every so often.

Sort of like a pig on a spit... No, delete that, stand by one while I think of a less self-deprecating analogy. I know I've put on a kilo or six, but still...But I will say that there's practically no discomfort in this process.

The upshot of all this is that a bit down the track, everything's looking good and – much more importantly – everything still works; more or less anyway, and making allowances for advancing years.

So, if there's a message in here, it's this: if you're a male no longer in the, ahem, bloom of youth, and you don't already do so, you might think about getting yourself checked once a year. Sure there's this big debate going on about whether we should get checked and that most of us will die of something else, but there are two facts that seem to me to be highly relevant here.

Fact 1, if prostate cancer does decide to mess with your retirement and you catch early enough it has an excellent chance of being brought into remission.

Fact 2, prostate cancer is still one of the main killers of men in this country.

Kinda makes it a no brainer really.

I bought a dog once and called him Stay. I'd say, "Come here Stay". He's insane now.

VP Day Commemoration.

On the 15th August, people all over Australia commemorated VP Day - Victory in the Pacific Day, also referred to as VJ (Victory over Japan) Day. This date commemorates Japan's acceptance of the Allied demand for unconditional surrender which occurred on the 14th August 1945. For Australians, it meant that the Second World War was finally over.

On that day, the Emperor of Japan announced that Japan would accept the Allies ultimatum to surrender.

On the same day just after nine o'clock, as the majority of the population would normally have been starting the day's work, Prime Minister Ben Chifley's voice was heard over the wireless sets of the nation announcing that Japan had bowed to the ultimatum issued by the Allies and peace was at hand.

This was the signal for a spontaneous outpouring of happiness never before or since seen in Australia. Martin Place in Sydney, Bourke Street in Melbourne, Queen St in Brisbane, Brisbane St in Launceston and the main streets of almost every city and town across the nation became rallying points.

Australians, not normally given to public displays of emotion, danced in the streets through piles of shredded paper which rained down from office buildings. Major traffic came to a halt and trams inched along main streets with revellers cling to the sides and roofs.

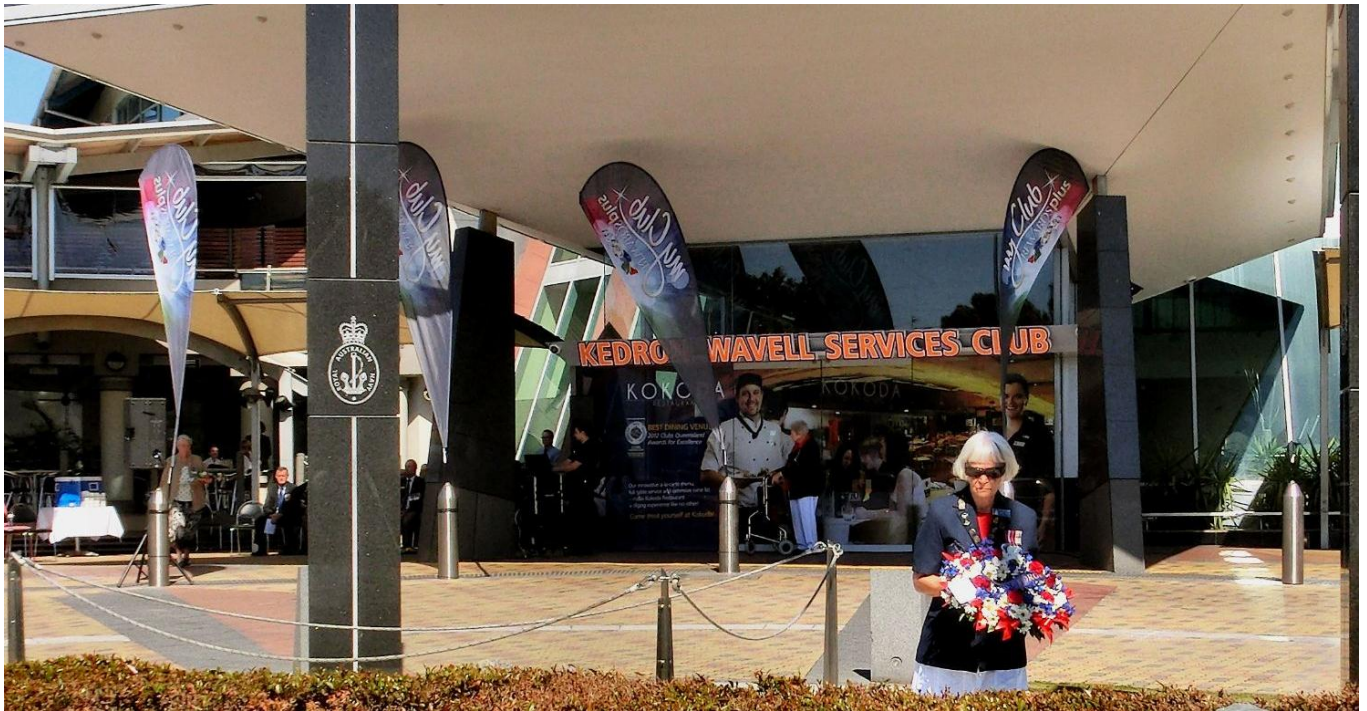
The day of Ben Chifley's announcement became known as VP Day.

The formal surrender of the Japanese Empire took place on the USS Missouri in Tokyo Bay on the 2nd September, 1945. This became known as VJ Day.

Kedron Wavell Ex-Service Club in Brisbane's northern suburb of Chermside held a commemoration ceremony at 10.30am on the 15th August.



Major Graham Palmer, CSM, from Headquarters 7th Brigade at Gallipoli Barracks, Enoggera, gave the address.



Mavis Obst laying a wreath on behalf of the Brisbane Ex-Service Women.

After the ceremony, everyone was invited into the community centre for a morning tea.



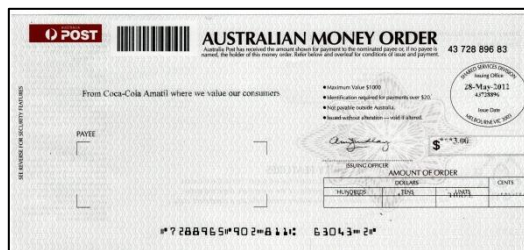
These two spritely ladies, (L-R) Helen Rosbrook and Mavis Obst, who were spotted enjoying the fruit of the vine after the ceremony, both served with the RAAF during the war. Helen joined in 1942 and worked as a Clerk in accounts and Mavis joined in 1944 and served as a Teleg

with Fighter Sector in the long gone W.D. & H.O. Wills Building in Ann Street Brisbane. The Wills building was approximately opposite St. John's Cathedral in Ann Street.

If your religion is worth killing for, please start with yourself.

Coke.

I bought a carton of Coke Zero from Coles recently and when I got it home found one of the cans was empty. Next time I went to Coles I took the can back thinking they would give me another can for the empty one. They were only too willing to replace the can but suggested I contact Coke direct as they would probably replace the can with another carton – so I did.



That's when I got a bit of a surprise. Mr Coke, who must be doing it tough wrote me [a letter](#) more or less indicating I had made it up as their systems won't allow that to happen and here's a money order for \$3.00 to just go away.



That incensed me so I sent it back to Mr Coke and told him so. Mr Coke wrote [back to me](#) and this time sent me a Coke cap and two key rings and a pen.

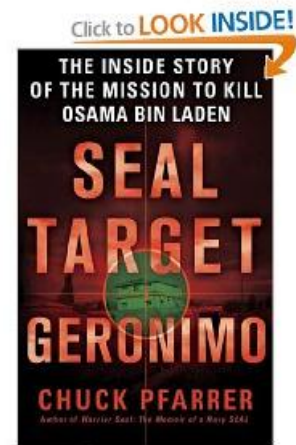
What an insult. Pepsi looks good to me.

Seals Reveal Truth About Bin Laden Raid.

Osama Bin Laden was killed within 90 seconds of the US Navy Seals landing in his compound and not after a protracted gun battle, according to the first account by the men who carried out the raid. The operation was so clinical that only 12 bullets were fired.

The Seals have spoken out because they were angered at the version given by politicians, which they see as portraying them as cold-blooded murderers on a kill mission. They were also shocked that President Barack Obama announced Bin Laden's death on television the same evening, rendering useless much of the intelligence they had seized.

Chuck Pfarrer, a former commander of Seal Team 6, which conducted the operation, has interviewed many of those who took part for a book, Seal Target Geronimo, to be published in the US this week.



The Seals own accounts differ from the White House version, which gave the impression that Bin Laden was killed at the end of the operation rather than in its opening seconds. Pfarrer insists Bin Laden would have been captured had he surrendered.

There isn't a politician in the world who could resist trying to take credit for getting Bin Laden but it devalued the intelligence and gave time for every other Al-Qaeda leader to scurry to another bolthole, said Pfarrer.

The men who did this and their valorous act deserve better. It's a pretty shabby way to treat these guys. The first hint of the mission came in January last year when the team's commanding officer was called to a meeting at the headquarters of joint special operations command. The meeting was held in a soundproof bunker three stories below ground with his boss, Admiral William McRaven, and a CIA officer.



They told him a walled compound in Pakistan had been under surveillance for a couple of weeks. They were certain a high-value individual was inside and needed a plan to present to the president. It had to be someone important. So is this Bert or Ernie? he asked. The Seals nicknames for Bin Laden and his deputy Ayman al-Zawahiri are a reference to two Muppets in Sesame Street, one tall and thin and the other short and fat. We have a voice print, said the CIA officer, and were 60% or 70% certain it's our guy. McRaven added that a reconnaissance satellite had measured the targets shadow. Over 6ft tall.

When McRaven added they would use Ghost Hawk helicopters, the team leader had no doubt. These are the most classified, sophisticated stealth helicopters ever developed, said Pfarrer. They are kept in locked hangars and fly so quiet we call it whisper mode. Over the next couple of months a plan was hatched. A mock-up of the compound was built at Tall Pines, an army facility in a national forest somewhere in the eastern US.

Four reconnaissance satellites were placed in orbit over the compound, sending back video and communications intercepts. A tall figure seen walking up and down was named the Pacer. Obama gave the go-ahead and Seal Team 6, known as the Jedi, was deployed to Afghanistan. The White House cancelled plans to provide air cover using jet fighters, fearing this might endanger relations with Pakistan. Sending in the Ghost Hawks without air cover was considered too risky so the Seals had to use older Stealth Hawks. A Prowler electronic warfare aircraft from the carrier USS Carl Vinson was used to jam Pakistan's radar and create decoy targets.



Operation Neptune's Spear was initially planned for April 30 but bad weather delayed it until May 1, a moonless night. The commandos flew on two Stealth Hawks, codenamed Razor 1 and 2, followed by two Chinooks five minutes behind, known as Command Bird and the gun platform. On board, each Seal was clad in body armour and night vision goggles and equipped with laser targets, radios and sawn-off M4 rifles. They were expecting up to 30 people in the main house, including Bin Laden and three of his wives, two sons, Khalid and Hamza, his courier, Abu Ahmed al-Kuwaiti, four bodyguards and a number of children. At 56 minutes past midnight the compound came into sight and the code Palm Beach signalled three minutes to landing. Razor 1 hovered above the main house, a three-story building where Bin Laden lived on the top floor. Twelve Seals roped the 5ft-6ft down onto the roof and then jumped to a third-floor patio, where they kicked in the windows and entered.

The first person the Seals encountered was a terrified woman, Bin Laden's third wife, Khaira, who ran into the hall. Blinded by a searing white strobe light they shone at her, she stumbled back. A Seal grabbed her by the arm and threw her to the floor. Bin Laden's bedroom was along a short hall. The door opened; he popped out and then slammed the door shut. Geronimo, Geronimo, Geronimo, radioed one Seal, meaning eyes on target. At the same time lights came on from the floor below and Bin Laden's son Khalid came running up the stairs towards the Seals. He was shot dead.

Two Seals kicked in Bin Laden's door. The room, they later recalled, smelt like old clothing, like a guest bedroom in a grandmother's house. Inside was the Al-Qaeda leader and his youngest wife, Amal, who was screaming as he pushed her in front of him. No, no, don't do this! she shouted as her husband reached across the king-size bed for his AK-47 assault rifle. The Seals reacted instantly, firing in the same second. One round thudded into the mattress. The other, aimed at Bin Laden's head, grazed Amal in the calf. As his hand reached for the gun, they each fired again: one shot hit his breastbone, the other his skull, killing him instantly and blowing out the back of his head.

Meanwhile Razor 2 was heading for the guesthouse, a low, shoebox-like building, where Bin Laden's courier, Kuwaiti, and his brother lived. As the helicopter neared, a door opened and two figures appeared, one waving an AK-47. This was Kuwaiti. In the moonless

night he could see nothing and lifted his rifle, spraying bullets wildly. He did not see the Stealth Hawk. On board someone shouted, Bust him!, and a sniper fired two shots. Kuwaiti was killed, as was the person behind him, who



turned out to be his wife. Also on board were a CIA agent, a Pakistani-American who would act as interpreter, and a sniffer dog called Karo, wearing dog body armor and goggles.

Within two minutes the Seals from Razor 2 had cleared the guesthouse and removed the women and children. They then ran to the main house and entered from the ground floor, checking the rooms. One of Bin Laden's bodyguards was waiting with his AK-47. The

Seals shot him twice and he toppled over. Five minutes into the operation the command Chinook landed outside the compound, disgorging the commanding officer and more men. They blasted through the compound wall and rushed in.

The commander made his way to the third floor, where Bin Laden's body lay on the floor face up. Photographs were taken, and the commander called on his satellite phone to headquarters with the words: Geronimo Echo KIA Bin Laden enemy killed in action. This was the first time the White House knew he was dead and it was probably 20 minutes into the raid, said Pfarrer. A sample of Bin Laden's DNA was taken and the body was bagged. They kept his rifle. It is now mounted on the wall of their team room at their headquarters in Virginia Beach, Virginia, alongside photographs of a dozen colleagues killed in action in the past 20 years.

At this point things started to go wrong. Razor 1 took off but the top secret green unit that controls the electronics failed. The aircraft went into a spin and crashed tail-first into the compound... The Seals were alarmed, thinking it had been shot down, and several rushed to the wreckage. The crew climbed out, shaken but unharmed. The commanding officer ordered them to destroy Razor 2, to remove the green unit, and to smash the avionics. They then laid explosive charges.



They loaded Bin Laden's body onto the Chinook along with the cache of intelligence in plastic bin bags and headed toward the USS Carl Vinson. As they flew off they blew up Razor 2. The whole operation had taken 38 minutes.

The following morning White House officials announced that the helicopter had crashed as it arrived, forcing the Seals to abandon plans to enter from the roof. A photograph of the situation room showed a shocked Hillary Clinton, the secretary of state, with her hand to her mouth. Why did they get it so wrong? What they were watching was live video but it was shot from 20,000 feet by a drone circling overhead and relayed in real time to the White House and Leon Panetta, the CIA director, in Langley. The Seals were not wearing helmet cameras, and those watching in Washington had no idea what was happening inside the buildings. They don't understand our terminology, so when someone said the insertion helicopter has crashed, they assumed it meant on entry, said Pfarrer.

What infuriated the Seals, according to Pfarrer, was the description of the raid as a kill mission. I've been a Seal for 30 years and I never heard the words kill mission, he said. It's a Beltway [Washington insiders] fantasy world. If it was a kill mission you don't need Seal Team 6; you need a box of grenades.

Death Ray.

Vaporizing things and folks with a powerful ray has been a staple of fervid sci-fi imaginations since the beginnings of the genre. Today, we've got weaponized lasers to do that for us. Boeing recently offered a powerful proof-of-concept of the lethal capabilities of airborne laser weapons when it blasted a ballistic missile into oblivion from its Airborne Laser Testbed (ALTB). The modified B 747-400 is fitted with a Northrup Gruman megawatt-class laser (read higher energy) and a Lockheed Martin beam and fire control system. The ALTb uses one low-energy laser to track the target and a second one to measure and compensate for atmospheric disturbances. Then it unleashes its killer laser that heats the target to "critical structural failure." That's defence-speak for oblivion.



See it on YouTube [HERE](#).

The F111.

SIX of the RAAF's now retired F-111 strike bombers, affectionately referred to as "pigs", are set to go on display at aircraft museums and historical organisations across Australia. Defence Materiel Minister Jason Clare said these aircraft, which retired in 2010, would be loaned out to help preserve an important part of Australia's military heritage.



The aircraft were developed in the United States in the 1960s and first entered service in 1967 with the USAF. The Royal Australian Air Force (RAAF) ordered them soon after and began operating F-111Cs

in 1973. When the F-111s were retired, the government invited historical and other organisations to submit bids for surplus aircraft.

The successful organisations are the Aviation Historical Society of the Northern Territory; Evans Head Memorial Aerodrome Heritage Aviation Association; Fighter World, Williamtown, NSW; Historical Aircraft Restoration Society; Queensland Air Museum; and the South Australian Aviation Museum.

Mr Clare said the Australian Flying Corps and Royal Australian Air Force Association, WA Division Inc will get a crew module display.

F-111 aircraft are already on display at the Aviation Heritage Centre, RAAF Base Amberley, Queensland, and at the RAAF Museum, RAAF Base Point Cook in Victoria. Two F-111 aircraft are also at RAAF Base Edinburgh and RAAF Base Wagga. These aircraft will also go on display.

Aircraft loaned to aircraft museums and historical organisations are expected to be delivered from early 2013.

The plane leaves Heathrow Airport under the control of a Jewish captain; his co-pilot is Chinese. It's the first time they've flown together and an awkward silence between the two seems to indicate a mutual dislike. Once they reach cruising altitude, the Jewish captain activates the auto-pilot, leans back in his seat, and mutters, 'I don't like Chinese..' 'No rike Chinese?' asks the co-pilot, 'why not?' 'You people bombed Pearl Harbor , that's why!' 'No, no', the co-pilot protests, 'Chinese not bomb Peahl Hahbah! That Japanese, not Chinese.' 'Japanese, Chinese, Vietnamese....doesn't matter, you're all alike!'

There's a few minutes of silence. 'I no rike Jews!' the co-pilot suddenly announces. 'Oh yeah, why not?' asks the captain. 'Jews sink Titanic!' says the co-pilot. 'What? *You're insane!* Jews didn't sink the Titanic!' exclaims the captain, 'It was an iceberg!' Iceberg, Goldberg, Greenberg, Rosenberg ,no mattah....all same.

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Gallipoli Barracks, Brisbane.

Back in [Vol 39](#) we had a story on one of the “Pleasant Sunday Mornings” which are held on a regular basis at Brisbane’s Gallipoli Barracks and it drew quite a bit of interest with a few blokes wanting to know a little more about the Base (probably not the correct term but we’ll refer to it as a Base from here on). On that Sunday morning we did not see a lot of the base, just a quick drive to the barbecue area, then back out again, so we too were interested in having a better and longer look around. We got in touch with Chris Kelly from Defence Media Operations in Canberra and he was

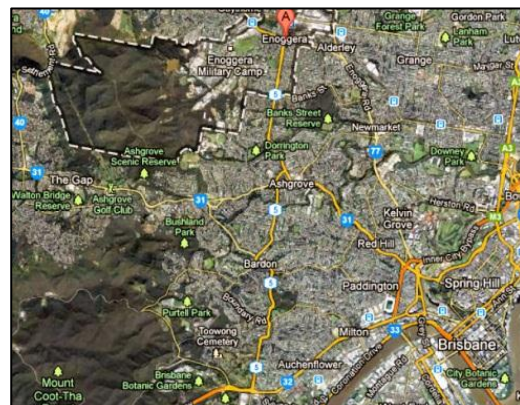


kind enough to arrange a day on the Base for us and he introduced us to Major John McPherson (left) from the Military Strategic Commitments Division at Gallipoli who was gracious enough to give up his day and show John “Sambo” Sambrooks and me over the Base and to answer the million stupid questions we fired at him.



A big thank you to both.

Gallipoli Army Barracks is a large and busy training centre, situated on approximately 1200 acres in the Brisbane suburb of Enoggera and is only about 6.5 klms north west of the city centre. If the Commonwealth ever decided to move the base to another site, the proceeds from the sale of the land would probably settle our nation debt. (Click the map for a bigger view.)



It is one of the largest and oldest army bases in Australia, with currently more than 4,000 servicemen on site and plans and huge construction works are well underway to increase this number significantly.

The Base was originally known as “Enoggera Army Camp” and by the late 1960s it had become “Enoggera Barracks,” then on Anzac Day, 1990 the site was renamed “Gallipoli Barracks,” a name by which it is known today.

It dates back to 1855 when the Qld State Government acquired a collection of 4 paddocks, Fraser’s, Bell, Rifle and Thompsons, for military purposes and these names were retained for a number of decades. With Federation, the Australian Government took on the portfolio of Defence and in 1908 the land was acquired by the Commonwealth.

With War looming, the period from 1910-1915 saw considerable development on the site, with a



number of substantial buildings being built, including the Heritage Listed Small Arms Magazine Store (right, in front of the new Gym) Many of the older buildings on site were destroyed by fires which spread through the Barracks in 1919 and 1920. These buildings were replaced by a number of hospitals and mobilisation stores and in 1968, in response to Defence's changing requirements, sports fields were developed.

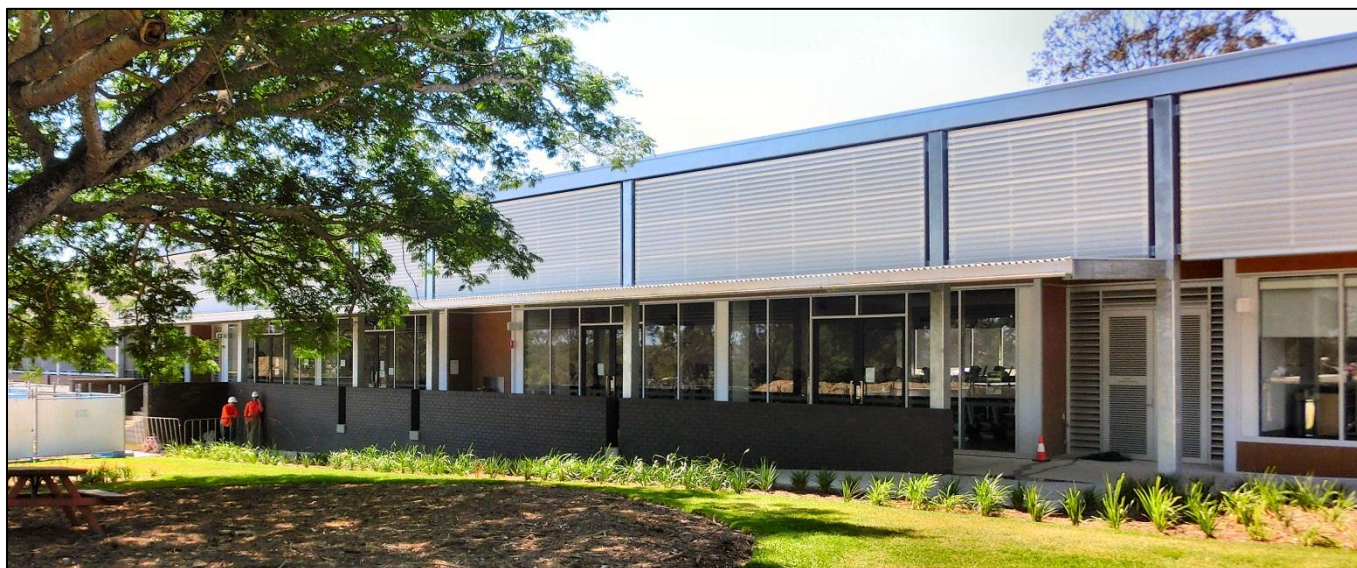
Today, Gallipoli Barracks is considered a very important and significant Army facility and is the home of the 1 Division which includes the 7th Brigade and the 16th Aviation Brigade, along with corresponding units (see [HERE](#) for a full list of units operating from the Base)



The base is currently undergoing a \$770 million expansion, a new building has been built to house the 7th Brigade's headquarters and when the works are finished in 2014, the number of regular personnel will rise to about 5,600.

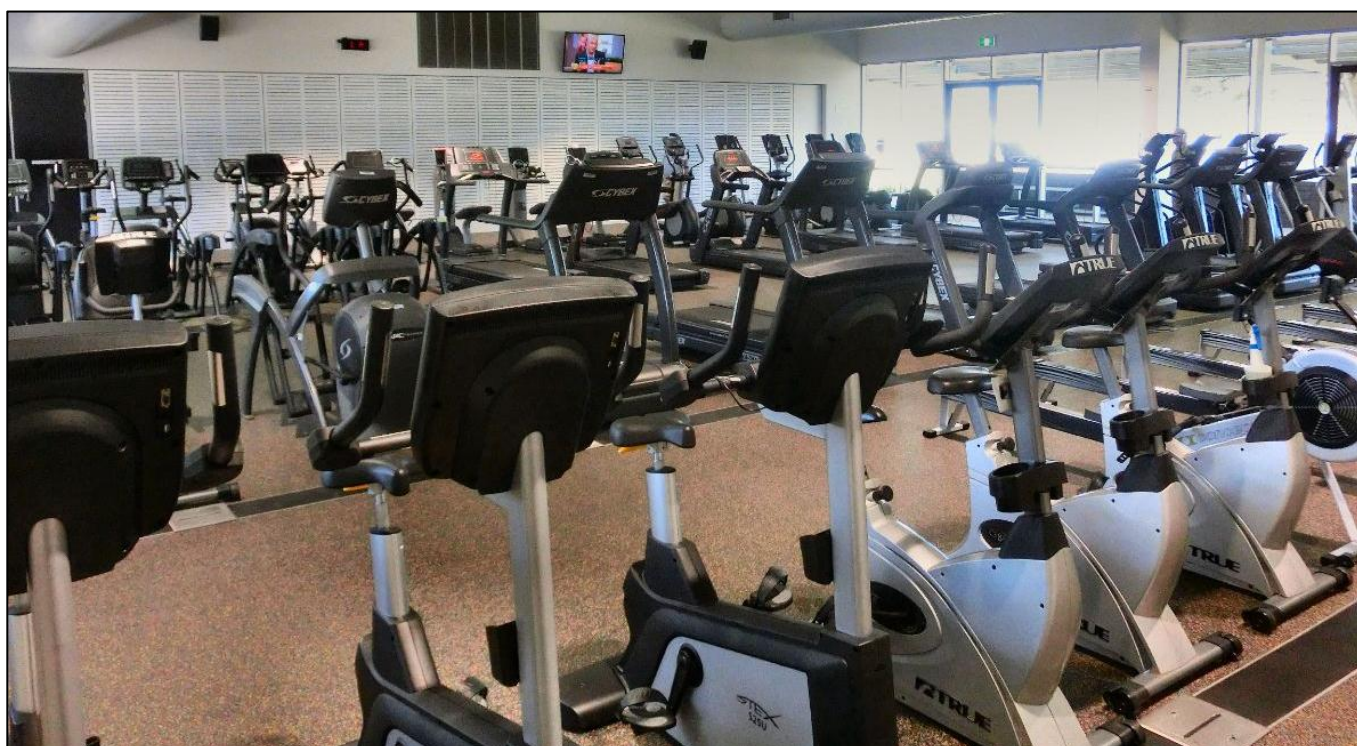


A new and fantastic gym has been built and an indoor pool and training centre, to rival any in Australia, has also been built.

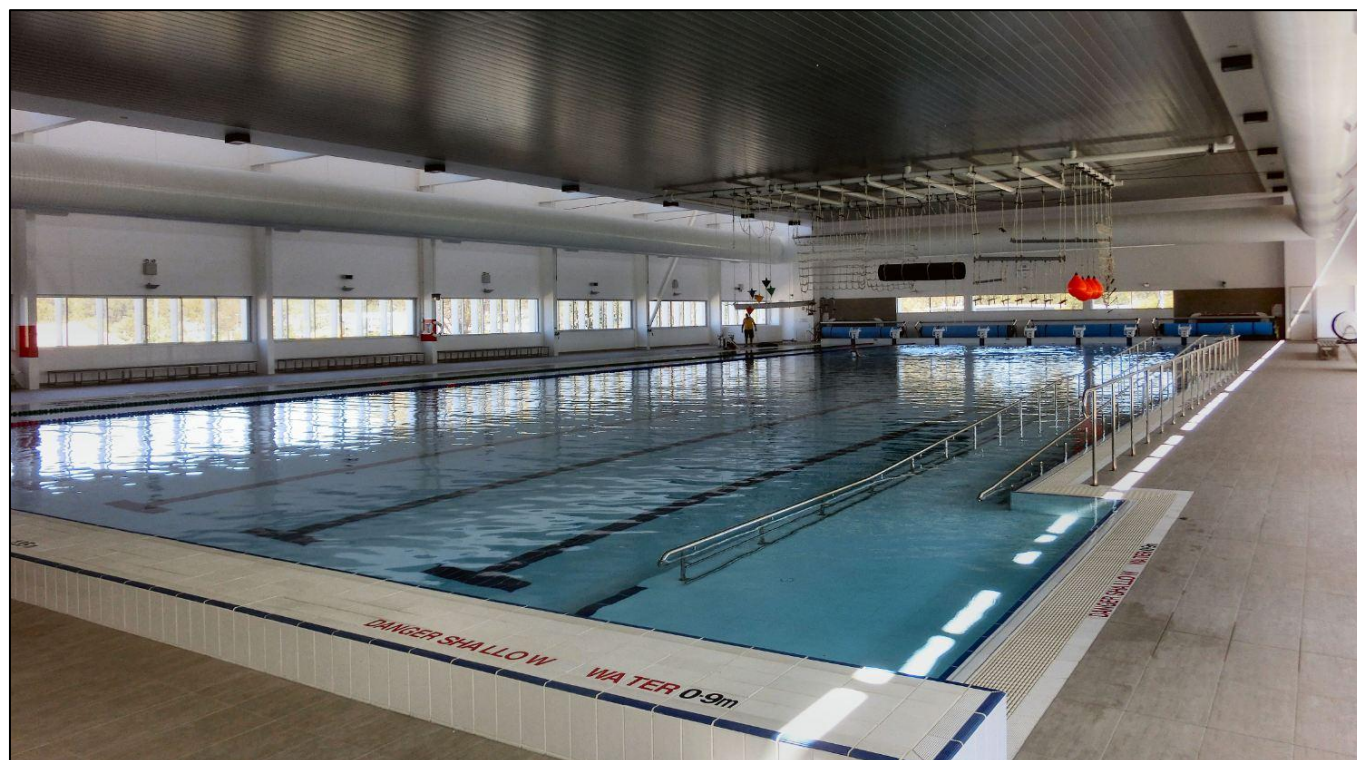


The new Gym building on the Base.

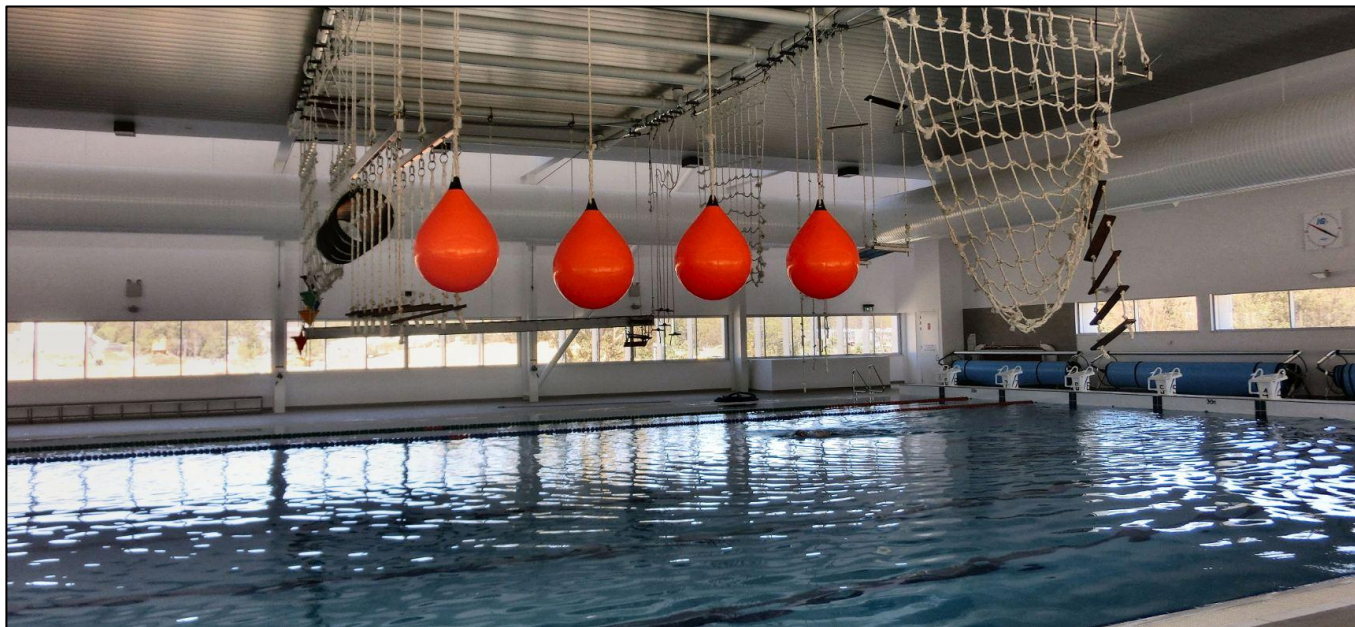
The proposed combined pool and gym precinct will, when finished, consist of three separate buildings arranged to form a triangular training courtyard. The buildings will include a main hall (squash courts, basketball, volleyball and badminton courts) – under construction, Training Hall (cardio vascular training, weight training, multipurpose room and administration) - finished and a Pool Hall (indoor 50m training pool and children's pool) – also finished.



Inside the gym facility, showing the extent of equipment available for organised classes and also available for private individual after hours use.



The wonderful indoor pool facilities, an eight lane, 50 metre pool, as well as being intended for organised classes it is also available for private individual use. One can just imagine the numbers in the pool when Queensland turns up the heat later in the year.



And what do they say?? – “all work and not play.....”

Physical fitness plays a big part in today's Australian Army. Each morning, the base comes to life with soldiers conducting their morning physical training before launching into daily drills or courses - whether they be simulations or live rehearsal.



Military life can be and is very demanding and it is essential for their own safety and the safety of people with whom they are associated, that a soldier be physically fit in order to perform his or her duties competently and efficiently as and when required.



They say an army marches on its stomach and they used to say Army blokes and blokettes would look forward to spending a day or two on a RAAF base, just to experience good food.

Well, not any more.



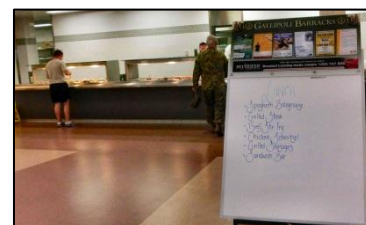
Someone has finally put the thinking cap on and designed a messing area that is efficient and attractive. All the Messes, the Officer's, Sergeant's and OR's are in the one triangular shaped building, with each mess built around a central kitchen.

We had a look through the OR's Mess, before the troops hit the place and the standard of food, presentation and surroundings were, we felt, unbeatable. No C Rations here!!!



Instead on entry, the OR blokes and blokettes are provided with a menu of today's meal and are offered the choice of a self-serve Bistro, a salad bar to rival [Sizzler](#) or a sandwich bar where they can make their own and go sit by the pool.

Click the pic at right and see the menu for the day we were there.



Above, looking to the right after entry, the well-stocked salad bar and below the self-serve bistro.



And below, looking left after entry, the sandwich bar.





And what Messing area would be complete without a soft serve machine, red or green cordials and even chilled orange juice. Life can be hard at times!!

If you've been out of the ADF for a while, you would notice a considerable difference in the way the ADF provides food and accommodation. These days personnel must pay for each meal they consume in the various Messes and if they live on base, they are charged "board". But as Lord Voldemort said in one of the Harry Potter movies, "the Lord giveth, the Lord taketh away"? ADF pay their personnel a 'Service Allowance' of \$12,128 each year, on top of their salary, which compensates them for these charges.

Meal costs at Gallipoli Barracks are (about):

Breakfast	\$4.00
Lunch	\$6.00
Dinner	\$6.00

and you pay these charges in cash on the way into the Mess.

ASCO has long gone but the base still has a 'shop' which provides the same sort of facilities that ASCO used to provide, though these days at Gallipoli Barracks it's called Frontline. And since blokes and blokettes are allowed to drink in their 'lines', (we all used to do it, but now it's legal) the old Boozer has lost a lot of its appeal and a lot of people now take a drink 'home' to share with their mates.

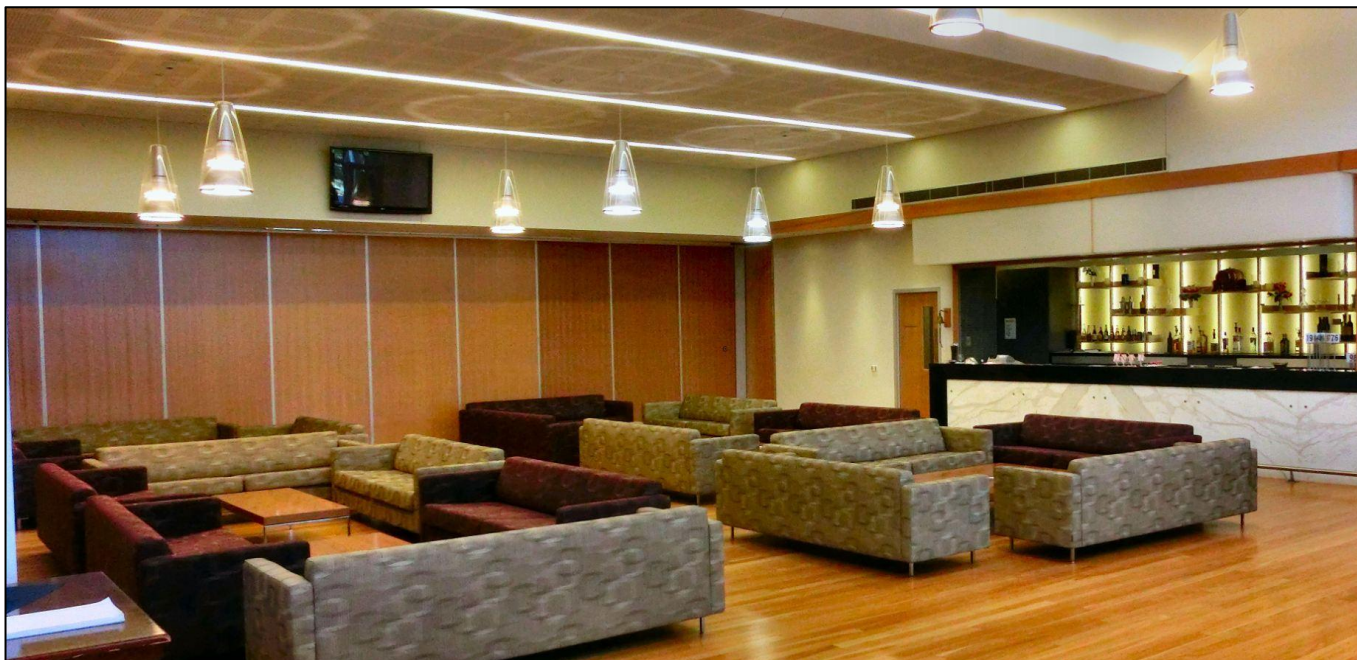
We didn't eat in the OR's Mess as we were with Major John who couldn't – so it was around the corner and into the Officer's Mess – some days are just tough!!!



Inside of the Officer's Mess, quite a bit smaller than we thought it would be, probably a lot of 'baggers' at Gallipoli.



John "Sambo" Sambrooks and our 'chaperone' for the day, Major John McPherson. Once upon a time Sambo would have tucked into half a dozen schooners at lunch time, if given the opportunity, but this time he was into water – sad really!!



The 'anteroom' in the Officer's Mess, no Bistro here, all meals are À la carte, ordered at the bar and delivered to the table shortly afterwards.

Living Quarters.

Another outstanding change that is immediately evident to those long out of the ADF is the standard of on-base living quarters. No longer is it 4 to a room and a walk down the open balcony to the communal ablution block, or a 100 yard walk across the grass to the old Lightburn washing machines, today's accommodation would rival any suburban apartment block.

Those that live in these buildings enjoy air-conditioned comfort, their own ensuite facilities, a small kitchenette and communal 'in-block' washing facilities. An under-cover car park is also provided.



People living in these quarters pay \$250 per fortnight board (all inclusive).

And if a bunch of blokes/blokettes want to get together and enjoy a drink and a yarn over a meal, Army has thoughtfully provided communal bar-b-q areas for their use.



Soldier Recovery Centre.

One area that John was keen to show us was the Soldier Recovery Centre (SRC). Not so many years ago, in the Vietnam era and prior to, Military people who returned from a conflict had any physical ailments professionally seen to and were then either returned to their military unit or were medically discharged. Not a lot of attention was paid to the person's mental state, which is probably why there are a lot of unsettled Vietnam Vets in this country today.

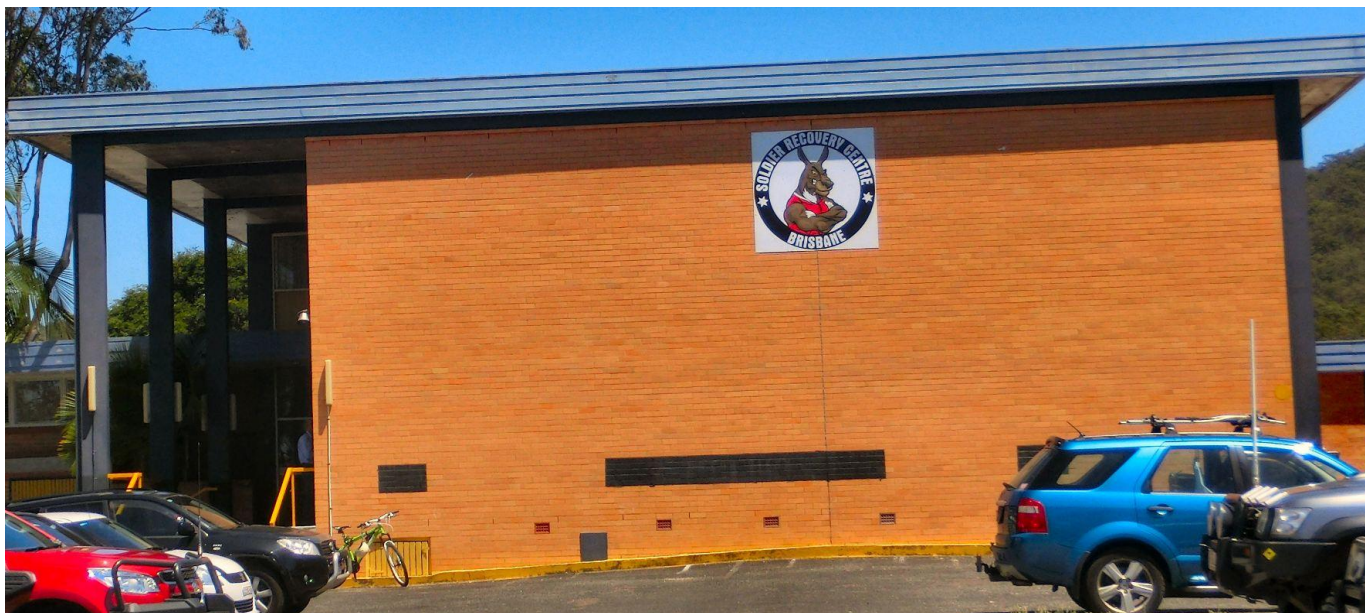
Thankfully, that oversight has now changed!!

The Army has embarked on a Support to Wounded, Injured and Ill Program (SWIIP) with the establishment of SRC's in Townsville, Darwin and Brisbane. The Military has finally realized

that recovery goes beyond physical rehabilitation. The SRC's provide an environment of command, leadership and management to support and accelerate the recovery of soldiers with complex physical and mental injuries. This assists soldiers reach one of three goals, return to their original job, transition to another within Defence or develop the confidence and skills to find a career in the civilian world. While the majority of personnel health and welfare issues can be resolved through normal Command and management processes, Army recognises that additional resources and management are required to coordinate the support and services provided to personnel and their families with complex care requirements.

As a lot of the soldiers, both male and female, have families and live off base, the SRC has a 24 hour help line which can be reached should a soldier find it hard to cope any time after hours.

The SRC's work closely with welfare and support agencies including the Department of Veterans Affairs, Returned Services League and Young Diggers Australia who, if and when needed, can provide extra support services for the soldiers.



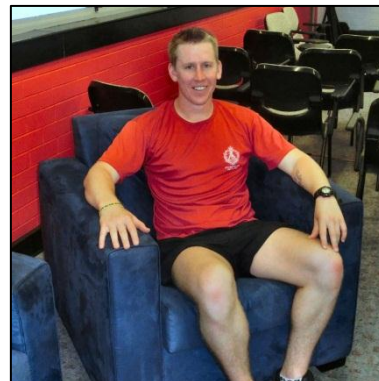
The SRC at Gallipoli Barracks has been established in the old area Gymnasium.

The SRC program has been designed to suit the differing needs of wounded, injured or ill soldiers. A group of men and women from different units, who at first find it difficult to get to know each other, soon interact and share their stories. Most times just having a chat to someone can be very helpful and make them realise there are people worse off than themselves or going through the same issues. Admitting you have a problem, then being able to talk about it is usually the first step towards recovery.

Once a month representatives from all Defence support agencies visit the SRC to provide information for the members of the garrison. [Young Diggers Australia](#) are a member of the Veterans' Indemnity and Training Association and have donated a Siberian Husky named 'Harry' as a Companion Dog to the Centre. 'Harry' has proven to be the ideal companion for

soldiers with a mental health condition, Sometimes they might not feel up to socialising with others so they can take 'Harry' for a walk instead.

We had a chat with Jarad Nicholson-Bliesner (right) who, back in August 2010, was serving with the 6th Battalion's Mentoring Task Force in Afghanistan. He was with his mate, Jared MacKinney, a 28 year old Lance Corporal when his mate was shot and killed right beside him.



Understandably, Jarad Nicholson-Bliesner has found that very hard to accept and understand and his outlook and acceptance of everyday military life suffered. Luckily for him, his CO was a compassionate person and referred Jarad to the SRC in Brisbane.

Jarad, who is a Brisbane boy, joined the Army in 2006 and like all his compatriots, did his rookies at the Army Recruit Training Centre, Blamey Barracks, Kapooka, which is about 10 km SW of Wagga township.

After an 80 day rookie course, he was posted to the Lone Pine Army Barracks School of Infantry at Singleton (NSW) where he completed another 3 month course after which he was posted to 6 RAR and eventually sent to Afghanistan.

Has been at the SRC for 8 weeks and was very keen to sing its praises. We wish him all the best.

The centre in Brisbane is run by two dedicated blokes, Captain Trent Kirk is the CO of the unit and his CSM is Steven Davis.

L-R: Trent Kirk, Steven Davis.

Both blokes spoke warmly of the people under their care and both have the welfare of all concerned as their number one priority.

Click [HERE](#) to see the list of all Australian servicemen who have given their lives in Afghanistan.

What a terrible, terrible loss!!



A group of monks are working in the Scriptorium when they realize there might be an error in the text they're copying. After a long debate over what they should do, the Abbot decides to go find the oldest copy they have. He takes quite a while to come back so the other monks decide to go check up on him. They find him in the back corner of the archives, clutching a tattered book and weeping. One of the monks runs to him and asks what was the matter. The Abbot replies "It says celebrate! CELEBRATE!"

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[From page 14](#)

Gallipoli Barracks is a large operational base and is home to a great number of land vehicles and heavy machinery and obviously, to keep all this equipment fully operational requires a number of well trained mechanics and fully equipped workshops. And it's no good having all this equipment unless you also have competent and experienced drivers to operate it and this is where the Army shines – its training facilities have, for many many years, been producing drivers capable of handling this machinery safely and expertly over inhospitable terrain and sometimes in very hostile conditions.



The amazing [Bushmaster](#) vehicles, all right dressed and ready to go.

Blokes and blokettes, who have chosen a driver career in the Army, are, after rookies, posted to the Road Transport Wing, Army Logistic Training Centre, at Puckapunyal, VIC where they are taught to drive a number of vehicles, including the Unimog, the Land Rover or Benz and the Mack truck.

The Army accepts applicants for the position who are aged from 17 up to 55 years and there is no gender bias, both sexes are acceptable. Also, successful applicants are required to sign on for only 1 year – with extensions of the term available. As a civvy licence is not a requirement when enlisting, one can just imagine the many hairy moments experienced by the instructors. When they qualify, the drivers can be posted to Gallipoli Barracks where they are taught to drive and operate some of the most advanced machinery and transport vehicles in the world. Once trained, these men and women are part of the Royal Australian Corps of Transport (RACT) and their role is to control and operate the Army's surface transport.

The RACT plays a pivotal role within the distribution network of the Australian Army. They plan and deliver the required personnel, stores and equipment and provide Combat Service Support (CSS) through the distribution process utilising road, rail, sea and air transportation.

The versatile Mercedes 4X4 Unimog (right), one of the many vehicle types found on the base.

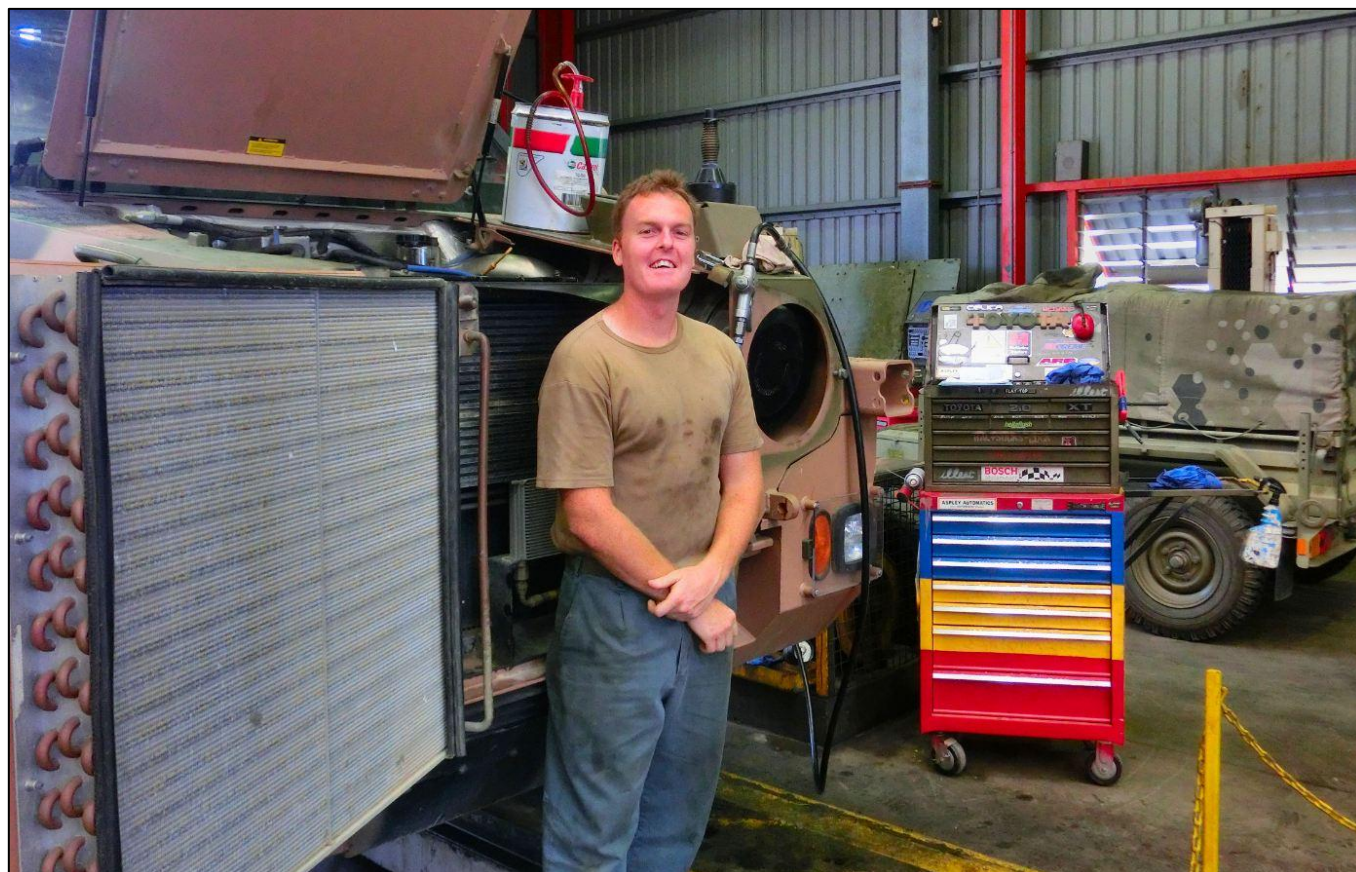


The Army ordered some 1295 Unimogs, most of which were built at the Mercedes-Benz plant at Mulgrave, Victoria and has operated these very reliable vehicles for about thirty years. Mercedes first developed them not long after World War II for use as a utility farm truck capable of replacing farm tractors and since then it has become one of the most widely used military light trucks in the world. *(Right, 1950 model Unimog).*



It is a testament to the calibre of the Army's mechanics that after so many years', sometimes very rough service, the Unimogs are still in excellent condition and could be immediately called into action if and when required.

We were fortunate to have Lieutenant Tom Hegarty, the Troop Commander, show us around and introduce us to some of the mechanics. Tom has been in the Army for 3 years, studied at Duntroon for 18 months then was posted to Gallipoli Barracks.



Andrew Canavam (above), one of the mechanics in one of the workshops at the base, is seen here working on a Bushmaster. All these machines are serviced on condition and are also given a scheduled major service each year, and due to the huge number of them, the workshop is kept very busy.



Andrew joined the Army in 2007, did his rookies at Wagga then was posted to the trade school at Latchford Barracks in Albury/Wodonga. He spent 18 months at the school learning the trade then was posted to Gallipoli Barracks.

These days, the certificate awarded to successful trainees from Latchford is recognised in the Civvy world, a lot of thanks for this must go to Geoff Spackman, a plumbing instructor at Balcombe Appy School who, back in the 60's, fought to have his student's Army qualifications recognised equally with civilian tickets.

Blaire Harris (right) has also successfully completed the Mechanics course and she too works in the shop and dare we say, brings some colour and panache into a dull and boring old-boy's situation. She joined the Army in 2009 and has signed on for a 6 year term. Combat people can join for a minimum of 4 years, tech people for 6.



Unfortunately, in this enlightened age, there are some in the community who say that the military is no place for a woman.

How wrong are they!!!!

Women have served in the Military for many years but until recently, they were employed in "light" duties, clerks, comms, nursing, etc and it is only recently that the barriers have been pulled down and women now have access to practically every job, and they do them very very well.

Blaire says she loves her job, she loves working in the workshop environment and she loves working with a bunch of real nice blokes.

She is seen here at a recent "Make a Wish" ceremony in Brisbane's Queen St Mall.

Back in September, the 4x4 and optional 6X6 wheel drive Mercedes-Benz G-Wagon was officially unveiled to the public at the RAAF base at Amberley. This vehicle, which will replace the legendary Land Rover which has performed magnificently for the ADF over the years, was specifically developed for the ADF as part of a 15-year lifecycle contract. A total of 2146 vehicles have been ordered and the first were delivered in July this year.

The different versions of the vehicle include:

- a 4x4 single-cab carryall (cab-chassis),
- a 4x4 panel van,
- a 4x4 wagon,
- a 6x6 single-cab carryall,
- a 6x6 single-cab ambulance,
- a 6x6 dual-cab Canine,
- a 6x6 dual-cab Command Post Mobile,
- and a 6x6 single-cab Surveillance and Reconnaissance vehicle.

Averaged out, each unit costs the Australian taxpayer about \$220,000.

As well as the vehicles, ADF has ordered 1799 specially designed and locally built trailers to go with them and these are being built by Haulmark Trailers. The vehicles are imported into Australia from Austria in cab/chassis format and the family-owned [Varley company](#) in NSW will provide a substantial number of the necessary modules that make up most of the eight body styles. On arrival, each cab/chassis will be delivered to Mercedes-Benz in Melbourne where their chassis will be strengthened to cope with airdrop exercises.

The vehicles are powered by a 3.0-litre common-rail turbo-diesel V6 engine which drives all wheels via a five-speed automatic gearbox. They have a 95 litre fuel tank, with 55 litres in a reserve tank and for the first time, the Army will have utility vehicles fitted with air-conditioning and power steering as well as the safety of anti-lock brakes.



Some of the new Benz vehicles.

Now I wonder if we could just borrow one for a weekend on Fraser Island??

A nother vehicle that is currently under test is the “mine” sniffer (below). This vehicle is radio controlled and when all the bugs are sorted out, will be used to search for and nullify mines and IED’s in a conflict zone. The operator can walk or travel behind the vehicle, at a safe distance and the sniffer will find any and all explosive devices and destroy them.

If this thing saves just one life it’s worth it at any cost.



The interior of the well equipped workshop. Blokes and blokettes who are trained and work in here would definitely be in demand in Civvy street.



The workshops at Gallipoli are also responsible for the maintenance of RAAF ground support equipment (GSE) – about which the Army blokes were only too keen to tell us – a number of times!!



Lieutenant Tom Hegarty shown here with one of his aging “babies” - the Mack Truck.

The Mack heavy truck (Model RM6866RS), fondly called the “Spook”, was produced in Australia specifically for the Army. Prototypes were first built back in 1978 and an order was placed in 1981 for a total of 906 vehicles. Deliveries commenced in 1982. In 1988, a further 19 trucks were delivered, bringing the total to 925, then another 64 were bought in 2005. In the mid-1990s mods were carried out and the whole Mack fleet was upgraded.

It has a conventional truck layout, and when equipped with a troop carrying body, can transport 26 fully-equipped troops. The cabin has two seats, one for the driver and another for the only passenger. It is powered by a Mack EM6-285 Maxidyne turbocharged diesel engine, developing 283 hp which drives all wheels.

Over the years, the might old Mack has been used for almost any task, including:

- **Cargo truck**, fitted with a hydraulic crane. A crane is mounted behind the cab;
- **Medium wrecker**. Upgraded from the standard cargo truck, this vehicles cargo body was replaced with a recovery rig. It has a towing capacity of 8 tonne;
- **Heavy recovery vehicle**. A total of 64 of these vehicles entered service with Army in 2005 and were used as a specialized recovery vehicle of heavy and medium trucks and light armoured vehicles. It was fitted with uprated engine and a modified cab;
- **Artillery tractor**, used to tow the Army's M198 155-mm howitzer. This truck also carries ammunition and is fitted with an ammunition handling crane. It has a "kneeling" rear suspension and ammunition racks. The gun crew is carried in a collapsible canvas shelter behind the cab, which may be removed to provide more ammunition carrying capacity;
- **Concrete mixer**. It has a capacity of 5.5 m³;
- **Dump truck**, fitted with a 8 m³ capacity dump body. In case of emergency it can carry up to 18 troops in the dump body. This variant also tows trailers carrying various construction equipment;
- **Fuel tanker**, used in the refuelling role;
- **Water tanker**;
- **Bituminous distributor**. It has a 6x4 drive configuration;
- **Bridge carrier**, used to launch and recover ribbon bridge sections.

Although the Mack is now a bit long in the tooth, it is a bit like the Caribou aircraft, it might be old but it's built like the proverbial and it will take a pretty good machine to replace it.

Legend has it that there is a coffee bar in New York where, in the Ladies Room, there is a very special mirror. If one stands in front of the mirror and tells the truth, one is granted a wish. However, if one tells a lie ---*poof*----- they are instantly swallowed up by the mirror, never to be seen again. Soooooo....

A redhead of questionable looks walks into the ladies room and stands before the mirror and says, "I think I'm the most beautiful woman in the world." *Poof* the mirror swallows her up.

Next a rather large brunette stands before the mirror and says, "I think I'm the sexiest woman alive". *Poof* the mirror swallows her.

Then, an absolutely gorgeous blond comes in and stands before the mirror and says, "I think...". *Poof*



L-R: ASM Clint Robertson and Lt Tom Hegarty with several of their babies.

If, like us, you were wondering what an ASM is, the A is for Artificer, the SM is for Sergeant Major. The title "Artificer" is used in only in the Royal Australian Electrical and Mechanical Engineers (RAEME) divisions and applies to the senior tradesman in the brigade.

Artificer Sergeant Major is an appointment held by a Warrant Officer class 1 or 2 in RAEME (depending on the size of the unit) and is the senior NCO responsible for the repair and recovery of all mechanical and electrical equipment – bit like the RAAF's bullet-proof WOE.

The Army Malaria Institute. (AMI)

Hidden away at the back of Gallipoli Barracks, far from the heavy trucks and machinery, the marching troops, guns, parades, noise and the general coming and going of a busy Army Base and nestled in cool woodland setting, is one of Brisbane's best kept secrets – the Army Malaria Institute.

Malaria is a life threatening [protozoan parasitic disease](#) transmitted by female *Anopheles* mosquitoes, mostly prevalent throughout the tropical and subtropical regions of the world. Currently, around 500 million cases of malaria occur every year, with between 1 and 3 million deaths

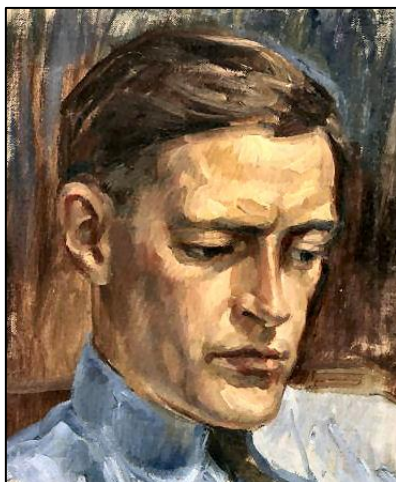


resulting in huge economic and social development implications for malaria-endemic areas. One strain of the disease can progress rapidly to coma and death and early and accurate identification of the infection is vital for patient therapy.

Today, the world's three biggest disease killers are: **1.** Tuberculosis, **2.** Aids and **3.** Malaria.

While 1 and 2 are not such a huge problem to Australians, Malaria has been, and still is. The ADF (and other Defence Forces), have a huge problem when their troops are stationed or fighting in Tropical regions. It (the ADF) had its first encounter with malaria at Gallipoli in 1915 although only with a few cases. But, by the end of WW1, the ADF had experienced the true impact of malaria with half of the Desert Mounted Corps in Palestine incapacitated and over 100 deaths attributed to it.

At the beginning of the Pacific campaign of WWII there was a critical shortage of quinine in Australia. 90% of the world's supply was produced in Indonesia which lay directly in the path of the advancing Japanese forces. The Australian Army, under the guidance of Brigadier Neil Hamilton Fairley (right), who was an Australian physician and medical scientist, established a malaria experimental group in Cairns in 1943 where malaria was still present at the time. With the assistance of Australian Malaria Control Units and Mobile Entomological Sections the experimental group was able to advance their studies with the drugs sulphamerazine and atebirin.



After the War, work continued on the problem and in 1967 the 1 Malaria Research Laboratory was established, mainly due to the efforts of Robert Hughes Black, (left) professor of Tropical Medicine at the School of Public Health and Tropical Medicine at Sydney University. Black was also a consultant in tropical medicine to the ADF and following the malaria problems experienced by ADF troops in Vietnam, recommended to the ADF Medical Services that they should conduct research into malaria to minimise future problems with this disease. The 1 Malarial Research Laboratory was originally located within the School of Public Health and Tropical Medicine but moved to the Ingleburn Army Camp in 1973 and the name changed to the Army Malaria Research Unit.

In 1996 the unit moved to a modern laboratory complex at Gallipoli Barracks, Brisbane and was renamed the "Australian Army Malaria Institute" (AMI).

The AMI is now a world-recognised centre for malaria research and training and is an organisation of which we should all be rightly proud. Its main mission is to ensure that ADF personnel are able to have the best possible protection against malaria and other vector-borne diseases. As well as malaria, they investigate dengue, Ross River fever, Japanese encephalitis, influenza, lymphatic filariasis and scrub typhus. It is a little known fact that, unlike other illnesses (measles, mumps etc) after suffering from these diseases the first time, the body does not develop an immunity and they can be caught again and again. Dengue is a nasty one in that catching it a second time can be and is usually fatal. Fortunately these diseases are not

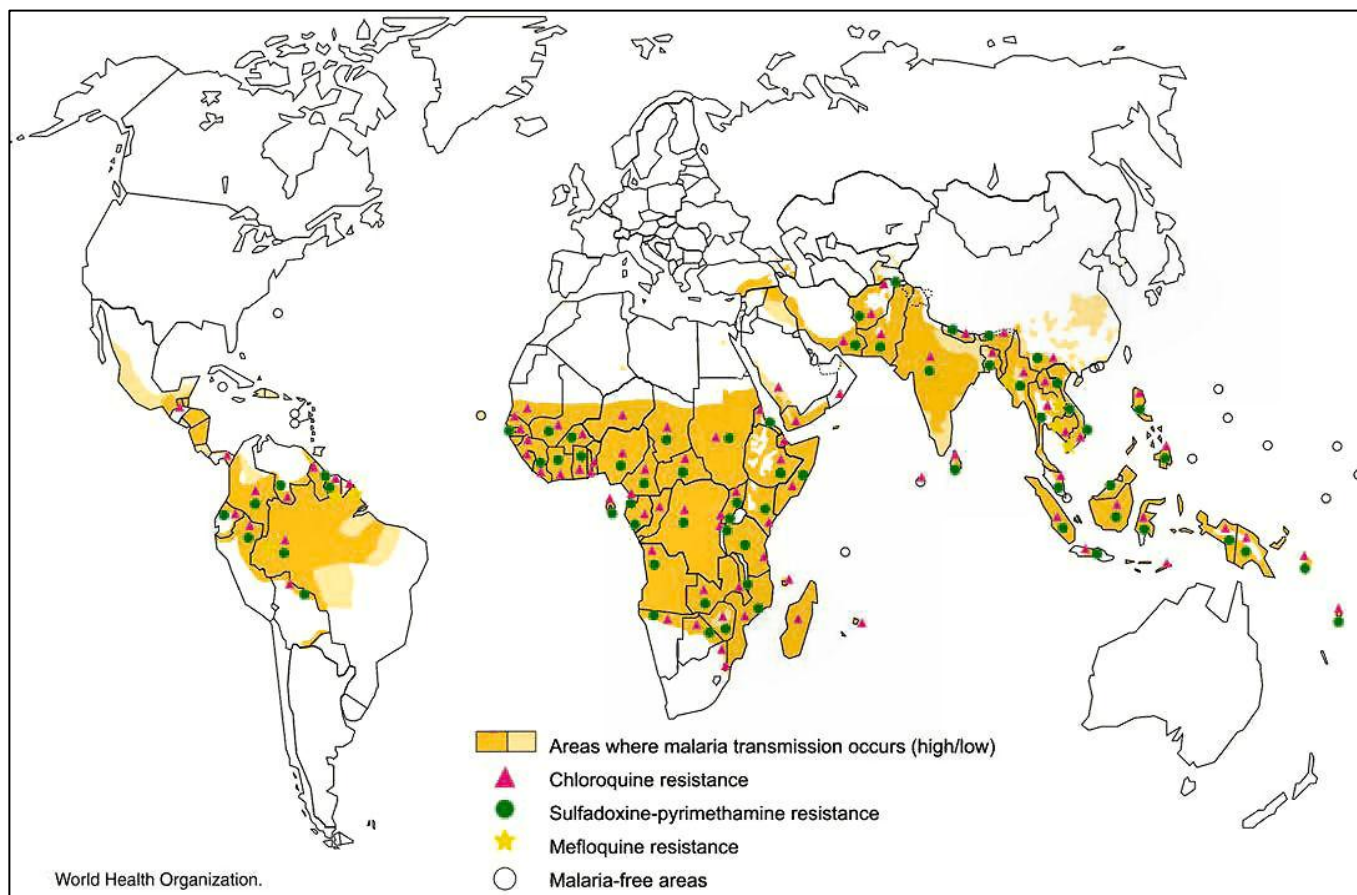
contagious, you cannot catch them from a fellow sufferer, they are only transmitted by bites from the female mosquito.

The AMI is widely regarded by and has a close working relationship with many health organisations, including:

Domestic	International
• The University of Queensland • The Queensland Institute of Medical Research • University of Technology, Sydney • Queensland University of Technology - WHO Collaborating Centre for Arboviruses • Institute of Clinical Pathology and Medical Research, University of Sydney • Menzies School of Health Research, Darwin • James Cook University, Townsville	• WHO Collaborating Centre for Malaria • WHO (China) Jiangsu Institute of Parasitic Disease (Wuxi) • US Military: ◦ WRAIR (Washington) ◦ AFRIMS (Bangkok) ◦ NAMRU 2 (Jakarta) ◦ Armed Forces Pest Management Board • Vietnam-Australia Defence Malaria Project (Hanoi) • Welcome Unit (Bangkok) • Bayer Pharmaceutical Company (Leverkusen)

There is currently no vaccine against malaria, and the parasite has developed resistance to most of the standard, cheap antimalarial drugs. Newer antimalarial drugs and drug combinations are being developed and are effective, but are far more expensive. The parasite's ability to rapidly develop drug resistance presents a serious threat to maintaining effective drugs into the future.

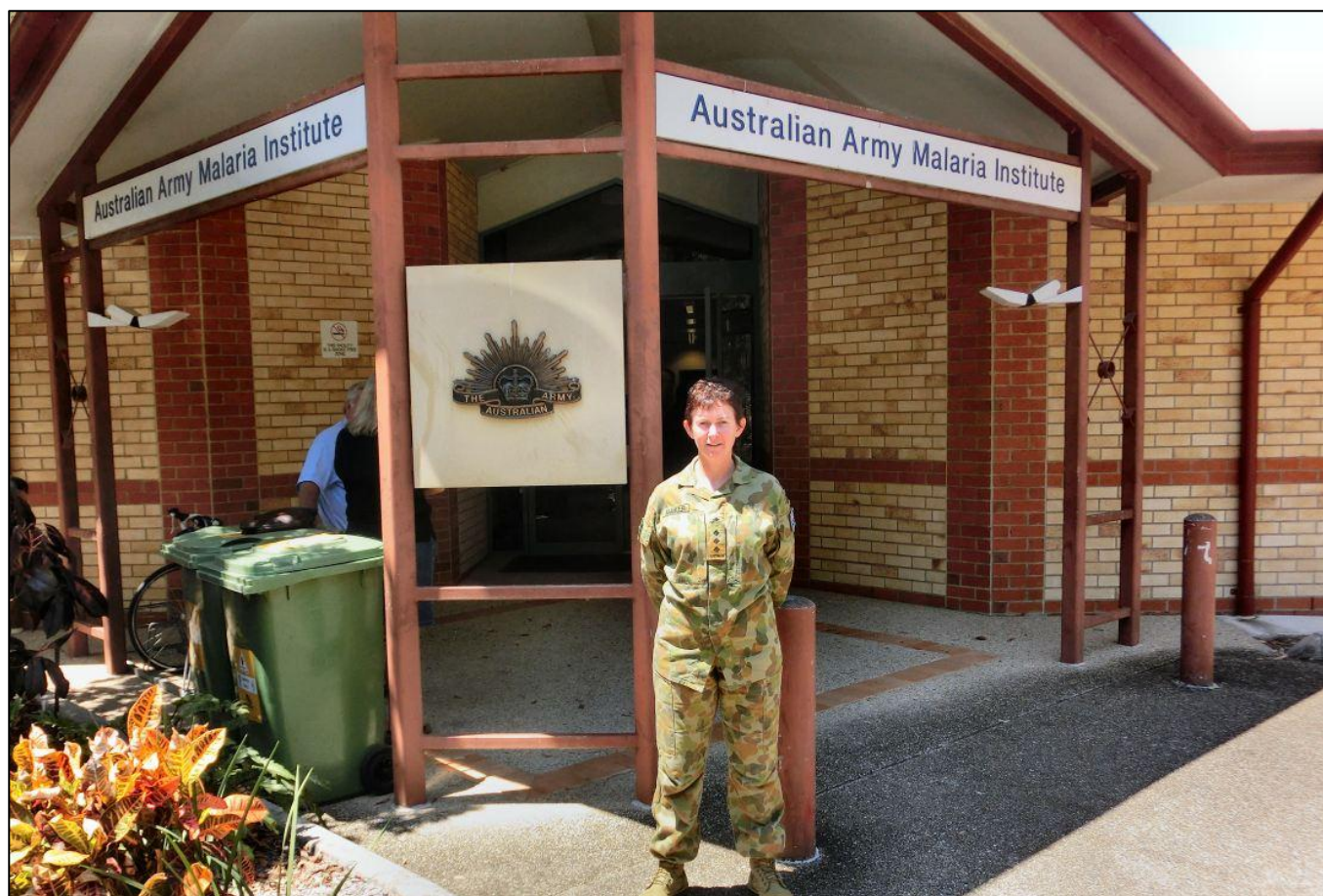
Malaria infection areas, 2004.

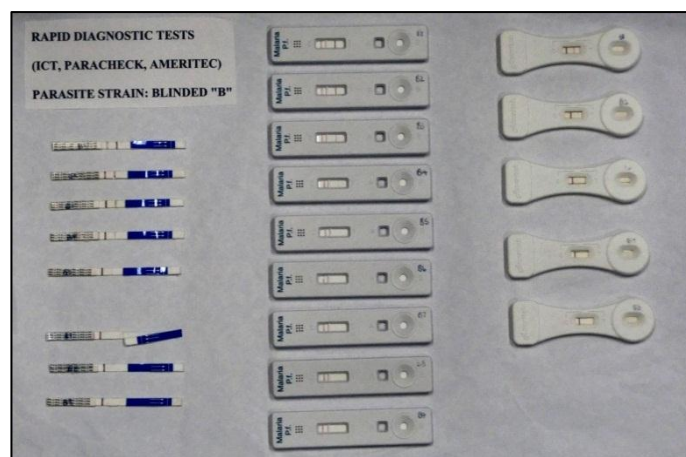


Just how serious this problem is can be seen from the following statement: – *“During the first months that Defence Force personnel were deployed to East Timor in 1999, a massive 267 of them were incapacitated by malaria, despite the provision of antimalarial tablets”.*

We were welcomed to and shown over the AMI complex by the very hospitable Kieran Rowcliffe, a microbiologist and Captain Joanne Baker, one of the Centre’s Scientific Officers.

Joanne (below) joined the Australian Regular Army in 2001. Before this, she worked for international companies in veterinary and human parasitology. She has worked with the World Health Organization in the Philippines in malaria research, and is currently pursuing a PhD in parasitology.





Above left, inside the test lab and right, the test slides developed by the AMI for use by the ADF in the field. A small sample of a suspected sufferer's blood is placed into the circular well in one of the strips and in about 15 minutes the slide can produce a reliable result. These testing slides are completely portable, require no electricity or external influence to operate and as they can be and are readily available, can mean the difference between (sometimes) life or death. The sooner a sufferer can be diagnosed, the better are his/her chances of a successful recovery.

The AMI has an air locked room in which they breed all sorts of mozzies, all of which could give you a severe dose of the bad things.

The centre is run by two eminent people, Professor Dennis Shanks, a retired US Army Colonel medical researcher and physician and tropical diseases specialist and Lieutenant Colonel Ivor Harris, a Senior Scientific Officer.

Both gentlemen have had many publications published.



The Centre employs 32 full time enthusiastic staff, of which 14 are Military, plus another 21 part timers, 53 in total.

It is a pity the Centre is not more widely recognised for the wonderful life saving work it does.

Camp Hospital.

At the outbreak of WW1 there were no army hospitals in Australia although the Navy had sufficient accommodation for its own requirements and Air Force bases had enough for their needs. The only beds available for army use were those not in use for repatriation cases in the repatriation hospitals.

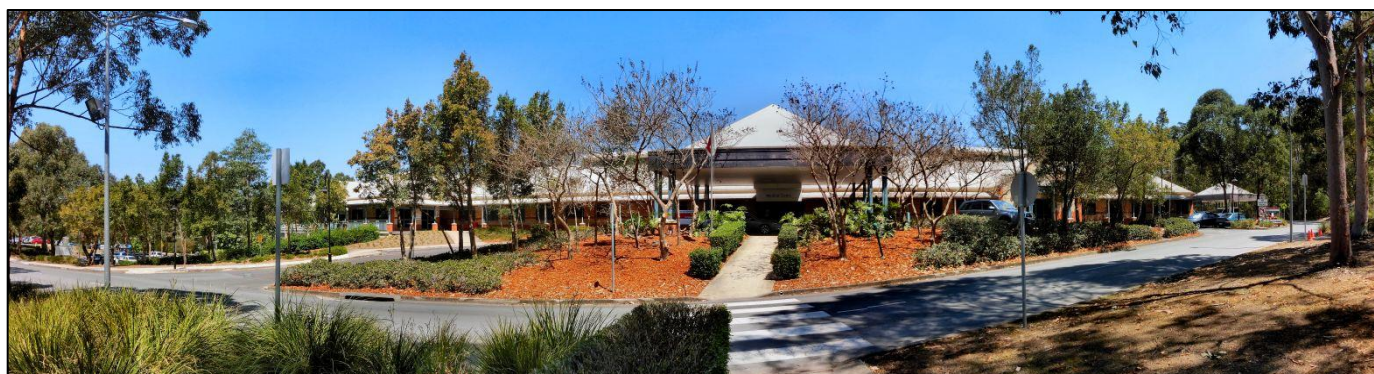
With the country at war it was decided that there should be sufficient beds available in base hospitals for 2 per cent of the total number of troops in Australia and in camp hospitals for another 2 per cent. Until these arrangements could be put in place, arrangements were made to secure temporary accommodation in the various States in civil hospitals. Improvised camp hospitals were set up in pavilions in the Agricultural Showgrounds in various capital cities, and, though all the buildings were not entirely adapted to this purpose slightly ill men could be given adequate attention.

Number 13 Australian General Hospital (AGH) was opened at Enoggera in 1915 and its name was changed to the No 17 AGH in 1919. It was known as the “Camps Hospital” and was situated on the Base on Murray Avenue, about where the new Mess buildings are today.



13 AGH, 1918.

Like the on-base hospitals at other large bases, Camps Hospital was really clearing hospitals and all would send their serious cases to the large military or civil general hospitals. All other cases were treated in camp.



2 Health Support Battalion Hospital.

Today the modern base hospital (above) is known as No 2 Health Support Battalion (HSB), (1 HSB is located at Holsworthy). The hospital performs minor general surgery procedures, ear nose and throat (ENT), accident and emergency stabilisation and a large amount of orthopaedic surgery. More serious patients are still cared for in civilian hospitals and return to the military hospital when their condition is stable. No advanced surgery is carried out within 2 HSB though a couple of years ago they had an influx of very ill patients.

In February 2007, there was an outbreak of gastroenteritis in a group of Townsville-based Army personnel visiting Gallipoli Barracks. Of the 23 patients hospitalised, the majority presented with fevers, vomiting, abdominal cramps and diarrhoea. One patient's presentation mimicked acute appendicitis and he underwent appendectomy. Two of the soldiers were confirmed as having [Norovirus](#) infection while the characteristics of the remaining cases were consistent with Norovirus infection.

Want to know how to help a drunk driver – works every time...see [HERE](#).

Today's Army is a far cry from the Army of old, long gone are the polished black boots, khaki gaiters and belt and shiny brass, today the Army is modern, young and on the move. Its members are well educated, well trained and fit. Australia depends on them – they serve us well and they deserve out full support.

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The Hon Jason Clare, MP,

Minister For Home Affairs.
Minister For Justice
Minister For Defence Material



“Tyranny was turned back at Turnbull Field”

There are few events in our history as important, but as little known, as those that took place at Turnbull Field, back in September 1942, just over 70 years ago.

More and more Australians know the story of Kokoda. Very few know the story of Turnbull Field. They should, because this is the place where the charge of Japanese land forces across the Pacific was first stopped and pushed back. 70 years ago as a battle raged across the Owen Stanley Range, another battle raged at Milne Bay on the east coast of Papua New Guinea.

It was just as ferocious. The stakes were just as high. The conditions were just as terrible and the heroes were just as real.

The Japanese landed under the cover of darkness on the 26th of August. Their targets were three airstrips. Over the next few days they pushed the Australians back until they reached airstrip number 3 – Turnbull Field. In the early hours of the 31st of August the Japanese attacked.

The 47th General Hospital, Milne Bay, May 1944.

Recently I visited this sacred bit of ground and met some of the men who fought there. Men like Bill Hansen and Ed Jones. Meeting them is one of the real privileges of this job. They are modest men with extraordinary stories. When Bill arrived at Milne Bay 70 years ago he thought it was hell on earth. It rained all the time and malaria and dysentery were endemic. It was also the place he met a friend he would have for the rest of his life. His name was Cliff. Before long Cliff was struck down by malaria and shipped home, but their friendship didn't end there.

Cliff was taken to a convalescence camp not far from Bill's house and he would visit Bill's mum for dinner and write letters back to Bill telling him about the meals. I am not sure if Cliff was there for the food though, a few years later he married Bill's sister. In January this year Cliff passed away. Cliff and Bill were mates for 70 years and brothers-in-law for 61. Mateships were forged here and mates were also lost.



Ed and his best mate Jimmy signed up on the same day and were sent to Milne Bay. It wasn't long before Ed saw action. His unit was ordered to attack from a creek bed, straight into Japanese fire. He emptied two magazines into the enemy before being shot through the arm. He said it was like being hit with a metal bar. He crawled back to the creek bed, fumbling with his good arm, trying to get his field dressing to stop the bleeding.

Then out of the jungle came an Australian soldier. He bandaged him up, gave him a wink and disappeared back into the jungle without saying a word. Ed says it changed his outlook on life forever. Jimmy wasn't so lucky. He survived Milne Bay, but he was killed months later at Buna. Bill and Ed are two of thousands of Australians who served at Milne Bay in 1942. One of them was my grandfather. He was part of the 55th Battalion who helped build the airstrips. In early August he was struck down by malaria and evacuated back to Port Moresby. In December he was sent to Sanananda. He was cut open there by shrapnel from a Japanese mortar. He survived, and so did the shrapnel. My grandmother kept it in a steel cigarette tin for the rest of her life.

We are a lucky country. We didn't have to fight for our independence, but we had to fight to keep it. And fight we did at Turnbull Field. Wave after wave of Japanese marines charged across that field that night and wave after wave were cut down and pushed back. Historian Peter Brune tells the story of a Japanese soldier yelling across airstrip in pretty good English "*it's no use...we're coming across*".



The reply from the Australian RSM was "*pig's arse you are*".

They never made it across Turnbull Field. This was as far south as Japanese soldiers ever advanced. What happened at Turnbull Field 70 years ago is only one part of a much bigger story– Kokoda, Guadalcanal, the Coral Sea and Midway. The story of all these battles is intertwined. Each affected the other.

But it is true to say that the myth of the invincibility of the Japanese land forces was first broken here. 70 years ago. Tyranny was turned back at Turnbull Field – by men like Bill and Ed and their mates.

Lest we forget.

A bloke is watching a film with creepy organ music on the TV and suddenly yells,
"Don't enter that church, you dopy bugger !!!"
His wife asks him, "What are you watching?"
He replies, "Our bloody wedding video"

After-market protection for your car

Carsales

For the fastidious vehicle owner it can sometimes seem that the world is bristling with nasty things out to damage your pride and joy's paint, panels and mechanical components. In the great tradition of capitalism, there are also loads of businesses keen to sell you products claimed to minimise or eliminate such damage. The question is, how well do these products work and will the extra cost deliver dividends now and at resale time?

PAINT PROTECTION FILMS

In years past, car-makers fitted shields to protect extended mudguards from stone damage. The Porsche 930 Turbo and early 1950s Holden's are a couple that come to mind. Later solutions included toughened paint for spoilers and sills. Today, adhesive film can be applied to almost any surface to provide near-invisible protection. These films are commonly installed by manufacturers before vehicles leave the factory but have now become available for do-it-yourself application.



The strips can be cut to size or supplied in a kit with sections shaped to fit specific areas of particular models. They fit neatly across vulnerable areas such as the leading edge of the bonnet and front air-dam, wheel-arches and mirrors. Adhesive film can also be applied to headlights, although plastic covers that can be removed for cleaning are preferable.

The films are warranted against manufacturing defects, but not against any damage sustained due to stones or other impacts. Aged or damaged film is difficult to remove without also lifting the vehicle's 'clear-coat' paint finish. If this happens you'll be up for a trip to the panel beater to have the affected areas refinished.

Adhesive films can, within a few years, begin to discolour and lift at the edges, making their presence quite obvious. As a result, old or damaged film may end up detracting more from a vehicle's value than taking your chances without it and paying to have stone chips retouched if necessary.

ELECTRONIC ANTI-RUST SYSTEMS

Just as the late Peter Brock expressed complete belief in his controversial 'Energy Polariser', these electronic anti-rust systems fall squarely into the 'ya gotta have faith' department. Most such devices use an 'electron generator' to feed a negative charge through the vehicle,

supposedly reducing the depletion of electrons from the metal to delay and minimise the onset of rust.

When fitted to cars or 4WDs these systems require multiple 'couplers' to distribute the charge to nearby metal surfaces. They must be wired exactly as specified to deliver the claimed levels of corrosion protection. Damaged paint can interrupt transmission of the charge and leave sections of the body unprotected. Box sections that collect dirt, leaves and other debris are also left virtually unprotected.

Vehicles that are frequently immersed in water – salt water in particular acts as an excellent conductor – seem to deliver better results than those that spend their lives in a drier environment. People who have these systems generally report less than expected levels of rust, but if you'd outlaid several hundred dollars on a device you're more likely inclined to view its performance in the best-possible light.

The systems themselves are unlikely to contribute to the long-term value of a vehicle but, if they do their job, the absence of rust certainly will.

ANIMAL DETERRENTS

Ultra-sonic devices that are said to keep animals away from fast-moving vehicles have existed for decades, as has the debate over their effectiveness. The web-site for a well-known brand of kangaroo deterrent contains dozens of glowing endorsements, while on the flip side the holding yards of rural towing contractors also contain roofed cars fitted with these devices.

In their simplest form, animal deterrents can be a couple of cones screwed to the grille or bull-bar to generate a high-pitched whistle. How this sound is projected far enough in front of a vehicle travelling at 30 metres/second (110 KI/h) isn't explained, but that doesn't prevent some users swearing by them.



More sophisticated electronic versions emit a high-frequency tone, projected ahead of and beside the vehicle, to discourage animals from moving closer to the source of the sound. These devices need to be professionally installed and can be switched off in urban areas. We're not aware of any insurers offering lower premiums for vehicles with such 'deterrents' installed. However, with a professional system costing around the same as a typical insurance excess, avoiding just one encounter with a 'roo would see the system in credit.

That said, we're inclined to think the most effective means of avoiding animal strikes combines a good pair of driving lights, keen eyes, and travelling at lower speeds in areas where animals are likely to be grazing near the roadside. Now, all we now need is a device that stops the neighbour's dog lifting his leg on your newly-cleaned wheels.

PROTECTION FOR OFF-ROADERS

Ironically, many vehicles supposedly built for off-road use fail to properly protect their vital under-body components from damage. Most four-wheel drives have some kind of engine and sump protection, a protected fuel-tank and perhaps guards to deflect rocks away from axle joints. But serious shielding to protect against heavier impacts is usually the realm of after-market suppliers.

The most common items fitted by off-road enthusiasts include more robust sump and transmission guards, protection for the steering rack and control arms, differential and rear axles. Models with low-slung fuel tanks also benefit from a 'skid-plate' that prevents tank damage when exiting steep creeks and gullies. These items can be bought individually or in kits that have been designed to look after the vulnerable areas of specific models.

Drawbacks of fitting additional under-body protection include extra weight, the possibility of snagging a component on a rock or stump, more places for mud and debris to accumulate, and increased service costs as the guards may need to be removed and refitted. Bullbars are another form of vehicle protection that have been around for decades but which today raise more questions than they offer answers. Modern automotive design incorporates sophisticated crumple zones designed to absorb energy in a crash, and a variety of sensors for the actuation of air-bags. Clearly, fitting a solid lump of steel or alloy bull-bar in place of the front bumper has the potential to compromise the performance of these features and hence a vehicle's safety envelope.



A reasonably new innovation are bull-bars made from polyurethane, which offer similar levels of vehicle protection in moderate impacts and are less of a threat to pedestrians than traditional metal designs. These 'smart' bars are shaped to fit specific models and can be colour-coordinated to your vehicle. They are claimed to be compatible with air-bag sensors that might not trigger correctly in impacts involving more rigid bars. The plastic bars do deform when hit hard, however, and can be forced into the body panels causing damage.

In similar circumstances, a rigid bar may not move at all but will transfer load through the vehicle chassis to occupants. They may also cause damage to mounting points or the chassis itself.

Because they had no reservations at a busy restaurant, an elderly man and his wife were told there would be a 45-minute wait for a table. "Young man, we're both 90 years old," the husband said. "We may not have 45 minutes." They were seated immediately.

The Red Sales.

A bit over 50 years ago, on August 15, 1962, the RAAF's formation flying team, the Red Sales, crashed at Dutson, Vic, killing all six airmen.

Four Vampire aircraft took off from East Sale for a period of formation aerobatic training in the area southeast of the airfield. They had arranged to operate on a discrete VHF frequency so as not to interfere with normal air/ground operations and as a result, the frequency was not monitored or recorded.

At approximately 2.00pm, a DC3 reported to ATC that they could see black smoke in the Dutson Bombing and Gunnery Range area. Subsequent investigations revealed that all four Vampire aircraft had crashed east of the airfield. Rescue and fire fighting vehicles were despatched to the area immediately and shortly afterwards it was confirmed that all six crew members had been killed.



The accident was almost beyond comprehension - not one, but all four aircraft lost in a single instant. The accident, understandably, attracted considerable media coverage both locally and overseas.

The Red Sales team was practising for a RAAF Open Day Display which was to be held on the 16th September 1962. The four aircraft struck the ground almost simultaneously in the final stages of completing a low-level barrel roll. They crashed in close proximity to each other in a shallow dive and at an estimated speed of over 300 kts. The No 3 in the formation struck the ground slightly ahead and approximately 150 yards to the port side of the others. On impact, three aircraft exploded - wreckage and debris was scattered over a distance of approximately half a mile. The wreckage of No 3 in the formation was not as completely disintegrated as the others as it had 'levelled out' just prior to impact.

All four pilots were members of the Central Flying School (CFS), as well as members of the aerobatic team. Additionally, two other CFS staff members were flying as passengers: one as an observer, nominated to eventually replace one of the team members; the other to assist with operation of one aircraft's ancillary controls where the pilot was flying from the right seat.

All pilots were very experienced and were all medically fit. At the time of the accident the formation leader was leading his fifth aerobatics sortie - one in June, another in July and the remainder in August. During August, the team had settled down to an increased rate of training which was to be further increased to two sorties per week.

Many favourable observations had been made as to the efficiency and reliability of the team. A number of people on the unit had flown as ballast crew and it was accepted that the team were not prone to taking unnecessary risks.

The standard routine was to carry out a sequence of loops, steep turns and barrel rolls in that order, finishing with a downward bomb burst. The speeds for all manoeuvres were in the vicinity of 300 kts and 3g accelerations were seldom exceeded. On all barrel rolls to the left, the routine was to complete a full roll and then to enter a turn in the same direction.

The flight authorisation in the old Form A71 showed the flight authorised as a 'Red Sales formation exercise as briefed'. No mention was included relating to safety heights. As the Red Sales were led by one selected pilot who performed a fixed routine within limits prescribed by the Commanding Officer at CFS, it was considered there was no need for special written orders.

A study of the aircraft log books and the maintenance logs revealed that there were no recurring unserviceabilities on any aircraft and all were fully serviceable for flight.



The customary procedure prior to each flight by the Red Sales was for the formation leader to brief the members of the team as a group. It was normal for the leader to cover the following aspects in his briefing:

- general information on the nature of the mission;
- aircraft allocation to the members;
- fuel load to be carried;
- R/T frequencies;
- starting time; and
- a detailed description of each manoeuvre in the sequence to be followed.

The briefing on this occasion was of an informal nature. It was conducted by the formation leader with the members of the team sitting around the fire in the crew room. A pilot who was in the vicinity of the briefing room during the greater part of this time overheard much of what was discussed and was convinced that the briefing was thorough and relevant. He distinctly remembered the concluding remark made by the briefing officer who stated:

"I shall carry out a routine sequence of manoeuvres and try not to introduce anything new, nor omit anything."

Reliable reports from the impact area and the spotter Dakota assessed the local weather as fine and beautiful, virtually cloudless with very slight turbulence.

The terrain in the vicinity of the crash was extremely flat with about a one degree gradual slope rising from 50-100 ft AMSL. An east-west bitumen road close to the impact area and bombing

and gunnery range, ran alongside an open drain with power lines on the south side. Several civilian witnesses working in the area observed the formation carrying out their training sequence. In general they had viewed the aircraft, under conditions of good visibility, carrying out loops, steep turns and barrel rolls at low altitude. In all the manoeuvres, the witnesses were impressed by the precision positioning of the aircraft in tight formation.

Only one witness gave his full attention to the last manoeuvre preceding the crash. The area was one in which aircraft from East Sale were continually operating at low level on training and armament exercises. For the most part, the witnesses had been preoccupied and only noticed the formation when it came into their immediate field of view or their attention was drawn to it. No witness, except a former RAAF pilot, had a complete picture of the final manoeuvre and crash.

While there was insufficient evidence to establish the exact sequence of aerobatic manoeuvres and altitudes flown preceding the accident, eye witness accounts suggest that the normal practice routine was being carried out and at altitudes down to the minimum prescribed, if not lower. Loops and steep turns were observed prior to the formation commencing a climb from which the fatal barrel roll to the left was initiated.

During a test in which a Vampire aircraft was flown overhead on simulated runs, the one witness to the final manoeuvre displayed a sound ability to assess height fairly accurately and indicated that the four aircraft had entered the fatal barrel roll at about 500 ft, with a nose-up attitude of about 10°, which resulted in a maximum height gain of not more than a few hundred feet. After passing the inverted position the formation appeared to the witness to dive at a steep nose-down angle, flattening in the final stages before striking the ground.

From a study of the impact area and discussion with witnesses, it was assessed that the formation climbed on a heading of 265 degrees M which positioned them immediately south of Seacombs Road, two miles from the impact point. The final barrel roll to the left was then commenced which led to impact with the ground immediately south of the road.

There was some intermingling of the wreckage of Lead and No 2 on the surface of their respective craters. Positive identification was established from identifiable components such as brake 'Maxaret' units which were deeply buried in the crater. The individual aircraft flight paths at the time of impact were determined by compass sightings taken through the clearly obvious centre-line of each impact crater.

In comparing the individual flight paths and impact points at the moment of the crash, and in relating this comparison to the fatal manoeuvre, the following deductions were made:

- No 3, being on the high side had appreciated the dangerous proximity of the ground during the final stage of the roll. He had broken formation, levelled his wings, and had made every effort to pull up before striking the ground.
- No 4 had also appreciated the dangerous situation and had taken similar action to that of No 3, but slightly later. It is possible that the sudden movement of No 3 prompted the action of No 4. The slope of the ground, when related to the flight path

- of No 4 immediately prior to impact, was such that with wings-level his left wing could have struck the ground first.
- No 2 had an impact flight path truly parallel with that of No 4. The position of No 2 in the formation was such that in the final stage of the roll he was looking up at the leader and would not have appreciated the proximity of the ground.
- Lead had an impact flight path which was 10° to the right of the parallel impact flight paths of No 2 and No 4.

The damage to the airframe structures of the four aircraft was consistent with the aircraft striking the ground at high speed. In every case the control surfaces were either still attached to the main surfaces or had been torn from the hinge points, as could be expected from the broken-up condition of the wreckage. There was no evidence to suggest that any control surface has failed or become detached in flight.

Broken control cables had failed with the characteristic fraying associated with grossly excessive tension loads. No evidence was found to suggest there had been a mid-air collision or bird strike.

The lead aircraft had struck the ground right wing low in a nose down attitude. The outer portion of the right main plane had broken off relatively intact. The aircraft had then overturned as was evidenced by the turf marks on the top surface of the port main plane and the ruptured condition of the booms. No 2 aircraft had impacted in a level attitude but at a high rate of descent. The plan form of the aircraft was plainly visible in the soft ground. The fuel tanks had also burst and the fuel had ignited.



No 3 aircraft was not nearly as broken up as were the three other aircraft. In fact, the instrument panel of this aircraft was found relatively intact. The damage sustained on impact was consistent with a high speed but low rate of descent.

No 4 aircraft had struck the ground in a tail-down attitude. The skin of the underside of the left main plane had virtually disappeared but portion of the upper surface skin of this main plane had burst from its securing rivets and was quite bright and clean. Much of the right main plane under surface was still attached, and the top surface was distorted by an explosion inside the main plane. The aircraft must also have had a high rate of descent.

The turbine discs of Lead, No 2 and No 4 aircraft became detached from the engines and it was evident from the condition of the turbine blades that these engines were under power at the time of impact.

The turbine disc of No 3 aircraft was still attached to the shaft of the engine, due to the lesser rate of descent of this aircraft. The turbine wheel had dissipated its inertia by grinding away the nozzle guide vanes of the engine. Here again it was evident that the engine had been under power at the time of impact.

Virtually the only aircraft instrument that yielded information was the clock of No 3. This showed a trip duration of 25 minutes and had stopped at 1403 hrs. No evidence was found that would lead to the belief that any other item of equipment in the aircraft had in any way contributed to the accident.

Formation flying requires great concentration on control and positioning. It is essential that all formation members rely implicitly on the leader for altitude, attitude and safety considerations. They concentrate solely on precision positioning. It follows that an explanation as to why the leader allowed a hazardous situation to develop will account for all aircraft crashing. No 3 attempted individual recovery at a very late stage despite the prerogative of the leader to carry out this action for all. This fact in itself indicates there may have been something wrong with the leader or lead aircraft, as the formation leader should have had the best appreciation of the situation.

Investigation determined that all engines were under power at the time of impact. Further, had power failure occurred in the lead aircraft the formation would have lost its identity immediately, and at a height sufficient to enable breakaway action to be taken. The leader would not have aggravated the situation by adopting such a flight profile. There was no evidence to suggest that an unserviceability of engine, airframe, or other equipment was the direct or indirect cause of the accident.

It was considered possible the leader could have encountered control loss due to foreign object jamming. During recovery from a barrel roll, increasing back pressure is required on the control column. This is particularly so as the angle of bank reduces to around about 20°-30°. Thus, any restriction which did not occur before this required amount of back stick was needed would not have been evident to the pilot before this stage of the roll was reached.



A pilot confronted with this situation at 600-700 ft would most probably resort to 'pulling hard'. The natural tendency would be to use both hands on the control column. In such circumstances it would be foreign to remove one hand to use the R/T button on the throttle lever. Also, in such a situation the manoeuvre would follow a flight path closely akin to the last stages of a normal barrel roll. The aircraft would be decreasing its angle of dive, which would give the other members of the formation the impression that recovery was fairly normal. Too low a height would be their first indication of trouble and this when it was too late. This is probably the only type of difficulty which could thus confuse them. From examination of the wreckage it was quite impossible to determine whether such a restriction had occurred.

As leader, a pilot would continually cross-reference on his ASI and altimeter. An erroneous indication either by an altimeter malfunction or misreading could influence his key positioning. This would not, however, override his visual observations and orientation, and action could have been taken to initiate a more positive recovery.

A mid-air collision immediately prior to the aircraft striking the ground could have been a possible cause; however, it could only have occurred at a very late stage of the roll and in such a manner that it was not observed by the witnesses who watched the aircraft complete an aerobatic manoeuvre and dive into the ground.

The possibility that No 3 may have collided with the leader is not borne out by the observations of witnesses. Although No 3 was observed to break from the formation, this was due to his appreciation of the impending impact.

Lack of visibility on the part of the leader might have been a contributory factor. However, no substantial evidence to this effect was determined. While the final track of the formation was into the sun, the aircraft were on a downward path at the conclusion of the barrel roll. The angle of elevation of the sun at that time of day on the 15th August 1962 was 30° above the horizon; therefore, dazzle from the sun was not considered to have been a direct cause.

Close attention was given to the medical aspects of the investigation, particularly in the case of the formation leader. The fact that Lead had been subject to a medical board arising from an incident in Malaya was well known to many flying personnel at the time. This was the subject of a considerable amount of inaccurate gossip as soon as the accident became known, the reference being to 'blackouts' which Lead was said to have experienced. The medical conclusion was that there was no evidence of physical disability on the part of the formation leader contributing to the accident.



A loose barrel roll is a very simple manoeuvre to carry out. The leader may have allowed the nose of his aircraft to drop to such a degree that recovery from the resultant dive was impossible.

The accepted objective in a barrel roll is to produce a helical flight path through 360° in the rolling plane and encircling a pre-selected point directly ahead of the line of flight. The selected point is normally on or slightly above the horizon. Ideally the flight path should describe identical symmetrical arcs above and below the horizontal level of the selected point.

To achieve this objective, one of the two following basic techniques is usually employed:

1. Entry to the manoeuvre is from a shallow dive directly towards the selected point and a turn of approximately 30° away from this point, in the opposite direction of the barrel roll.

The nose is then raised and rolled, aiming to keep the 30° angle off from the selected point constant throughout the helical circumference of the roll.

2. Entry to the manoeuvre is from a shallow dive with wings level and on a flight path positioned to one side of the selected point, giving an angle off of 30° from this point. The nose is then raised to 30 above the selected point and rolled, aiming to keep the 30° angle-off constant throughout the helical circumference of the roll.

There are many variable factors which govern the flight profile during a barrel roll. The more important ones, each of which is variable, and all of which are controlled by pilot technique, are:

- the maximum nose-up flight angle achieved during the first half of the manoeuvre;
- the average rate of roll during the first half of the manoeuvre;
- elevator control technique approaching and passing through the inverted stage;
- the average rate of roll during the second half of the manoeuvre;
- elevator control technique during the latter half of the manoeuvre;
- the initial entry speed; and
- engine power setting used.

In the case of a sequence of aerobatics, the aircraft may commence a barrel roll from level flight at the conclusion of a previous manoeuvre because adequate speed has already been acquired and the aircraft is at the minimum specified altitude.



Had the formation leader intended to perform a barrel roll about a horizontal axis, an error of judgment or faulty technique could have resulted in an excessive loss of height. If it were being performed a very low altitude, then the safety margin would be reduced accordingly. In this instance the difficulty of recovering a formation from such a situation must be considered, especially as regards restricted manoeuvrability.

Either or both of the following factors could have been an underlying cause of the accident:

1. The accepted practice of observing a minimum height of 500 ft for formation team aerobatic manoeuvres. It is apparent that the Red Sales were in the habit of executing formation aerobatic manoeuvres down to the minimum briefed height of 500 ft. If the formation had initiated their final barrel roll at a height of 1,000 ft, the accident would not have occurred.
2. Insufficient regular practice by the leader in performing the team aerobatic routine at low level. It is significant that subsequent to flying a total of four dual sorties and one solo lead sortie during practice sessions by the Red Sales, prior to the departure of the previous leader of the team, the leader had led the team on only four occasions, which were spread over a period of eight weeks.

Conclusion

Due to the very nature of this accident and the degree of aircraft breakup, post-impact examination achieved only limited results in some aspects. Consequently, there was insufficient evidence to isolate with certainty anyone underlying cause.

It was established that the accident to the formation resulted from failure of the leader to carry out timely recovery action when committed to a low-level aerobatic manoeuvre. Whilst the cause of the accident will never be positively known and certain speculation must always exist, credence must be given to the following three possibilities:

- An error of judgment or faulty technique on the part of the leader in executing a barrel roll to the left at low level.
- Foreign object restriction of elevator control movement.
- Physical disability affecting the leader.

However, the weight of evidence indicated that the accident occurred as a result of an error of judgment, or faulty technique on the part of the leader.

The thing I love most about this hot weather is the short skirts and low cut tops.
Although they do make me look a bit gay.

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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.



Keith Bosley.

Ron Workman advises that Keith Bosley is not well at all and again is in the [John Flynn Hospital](#) which is on the southern end of the Gold Coast. His circumstances have been protracting for 3 years with a decline at the moment that is of concern.



Johnny Campbell

Phil Birch is sorry to be the bearer of bad news. He says that Johnny Campbell called him recently to tell him that he is dying with cancer. Apparently John has been unwell for some time and about 9 months ago he had blood in his urine. After tests the specialist found a tumour in one of his Kidneys. Unfortunately the tumour had [metastasised](#) and major chemo was required but the treatment did not work and John was advised of his prognosis. He and Sue decided to travel so John could complete some of his 'bucket list'. They enjoyed the two months in Europe and Canada finishing in Hawaii. John indicated that he was to try a new treatment only tried on another human but does not expect a positive outcome.

He is in good spirits and has come to grips with his prognosis. We talked about his dying and remembered all the good times we had in the more than fifty years we had known each other. That included talk about ITMT and the various people he met in that group. He holds all of us in very high regard.

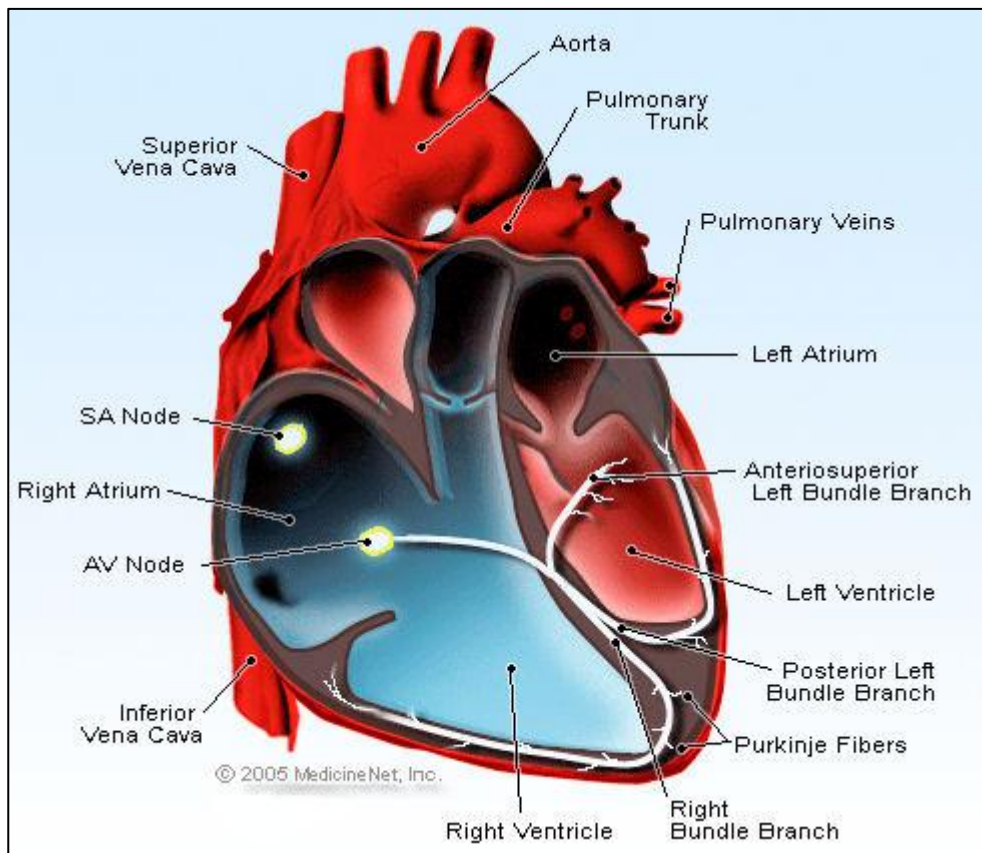
He was an original on 1 TMT before accepting a commission.

Atrial Fibrillation.

Atrial Fibrillation, or as it is more commonly known, AT, is a common heart problem experienced by many in the community. Normally the heart, which is a bit like a two stroke motor, sucks in then pumps out blood (called a beat) in a regular rhythm at the rate of about 60-80 beats per minute. This regular rhythm occurs as a result of regular electrical discharges that travel through the heart and cause the muscles of the heart to contract. In atrial fibrillation, the electrical discharges are irregular and rapid and, as a result, the heart beats irregularly and, usually, rapidly.

Normal function of the heart

This amazing piece of your body has four chambers. The upper two chambers are called the atria, and the lower two are the ventricles. Blood, which contains low levels of oxygen and high levels of carbon dioxide, is sucked from the body to the heart via the superior and inferior vena cava (veins). This blood flows into the right atrium and then into the adjacent right ventricle. After these fill, the right ventricle contracts and pumps the blood to the lungs where it takes up oxygen and gives off carbon dioxide. The blood then flows from the lungs back to the heart and into the left atrium and the adjacent left ventricle. The left ventricle then contracts



and pumps the blood to the rest of the body via the arteries - blood flows into the heart via the veins and out again via the arteries. The heartbeat, that bump, bumb (pulse) that we feel is caused by the suck/pump contractions of the two ventricles.

The heart must deliver enough blood to the body for the body to function normally and the amount that is pumped depends on several factors, the most important of which is the rate of contraction of the heart (the heart rate). As the heart rate increases, more blood is pumped.

Each beat is caused by an electrical discharge (current) that passes through the electrical circuit of the heart. This electrical discharge, which is a trigger pulse, causes the muscles of the atria and ventricles to contract and pump blood. The electrical system of the heart consists of the SA node (sino-atrial node), the AV node (atrio-ventricular node) and special tissues in the atria and the ventricles that conduct the current.

The SA node is the heart's electrical pacemaker. It is a small patch of cells located in the wall of the right atrium and the frequency with which the SA node discharges determines the rate at which the heart beats. The current passes from the SA node to the AV node which serves as a relay and passes current between the atria and the ventricles.

These discharges cause the atria to contract and pump blood into the ventricles. The same discharges are then relayed to the ventricles, causing the ventricles to contract. In a normal heart, the rate of atrial contraction is the same as the rate of ventricular contraction. At rest, the

frequency of the electrical discharges originating from the SA node is low, and the heart beats at the lower range of normal (60-80 beats/minute).

During exercise or excitement, the frequency of discharges from the SA node increases, increasing the rate at which the heart beats. I'm 67 so my heart has beaten somewhere between 2,112,912,000 and 2,817,216,000 times, that's Billions – amazing!!

That's the way it's all supposed to happen.

During AT, electrical discharges are not generated solely by the SA node, instead, they also come from other parts of the atria. These abnormal discharges are rapid and irregular and may exceed 350 discharges per minute. This causes ineffective contractions of the atria and reduces its ability to pump blood as it should.



These irregular discharges then pass through the AV node and into the ventricles, causing the ventricles to also contract irregularly and (usually) rapidly which means they do not have enough time to fill with blood before the next contraction. This effectively reduces the amount of blood pumped by the heart – Not good!!!

Many patients with AT have no symptoms and are unaware of the abnormal heart rhythm. Of those that do, the most common symptom is palpitations, an uncomfortable awareness of the rapid and irregular heartbeat where it feels like the heart gyros have toppled and it is about to leap out!! Other symptoms, which are caused by the diminished delivery of blood to the body include:

- dizziness,
- fainting,
- weakness,
- fatigue,
- shortness of breath, and
- angina (chest pain due to reduced blood flow to the heart muscles).

There are a few side effects to AT, one of which is premature death, something that should normally be avoided. If the heart is unable to pump an adequate amount of blood to the body, the body begins to compensate by retaining fluid which can lead to a condition called heart failure. Definitely not nice!. It can also cause blood inside the heart to stagnate and form blood clots. Sometimes, these blood clots dislodge, pass through the heart and lodge in the brain, lungs, and other parts of the body. This process is called embolization and if and when a clot forms in the brain it can cause a stroke – also not nice!!

So what do you do??

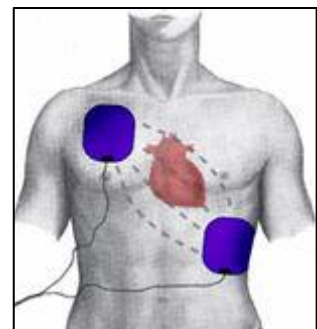
The first thing your doctor would normally do is bung you on Warfarin which is a medication that keeps your blood at an acceptable viscosity. They call this an INR (which is short for International Normalized Ratio) and they try and keep it at around 2.5. They do this by taking a blood test, [analysing the blood](#), then altering the Warfarin dose until they get the INR somewhere between 2 and 3. A normal person's INR is between 1 and 1.5, so the higher the number the thinner the blood.

Chronic sustained atrial fibrillation can sometimes be treated quite successfully with medications (chemical cardioversion) or by electrical shocks (electrical cardioversion). If the chemical cardioversion doesn't work they will try the electrical version but usually these will be unsuccessful in the long run unless the patient has or is:

- Younger than 65 years of age
- Had atrial fibrillation for a short time (less than 12 months)
- Normal-sized atria and ventricles
- Having their first episode of atrial fibrillation.

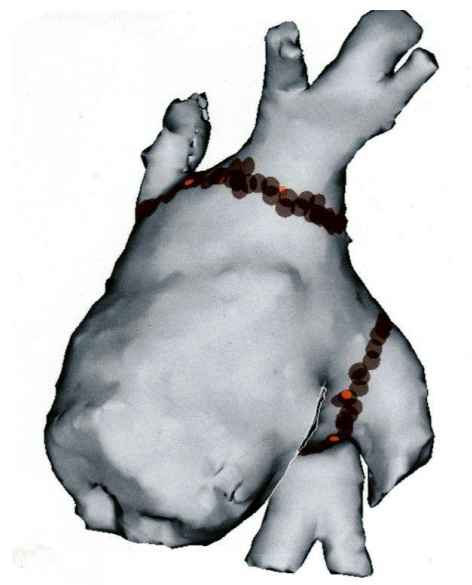
I've had AT for some years and unfortunately, neither cardioversion worked with me. I've had seventeen million blood tests, been on tablets for yonks and have had 4 electrical reboots – they all worked for a short period but then the gyros topple, the mounts sheer off and the heart starts doing the hootsie tootsie all over again.

If you've never had a hospital reboot, it's not like you see in the movies. For starters you're out cold under a general anaesthetic and don't feel a thing. There are no round hamburger type pads and doctors yelling "Clear" and patients bouncing 2 foot vertically off the bed, it's quite civilised really. In pre-op you're shaved on the chest, on the right side and on the back on the left side, then you're trolleyed down to the theatre where they stick 4 inch square flat patches onto your shaved skin, they store these patches somewhere down near the south pole, then it's good night Irene and you wake up in recovery feeling like you could take on Deke in a 26 miler.



But as these procedures didn't last, they decided to give me the works – a [Cardiac Ablation](#). This is a procedure where they once again shave you in pre-op, but this time they get the most gorgeous nurse they can find and she gets you to strip naked, to lay on your back on the bed and it's out with the little old electric razor and into the hairs around your precious bits – you might say, just a bit embarrassing. Then it's down to the theatre with just a sheet between you and all you're worth and onto the big table. While you're being hooked up to all sorts of things, you still have the sheet hiding all your bits but you know as soon as the lights go out, off will come the sheet and you'll be on display for all concerned and you just hope they don't all point and roll around the floor laughing.....double embarrassing.

A Cardiac Ablation is a procedure where they make two incisions, one in each leg, right in the groin area, and they poke a scope iron up one side until it reaches your heart and up the other goes a flood lamp and a TV camera so they can see what they are doing. They then find where the nasty trigger pulses are coming from and hit that area with the scope and burn the tissue which leaves a scab and acts just like an insulator, stopping the electrical discharges. The pic at right is what they did to me with the black dots being the insulators (the burnt bits).



If you like that sort of stuff you can see a YouTube video on the procedure [HERE](#).

The procedure can take up to 4 hours and being away with the fairies you have no idea how long it takes. You eventually come to in recovery, plugged into all sorts of gadgets and with nurses popping in and out every few minutes checking on you and as time passes realisation slowly returns.



After a sleep-over, in which time they take buckets of your blood, do two or three ECG tests, check your blood pressure many many times, you are declared a fit and proper person suitable to join other mortals and you're allowed home.

This is where they really get you, the stitches are very small and of course the person they get to take them out is a pretty young nurse who has to get down real close to see what she's doing. You find a spot on the ceiling and focus on it as hard as you can and try and think of the last time you got bogged, or fell off the bike - anything apart from what's going on in your nether region.

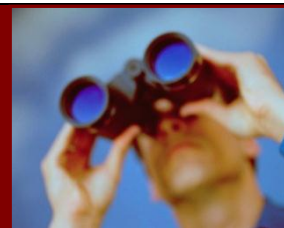
I had my Ablation on the 24th September at Greenslopes Hospital in Brisbane and must say that the service, care and consideration I received from all concerned could not be beaten, a big big thank you to all concerned.

Now, let's hope it works!!!!

After Nigeria was eliminated from the World Cup, the Nigerian goalkeeper personally offered to refund all the expenses of fans who had travelled to the games.

He said he just needs their bank details and PIN Numbers to complete the transaction.

Where are they now?



Ray Leape.

Neil Mactaggart would like to get in touch with Ray Leape. (right). Neil says, "Ray was on 54 Telegs and was a close friend of mine at 3 Telu and in HK. I would be very interested to hear any news of Ray as unfortunately no one seems to know what happened to him post-RAAF."



Dave Eaton and Tony Jenkinson.

Philip Godwin writes, "Hi, I joined the RAAF in 1972 . I travelled from London to basic training at RAAF Edinburgh, course 1203, then to Laverton for the Radio course starting in April 72. I signed up for the Air radio course, and was then posted to the Flying training school at Pearce. There were two guys I remember at Laverton, Dave Eaton who did the Telegs course, and Tony Jenkinson, who was also at Pearce. I would be interested in any information about course members around that time. If you can help, please get in touch with us and we'll pass on the info to Philip."

Funk.

Col Giles got in touch, he says: "Hi all, the local historical society here in Sorrento is looking at the Sandakan Death March and the role played by a Philippine national in support of the Australians His name was Funk. His son, Frank, was a cadet at Frognall when I arrived on 11 Course in 1965. Frank was on 9 or 10 Course and the Historicals would like to make contact with him as a way of connecting with his father. Frank is not listed in the Frognall section of "From The Ground Up" but I know that he was commissioned and, I think, his first posting was to Amberley." If you can help in anyway, let us know and we'll pass on the info to Vol.

Noel Browning, Rhode Wolfgang, Brian Richardson, Ron Shannon, Dick Turpin, Ed Zdzarski.

Geoffrey Schmidt, who is on the 75 Sqn FC Re-Union Committee got in touch, he writes, "G'Day Trevor, I have complimented you before on the excellent Radschool Magazine, well

done. Although I am not a Rad chappie, you may recall in Issue 31 there was a photo of me with the AEMF team at 2(F)OCU Willitown, including Radtechs Blue Gilmore, Lance Warren, plus...were in the photo.



I was a part of the Operation "Fast Caravan" (FC) – 75 Sqn Mirage Deployment from Williamtown to Butterworth in May'67, to replace 3 Sqn Sabres. We have a Re-Union coming up in May 2013 in Newcastle , near RAAF Base Williamtown and we are keen to locate a few Radtechs on that deployment whom we have lost track of. They are:

Noel Browning,
Rhode Wolfgang
Brian Richardson
Ron Shannon
Dick Turpin
Ed Zdzarski

I would appreciate it if you can put me in touch with any of them, or someone who may know how to find them? Perhaps a notice can be put in the next issue of your Radschool Magazine?

FYI, some of our other FC Radtech's were Snow Bell, Bob Mead, Pancho Merson, Stix Chambers, Bob Matters, Phil Holden, Peter Chappelow, Max McKay, Graham Morris, Barry Aspinall, Bob Saxton, and Wal King.

Once again, if you can help, please let us know and we'll pass on the info to Geoff.

Dave Weeks

Eddy Pfeifer who served with 2SQN when the Squadron returned to Amberley in 1971 wants to contact Dave Weeks (LAC RADTECHA) who served with 2SQN at Phan Rang from 26NOV70 to 24JUN71 (Dave probably returned to Amberley with the Squadron). If you can help please get in touch with us and we'll pass on the info to Eddy

Alistair Scott Oswell

Bruce Pawley who is Chairman of City of Bankstown RSL, has been handed a set of war medals belonging to Alistair Scott Oswell A314726 who served with 2SQN at Phan Rang as a CPL CLKE from 22FEB68 to 19FEB69. Anyone who can help should contact Bruce Pawley via email [HERE](#).

RAAF Intelligence Officers.

David Glerean, who is a serving Wng Cdr, got in touch with us, he says: "Hi, September next year will be the 50th anniversary of the Intelligence category in the RAAF and it is intended that a function will be held in Canberra to celebrate this occasion by retired members. In pursuit of this goal I am creating a list of all the past Intelligence Officers in the RAAF and attempting to locate what has become of them. As you will appreciate, not an easy task. To support the celebration I am also trying to trace the history of Intelligence in the RAAF since 1921. This is very embryonic at the moment.

In the search for old members I have had some success using the old boys network but this has been limited to personnel who have kept in touch with old work mates. I also contacted DVA who said they could not pass any information to me and did not have the resources to reach out to these members.

I was wondering if your organisation has any members who were ex INTELOs or in contact with ex-INTELOs".

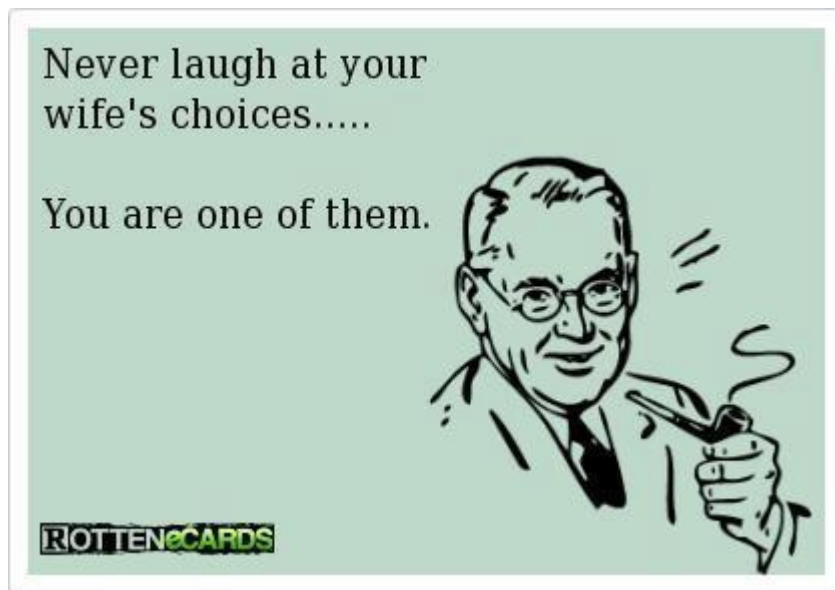
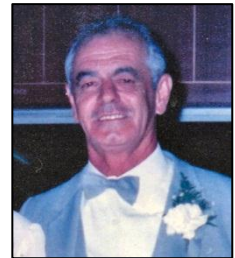
Once again, if you can help, you know the drill.

Richard Pick and Jenny Finn.

Malvene Dicker would like to get in touch with Richard Pick and Jenny Finn – can anyone help?
If so, you know the drill!

Bill Coyer

We're looking for Bill Coyer, Bill was a Cpl Radtech at 38Sqn in 1967-69 and last we heard was living in Darwin, if you know where Bill is please let us know.



Your say!



Robert Crawford

Robert Crawford writes, he says, "Anthony Element's comments on joining the RAAF ([in Vol40](#)) brought back all the memories of 1981-82, when I joined as an Apprentice on 17 Radio Course. My wife wondered why I burst out laughing so loud, when I read about the card game "Hunt the.." (well, you know what I mean). I spent many lunch times playing that game with about a dozen other instructors out the back of the F111 training building in Amberley.

Peter Holmes

Peter Holmes sent us [THIS](#), he thought it was pretty special – so do we!!

Bill Kelly.

Just letting you know that my new email address. Enjoy your mag very much, haven't been to radschool since 1957, and keep an eye out for old photos when they pop up. Still remember the wood chopping machine for wood to keep the boilers and other fires going. The night patrol guard was required to check on a regular basis so the camp would have hot water in the mornings. I managed to fail this task one cold winters night and the fires went out....bad news next morning with no hot water. Anyhow the WOD ensured it wouldn't happen again by giving me plenty of practice at looking after it on night picket duty. Best regards.. Bill Kelly

File Fragmentation,

Sam had a story about file fragmentation in our [last issue](#). A few blokes saw that and decided to comment, **Dick Tracy** says I always explain fragmentation as like throwing mud against a wall – there are bits going all over the place and it takes a long time to gather up all these little bits. He also says that Auslogics Defrag software is the best he's seen, if you want to try it, you can get a copy [HERE](#).

The other day I had a huge argument with my wife, then later, after thinking about it, I wrote out a lengthy apology - but I couldn't get her to sign it.

Keith Russell.

Keith saw the photo of the unknown piece of equipment we had in [Vol 40](#). He says: "Might be able to throw a little light on a couple of the questions in the current magazine. The piece of equipment in question looks very like the equipment we used back in the early 60s to check the setting on the contacts on the early teleprinter equipment. From memory there were two pieces of equipment, a transmitter where we would transmit a signal of known distortion into a Model 14 receiver to confirm the equipment was operating at its optimum setting; and a second bit of equipment, a receiver, where the contact setting on the Teleprinter transmitter equipment was checked to ensure the setting was optimum.



The first RAAF female sent overseas ([Vol 40, Page 5](#)) was certainly not in 1985. Sgt Cheryl ??? a SIGSOP was posted to RAAFSUHK before 1985.

Fred Griffiths.

Hello All, I was certainly surprised to see [Vol 40](#) of the newsletter in my in-box the other day. It had been some time since I had been on line to the RAAF school magazine site, and thought no more about it. Mind you, it has been so long, and I have been so out of touch with my past RAAF life, that I do not recognize most of the content now.

I do have a comment on an article, page 3 - the "what is it" story. I believe there is a typo in the accompanying text, that reads "PNG". It led me to think of Papua New Guinea (where I also lived for a time), but on looking at the photo I see it says "PMG". This I assume would be Post Master Generals department, in the days before Australia Post. This may help someone else clue in to the use of that piece of kit. cheers, Fred Griffiths, Calgary, Canada

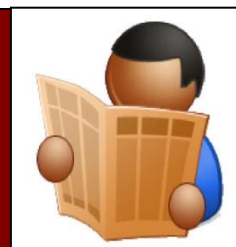
I failed a Health and Safety course at the Senior Centre today.
One of the questions was: "In the event of a fire, what steps would you take?"
"Bloody big ones" was apparently the wrong answer.

The 5 symptoms of laziness:

- 1.

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News and Reunions!



Howard Houliston.

Howard Houliston was in the Gong Ride on the first Sunday in November. The Gong Ride is a bike ride from Sydney down the hill to Wollongong to raise funds for MS (Multiple Sclerosis) - if you can contribute to a good cause (it's not too late) here's my fundraising link: <http://register.gongride.org.au/2012-Sydney-to-Gong-Bike-Ride/HowardHouliston>

Please help this worthy cause!!

Bob McInnes.

Bon McInnes, the bloke who led the charge to get helicopter [A2-1022](#) stuffed and mounted at the Caloundra RSL recently got in touch. His committee is trying to record the whole event and produce a YouTube clip – but they need a hand.

If you know how to do it and you have a bit of spare time please let us know and we'll put you in touch with Bob.



Defence Family Fun Day

Howie Campbell wrote, he says, "I am a member of the Central Coast Pension and Welfare Officers Network, and in May this year, we formed a committee to organize a "Defence Family Fun Day" which was held on the 28th October, 2012. We are very aware that our younger serving and ex-serving men and women, who have served in The Solomons, Iraq, Afghanistan, Timor and other hot spots around the world, are not travelling too well. There is a high rate of Post Traumatic Stress and suicide. We need to be there for these people. They are young and don't want to be called "veterans" and many, on discharge, are not fitting back into the general community. Our Family Fun Day was designed to attract them as well as their families, as they also suffer because of these problems. We had lots of stalls to show them what is available for them in the community, and also activities for children. We also had a "chill out" tent for mums and or dads.

You can download a flyer [HERE](#).

Howie Campbell
Welfare Officer, Radar Branch, and State Councillor ,
RAAF Association NSW Div.

Mike Greyson

This is an informative message to all my Aussie friends.



Your members who had connections with Radio RAAF Butterworth may like to know that a site has been set up on Facebook by Bruce "Bones" Welsh. Anyone caring to reminisce/join/post are welcome....Go to [Facebook.com/raaf radio butterworth](https://www.facebook.com/raaf-radio-butterworth)....see you there.

Everything will turn out alright at the end.
If things are not alright now, then this cannot be the end

This is **my** definition of a good bloke - tb



Helping hand: Ted McEvoy with 10-year-old Huong Nguyen Thi Vo, who is deaf. Picture: Lincoln Baker

Girl's plight inspires Vietnam vet

■ Elle Farcic

Huong Nguyen Thi Vo cannot hear or talk, but the 10-year-old's beaming smile speaks volumes to Vietnam veteran Ted McEvoy.

Mr McEvoy met Huong and her family two years ago in Da Nang, a vibrant city that seemed worlds away from the Vietnam he knew 43 years ago.

Three weeks after his wedding at age 23, Mr McEvoy, now 69, was sent to Vietnam to fight in a war he believes Australia never should have been involved in. Memories of the war remained strong and four

years ago he decided it was time to give something back to the people he had seen suffer from the conflict.

Mr McEvoy began teaching English at Vietnamese schools and so met Huong, a young deaf girl whose life he has changed for ever.

"When I first met her she was bubbly and happy and she was dancing for me even though she can't hear music," he said.

"She was so engaging, so I thought, bugger it — I will see what I can do for her."

Each month he sends her family \$100 to keep her in a school for deaf children.

On Sunday he went a step further and flew Huong and her mother to Perth for hearing tests, which were done free by the Ear Science Institute of Australia.

Unfortunately the tests revealed Huong, who has been deaf since birth, would not benefit from a cochlear implant.

Mr McEvoy said though the news was not as good as they had hoped, she was still a happy and healthy little girl.

"All of the kids use sign language at her school in Da Nang, so she is with peers and she is a very happy and inquisitive kid," he said.

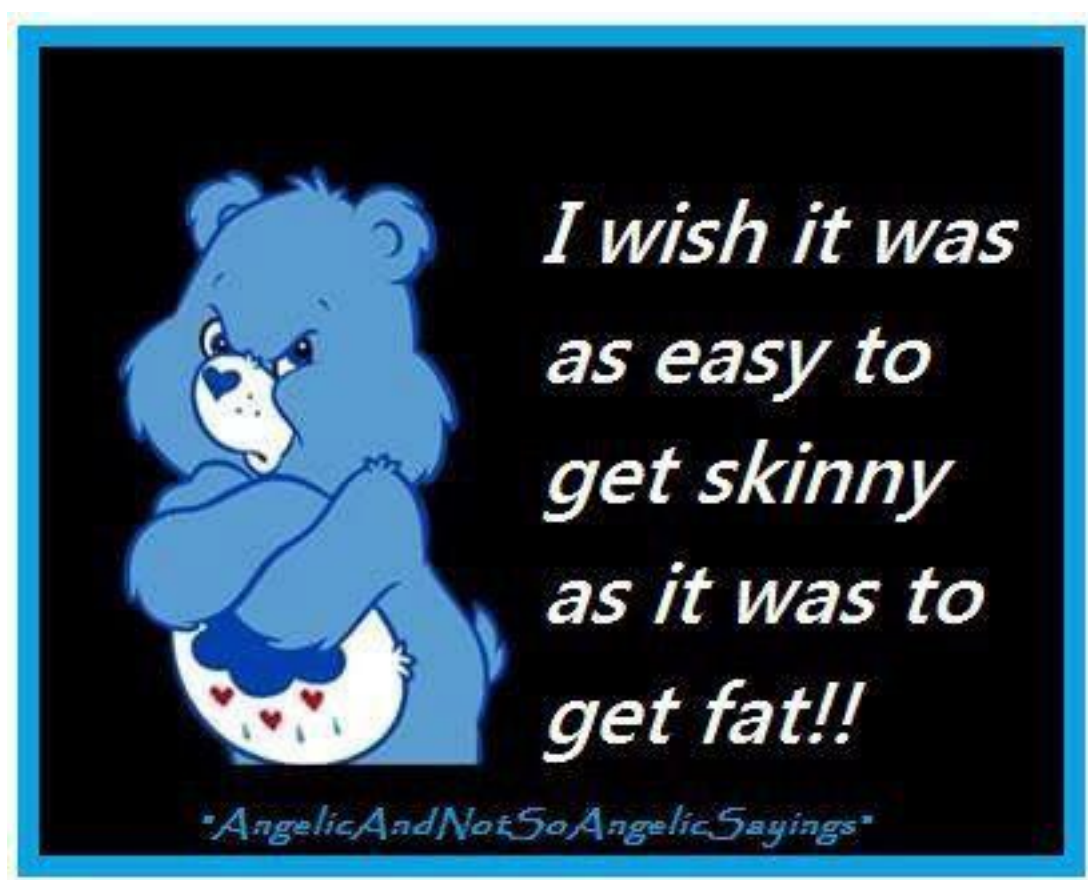
Mick Owens

Recently the Australian Communications and Media Authority announced the conclusion of its review of marine radio certificates of proficiency for recreational boaters. The outcomes from the review are:

That the ACMA will:

- co-ordinate the development and implementation of the Australian Waters Qualification (AWQ), which will become the new mandatory qualification for recreational boaters using VHF marine radio channels within Australian territorial waters. It is anticipated the AWQ arrangement will begin during 2013-14.
- align its remaining marine radio certificate of proficiency framework with the Maritime Training Package administered by the Transport and Logistics Industry Skills Council (TLISC) in the longer.

For more information on the review outcomes please see the [Media Release](#).



John Sambrooks**MEETING WITH LINDA & ADRIAN WOODS
LACE PRODUCTIONS**

Linda is looking to interview anyone who has had a connection with the Caribou for a story that will be shown on TV about Anzac Day next year. The story will also be distributed World-wide. It is not just about the Caribou in Vietnam, Linda wants to hear about other places where the Caribou operated i.e. P.N.G., Borneo, United Nations etc., flood relief, medi-vac. In other words, all and any operations in which the Caribou was involved. She is looking for the aircrew of the Caribou that flew the “Survivors” cast to Alice Springs.



If you would like to be involved, you can contact Linda here linda@laceproductions.com.au or Mobile 0411 884 559.

Avalon Air Show.

Avalon is gearing up for another monstrous Air Show (Feb next year) and if you haven't been to one, you should have it on the top of your bucket list – it is something not to be missed.



The Australian International Airshow and Aerospace and Defence Exposition (to give its full name) is an event unlike any other in the Australasian region. It is the result of many years of passion and enthusiasm by a dedicated group of aviation enthusiasts.

It has grown from a country airshow at Schofields in outer Western Sydney in 1976, to what is now a biennial event with an enviable reputation on the world airshow calendar. It comprises two separate, but concurrent major international events which are staged at Avalon Airport near Geelong in Victoria.

The Australian International Airshow, is a three day, action packed public event, with public flying displays and an amazing array of static aircraft to view up close.

The Australian International Aerospace and Defence Exposition is a major trade event for Australia's aviation, aerospace and defence industries, with some 600 participating exhibitor companies showcasing their products, services and technologies to a national and international audience.

Together these events are one of the most exciting attractions on the Australian tourism events calendar. Airshow 2013 will be the eleventh in the series of events staged at Avalon Airport. General Admission Tickets will be on sale soon, details are as follows:

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Adult (15 years and over) \$60

Child (5-14 years) \$30

Concession (Pensioner, HCC, Student Card Only) \$50

Family (2 adults & 4 children) \$120

Children under 5 Free

On the public days (1-3 March) a car parking fee of \$10 per car per day applies and is payable at the gate upon entry. A group discount of 10% is available for advance bookings of 10 or more of the same ticket type for any one day.

Tickets will be available through Ticketmaster shortly. If you would like to register your interest in purchasing General Admission tickets for AIRSHOW 2013 or would like to be notified once tickets are available, please email your details to airshow@amda.com.au



If you would rather see the show a little more comfortably, you can always buy a Gold Pass, see details [HERE](#).

BUT!!!! There is another way to see the Air Show and that is as a Volunteer. If you have an interest in aircraft, and if you can spare a few days, then, not only will you get to see the exciting show for free, you will also meet new people, all with similar interests to yourself and also have a lot of fun along the way.



As a Volunteer you will receive the following benefits.

- Airshow Family Pass.
- Free access to Airshow campsite (if required).
- Free car parking in designated personnel car park.
- Meals provided as per roster.
- Uniform Provided.
- Post Event Recognition, and best of all,
- Post Event Party.

Garry Jarvis, who is an ex RAAF apprentice (Arab), manages the Aircraft Ground Operations area (tarmac) at the Airshow and he is always on the lookout for ex RAAF Techo's with tarmac awareness who would like the occasional fix of being around aircraft. Garry says there are many ex RAAF "grey nomads" who use the Airshow as part of their holidays and treat it as a reunion. All comment on the memories of the smell of burnt AVTUR, the scream of jets and the rumbling of radials that come flooding back.

At the 2011 Airshow the "Tarmacers" handled over 1,400 aircraft movements from 600 different visiting aircraft.

There are plenty of different jobs going. No matter what your background – there's sure to be a great job just for you. If you would like to know more about volunteering, click [HERE](#). That will take you to the registration page which has a description of each job.

Ex-WRAAF reunion.

Rosalyn Curran would like all ex-WRAAF's to make an entry in their diaries to remind them that the next WRAAF reunion will be held in Perth WA on the 11, 12 and 13 October next year (2013). It's still a way off but the organisers would like to get some idea of how many girls are interested in attending. If you are thinking about it (in a positive way) please email your details, ie name, address, email, phone, maiden name, recruit course number (if you can remember it) to wraaf2013@hotmail.com This of course is not binding, it just gives the organisers some idea on what to plan.



The reunion will be held at the [Rydges Hotel](#) in Perth.

RAAF Ex-Apprentice/JEAT Reunion.

Dick Tracey advises that the next Appy reunion will be held in Wagga on the 24th, 25th and 26th April next year. Click [HERE](#) to download the flier.