





RAAF Radschool Association Magazine

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	<p>Sadly in the few months since our last issue, we have once again lost some very good mates.</p> <p>See Page 2</p>	<p>Our lovely Page 3 girl is Julie Stewart.</p> <p>See Page 3</p>	
	<p>Drop box is a very handy tool, are touch screens here to stay and how do you add text to a pic. Sam tells all!</p> <p>See Page 4</p>	<p>We've got lots of pics from Laverton, Japan, Canberra, Sale, Pearce, Ballarat and other places.</p> <p>See Page 5</p>	 <p style="text-align: center;">/</p>

	<p>Ted has the latest pension rates, a story on the Huey and puts to bed a bunch of Vietnam myths.</p> <p>See Page 6</p>	<p>Clarrie Stjernqvist tell us about his exciting and very satisfying career in the RAAF</p> <p>See Page 7</p>	
	<p>Bonnington's Irish Moss has been with us for quite a while, but where did it come from??</p> <p>See Page 8</p>	<p>Is religion the main cause of all wars? Allan George doesn't think so!</p> <p>See Page 9</p>	
	<p>School cadets were a lot of fun – weren't they??</p> <p>See Page 10</p>	<p>Shingles is a nasty viral condition and is on the increase in Australia.</p> <p>See Page 11</p>	
	<p>There has been a lot written about the Joint Strike Fighter (F35), what's the truth??</p> <p>See Page 12</p>	<p>Now, about this global warming thing</p> <p>See Page 13</p>	
	<p>The WRAAFs held their bi-annual reunion in Perth in October.</p> <p>See page 14 & 15</p>	<p>If you haven't been to Pearce for a while, you wouldn't know the place, there have been quite a few changes.</p> <p>See page 16</p>	
	<p>A few blokes haven't been as well as they could be.</p> <p>See Page 17</p>	<p>We've found two blokes who we've been looking for for some years.</p> <p>Page 18</p>	

	<p>This is where you have your say</p> <p>Page 19</p>	<p>Here's the news, all the news, the whole news and nothing but the news.</p> <p>See Page 20</p>	
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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.

Virus.

Recently our web site was hacked and whoever did the hacking left a nasty little surprise for whoever logged on. We weren't aware of it for a while as once the mag is finished and loaded we don't go there much but we soon got emails telling us of the problem. We contacted our ISP and together we've fixed it – the site is now safe, though the Trojan wasn't a real nasty, just a pain in the whatname. We had to delete the whole site then reload it all again but this time we'll both keep a close eye on it so it doesn't happen again.

Seems it's a common thing, though what jollies people who do this get from doing it beats me. Surely there's no monetary gain from dumping viruses/trojans onto someone's web site, or if there is, I can't see it. If you've got the smarts to be able to do it surely you could do something worthwhile and make some money. Couldn't you??

We were given an address which has a program that will check a web site before you log onto it, and if there is virus/trojan on the site it will tell you. And it's FREE!

The site is <http://sitecheck.sucuri.net/scanner/>

Just log on, then type in the web address you want to check and it will do it for you – all FREE.

We've also been in touch with the company that hosts our site and for an fee they will not monitor our site and guarantee to keep it clean. Each week they send us the following:

Your website is currently being monitored daily and we can confirm in the past seven days we have identified NO issues with your site.

Your current Website Security service includes automatic remediation and removal of identified issues if they occur. If we find a problem, we will let you know and clean it up.

So, you can now log on in the knowledge that your computer will not be affected.

If you have any issue with your account or would like to know more about Website Hardening, a once-off patch of your website to remove any identified vulnerabilities, please contact us

Course Photos

We intend to eventually have copies of as many RAAF courses (with names) as it is possible to obtain. When finished you will be able to search by course name and/or personal name and if your course is there, get a copy. Availability is the big problem, some photos are easy to get others we have to travel to copy but over the coming months we intend to do so. If you have copies of any WRAAF course please send them to us. You can check what we have by going to the www.Radschool.org.au site then click "Course Photos". If you see any errors let us know or if we're missing any names and you can provide them - please do.

Over time the list we've started will be expanded, we hope to be able to include courses that were held at Wagga, Frogers, Pt Cook, Sale etc.

Donations.

Our ccsts 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.

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

Vivian Norrish

Keith Beardsmore, who was on 5 Radio Apprentice Course at Frognall, wrote, he said, :Re your membership list as at 7th September 2013, the Australian Capital Territory page, I have a good listing of Apprentice courses 1-6 and wish to inform you that Vivian H. Norrish died on the 16th January 2011

John William Cooper

John Cooper passed away peacefully on 26 September, 2013. Treasured and Devoted Husband of Dawn, loved Father and Father-in-law to Patrick and Louise, Jo and Steve and Jen. Grandfather and Great-grandfather. A Service to Celebrate John's Life, was held on Thursday, 3 October, 2013, at Great Southern Memorial Gardens, Carbrook, (Qld) at 1.00 p. m. Heart felt thanks to Judy and Malcolm from RDNS Homecare.

Ray White

Petre Strickland advised "It is with regret that I have to announce the death of Ray White, Ex 3Telu Telegraphist, who died whilst on a cruise ship in Lombok. Ray was usually known as 'Jess' White and not to be confused with his brother, 'Hoppy". It appears that Ray fell head first down a flight of stairs somewhere on Lombok (or it may have been whilst the ship was docked at Lombok, he was rushed to the local hospital with severe head wounds, but he did not last and I was notified by Kevin Anthes of his death a few hours ago Perth time.

A small pic of Ray White is attached taken whilst he was on Course at Radscl Laverton on 61 telegs course.



Brian Eaton

Joan Eaton, the wife of Brian Eaton, has informed us that her Husband, passed away on the 30 April 2013 (Less We Forget). Unfortunately we have no further details,

Phil Winsor.

Dick Tracey advises that Phil 'Nookie' Winsor died on the 5th August. Phil was a framie from 13th Intake (Oysters) and eventually lost his life after a long battle with cancer. Another Pearl is lost.

Paul Gale.

Peter Spence regretfully advised that Paul Gale, ex Sigsop, passed away suddenly on Friday 23 Aug 2013. Unfortunately no further details are available.

Peter Asker

John “Sambo” Sambrooks advised us that Peter Asker (Framie) also known as “keg man” passed away on the afternoon of 12th October 2013 at the Central Gippsland hospital, Sale. Unfortunately there are no further details. We were in 35Sqn in Vung Tau (1969/70) with Peter and remembering him telling us his family had just got the franchise to sell Subaru cars...Subaru, who had ever heard of Subaru back in 1969, we all thought he was mad,,,,,he sure proved us wrong.

**Bill Roddick.**

We heard from Anne Roddick, who says: I, would like to say hello to anyone who remembers my husband, w/o Bill Roddick. Bill passed in June 2011 after 12 years in the British RAF where he completed his National Service including hard times in the Middle East, then joining the Australian Air Force in the early 70's to retirement. I am writing a small journal of his service life, and how he met and married a WRAF girl and shared 50 happy years. Any short stories or anecdotes of Bill would be greatly received, and appreciated by his 10 grandchildren and 5 great grand children Thankyou in appreciation War Widow Anne Roddick

If you knew Bill and can help Anne, you can contact her here.
FAIRISLE@OPTUSNET.COM.AU

Page 3 Girl



Julie Brown grew up in Fairfield, Melbourne, Victoria, and completed year 11 at Thornbury High, School, Melbourne. She left school at the tender age of 16 to work as a Junior Secretary

at Collingwood Technical College in Melbourne. She had always wanted to join the RAAF since year 8, and that she did. She went through the recruitment process at 17 and was accepted, much to her surprise. She said, "I really didn't think I would get through the process to join the RAAF, but if it wasn't for my Mother's encouragement and enthusiasm about becoming an independent female in her own right, I might have thought differently and taken a different path on my life's journey. Even though I went through the process at 17, I had to wait until I was 18 with my parent's permission."

Julie joined the WRAAF in 1974 as a [Trinop](#). She went off to 'Rookies' ([Course 224](#)) at RAAF Edinburgh for her induction into the RAAF, as many of our folkettes have experienced. She has very fond memories of her first introduction to service life. Julie said, "It was a great adventure! Really, the discipline was a piece of cake, I came from a home where discipline was discipline, and nothing else. I am the eldest of five kids, Mum was always having a baby, they were popping out of the woodwork, so being the eldest, you had so much more responsibility than most at such a young age. Rookies was a walk in the park, and the mischief with a bunch of recruits was a new adventure. I remember one night we were all spit polishing our shoes, and someone yells out 'streaker'...OMG! What did I know about a 'streaker'. Well I soon found out. All heads peering out of our dormitory rooms, and there was a flash of skin that ran past my dorm room and it was a male's bare bum! Unfortunately, I didn't see the front part of the flashing piece of skin! My first introduction to rookies and the male anatomy!"



After rookies, Julie went to Radschool, Laverton to complete her Tripnop course, which was phasing out to become 'Comsop'. She did both. "I made more wonderful friends, the pay night dances at Pt, Cook and Laverton, and some fine instructors, to name a few, Ian Armstrong, Kevin Shand, and "Hoppy" White. There was always mischief in the air at Radschool. Lots of shenanigans and plotting to party, rather than study says Julie. "It was just a whole new life and adventure to me. I'd never had so much freedom and to be able to make a decision was a privilege, as I had come from a very strict upbringing, but nevertheless, I learnt my lessons, and only had to learn them once and abide by my accountabilities, which became my foremost advantage with my RAAF training. Again more friends made in my trail in the RAAF, to name a fond few, Wayne Harry, Pam Warren, and Patricia Bell."

After her course at Radschool, Julie was posted to RAAF Base Frognall where she said she was privileged to work with Sally Maloney. She fondly remembers going out with the guys and gals at Frognall to 'Silvers' in Camberwell, Victoria. "Great disco nights at Silvers and then off to the local pub to see Skyhooks play...we just danced all night, good old Shirley Straughan and Red Symonds of all people, who were on Hey Hey it's Saturday, and now Red is the early morning host on ABC 774 shift."



Julie was then posted to 27 Support Command, Victoria Barracks, Melbourne. "I met some great people on that posting, and they were wonderful mentors, to name a few, who were very good to me, and most memorable were Alan Moorecroft (Mordy) Sharon and Roy Sharp, Alyn Hawkes and CPL Bill Allen. Bill Allen had an amazing sense of humour and was always kidding the girls how cold it was in the Comcentre...hmmm the mind boggles at that one! Pay night dances at Point Cook and Laverton were fantastic. Yes, I remember jiving away with Hawkeye (Alywn Hawkes) to 'You ain't seen nothing yet (Bachman Turner Overdrive)...the place just rocked!' Those were certainly the days of wonderful comaraderie, mateship, digger, buddy, mateship stuff, that I miss so much in 'civvy' street, and always have, but hopefully will be back in that environment soon."



In her term in the RAAF as a WRAAF, she says, "They were the best days of my life. I learnt so much, made such great friends, which I still have today, and has put in me good stead on life's journey for the tough and the rough."

She gave up her career for her husband and became Mrs Peters, as he was posted to RAAF Base Pearce. She worked for Ansett Airlines, Perth, as the Communications Centre Manager and a Ground Hostess, which in these days was called a 'Ticketing Assistant', the person you saw when you arrived at the airport, checked in and flew away. Julie said, "That was a great job, and at the tender age of 20, a great responsibility, but once you have been in the RAAF you can do anything! Thrown in, sink or swim! I got to manage the VIP room where special guests who had just landed were waiting for their pick up car. It was more of an entertaining specialist area. Some special guests I looked after were Dr. Hook, Fleetwood Mac, Little River Band and ACDC, those were the days. Dr. Hook was the most charming man, he commented and said 'Ma'am, what's a pretty young thing like you doing in a place like this, with those legs, you should be on the stage!' I rest my case, my nickname is still legs!"

Expecting that posting to be an 'A' grade posting for two years, after a 12 month stint, Julie and her husband were posted to RAAF Base Butterworth, Malaysia for three years. Julie said, "Malaysia was an amazing education. It introduced me to cultures crossing borders, gave me many opportunities to meet more wonderful people and make friends for life. I had the privilege to be a member of the RAAF Women's Australian Volleyball team. It was hard at times, as one does get home sick, especially when you have your first new born far away from home. But you are not alone, when in a RAAF community and there were so many other 'first mums' in the same boat. It was a great time and experience." After that tour of duty, their posting back home was to RAAF Base Laverton.



Julie found herself back in 'civvy street' and has been in the employ of many industries, businesses and educational institutions ranging encompassing her skills in administration, special education teacher, project manager, branch manager, journalist, and a training and assessor. She has re-educated herself as an off-campus student while raising her family and graduated with a Bachelor of Arts Degree, Grad Dip in Special Education, as well as a Diploma

in Management, Advanced Diploma in Management, Certificate IV in Training and Education, and continuing on with her Masters' Degree in Professional Writing.

Julie now lives in Geelong.



23 RMTA



Unfortunately we don't have any names, if you can help please do!

33 Appy.

Wayne Fowler sent us this.
Sorry, no first names!



Back Row L-R: Allen, Quinn, Williams, McCann, Corbett, Burr, Schulz, Harrison, Proctor, Hicks.

Middle Row L-R: Petrick, Piggott, Maxwell, Wheatland, Packer, Dunn, Bloomfield, Dietzel, Barbrer, Perry.

Front Row L-R: Hutter, Bastion, Reinke, Brennan, Smyth, Reale, Pedler, Allen, Fowler.



We don't know where this came from, obviously a bunch of blokes "taking the Mickey."

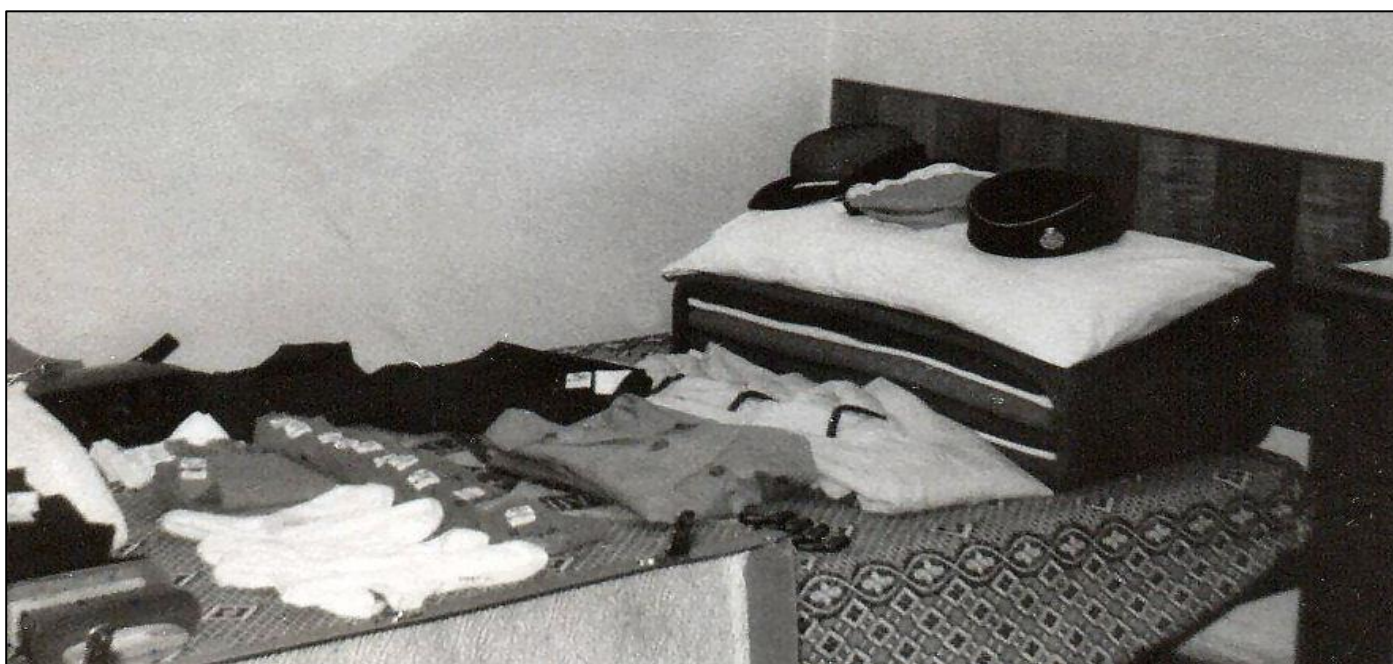
If anyone knows, please let us know.



Wendy Trigg (left) sent us some pics which were taken more years ago than most of us would like to admit.

Wendy is a Sydney girl, she joined the WRAAF in 1965 and stayed until 1968. After Rookies ([Course 154](#)) she trained as a Clerk E and was posted to 2AD at Richmond, then it was off to Amberley for a while than back to Richmond where she worked at Base Sqn Radio.

Below, Monday morning full kit inspection. This was a familiar exercise while on Rookies, though we still can't think of a sensible reason why it was done.





Jean Darcey and Wendy,
taking it easy at Amberley.

WRAAF Quarters, Amberley.



'Old' is when an 'all nighter' means not getting up to use the toilet.

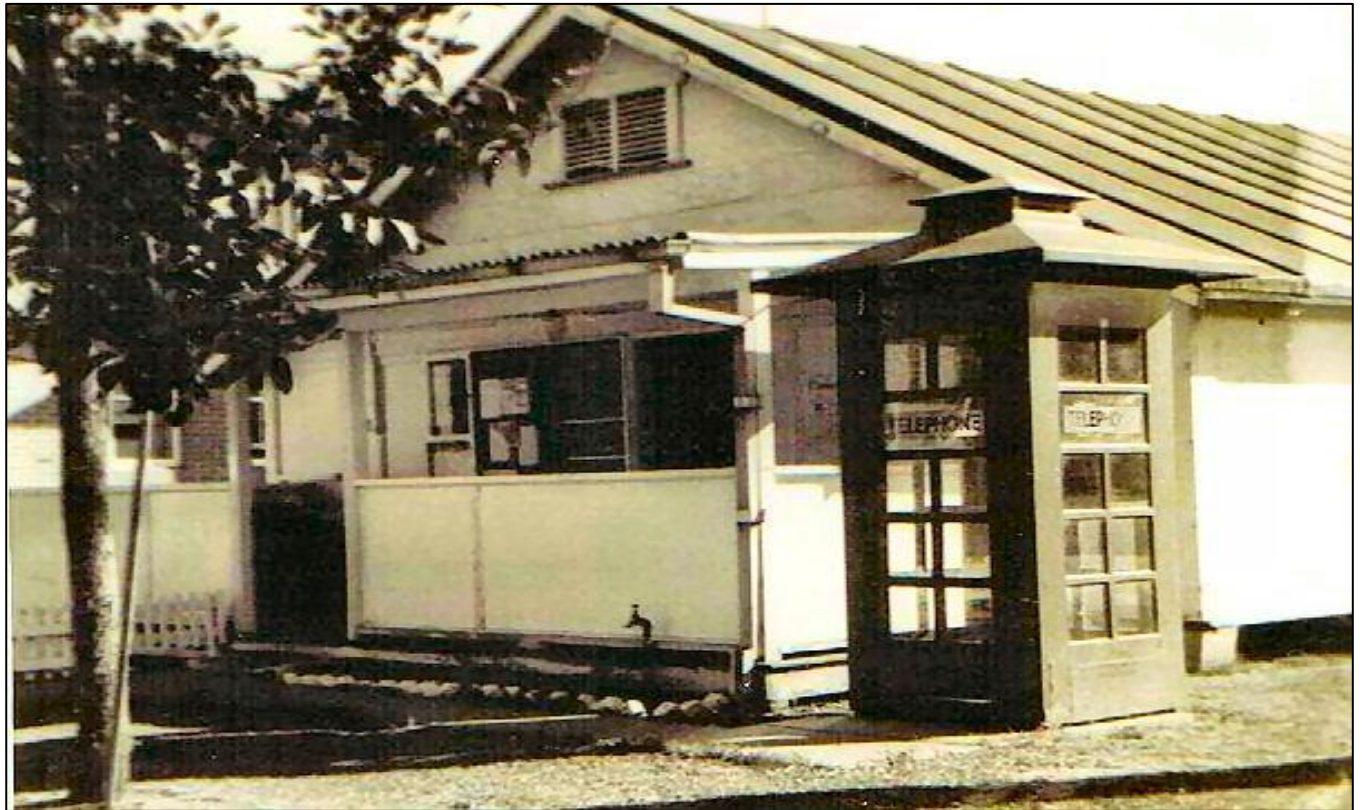


Desley Merrin and Wendy at the WRAAF quarters at Amberley.

Below: The WRAAF's rec room, Amberley.



Below: WRAAF Rec room, Richmond.



Under the bridge at Richmond, where it crosses the Hawkesbury River, was a 'favourite' spot for an afternoon or evening bar-b-q and a few quiet Flag ales.

Maureen?? on the left and Clare ?? in the middle. We don't know the girl on the right.



A few Depot Doggies from 2AD also knew about the 'beach' under the bridge. They usually came armed with an esky full of Flag and a pack or two of Rothmans.

Back then (1966) it was practically "compulsory" to smoke whenever one had an ale in the other hand!!

L-R: Kev Trimmer, John Boyne, Ray Zieba.



Audrey Webb, not long after joining, (1961) shown here in her 'new' uniform, which had a mandatory skirt length of 12 inches from the ground.

Thanks goodness they dumped that silly regulation.

'Old' is when 'Getting lucky' means you find your car in the parking lot.

Pt Cook WRAAFs – 1952



Back Row: ACW Lowrie, LACW Sue Fitzpatrick, ACW Payne, ACW Sullivan, ACW Gedye, ACW Wills, LACW McCarthy, LACW Cooper, ACW Linke

Centre Row: LACW Best, ACW McCauley, LACW Tutting, LACW Hall, LACW Wiseman, ACW Gates, ACW Gilbert, ACW Child, LACW Stirling, LACW Gordon

Front Row: LACW Roughana, LACW Brown, LACW Dodd, Cpl Burt, Cpl Bailey, Sec Off Woodbine, Cpl. Wilson, ACW Kelly, ACW Butcher, ACW Letts, ACW Simons, LACW Jetson



Block 100 - WRAAF recruit block, Laverton.

Leslie Pownall



Lesley Perkins (nee Pownall) served from 1970 to 1975 as a Tphoneop. She was posted to a number of bases, including Edinburgh, Laverton, Fairbairn, Darwin and Wagga.



Squashies.

These three girls, who were on Rookies at Edinburgh back in 1969, are shown here about to hit the squash court in their sexy sports uniforms.

I know they won't mind us sharing the photo with you.

L-R: Cheryl Klein, Judy Gaw and Kris Hollis.



Computers and Stuff.

Sam Houliston.

Dropbox

Like a lot of people, I take our tablet when traveling or to meetings when it is not convenient to take a laptop. The tablet is a great little gadget for taking notes, reading and sending emails, taking photos etc but it's not much good for serious office work – or is it?



Microsoft doesn't make an Android or iPad version of Office so you can't use that, but there is an excellent substitute called QuickOffice Pro HD. Files created in QuickOffice can be read and worked on in Microsoft's Office and it works the other way too, MS Office files can be read and worked on in QuickOffice. It's not a free App, it costs \$20, but it's a once-only cost and if you want to be able to use your tablet for serious office work, it's definitely worth it. (You can get or read more about the iPad version [HERE](#) and the Android version [HERE](#).)

However, it doesn't end there! If you've got an iPad and a Windows powered PC, transferring the data from your iPad to your PC can be a bit of a problem as they don't want to talk to each other. Android tablets to a PC is not a problem and iPad to Apple computers is easy too, but mix them up and up go the barriers.

But, there is an easy fix and it's Dropbox which we spoke about back in [Vol 36](#). (You can see a video describing it [HERE](#)). There is still a [FREE](#) version available and once you've loaded it onto both your tablet and computer moving files from one to the other is a breeze.

If you have an Android or an Apple powered smart phone or tablet, you'll find Dropbox has a very useful little tool for handling your photos and/or videos. These days we take photos with our phones or tablets and e-mail them to friends or family or post them on Facebook for all to see.

But the people who made Dropbox have loaded it with a feature that is super handy. Provided you have loaded Dropbox onto your computer as well as your phone/tablet, whenever you take a photo, and provided your phone/tablet and computer are connected to the internet, Dropbox immediately and automatically uploads the pic or video to its servers, then downloads it to a folder on your PC computer.

This is a fantastic little feature, you could be in Spain, taking photos of the Alhambra in Granada and provided you can find a WiFi your photos will flash through the ether and end up on your computer, ready for you when you get home. All automatically.

This is how to make it all happen.

From an Android powered device.

Open Dropbox on the camera, then press the Menu button. Tap Settings and then find and tap **Turn on Camera Upload**. The resulting screen will give you two settings, shown in the pic at right.

The first is **Upload photos and videos using: Wi-Fi only** or **Wi-Fi or data plan**. If you don't want to have to mortgage the house again, select **Wi-Fi only**.

The second option, **Upload existing photos and videos**, will transfer all existing photos and videos to your computer. If you have a lot, it could take quite a while so it could be better to wait until you can connect your phone and computer by cable. Quicker that way.



From an iPhone or iPad to PC.

Setting up Dropbox's photo-exchange system on iPhones and iPads is similar to the procedure for Android. Open the Dropbox app, tap the Settings icon in the lower-right corner of the Dropbox panel (which is on the left side of the screen). Tap Camera Upload, then turn the Camera Upload switch on.

Next, a pop-up dialog box will ask whether you want to Save All or Only New (below). In other words, do you want Dropbox to upload the photos already on your device? If you answer Only New, it will ignore those photos and upload only the pictures you take from now on. As with Android, make your choice and tap Enable.



All that is good, but where do the pics end up on your PC??

Dropbox automatically creates a new sub-directory (folder) called **Camera Uploads** on your C drive. To go there, click the Dropbox icon on your desktop, select Camera Uploads and there they are.

It's important to note that this is a one way sync, photos and videos will only go from your phone/tablet to your computer, not the other way around. If you delete photos from your camera they will also be deleted from your computer but if you delete them from your computer they will not be deleted from your phone.

Some people can look so busy doing nothing that they seem indispensable.

Touch-screen monitors.

Today touch-screen monitors are common place, nearly everyone has one in his or her pocket (smart phones). Computer monitors, which use the touch screen facility, have come down in price and are now starting to pop up more and more and now that Microsoft has released Windows 8 (with 8.1 coming soon) it won't be long before every laptop will have one - but who knows how they work??

There are three basic systems that are used to recognize a person's touch on a screen:

- Resistive
- Capacitive
- Surface acoustic wave.

The **resistive system** consists of a normal glass panel that is covered with a conductive and a resistive metallic layer. These two layers are held apart by spacers and a scratch-resistant layer is placed on top of the whole setup. An electrical current runs through the two layers while the monitor is operational. When a user touches the screen, the two layers make contact in that exact spot. The change in the electrical field is noted and the coordinates of the point of contact are calculated by the computer. Once the coordinates are known, a special driver translates the touch into something that the operating system can understand, much as a computer mouse driver translates a mouse's movements into a click or a drag.

In the **capacitive system**, a layer that stores electrical charge is placed on the glass panel of the monitor. When a user touches the monitor with his or her finger, some of the charge is transferred to the user, so the charge on the capacitive layer decreases. This decrease is measured in circuits located at each corner of the monitor. The computer calculates, from the relative differences in charge at each corner, exactly where the touch event took place and then relays that information to the touch-screen driver software. One advantage that the capacitive system has over the resistive system is that it transmits almost 90 percent of the light from the monitor, whereas the resistive system only transmits about 75 percent. This gives the capacitive system a much clearer picture than the resistive system.

On the monitor of a **surface acoustic wave system**, two transducers (one receiving and one sending) are placed along the x and y axes of the monitor's glass plate. Also placed on the glass are reflectors -- they reflect an electrical signal sent from one transducer to the other. The receiving transducer is able to tell if the wave has been disturbed by a touch event at any instant, and can locate it accordingly. The wave setup has no metallic layers on the screen, allowing for 100-percent light throughput and perfect image clarity. This makes the surface acoustic wave system best for displaying detailed graphics (both other systems have significant degradation in clarity).



Another area in which the systems differ is in which stimuli will register as a touch event. A resistive system registers a touch as long as the two layers make contact, which means that it doesn't matter if you touch it with your finger or a rubber ball. A capacitive system, on the other hand, must have a conductive input, usually your finger, in order to register a touch. The surface acoustic wave system works much like the resistive system, allowing a touch with almost any object -- except hard and small objects like a pen tip.

As far as price, the resistive system is the cheapest; its clarity is the lowest of the three and its layers can be damaged by sharp objects. The surface acoustic wave setup is usually the most expensive.

Tips for traveling with digital devices.

If you go overseas you have to give a lot of thought to how/when you use your smart phone or you could come back to a huge bill. Gone are the days when we took off without our phones (and lap tops), now they're as essential as shorts and sandals.

Traveling around Australia is not a problem, no matter where you go, (apart from the Outback) our phones will find a tower within range and you can make and receive calls and in our towns and cities, free WiFi is becoming quite common.

But go overseas and it's a different story.

Our mobile phones will work in most places in the world, all you have to do is contact your provider and get them to put you onto International roaming then when you land in Asia or Europe or wherever, your phone will find a tower and log on. As long as you don't make any calls there's no charge but if someone rings you, you pay the call costs from Oz to wherever you are. As long as you don't get into hour long chats, the costs are not too bad, but try and do a bit of net surfing without being on a free WiFi network and you'll have to mortgage the house to pay the bill.

As long as you have access to free WiFi, there are a couple of ways you can eliminate the telephone call costs too.

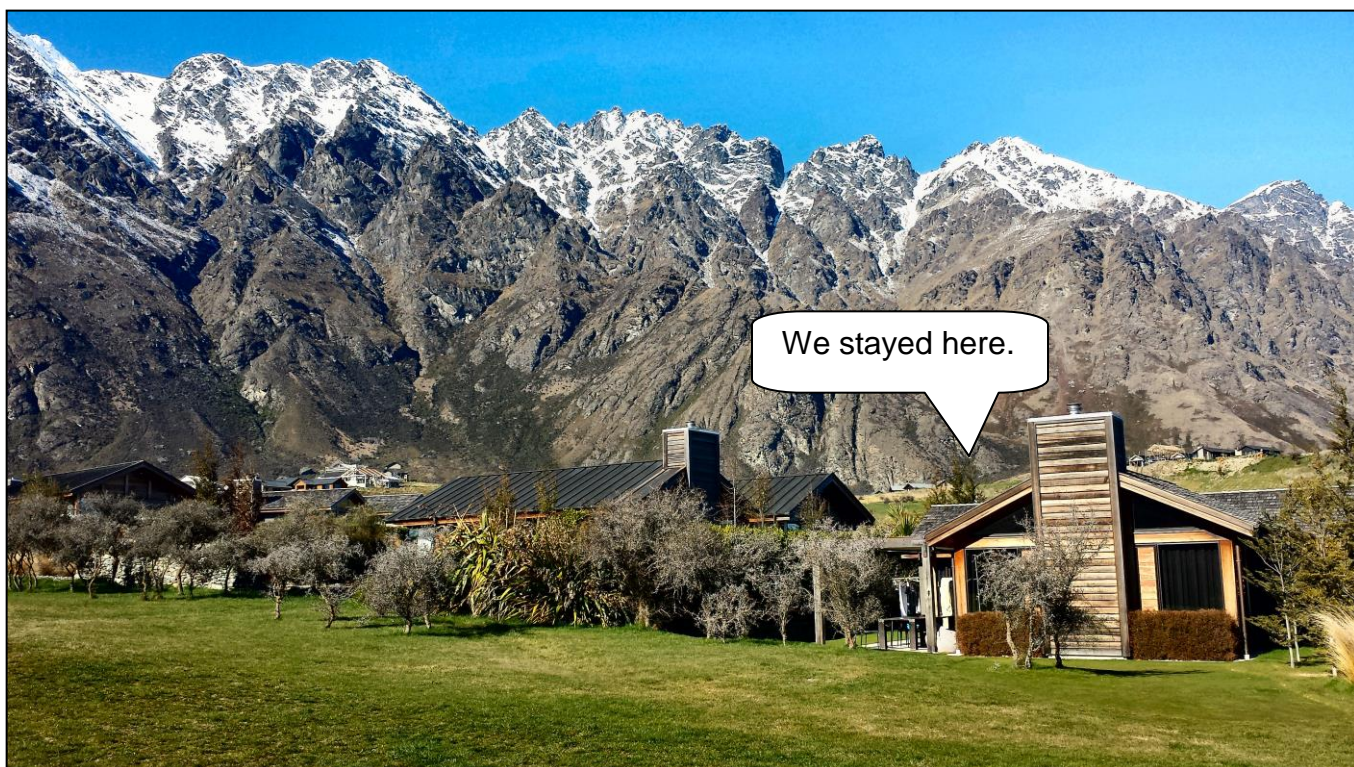
First, before you leave Oz, download [Viber](#) (it's free) onto your smart phone and get all your friends to do the same, then, no matter where you are and provided you have access to WiFi, you can call and speak to your friends for as long as you want – for free!!



Secondly, once again before you leave, download and install Skype onto your smart phone then purchase a personal Skype phone number. This will cost you about \$25 for 3 months but it will allow anyone to call you while you are in most countries, from a normal land line phone, for free (apart from the \$25 upfront fee). You can see more info on how to get a Skype number and in which countries this works [HERE](#). The Skype system doesn't require you to find a WiFi network, it works through the other country's mobile phone network.

Adding text to a pic in Word.

Adding some text, an arrow or graphic to an image should be an easy task in Word, and it is, once you know the trick. You can insert an image into Word or a Word created email in Outlook but the defaults make it hard to add overlays. Look at this image below and the caption. The image was inserted normally then to add the caption, you click **Insert**, **Shapes** then click the shape you want, and the caption appears on your image. You can then size and move the shape to where you want and voila.

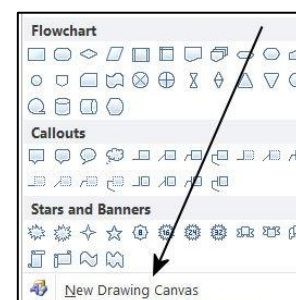


But!!! If you want to add some words or another pic somewhere in the document before this pic, or if you want to reformat the document or move or reshape the pic, you'll find image and the caption are separate and will move independently. But you can fix that!!

Back in earlier versions of Word, all you did was hold down the Ctrl key and click the pic and the overlay then when both were selected you just right clicked the pic, selected Group and then they both moved as one.

But with some versions of Office 2010 you can't do that anymore, however there is a way. Here's how!!

First thing you do is select INSERT, then SHAPES, then way down the bottom select NEW DRAWING CANVAS.



That opens a window in your document. Now go to INSERT, then PICTURE and place your pic into the New Drawing Canvas window. You'll find the pic will

nearly fill the window but the outside edges of the window have crop marks so you can remove any white space you don't want later (best not to). Now that you have your pic in place, go back to INSERT, then SHAPES, select the shape you want, and size and insert it where you want it. (You can add as many shapes or other pics as you want).

When you have everything in place, hold down the CTRL key and individually left click each shape and then the pic, then when all are selected, right click the pic, select GROUPING, then GROUP and that's it.

"You look sad, Fred, what's the trouble," asked Bill. "Domestic trouble." says Fred "But you're always bragging that your wife is a pearl," says Bill. "She really is," replies Fred. It's the mother-of-pearl that's giving me the trouble!"

Sandboxing.

Another term you are going to hear more about in the months ahead is "Sandboxing". Sandboxing, another silly name thought up by some pony-tail somewhere, is a security mechanism for separating computer programs. It is often used to run untrusted programs from unverified third-parties or untrusted websites.

Sandboxing technology is used to test unverified programs which may contain a virus or other malignant code, without allowing the software to harm your computer.

If you spend a lot of time on the Internet and typically find yourself searching all kinds of topics and maybe even have been infected in the past, you might want to consider Sandboxing. This basically allows you to run programs such as your web browser in a virtual environment, thus protecting your computer from infections. You can find more info [HERE](#).

An early mobile phone?



Laverton.

Gary Broughton.

“On the 4th of July 1979, this photo was taken on the tarmac in front of hangar 88 at Laverton. This was almost the entire crew of 1AD Radar Squadron. Missing from the photo were FLTLT W Bryant, PLTOFF Dave Pettigrew, Sgt Bob King, Sgt Phil Stroud, Cpl Bob Thatcher, AC Jeffries and AC Mark Webster”.



Back Row L-R: Bob Spackman, Bob Irvine, Al Baker, Terry Clitheroe, W Luyer, Joe Monisse, A Baker, A Mason.

Middle Row L-R: Terry Cruikshank, Dave Halliwell, Bob Jackson, Rolf Gerding, Rob Clark, John Nankivell, Ray Thomas, Grant Darnedde, Gary Broughton, Yvonne Engel.

Seated L-R: Phil Baldock, Ken Edwards, Ian McKeller, Bob Shannon, Steve Bray, Garry St Jack, Dave Purdy, Colin Muir, R Stemp.

“The 1AD CMRTF crew in July 1977. I don't have an indication on the photo or who was missing, but I've tagged the guys I know. Again, this was in front of hangar 88. I guess the photographer should have set up to take the photo with the airfield behind us. Those hanger doors aren't particularly attractive”.



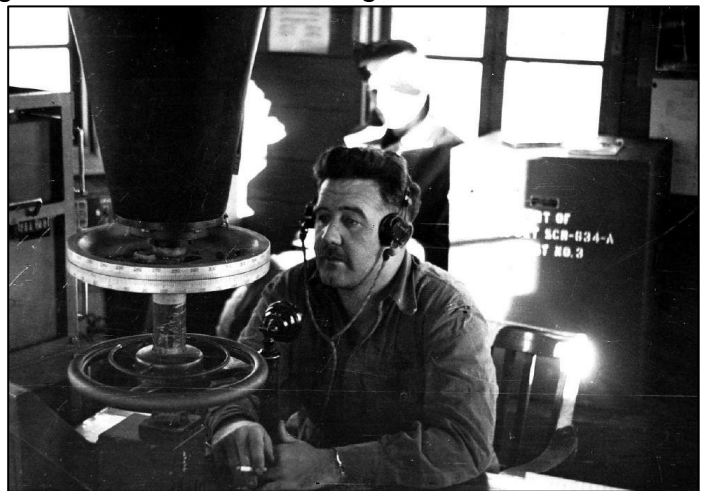

Standing L-R: Paul McLaughlin, Max Norris, Dave Foon, Terry Haebich, Bob Spackman, Bill Thorburn, Phil Baldock, Paul Rendalls, Garry Elliot, Will DeBoer, Gary Broughton, Mick Bayly, Carl Nielsen, Bevan Gordon.

Seated L-R: Dennis Shogren, Bob King, Warren Magnay, Graham Smith, R Jacobson, Steve Bray, Bob Tucker, Barry Morris, Frank Evans, Rod Townsend, Barry Allen, Ray Skelcher.

Iwakuni, Japan.

Arthur "Gus" Comer

"I travelled to Iwakuni in October '52, via Darwin and Manila, with three other Corporals: [Ted Ilton](#), a Telsop who retired later as a Wing Commander; Bill Mengerson, not sure what mustering; and Bob Wilson, a VHF/DF operator (right). I was a Wireless Maintenance Mechanic. We roomed together in Block 82, at Iwakuni. Bob told us the following story":



"It was around 0300 one morning in 1952, when Bob, on duty at the VHF/DF station, heard a very faint radio signal: 'Mayday, Mayday, Mayday. This is Air Force 9745 calling Mayday'. Bob responded '9745, this is Iwakuni VHF/DF. What is your position?' 'Iwakuni, this is 9745. I'm en route to Itazuke. I'm lost and running low on fuel. Can you give me a bearing for Itazuke (a USAF base on the southern Japanese island of Kyushu)?"

Bob explained that his equipment could not do that. He could only give a bearing to Iwakuni. He was abused, with a great deal of profanity, by the US pilot. 'You stupid so-and-so, who are you anyway?' 'I'm a member of the Australian Air Force serving at Iwakuni,' said Bob. 'Australia? Australia? What the @#&\$@ are you doing here? Anyway, give me that bearing to Itazuke, or I'll have you court-martialled, you @#%^#@ '



"9745, I give you two choices', said Bob. ' You can fly to Iwakuni, or you can run out of fuel and crash. Your choice!' Reluctantly, the pilot took Bob's suggested course, and as dawn was breaking over Iwakuni, touched down on the runway, his F86 flaming out half-way down the runway.

Safe, but just!"

“Well, of course, you'd expect that pilot to seek out Bob (left) with champagne and chocolates, at the very least. But Bob died some years back. still waiting”!

Base Radio, Canberra. - 1974/1975??

If you can add some names, please do!



Standing L-R: Ron Tierney, not known, not known, not known, not known, not known, not known, not known, Graeme Shearer, Alby Dickason.

Kneeling L-R: Athol O'Hare, Denis Horton, JJ Stevens.

Seated L-R: Not known, not known.

153 RTC

In [Vol 39 P18](#), Vince Gullo asked for a course photo of 153RTC. Matt Gowty found one in an old album and has sent it to us with as many names as he could remember.

He also found a photo of Base Radio Pearce from 1986 and he sent that also.

"What a wonderful life I've had! I only wish I'd realised it sooner

153 RTC - August 1983.



Back Row L-R: Matt Gowty, Peter Fraser, Tom Rasmussen, John Bland, Bill Shambrook

Middle Row L-R: Bob Urquhart, Vince Simpson, Not known, 'Brains' Luscombe, Rod Peate, Not known.

Front Row L-R: Col Not known, Not known, Paul Murphy, Not known, Not known, Vince Gullo, Bruce Murray.

Base Radio and Commcen Pearce, about 1985.



Back Row L-R: Rolf Gerding, Eddie Holzheimer, Peter Bloomfield, Matt Gowty, Rod Castle, Not known, John Hill, Mark Sadowski, Not known, Not known, Not known, Not known.

Third Row L-R: Joe Monisse, Not known, Not known, Not known, Not known, Neil Meacham, Not known, Grant Brain, Chris Humphris, Peter Gepp, Not known, Paul Collins

Second Row L-R: ..Not known, Not known, Rod Heaton, Mick Lindsay, Ray Pullen, Not known, Not known, Doug Clulow, Bill Kenworthy, Grant Poussard, Steve Myers, Rod Taylor, Mike Cockburn

Front Row L-R: Not known, Not known, Paul Whiteley, Not known, Dan Tellam, Mick Ryan, Mick Joyce, Blue Porter, Not known, Not known, Clyde Hannaford, Not known, Ted O'Connor, Not known, Peter Billings, Mr MacDonald.

East Sale.

Kris Hollis



L-R: Helena Simimduski, Cliff Small, Julie Hann, Bob Richardson, Kris Hollis.

This photos was taken on the fence outside WRAAF quarters at East Sale in 1970. I loved this era, especially those mohair jumpers, they were lovely to cuddle up to, especially when they were being worn by a girl – tb.

No 4 Signaller's Course (air)

On completion of training at A&GRS Ballarat
October 1952

Jim Treadwell.



Standing L-R: Jim O'Brien, Frank Howie, Kevin "Smokie" Laglands, Keith "Tubby" Cameron, Ron Leach.

Seated L-R: Ted Zinnecker, "Rosie" O'Grady, Ian "Bulldog" Drummond, Jim Treadwell.

Someone told me they thought I was delusional...
I laughed so hard, I almost fell off my unicorn!

37 RMC,

Oct 1963 – June 1964.



Standing L-R: Graeme Ward, Not known, Ned Dawson, Gordon Welch, Adrian Pittman, Jeff Wallis, Terry Bleachmore, Not known, Bob Sutherland, "Pop" Wyatt, Not known. .

Seated L-R: Not known, Les Addison, Not known, Not known, Not known, Peter Mountford, Mel Bradford, Not known, Not known, Ken Alford.

27 RTC.

May 1965 – Feb 1966



Standing L-R: Not known, Not known, Ian Truswell, Jeff Wallis, Ned Dawson, Les Addison, Ray Quinn.

Seated L-R: Ross Marshall, Graeme Ward, Not known, Allan Maher, Les Dennison, Ken Alford, Ron Erwin.

629 Recruit Course.

May -July 1963.

Last with the .303 rifle.

Jeff Wallis



Back Row L-R: Not Known, Not Known, Alan Balderson, Not Known, Cpl. Hofferset, Not Known, Ron Webster, Jeff Wallis.

Middle Row L-R: Dave Melvin, Ian Gill, Not Known, Bob Ward, Rumpf, Not Known, John Murphy, Not Known.

Front Row L-R: Peter Inkster, Bob Peart, Gus Giesakie, Not Known, Not Known, Not Known, Not Known, Jack Newey.

Drill Instructor: Cpl. Coggins

I'm sorry we fought.

I hate it when
you're wrong.



your eCards
someecards.com

Base Squadron, Darwin.

1991.



Sorry, we don't have any names, if you can help, please do!!

Thesaurus: An ancient reptile with an excellent vocabulary.

75 Sqn

Early 1970s



In the Darwin "Boozer", can anyone provide some names and a when??



Darwin Air-Movements, early 1990s.



Darwin Ground Radio – 1991.



DTELENG – 1991.



Back Row L-R: Terry Stowe, Pat Vitoli, Jeff Norman, Bruce Perry, Rob Brookfield, Simon Appleby, Mick Cockburn, Rob Ridsdale.

4th Row L-R: Gary Morrisby, Greg Jefferis, Paul Collins, Allen Lambert, Conrad Pereira, Robert Mathers, Mick Cates, John Hurford, Rod Weeks.

3rd Row L-R: Andrew Bailey, Eric Ericson, Steve Todd, Charlie Picarelli, Wally Alcorn, Eddie Newman, Leigh Hamilton, John Spierings, Brian Leach, Malcolm Cockerell, Otto Lendvai.

2nd Row L-R: Bruce Muir, Roger O'Sullivan, Randall Wright, Rod Lake, Allen Lambert, Lee Stanley, Leigh Hamilton, Gary Broughton, Jamie Boyd,

1st Row L-R: Allison Gardiner, Robyn Edwards, Nadi Finette, Reg Richardson, Nigel Nelson, Gary Roderick, **Not Known**, Frank Tavares, Rosalea Hodge, Eric Gidley, Terry Grace.

Cheer leader: John Dallimore

The Directorate of Telecommunications Engineering (DTELENG), on the steps of the Shrine of Remembrance in Melbourne, 11 November 1991.

DTELENG was a vortex that sucked up technicians and engineers.

Pearce Comcen 1994



Stephen Ellis (far right, second row) sent us this pic. It was taken outside of the COMCEN at Pearce in 1994. Stephen says he can't remember what the flight was called at the time, but it's basically Base Radio, 306 Air Base Wing. Stephen says he can't remember all the names so if you can help we would appreciate it.

Laughing at your
mistakes can lengthen
your life. Laughing at
your wife's can
shorten it.



Point Cook Fireys, 1985.



Back Row L-R: Dave Ryan, Ces Boyter, Bill Hutton, Vic Janusaitis, Mick Young.

Front Row L-R: Bob Chaffey, Lawrence Jones, Joe Podalak, Terry Merrett, Steve Tregoning.

Big Red, Point Cook, 1981.



Big Yellow – Point Cook. 1981.



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Out in the shed with Ted.

Ted McEvoy

Pensions.

The Minister for Veterans' Affairs, Senator the Hon. Michael Ronaldson, announced new pension and income support payment rates for some 290,000 veterans, their partners, war widows and widowers across Australia would apply from 20 September.

The first full pension payments at the new rates will be on 17 October 2013.

The table below highlights the key changes to fortnightly rates. The next review is scheduled for the 20 March 2014.

Pension	Old Fortnightly rate	New Fortnightly rate	Increase
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,238.20	\$1,269.00	\$30.80 2.5%
Extreme Disablement Adjustment	\$683.70	\$700.70	\$17.00 2.5%
100 per cent General Rate of Disability Pension	\$440.00	\$451.00	\$11.00 2.5%
50 per cent General Rate of Disability Pension	\$220.00	\$225.50	\$5.50 2.5%
Intermediate Rate Disability Pension	\$840.50	\$861.30	\$20.80 2.5%
Service Pension - Single	\$808.40	\$827.10	\$18.70 2.3%
Service Pension - Couples	\$1,218.80	\$1,246.80	\$28.00 2.3%
War Widows/ers Pension	\$820.70	\$840.20	\$19.50 2.4%
Income support Supplement	\$241.50	\$247.60	\$6.10 2.5%

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

Pensions are indexed twice a year in March and September taking account of changes in the Consumer Price Index (CPI), the Pensioner and Beneficiary Living Cost Index (PBLCI) and Male Total Average Weekly Earnings (MTAWE).

Carer Allowance when caring for a person 16 years or over is paid at \$115.40 per fortnight.

Adjustments to CA payment rates are made in line with the Consumer Price Index increases in the cost of living and is adjusted on 1 January each year. Carer Allowance is a non-taxable payment.

A full list of pension rates is available on www.dva.gov.au or by calling 133 254 or 1800 555 254 from regional Australia.

Nobody is perfect, and that's why I'm known modestly as nobody.

The Huey.

The Bell UH-1 Iroquois (unofficially called the Huey) is a military helicopter powered by a single turboshaft engine driving a two-bladed main rotor and tail rotor. It was developed in 1952 by Bell Helicopter to meet the United States Army's requirement for a medical evacuation and utility helicopter and first flew on 20 October 1956. Ordered into production in March 1960, the UH-1 was the first turbine-powered helicopter to enter production with the United States military and more than 16,000 have been produced worldwide.

The first combat operation of the Huey was in the service of the U.S. Army during the Vietnam War in which approximately 7,000 aircraft were used.

An upgraded version, the UH-1B, flew in 1961 and in April that year the RAAF ordered eight of this version for search and rescue. 9 Squadron, under Squadron Leader R.A.Scott, received the first aircraft on the 29th October 1962. The Iroquois began exercising in troop support for the Army and this was to become a major role for 9 Squadron. In December 1962 a second batch of eight UH-1Bs were ordered and were delivered twelve months later.

In May 1964, 5 Squadron was formed at Fairbairn with four aircraft and deployed to Malaysia to provide support during the confrontation with



Indonesia. A third batch, delivered in late 1964 were fitted with the Lycoming 1100shp engine, replacing the previous T53-L-9 then in April 1966, 5 Squadron reformed at Fairbairn, and 9 Squadron deployed with the third batch of aircraft to Vietnam. Arriving at Vung Tau in June, 9 Squadron began immediate operations in support of Australian ground forces. Two of an enlarged version of the Iroquois, the UH-1D, were delivered over 1966-67 to Vung Tau as replacements. The larger cabin of the "Delta" enabled carriage of an additional four passengers. A further six were delivered to 5 Squadron but the UH-1D was soon superseded in production by the UH-1H, which had the same enlarged fuselage powered by a 1300shp engine. RAAF Deltas were later retrofitted to this standard. Sixteen UH-1Hs were ordered to replace the UH-1B's in 9 Squadron and were delivered direct to Vung Tau. This enabled the

withdrawal of the older Bravo models from Vietnam to Australia, where these aircraft were able to reinforce search and rescue flights at Darwin, Williamtown, Pearce and Butterworth, and the type was also flown by the Aircraft Research and Development Unit.

As 5 Squadron was the training unit for 9 Squadron, the search and rescue flights and the Royal Australian Navy, in addition to providing Army support throughout Australia, a further seven UH-1Hs were ordered for 1970 delivery.

During 1969 gunship modifications were carried out on some aircraft by 9 Squadron. These aircraft could be converted from the "Slick" transport configuration to "Bushranger" gunships. Meanwhile, 9 Squadron received two more "H" models and with the loss on operations of A2-381 and A2-769 in October 1969, two replacements were ordered from the US Army and were delivered in July 1970. Then 3 more aircraft were lost and two further replacements were received in mid-1971. 9 Squadron returned from Vietnam to Amberley in December 1971. Five more UH-1Hs were delivered in 1973 and these were later attached to 35 Squadron at Townsville.



The Royal Australian Navy has also operated the Iroquois: three UH-1B and four UH-1C models. The first batch were delivered in 1964 and a further four UH-1Cs, were delivered over 1965–66. They were finally paid off from RAN service on the 31st May 1989.



A major though little-known role for Iroquois detachments has been survey operations. Much work has been carried out over the past quarter century in mapping the remote areas of Papua New Guinea and Indonesia. Another peace-time task has been providing support to United Nations peace-keeping forces in the Middle East. All-white RAAF UH-1Hs with UN markings

served with the United Nations Emergency Force (UNEF) in Egypt at Ismalia (1976–79) and with the UN Multi-National Force and Observers (MFO) in Sinai (1982–85).

In December 1984, the Bravos were replaced in service by the Squirrel in the training and search and rescue roles. The last UH-1B in service was A2-384, flown by 5 Squadron until March 1985. The last RAAF Bravo Flight was on 21 May 1985 when A2-1019, ear-marked for display at the Australian War Memorial, staged a ceremonial flight over Canberra. Surviving aircraft were stored and offered for disposal in December 1985. Seven have since been exported to the USA.

With the loss of the RAAF rotary-wing capability, the remaining 25 Iroquois were transferred to the Army's No171 Squadron and Aviation School at Oakey and No5 Aviation Regiment at Townsville. In August 1991 A2-376, of No171 Squadron, achieved 10,000 flying hours.

Rarely has an aircraft type seen such diverse operation with Australian forces and given such long and sterling service as the Bell UH-1 Iroquois.

You can see a very good video of the development and use of the Iroquois in Vietnam [HERE](#).

RYNO Motors

I want one <http://vimeo.com/43510533>



WORLD MURDER STATISTICS

From the World Health Organization:

The latest Murder Statistics for the world: Murders per 100,000 citizens.

Honduras 91.6	Lesotho 35.2	Saint Vincent and the
El Salvador 69.2	Trinidad and Tobago 35.2	Grenadines 22.9
Cote d'Ivoire 56.9	Colombia 33.4	Ethiopia 22.5
Jamaica 52.2	South Africa 31.8	Guinea 22.5
Venezuela 45.1	Congo 30.8	Dominica 22.1
Belize 41.4	Central African Republic 29.3	Burundi 21.7
US Virgin Islands 39.2	Bahamas 27.4	Democratic Republic of the
Guatemala 38.5	Puerto Rico 26.2	Congo 21.7
Saint Kitts and Nevis 38.2	Saint Lucia 25.2	Panama 21.6
Zambia 38.0	Dominican Republic 25.0	Brazil 21.0
Uganda 36.3	Tanzania 24.5	Equatorial Guinea 20.7
Malawi 36.0	Sudan 24.2	Guinea-Bissau 20.2

Kenya 20.1	Swaziland 12.9	Madagascar 8.1
Kyrgyzstan 20.1	Bermuda 12.3	Indonesia 8.1
Cameroon 19.7	Comoros 12.2	Mali 8.0
Montserrat 19.7	Nigeria 12.2	Pakistan 7.8
Greenland 19.2	Cape Verde 11.6	Moldova 7.5
Angola 19.0	Grenada 11.5	Kiribati 7.3
Guyana 18.6	Paraguay 11.5	Guadeloupe 7.0
Burkina Faso 18.0	Barbados 11.3	Haiti 6.9
Eritrea 17.8	Togo 10.9	Timor-Leste 6.9
Namibia 17.2	Gambia 10.8	Anguilla 6.8
Rwanda 17.1	Peru 10.8	Antigua and Barbuda 6.8
Mexico 16.9	Myanmar 10.2	Lithuania 6.6
Chad 15.8	Russia 10.2	Uruguay 5.9
Ghana 15.7	Liberia 10.1	Philippines 5.4
Ecuador 15.2	Costa Rica 10.0	Ukraine 5.2
North Korea 15.2	Nauru 9.8	Estonia 5.2
Benin 15.1	Bolivia 8.9	Cuba 5.0
Sierra Leone 14.9	Mozambique 8.8	Belarus 4.9
Mauritania 14.7	Kazakhstan 8.8	Thailand 4.8
Botswana 14.5	Senegal 8.7	Suriname 4.6
Zimbabwe 14.3	Turks and Caicos Islands 8.7	Laos 4.6
Gabon 13.8	Mongolia 8.7	Georgia 4.3
Nicaragua 13.6	British Virgin Islands 8.6	Martinique 4.2
French Guiana 13.3	Cayman Islands 8.4	And
Papua New Guinea 13.0	Seychelles 8.3	The United States 4.2

ALL 107 countries above America have 100% gun bans

It might be of interest to note that Switzerland also has NO MURDER OCCURRENCE. However their law requires that EVERYONE own a gun, maintain marksman qualifications and "carry." Interesting how you never hear about this.

A boss hangs a poster in his office saying "I AM THE BOSS, DO NOT FORGET". He returns from lunch, finds a slip on his desk which says "Your wife called, she wants you to bring her sign back home."

Vietnam Vet Myths.



Dr Brian O'Toole from the ANZAC Institute

Dr Brian O'Toole from the ANZAC Institute is an epidemiologist with a long interest in the health of Vietnam veterans and the health consequences of war service. He has worked on the Australian 'agent orange' scientific studies, was a member for 18 years of the National Advisory Council (NAC) to the Minister for Vets affairs on the VVCS and conducted the first cohort health study of any returned service group in Australia, the Vietnam Veterans Health Study. He has conducted this longitudinal study over two waves of assessments, 14 years apart, of a random sample of Vietnam veterans, making the study unique in Australia and one of only a few such

studies worldwide. He has recently conducted a companion study of veterans' wives, and is one of the few people in Australia with an expert knowledge of the long term effects of war service on veterans and their families. In this article he addresses some of the myths and legends.

“Research can only report what is found; I can't make it up and can only report what I'm told by the diggers and the data that they give me. But there is some false knowledge out there which frequently prevails and pervades, such as claims of “20,000 veterans commit suicide” which are clearly nonsense and call into question the motives of the perpetrator, be it the editor or the journalist. What I'd like to do today is to address some of the more common myths and legends that surround Vietnam veterans and let you know what my research is showing. Here are 10 myths that I have encountered over the years that I would like to shed some light on, using the data from my research studies.



Myths and Legends About Vietnam Veterans

1. “It was safer in Vietnam than in Australia for the Nashos”

Only 1-in-16 young men who were called up actually got enlisted in the Army. From the 63,745 Nashos (NSM) who were enlisted in the eligible time period, 19,450 were sent to Vietnam. That's 30.5%, less than a third. So even if you were called up, there was actually only a 1.9% chance that you would be sent to Vietnam.

During the conflict there were 215 deaths of NSM in Vietnam; the mortality rate of NSM veterans in Vietnam was about 1.1%, very similar to the Regular mortality rate and very similar to the overall American mortality rate. Australia's contribution was exactly proportional. But during the war years there were 188 deaths of NSM in Australia, where most of the deaths occurred on the roads. This is a mortality rate of less than 0.3%. So the relative risk of death, if you were a Nasho and were sent to Vietnam, was 4 times higher than the risk if you were a Nasho who stayed at home. So it wasn't safer in Vietnam at all, and there was no-one actually trying to kill you in Australia.

2. “Only the ones dumb enough not to get out of it were sent”

The Army had a screening Psych test administered on enlistment called the AGC that basically measured intelligence. It was scaled, or “normed” on a general Regular population to have an average of 10.5 on a scale of 1-20. Several Army Officers have told me they “lifted the whole standard of the Army”. Indeed, the average AGC score of the Nasho veterans was 13.5, much higher than the background Regular Army population of 10.5. But, when compared with the Nasho veterans, the Regulars were not different; this means that the Regs who went to

Vietnam were significantly brighter than the ones who stayed at home. Australia sent its best, fittest and brightest of both Regulars and Nasho's to Vietnam and it's more likely that the dumb ones stayed home.

3. “The Nasho had it easier than the Regs”

The study measured the potential for combat exposure in several different ways, from interviews with the diggers using an American questionnaire and from Army sources. Both showed that the average level of exposure was indeed slightly higher for Regs than for Nasho's, but looking at the extent of the exposure showed that Regs and Nasho's together had very similar risks of high intense combat, but that Nasho's had slightly more who experienced low levels.

But it's not just direct combat that hurts. When you look at the rate of Post Traumatic Stress Disorder (PTSD) and other mental disorders in Regs and Nasho's, there is absolutely no difference. This means that you don't need lots of direct combat or be a Regular enlistee to be vulnerable to PTSD and depression. Eight months in a war zone alone will do it for you, whether you were a Nasho or a Reg. Sometimes, it can only take one day.



4. “The blokes who came home by sea have less PTSD”.

This was a common myth heard around DVA and military senior ranks for some time; that a nice sea voyage home, fuelled by lots of beer, would leave PTSD behind, much like the line of cans that floated behind the Vung Tau Ferry on the return trip. Controversy raged and was fed by the image of men fighting in the jungle one day, and the next finding themselves discharged at the airport and alone late at night on the way home. But when I looked at the different rates of PTSD for those who came home by sea and by air, there was absolutely no difference. That doesn't mean that the homecoming is not important – our research clearly shows it was important to veterans' later adjustment, particularly in the weeks and months after RTA, when they were reluctant to talk about their experiences, bottling them up, hitting the deck when a car backfired, and then hitting the booze, in an atmosphere of government neglect and hysterical media opposition. From a humanist point of view, return to Australia by a leisurely means is surely a good thing for unit cohesion, for morale, and so forth, but it has no direct bearing on the issue of protective factors for PTSD and other conditions.

5. “Just get over it, son; it’ll get easier as you get older”.

Population evidence shows that the prevalence of most mental disorders actually reduces as people age – older people have better overall mental health, except for the dementing disorders, of course. The ages of 15-25 are dangerous for schizophrenia and the psychotic disorders, and the ages of 35-55 are dangerous for anxiety and depression, with the peak age of suicide in men occurring in their mid-50s. In my study, at Wave 1 the veterans were aged between 39 and 73, with an average age of 46, and at wave 2 the spread was 46 to 87, with an average age of 60. We would expect that the prevalence of psychological disorders would decrease with time, but that is not what was found. The veterans had many times higher rates of depression and anxiety than expected based on population figures. Although it is a rare condition, imagine rates of recurrent, severe, chronic depression at literally 40 times higher, not just 40% higher, than for the same age groups in the Australian population. And this is 3 decades after the war.



6. “You didn’t fight in a real war”.

How many Vietnam veterans heard this, just before they were chunked out of an RSL? It comes from the old view of what types of activity occur in a war that sees army upon army, as occurred in previous conflicts. American studies of World War II have shown that only about 15% of soldiers actually fired their weapon; in the American Civil War they found flintlock rifles on battlefields that had been muzzle-loaded up to 8 times but not fired, because of reluctance on the part of often very young combatants. Anecdotes about war often repeat the idea of “95% sheer boredom and 5% sheer terror” that often characterised former conflicts. But Vietnam was different. In Vietnam we found that less than one-quarter of the veterans did not fire their weapon, and 17% reported firing a dozen times or more. This alone distinguishes Vietnam from other conflicts.

Vietnam was a war without fronts, where non-combatants could easily become targets, where the friendly local by day could become a most unfriendly cat in black pyjamas by night, where you could get into trouble walking down the wrong alley in town. It was a conflict of counter insurgency, fought among a civilian population, all the time on TV. Where the military historian (Major) McNeill wrote that Vietnam placed Australian men into longer periods of risk of contact with the enemy than at any time in Australia’s history since Gallipoli.

Scientists are beginning to untangle the causes of PTSD and other war-related disorders by looking at the environmental assaults experienced by combatants. The obvious ones – direct combat, being wounded, etc – do not completely explain the rates of PTSD, particularly among non-combatants. This issue also arose with the Australian Gulf War study, conducted at the

behest of DVA, that showed that about 15% of Gulf War veterans qualified for a diagnosis of PTSD, yet there was not a shot fired by or against the Aussies. Being trapped below the water line is a major fear for Navy personnel. The concept of “malevolent environment” is becoming heard these days, to describe non combat-related mental health conditions that can arise from just being present in a war zone.

It is probably impossible, or at least unsatisfactory, to try and compare wars – but you can extrapolate. From what we know about Vietnam and subsequent conflicts, the veterans of World War I, World War II, Korea, and other conflicts will have had similar rates of psychological problems as a result of their war service. We can extrapolate that the peacekeepers in nasty places like Rwanda would have similar rates of reactions to their experiences and require the same levels of support. The same goes for the Iraq and Afghanistan theatres, which certainly qualify for the soubriquet of “malevolent environments” and which can be expected to result in similar levels of psychological problems after RTA. All wars and conflicts are traumatic and nobody’s war is more traumatic or less traumatic than anyone else’s war; the same level of human suffering can be expected after any military conflict.

7. “Veterans have multiple unstable marriages”

This common myth is definitely not supported by our data: 79% of veterans had been married once only – compare this with up to 40% of Australian marriages ending up on the rocks. At the time of interviews, 3% had never married, 4% were separated, 3% were widowers, and 10.5% were divorced. When these are compared with Australian population (Bureau of Statistics) data, it shows that there is no essential difference between the marital status of veterans and the marital status of the population.

Moreover, the level of domestic violence is exactly the same among veterans as in the general Australian population. While about 25% of veterans admitted to marital punch-ups, this was almost exactly the same as my study a few years ago of domestic violence in the general community showed. Most of it was a single incident, mostly many years in the past. Veterans are not necessarily “walking time bombs”. But they can be challenging to live with, particularly if PTSD, depression and alcohol come into the picture.



The data shows that PTSD is in fact clearly linked to the risk of domestic violence, and men with PTSD have less marital satisfaction than men without PTSD, as do their wives. However, the average length of marriage was more than 31 years and, in spite of veterans’ struggles with alcohol and PTSD, their wives ‘hang in there’. Even despite differences between PTSD veterans and non-PTSD veterans, their wives’ measures of marital satisfaction do not fall within

the so-called 'clinical range', which means they are within 'normal' limits when it comes to marital adjustment.

8. "They would have been like that anyway".

This is one of the most insidious, arrogant and destructive myths that I have heard expressed around DVA and Defence. From our paper that examined the risk factors for PTSD (that was published in 1998), we took information from different time periods – at school, between school and the Army, in the Army before going to Vietnam, and in Vietnam. We tested 100's of items. We asked veterans if their father was in the military in World War II, in combat, and whether he was affected by his service. Interestingly, father being affected by his WWII service came up as a predictor of PTSD, so much so that I had a long exchange with a journal editor and an anonymous journal referee who wanted to emphasise the possible genetic influences on PTSD. Our psychiatric assessments showed that a few veterans had symptoms of depression and agoraphobia before going to Vietnam. And there was some association between having depression and agoraphobia before going overseas and later development of PTSD. So it seems the myth may be correct. But we are talking very small amounts, although statistically significant.

The in-Vietnam variables that were the most strongly predictive of PTSD were: corps group, being wounded, and the amount of combat trauma experienced. These items swamped the other variables. Corps group in particular is interesting: the highest rates of PTSD found in the study were among RAE. This is in spite of their having lower mortality rates in Vietnam and having generally lower scores on the various combat measures we used. This suggests that their role is inherently dangerous – that's a bit bleedin' obvious, for a bomb and mine disposal team – and that direct enemy attack and combat is not the full story about PTSD, particularly for non-combatants. There is some small indication that there may be predisposing risk factors for PTSD, but without the experiences of Vietnam and combat, they would not have been like that anyway. The threats faced by Field Engineers would certainly qualify as a "malevolent environment".

9. "Veterans biggest problem is PTSD".

No, the veterans' biggest problem is not PTSD. In wave 1 we found PTSD to have occurred in 20% of veterans and it was current (i.e. symptoms in the past month) to the level of 10%. But alcohol abuse and dependence were much more prevalent – in wave 1 it was approximately 47% of veterans with alcohol disorders, more than double the PTSD rate. In wave 2 we found PTSD had increased to about 25%, while alcohol

disorders had come down to about 28%, but they were still the highest prevalence of the psychological disorders and were many times more prevalent than the background Australian population. High cholesterol, hypertension, deafness, haemorrhoids, osteoarthritis, gout and back pain were all at much higher prevalence's than PTSD, as was general anxiety disorder.



The good news is that, in spite of the Army teaching men to drink and smoke, the current smoking rates of veterans were no different from the general population, but there were far more ex-smokers than the population, so this tells me that veterans have often heard the health message about smoking and given up.

10. “We don’t have to worry about the wives until they become widows”.

It seems important to governments to gather data about veterans, and so it should be, but veterans don’t exist in a vacuum; most have wives and children who might be at risk of “ripple effects” of their veteran’s service. In our study of veterans’ wives and partners, we found that the partners of veterans are not just struggling with their impaired partner but are suffering elevated rates of serious psychiatric illness, especially severe, recurrent depression, even 3 decades after the war.

A statistical analysis of factors associated with wives’ depression showed that veteran combat, PTSD and ongoing depression were clear and strong risk factors. That is, aspects of veterans’ war service seem directly predictive of their partners’ rates of depression. There is also a disparity between the wives’ rates of psychiatric disorder and their rates of healthcare utilization. In particular, wives who have veterans with PTSD have lower rates of health service utilisation than other wives. This suggests that greater attention is needed to ensuring adequate assessment and treatment of veterans partners, particularly if the veteran has PTSD.

Concluding Remarks:

Our results reinforce the need to continue surveillance of veteran health and to take into consideration the impact of war service and combat exposure on veterans’ intimate partners when future studies of veterans are undertaken. Higher rates of mental ill-health in both veterans and their partners may have major implications for the mental health of their offspring.

The ANZAC Institute is pressing ahead with plans for a study of the veterans’ children – to get whole families into the study would be a unique resource to study the long term effects of war service on veterans and their families and to pinpoint ways in which interventions might be put in place in a timely way to head off the problems that I am now seeing in the veterans of Vietnam and their wives. I would urge you to get behind this effort and tell governments and possible sponsors that studies of this nature are not just political exercises to assuage the cries of the strident masses, but have the potential, not just for saving money in compensation, but for improvement of the lives of the men and women who serve their country as part of Australia’s defence commitments.



The mother-in-law arrives home from shopping to find her son-in-law boiling angry and hurriedly packing his suitcase. "What happened?" she asks anxiously.

"What happened!! I'll tell you what happened. I sent an e-mail to my wife telling her I was coming home today from my fishing trip. I get home and guess what I found? Yes, your daughter, my Jean, with a naked guy in our marital bed! This is unforgivable, the end of our marriage. I'm done. I'm leaving forever!"

"Calm down, calm down!" says his mother-in-law. "There is something very odd going on here. Jean would never do such a thing! There must be a simple explanation. I'll go speak to her immediately and find out what happened."

Moments later, the mother-in-law comes back with a big smile. "I told you there must be a simple explanation: she didn't get your e-mail!"

Handy drug apps.

Does it ever feel like the pile of pills you pop each day just keeps getting bigger? It can be tricky to remember when and how to take them all (and sometimes whether you've already taken them!) If you've got a smart phone these handy apps will ensure your medication regime stays on track.



App: Pillbox Alert
Phone: Android
Cost: \$1.99

Pillbox Alert is one of the many apps out there that will help you to remember which pills to take and when. You can customise what you are taking, how much, mark it off when you take it and see what you have already taken. The app will beep at you when it's time for the next round, so you'll never forget another pill again!



App: Medsy
Phone: iPhone
Cost: \$1.99

Medsy is the iPhone equivalent of Pillbox Alert. It has an easy to use interface with medication reminders – you can give the reminders different colours for different types of medication, which I think is a handy feature no other app is offering.



App: TimelyMed
Phone: Blackberry
Cost: \$4.99

There aren't too many pill reminder options on the Blackberry. TimelyMed is a very functional medication reminder system. It's not pretty, but it gets the job done.



App: Traveler's Pharmacy
Phone: iPhone & Android
Cost: \$2.99

Traveler's Pharmacy is a fantastic app for travelling with medication. If you are overseas and run out of your medication Traveler's Pharmacy will supply you with a list of equivalent drug names, popular brands, and local names to show the overseas pharmacy. You do not have to be online to use the app unless you wish to use the Wikipedia function, which gives you more in-depth information about the drug.



Overseas travel.

Are you receiving a payment from DVA and planning to travel overseas? If so, here is a summary of things you need to keep in mind.

Both service pension and income support supplement are portable, which means a person can generally continue to receive these payments while overseas, even if their stay outside Australia is permanent.

However, it is important to know that some of the associated supplements and allowances can only continue to be paid during short absences from Australia, subject to specific requirements being met.

Recent changes mean that individuals who travel overseas for longer than six weeks, or move overseas permanently may find that their payments will reduce when they are absent from Australia.

Payments that are affected by overseas travel include clean energy supplement, seniors supplement, pension supplement, veterans supplement, rent assistance and remote area allowance.

When a pensioner returns from overseas, provided all other eligibility criteria for the specific supplement or allowance continue to be met, payments may resume from the later of the date of return to Australia, or the date the pensioner advises of their return to Australia.

For more information please see the DVA Factsheet IS12 Supplements and Allowances at <http://factsheets.dva.gov.au/factsheets/> or call DVA on 133 254 for metropolitan callers or 1800 555 254 for regional callers.

Air Force Ground Combat Badge.

The NEW Air Force Ground Combat Badge recognizes service by Air Force members whose deployed role in a warlike area of operations required them to operate within a combat or escalated threat environment beyond that routinely experienced within a deployed base. In exceptional circumstances, service in a non-warlike area of operations may be recognized.

This badge is not administered by the Directorate of Honours and Awards.

Further information and application forms are available [HERE](#)

Boeing 787.

Jetstar are about to get the first Boeing 787 into Oz, this is how they make them see [HERE](#)



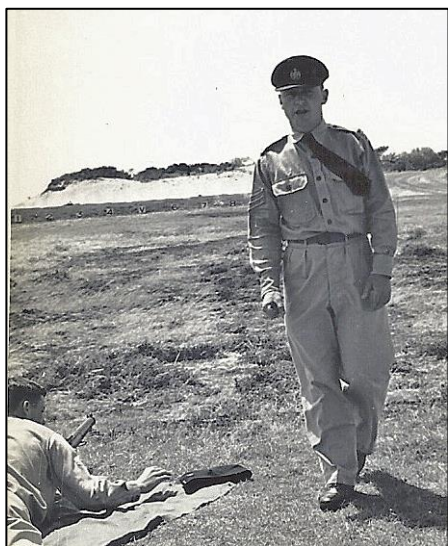
Anyway – I think it's funny.

Ron Douglas.

I noticed a photo of Ron Douglas at the recent WRAAF reunion in Perth. I was a member of the Air Training Corps (ATC) in the late 1950s before joining the RAAF as a Radio Apprentice in 1960 (14 Course).

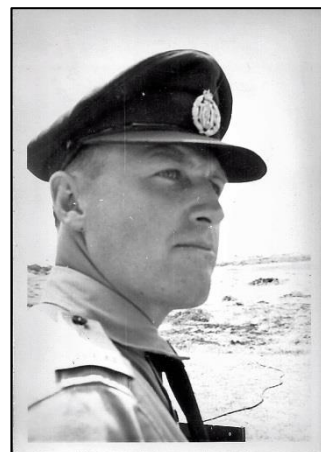
Ron was a sergeant at the time - I'm unsure if he was a member of the permanent RAAF or a member of the ATC at that time.

I took the two pictures below at the Swanbourne Rifle Range (Perth) in December 1959.



I note that he went on to become a WOD with 2Sqn in Vietnam in 1971. He is currently a member of the RAAF Viet Vets Assoc (Vic)

I was a member of 35Sqn in Vietnam during 1967/68 and currently a member of the RAAF Viet Vets Assoc (WA).



AND!

Al Shaw – don't try [THIS](#) at home

The Orion

Nice picture of the 'Queen of the Skies'. Apparently practicing for the Navy Fleet Review fly-past in Sydney which was held on Friday 4th Oct 2013. Not bad for a bunch of fish heads – all 10SQN Aircraft.



Bikies

The government seems powerless to stop the bikies from doing whatever they want. For example, here's a picture taken in Brisbane recently of a group of more than 3 bikies, all wearing the same gang patch, in blatant and open disregard for the new laws.



What can be done to stop these lawbreakers?



My Story

Clarence James Stjernqvist, AM.

" Travelling at supersonic speeds was a real buzz, but so too was travelling at the speed of life".



Clarrie Stjernqvist was born and raised in the Noosa district of SE Queensland and educated at the Tewantin State School, Christian Brothers College Gympie and the Queensland University. He joined the RAAF as an aircrew cadet straight from university and graduated as a commissioned navigator in 1963.

In a past edition of [Radschool Magazine](#) he saw several photographs of a WRAAF reunion which was held in Brisbane in 2011. This brought back memories of his cadet days at the School of Air Navigation (now the School of Air Warfare) at East Sale because he recognised a few of them from that era. Cath Griffiths was employed in the SAN orderly room at that time and Rosa Wallis was a special friend with whom he spent some pleasant clandestine evenings usually with the cooperation of the Orderly WRAAF.

However, at times the hut NCO would answer the phone and was not so accommodating. He also remembers Carol Ford when he was aide to the AOC Operational Command. She was a Section Officer and he was a Flying Officer and he recalls that she caught his eye at a paynight function not long after she arrived at Glenbrook. This drew the wrath of 'Dizzy' Dynes, a WRAAF Squadron Officer, who acted true to form as a mother hen and put paid to any advances he may have had in mind.



As part of his training at Sale there was an attempt by the system to instil in the cadets a pseudo British class mentality by discouraging them from fraternising with WRAAFS for no better reason than some pompous, senior male dinosaurs must have regarded them as a lower rung on the food chain ladder. Although the instructors were obliged to pay lip service to this policy it was patently clear to the cadets that it was done so without any enthusiasm and it certainly was not policed. In any case the cadets were aware that many of the WRAAFS had come from more secure and privileged backgrounds than they themselves had, so it was an elitist policy that was destined to fail and fail it did because several cadets ended up marrying WRAAFS. There was irony in all of this because the status of cadets was on a par with bog rats and that is how they were addressed by some of the instructors. The suspension rate for each course was about 33%, the unfortunates would be unceremoniously plucked from the classroom while a lesson was in progress and that would be the last the course would see of them. As a reminder to the rest of them the failed student's faces would be blacked out on the initial course photo which hung on the classroom notice board.

His first operational posting was to No 11 Squadron which flew Neptune aircraft from RAAF Base Richmond. The role of this squadron was anti-submarine warfare, anti-shipping and mine laying. In peacetime it was regularly employed on search and rescue tasks. The Neptune carried a crew of ten comprising two pilots, three navigators and five signallers.



Within two years he had advanced to lead navigator status in one of the six squadron crews.



Neptune crew, Clarrie is 3rd from right.

One memorable event with which he was involved during this time was the search for survivors from [HMAS Voyager](#) following a collision with the aircraft carrier, HMAS Melbourne in February 1964.



A couple of hairy incidents occurred during one particular deployment to the Philippines. Familiarisation flights off the coast of Luzon were authorised prior to the start of the exercise proper. The crews were told that allied submarines would be operating in area. There was a typhoon brewing so the weather was less than clement. Clarrie recalls that on one of these sorties they were flying in cloud at a couple of hundred feet when the radar operator reported a small sharp contact on his scope which he suggested might be a submarine periscope. Clarrie advised that the contact was close to the Luzon coast but since it was in deep water a submarine could well be operating there. So it was decided to carry out a radar homing on the contact although they were still in cloud. Between a half and a quarter mile from the contact a wild yell came from the cockpit followed by a violent split ..se turn and naturally the rest of the crew who had no forward visual reference were wondering what the problem was. It turned out that the contact was a rock which topped out well above their flight path. Fortunately fate was on their side because the cloud had broken at a critical time sufficiently for the pilot to avoid a certain disaster. However this didn't get Clarrie off the hook because the crew were threatening to throw him out without a parachute. All was forgiven when the Americans explained that they had unluckily targeted an uncharted rock and apologised profusely for failing to inform them of this chart error.



When the full force of the typhoon hit a USN Skywarrior was struck by lightning at night over the South China Sea. This caused the loss of critical flight instruments so the pilot ordered the crew to bale out into a gale of about 160kph. The pilot subsequently regained control of the aircraft and landed safely. The exercise was called

off to search for survivors but they all disappeared without trace.

Also, in mid 1965 he escorted the convoy which ferried the first Australian combat troops to Vietnam while operating out of a tent city in Lae, PNG. These were the halcyon days of the Air Force with relatively few constraints on defence manpower and funding. There were a raft of alliances and treaties with which Australia was involved in the SE Asian region. During this era he regularly deployed to the Philippines, Singapore, Malaya, Thailand, Hawaii and New Zealand in support of the South East Asia Treaty Organisation (SEATO).

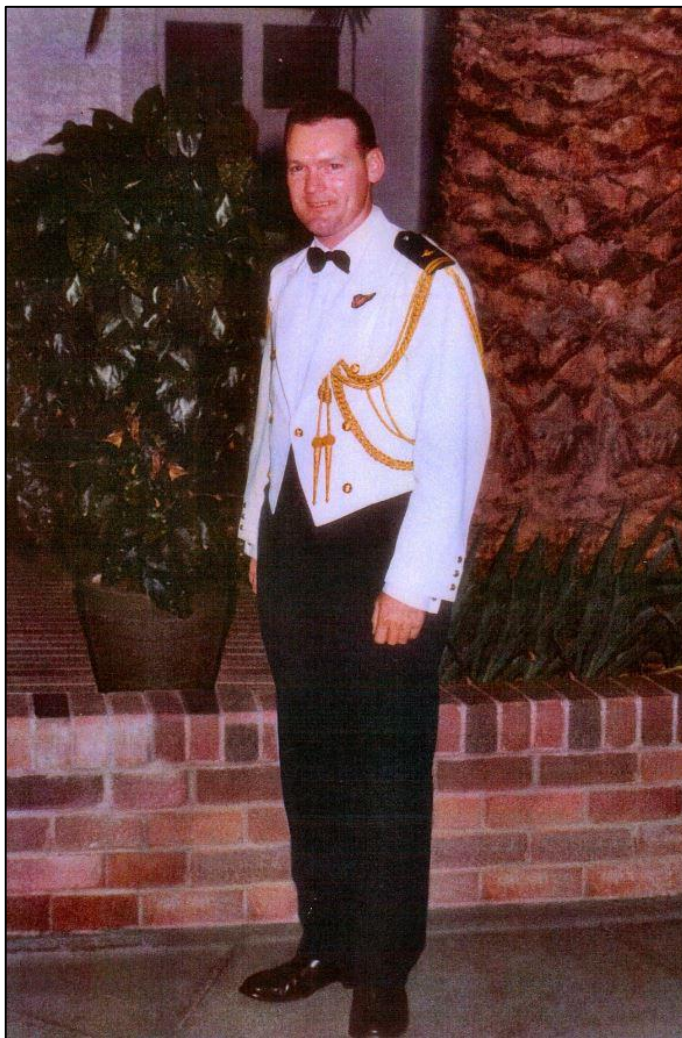
In late 1965 he came crashing back to earth with a posting as aide to the Air Officer Commanding Operational Command (AOCOPCOM). A headquarters of this stature was a daunting place for a junior officer but he quickly discovered that while the AOC was a martinet towards his command and staff officers he treated his personal staff most considerately. This posting broadened his outlook on the RAAF and the Defence Force generally as he travelled

with the AOC to most RAAF units across Australia as well as PNG and SE Asia including Vietnam at the height of the war.

Towards the end of his time at HQOPCOM the AOC informed him that he would be posted onto Canberra Bombers at Amberley and would most likely complete a bombing tour in Vietnam. So commenced a rather turbulent association with the bomber world. After converting to the Canberra (crew comprising a pilot and a navigator) and accumulating a few hundred hours he received a posting to 2 Sqn which was operating out of Phan Rang in Vietnam.

Clarrie, when aide to the AOCOPCOM.

He had psyched himself up for this eventuality when without explanation his posting was cancelled a week before he was due to leave. After several telephone calls to Canberra by his CO he discovered that he would now be going with the initial group of navigators and pilots to train on the F-111 in the US. He was rather excited at this prospect particularly when he realised that he would be flying out of Nellis AFB on the outskirts of Las Vegas.



While he was flying Canberras he deployed to Port Moresby with a young pilot (Al Blyth) to carry out aerial photographic tasks. They were given photographic targets at Amberley and were instructed that following a sortie they had to return to Moresby with sufficient fuel to divert to Cairns in case the weather closed in and in view of the limited letdown aids at that time.



No one had ever attempted to photograph Honiara because of its extreme range although it was on the list of requirements. Because they had fulfilled their quota of targets fairly early Clarrie told Al that they should give Honiara a shot if the weather conditions were favourable. The meteorological office at the airfield was informed of this intention and two days before they were due to redeploy the forecast was in their favour. They took off into a clear sky and as they approached the point of safe return things were looking good so they pressed on knowing that Port Moresby was their only destination.

After obtaining the required photographs Clarrie strapped back into the bang seat for what he thought would be an uneventful return flight. At about the halfway point Al asked him to come up front and have a look at the weather ahead. He was gobsmacked by what he saw. There in front of the aircraft was an angry cumulonimbus cloud which filled the horizon. Since the Canberra was bereft of radar Clarrie told Al that they had no other option but to plough into it blind. As soon as they entered all hell broke loose as lightning, hail and extreme turbulence hit them all at once. The aircraft was buffeted so severely that Clarrie had to grip the panic rail with both hands and trying to get back to his seat was mission impossible. They had entered the tropical storm at the maximum altitude of 48,000 feet but they estimated that the top of the cloud was some 10,000 feet above their height. All the critical instruments toppled so even trying to fly limited panel was not possible. The only instrument that appeared to be operating normally was the altimeter and it was telling them that they heading for a watery grave. Clarrie believes that what saved the day was Al taking his hands and feet off the controls and letting the aircraft do its own thing. Eventually they were spat out on the other side of the storm right side up with both engines still turning but now at an altitude of 25,000 feet. The aircraft was a bit of a mess with the engine cowlings bashed in and the rubberised material on the leading edges of the wings and elevators stripped away by hail. To top it off when they finally got back, Port Moresby was clagged in so they gently descended over the water to almost dot feet on the radio altimeter and sneaked in under the cloud for a straight in approach. They met up with each other a couple of years ago during the last flight of the F-111 and over a few beers recalled their wild ride over the Solomon Sea.



In many ways the F-111 was a revolutionary design and the change in technology from the Neptune and Canberra was a quantum leap. The flight crew comprised a pilot and a navigator seated side-by-side. One of the most important elements in its arsenal of electronics was the terrain following radar which allowed extremely low level penetration of a target safe from the 'eyes' of enemy radar by day or night and in any type of weather. The variable swept wing provided maximum lift at low speeds with the wing forward and minimum drag for high speed flight with the wing swept back. The engine airframe combination enabled a maximum speed of Mach 1.2 at sea level (about 1,200 kms/hr) and Mach 2.5 at altitude (about 2,800 kms/hr).



RAAF/USAF F-111 training group at Nellis AFB, Nevada.

Clarrie is front row second from left and Stu Fisher is in the middle of the back row

In today's Air Force navigators wear full wings and are called air combat officers. It was the F-111 that led to this change of status because with its introduction into the service the navigator was also the co-pilot, electronic warfare officer, radar and radio operator and weapons systems specialist. Unfortunately, when he completed his training in the US the F-111 developed fatigue problems with the wing structure so he and the others returned to Australia in late 1968 - without the aircraft.



Just saying "no!" prevents teenage pregnancy the same way
"Have a nice day" cures chronic depression.

This highly trained group spent a most demoralising 18 months at Amberley begging and sometimes borrowing the odd Canberra from No 1 Bomber Operational Conversion Unit (1BOCU) to try to keep themselves current.



Many of the group during this time either left the RAAF or were posted to new jobs. While General Dynamics grappled with the fatigue problem the Australian Government decided to lease 24 F-4E Phantoms as a stop gap measure. The F-4E training commenced in mid 1970 and for the navigators started at Davis -Monthan AFB, Arizona and finished at the MacDill AFB, Florida. Because these aircraft were only on lease the USAF was in charge of the ferry flights from the US to Australia.

One of the RAAF pilots (Merv Lewis) had a brother-in-law, Philip Chapman (an Australian-born American citizen) who was an astronaut with the Apollo program at the Kennedy Space Centre. The USAF kindly agreed to fly the Australian contingent to Cape Canaveral for a tour of the facilities guided by none other than Phil Chapman. They were given the gold-plated treatment and taken to several places that were out of bounds to normal tourists, such as the lunar module simulator and the vehicle assembly building which housed a fully assembled Saturn V rocket which was being readied for transportation to a launch pad. Phil was the mission scientist in ground control for the Apollo 14 moonshot but never had the opportunity to go into space himself. He resigned from NASA because he strongly disagreed with the Space Shuttle concept.

Another aspect of the training at MacDill which gave him food for thought was the air-to-air and air refuelling phases of the course which were carried out above the Everglades. Clarrie opines that if anything was going to go pear shaped it would probably occur during these phases of training and he envisaged himself wallowing in the swamps and mixing it with alligators and cottonmouths.

Clarrie was fortunate to be selected to ferry a Phantom from the McDonnell Douglas factory in St Louis, Missouri with a USAF pilot. His ferry group comprised six Phantoms and three KC-

135 tankers. The longest leg of the ferry was between Hickam AFB, Hawaii and Andersen AFB, Guam which involved several aerial hook ups with the tankers and a gruelling seven plus hours strapped into the ejection seat. To make matters worse the autopilot never worked from the time of pickup so they took turns at hand flying over the 20 hour journey with overnight stops at George AFB, California, Hickam AFB, Hawaii and Andersen AFB, Guam.



The fabulous Phantom is arguably one of the most successful combat aircraft ever built and the F-4E was probably the best variant. The only downside to his association with the Phantom was the loss of his pilot, Stu Fisher, who crashed into the sea off Evans Head killing himself and stand-in navigator, Bob Waring, while Clarrie was undergoing the Advanced Navigation Course. Stu was the only qualified test pilot in No 82 Wing and he and Clarrie flew as test crew when the USAF crew, assigned to this role, departed Amberley. This was the only aircraft lost over the lease period. (See [HERE](#)).

During their training in the States they were told that spinning the F-4 was a prohibited manoeuvre. Apparently during its early development six F-4s had been allocated to spin testing and all of them had crashed after entering a spin. Most if not all of the test pilots ejected safely. The problem was that the spin rapidly became flat and the aircraft would fall like a leaf with practically no airflow over the control surfaces. During a test flight at Amberley the aircraft was at 25,000 feet when Stu inadvertently induced a high speed stall with the aircraft departing controlled flight and rapidly entering a spin. The aircraft rapidly lost height and the spin became flatter with an alarmingly high angle of attack. The minimum safe altitude for ejection in an out of control situation was 13,000 feet and as they were going through 17,000 feet Clarrie suggested that he pop the drag chute to give the aircraft a bit of nose down attitude. However, Stu persisted with all sorts of combinations of stick and rudder and by the time they were approaching 13,000 feet the gyrations began to ease off. Full control was finally regained at 7000 feet but it was a close run thing.

In mid 1972 he was posted as an instructor to the School of Air Navigation at Sale, Victoria. He was subsequently posted as the navigation instructor to No 1 Flying Training School at Point Cook. After completing this stint he was promoted to Squadron Leader and posted to RAF Cranwell, Lincolnshire to undergo a weapons employment course before taking up a weapons staff appointment at RAAF Headquarters, Canberra. In fact over the next five years he held two separate weapons staff appointments; one in the Directorate of Aircraft Requirements and

the other in the Directorate of Operations interspersed with a twelve month [Staff Course](#) at the RAAF Staff College, Fairbairn in 1979.

Over this time he introduced the MK 84 2,000lb bomb into service and assisted SQNLDR 'Wang' Miller and FLTLT Paul Devine to establish a weapons systems course at the School of Air Navigation. He was also involved with the early testing of laser-guided bomb technology and was the RAAF representative on a tri-service working party which designed and coordinated the construction of a Defence weapons range in the Shoalwater Bay Training Area. He also liaised closely with WGCDR Brian Dirou (right) to establish an in-country helicopter gunship capability for Iroquois Helicopters after their withdrawal from Vietnam. Apparently the gunship modifications which had been carried out in Vietnam did not have the approval of their 'Airships' back in Canberra so it was back to the drawing board for Brian. When his proposal was eventually ticked by the committee system Clarrie staffed through the requirement for the associated weapons package.



On promotion to Wing Commander he was posted to the air staff at Headquarters Support Command (HQSC) as the Command Operations Staff Officer. In this appointment, inter alia, he tasked Support Command transport aircraft, the Roulettes Aerobatic Team and the RAAF Central Band. He was also the RAAF representative on the security task force for CHOGM 1981 which was held in Melbourne.

His next posting was as CO Base Squadron, Laverton and during his time there, he built a swimming pool using base welfare funds and constructed new single living-in quarters for Radschool at a cost of \$3M.

In 1985 he was posted as the sole RAAF Officer onto the Directing Staff (DS) of the Army Command and Staff College at Fort Queenscliff, Victoria.

Prior to taking up this post he completed a three week training course at the Land Warfare Centre in Canungra. He was responsible for the peacekeeping component of the course as well as being responsible for all aviation related aspects. In addition all DS instructed on land warfare strategy, tactics and doctrine up to and including Divisional level. Each DS mentored six students (Major rank) including one foreign student over the college year. In 1985 from a course population of 80 two of his students secured the highest grade of pass (B+) out of a total of seven awarded.

I wasn't planning on
going for a run today,
but those cops came
out of nowhere!



1986 Australian Army Command and Staff course, Queenscliff, Vic.
DS and admin staff are in the front row. Alex Noble is in the second row in the light coloured uniform.

David Hurley, current CDF, is at far right of second row.

One of these students, Peter Leahy, (right) went on to become Chief of the Australian Army. In 1986 his foreign student was a Filipino (Alexander Noble) who later as a Colonel led a mutiny with the aim of overthrowing President Corazon Aquino and establishing the southern island of Mindanao as a separate state. When the mutiny lost momentum he [turned himself in](#) and his fate to this day is unknown. Clarrie remembers Alex fondly as an above average student and a fit and imposing officer who stood six feet three inches tall and weighed about 225 pounds.



On promotion to Group Captain he spent a short time as the Senior Administrative Staff Officer at HQSC before taking up the Base Commander post at RAAF Base Amberley (under a reorganisation the base command function was separated from command of the F-111 wing).

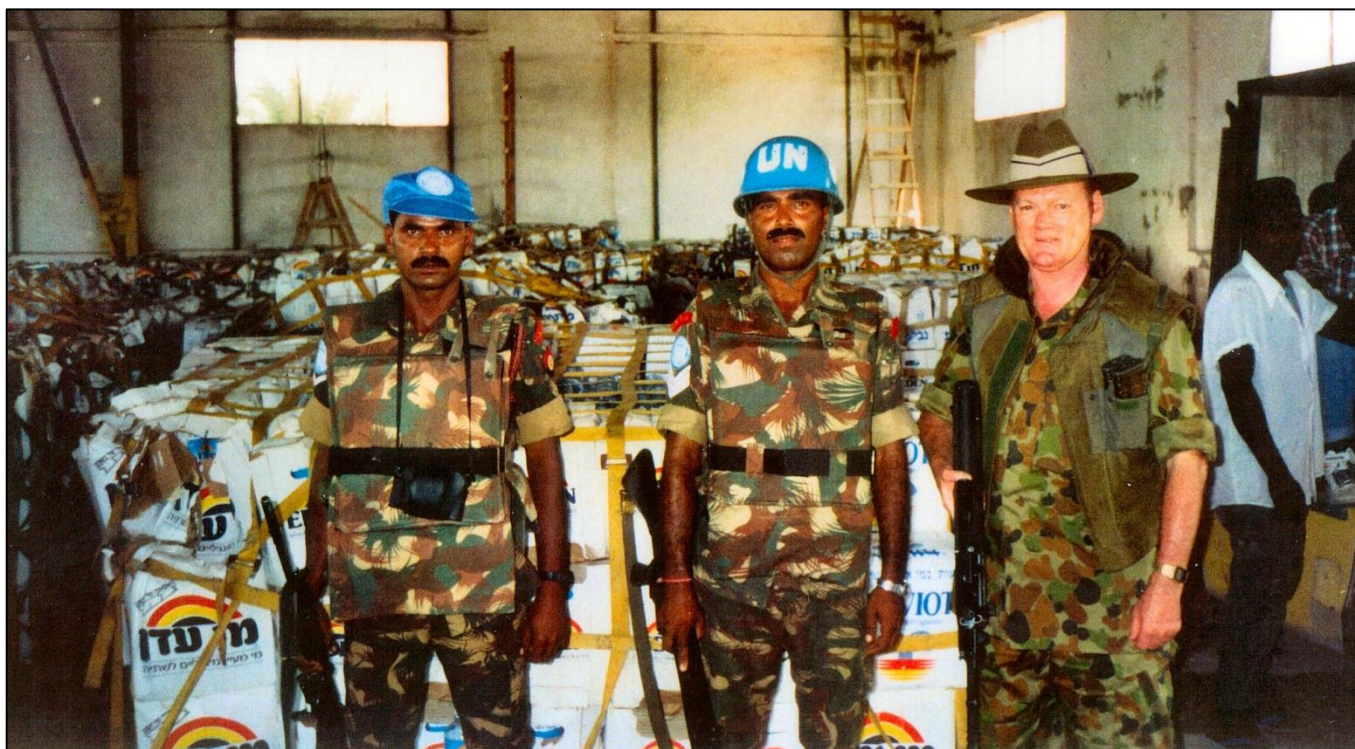


Amberley was and still is the largest RAAF base and during the first Gulf War, in order to protect the F-111 asset, he formulated and exercised a Base security plan in consultation with the Queensland Commissioner of Police and the Ipswich Mayor which covered all relevant jurisdictions in the event of an incident. This was a timely initiative because a group of expatriate Iraqis attempted to gain unauthorised access to the Base and were subsequently tracked down by the QLD Police. As a result heightened security was ordered for all operational bases and the Amberley security plan was issued as a model to all and sundry. His proudest achievement during this time was negotiating the purchase of buffer land which doubled the size of the base. This acquisition which cost \$4M protected the Base from urban encroachment and gave it super base potential which is currently being realised.

While at Amberley, he managed to spirit some free time away from his busy schedule, to pass on a few batting tips to a budding young cricketer.



His next posting was as the Director of Personnel-Airmen (DPA) and he could not have chosen a worse time to take on this poisoned chalice. When he arrived on posting the RAAF airman and airwoman force numbered some 18,000 personnel and he was directed to reduce this number by 3000 over the three year term of his posting. To achieve this aim his management tools included natural wastage, reduced recruiting and voluntary redundancy. As an added burden he was required to implement the restructure of the airman technical and non-technical workforce which resulted in the disbandment of nine musterings and the displacement of 600 airmen and airwomen. To these he offered either retraining or voluntary redundancy and against strong opposition from above he argued and won the right for these members to retain their rank if they decided to remuster. He met all of the mandated target reductions in spite of receiving a stream of anonymous hate mail and for his troubles he was made a Member of the Order of Australia.

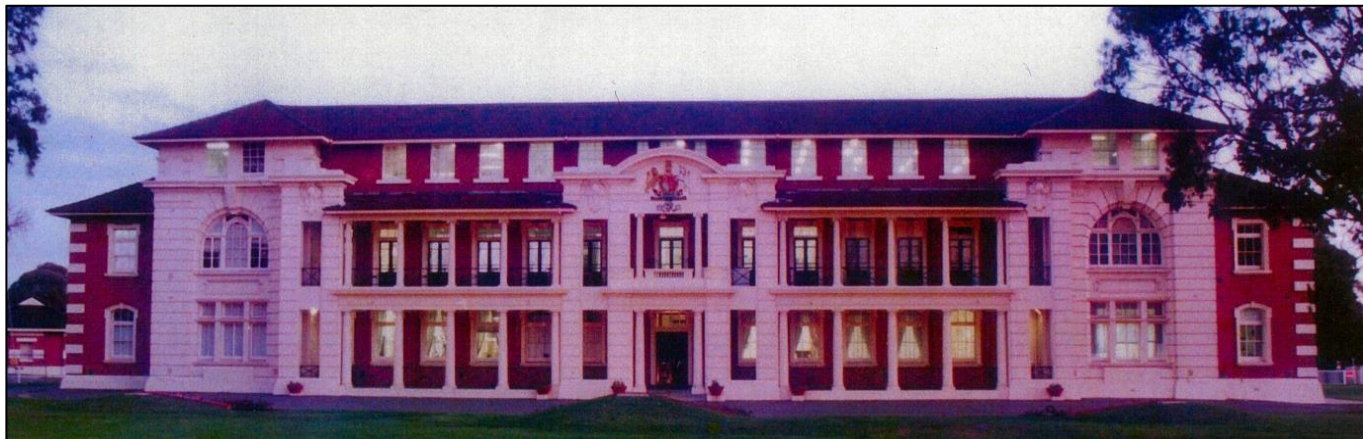


With Indian soldiers who were guarding UN stores at Mogadishu Airport.

The only break he had as DPA was a visit to Somalia to discuss future posting options for RAAF personnel based at Mogadishu. Although he was provided with an SAS bodyguard he was required to carry arms at all times and at one stage had to duck for cover as hostile fire zinged a little too close for comfort. In retrospect he contends that at this time Somalia was the most dangerous place on earth and probably still is.

The '[Blackhawk Down](#)' incident occurred the month before he arrived in the country. The United Nations Operations in Somalia, UNOSOM 1 and UNOSOM II, involved 20,000 US troops and a further 20,000 from 25 other nations but failed to bring the country under control. The operation commenced in 1992 and ended in 1995 at a cost of six billion US dollars.

On promotion to Air Commodore he assumed the appointment of Head of the Defence Centre-Adelaide.



This was a tri-service command, and an Army Base Administrative Support Centre (BASC) was imbedded in the Defence Centre which meant that the majority of his staff were Army. Although some of the ARA units within South Australia did not come under his command he did have disciplinary powers over all of them which had been delegated to him by the Chief of Army. In this post he was the senior Defence Force Officer in SA and represented the Chief of the Defence Force in the Australian Central Region and acted as the senior liaison officer with other Federal and State Government Departments in relation to Defence matters including requests for Defence Force emergency assistance.

During this period, (Australia Day 1995) he was appointed as a "Member of the Order of Australia". (AM).



Receiving the AM from Dame Roma Mitchell, Governor of South Australia.

In this post, he also had overall responsibility for the administration of the Woomera Township which supported the Joint Defence Facility at Nurrungar.

His Admin duties necessitated visits and discussions with USAF Generals at Space Command in the US. On one such visit with [Dr Ron Huisken](#) (below) from Strategic and International Policy Division, Canberra, he was shown through the nuclear bunker deep within Cheyenne Mountain which is located on the outskirts of Colorado Springs.

The closest to perfection a person ever comes, is when they fill out a job application.



Clarrie with Dr Ron Huisken at the entrance to a nuclear bunker in the Cheyenne Mountains.

In an interview with the editor of RAAF News just before his retirement he was asked what was the single most significant change he had observed over his 35 years of service in the RAAF. Without missing a beat he replied that nurses could now get navigators pregnant.

During a speech at his farewell dinner on 28 November 1997 he made the following comment:

'I leave the Service with a great feeling of satisfaction in the knowledge that the RAAF and the ADF owe me nothing and I trust I don't owe too much in return'.



Clarrie and his lovely wife Karin who migrated from Germany as a child and spent her formative years in the Snowy mountains where her father worked as a surveyor. Sadly, she passed away in 2009.



A proud dad with his three daughters, (L-R:) Chris, Anita and Debbie.

The trouble with Sunday drivers is,
they don't drive any better during the week.

Clarrie says he often gets asked, "What do you do, how do you fill in your time, now that you've left the Air Force??"



"Air Force??" says Clarrie, "what Air Force??"

There were these two blondes who went deep into the woods
searching for a Christmas tree.

After hours of sub zero temperatures and a few close calls
with hungry wolves, one blonde turned to the other and said,
"I'm chopping down the next tree I see. I don't care whether it's decorated or not!"

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The People I meet!!

Recently I was in Queenstown in New Zealand. [Queenstown](#) is NZ's ski and fun capital and while I was there all the hills were covered with crisp new snow. And it was damn cold!!

Coming from Brisbane, I wasn't all that keen on the cold so sought out a nice big log fire to keep warm, a place where I could sit in peace and quiet and just look out at the magnificent scenery.

But it wasn't to be!!

I had no longer got myself settled when three beautiful girls, all from Ozland, spotted me and rushed over and being only human, insisted on draping themselves upon my person.

Oh well, such is the price of fame!!



L-R: Nadine Highfield, Renee Moriarty and Emily Pateman.

Nadine is a solicitor and works for the Attorney General's department in Canberra, Renee is a Risk Management Consultant and lives and works in Brisbane and Emily works in Hospitality in Sydney.

If you've never been to NZ, but if you're thinking of going in the sometime soon, we would suggest spending as much time as you can in the South Island at the expense of the North. The North Island is a lot like Ozland, Holdens, Falcons, same shops, same pubs, the only real difference is they eat fush instead of fish – but the South is different.

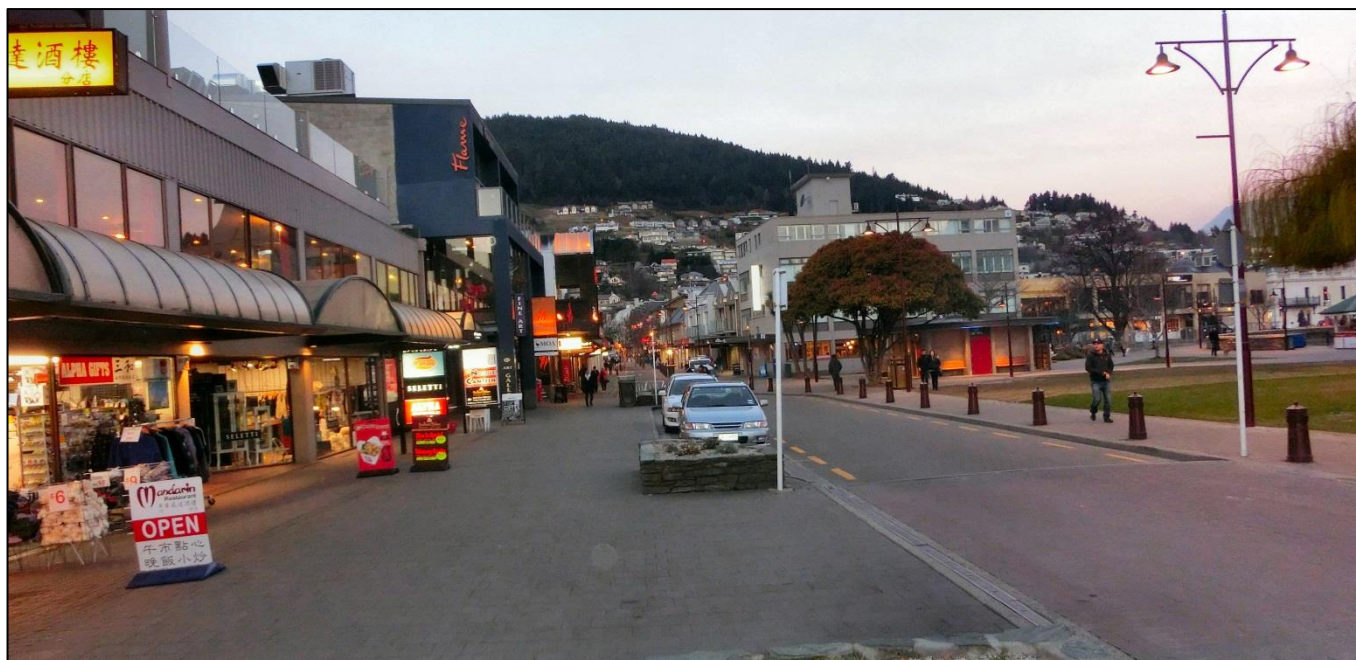
The South is wonderful scenery, and if you're game enough you can get involved in all sorts of extreme sports, including skiing and snowboarding, jet boating, whitewater rafting, bungee jumping, mountain biking, sky diving and for the not so adventurous - fly fishing. We've done most of the South Island before, so this time we stayed put in Queenstown.



Queenstown is not a big city, it has a permanent population of about 15,000 but that can swell to 40,000 with the addition of overseas tourists. And they come from all parts of the world, walking through the quaint little narrow streets of Queenstown you hear all sorts of different languages.



Queenstown is 45 degrees south, (Hobart is 42 south), so you do need to rug up. It is situated on the 80 klm long “Z” shaped Lake Wakatipu and is bounded by magnificent mountain ranges, the best known of which is the “Remarkables”. One way to spend a few relaxing hours and to see the Remarkables at their best is to take a cruise on the lake in the 100 year old twin screw coal fired steamer TSS Earnslaw.



Getting in and out of NZ is a breeze too, for starters, it's quicker and cheaper to fly to NZ from the East Coast of Oz than it is to fly to Perth and the NZ customs/immigration people usher you through as though you were at a domestic airport – all in all, a very enjoyable break!

There is no cure for birth and death except to enjoy the interval.

Bonnington's Irish Moss.

When we were kids, one of the favourite remedies for an annoying cough was Bonnington's Irish Moss – but what was it and where did it come from??

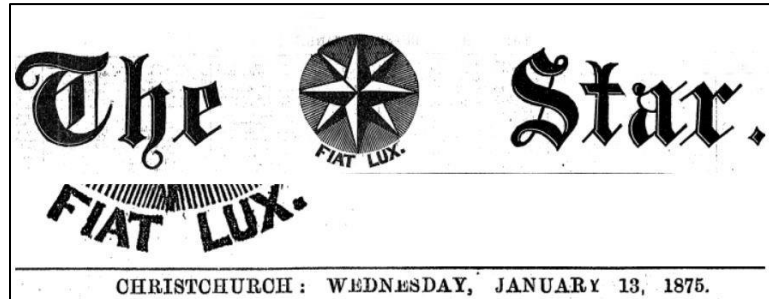
Many years ago, one of Christchurch's (New Zealand) most well-known and successful chemist and druggist shops was owned by a George Bonnington.

An entrepreneur from a young age, George was living with his family when he concocted the dark brown syrupy cough mixture of vinegar and an extract of seaweed (*Carrageen*), sweetened with honey. He left his home town of Nelson in 1872 to set up in Christchurch, opening a small chemist shop in Colombo Street, (the main street).



Unfortunately his business was not an instant success and in 1875 he declared himself bankrupt, putting his affairs in the hands of two Trustees, one of whom was his brother, Charles.

The business was put on the market but it didn't sell, instead it was assigned to Charles and a fellow Trustee, merchant J. J. Fletcher, and together they worked to turn the business around. Advertisements for George's Irish Moss preparation, which had proved popular in Nelson, were placed regularly in the Star newspaper and eventually became the cornerstone product for the business. By the end of 1876, '*Bonnington's Pectoral Oxymel of Carrageen or Irish Moss*' was being distributed and sold through stores and chemists throughout Canterbury. They relocated the business to a larger shop on High Street and advertised for '*an experienced and steady man*' to manage the business.



GEORGE BONNINGTON,
(Late of Nelson),
BEGS to notify to the Inhabitants of
Christchurch that he has commenced
business as a
CHEMIST AND DRUGGIST
In those Premises lately occupied as a Fancy
Bazaar,
**IN COLOMBO STREET,
CHRISTCHURCH,**
And, from his long experience in the business,
together with strict personal attention, hopes
to merit a share of the public support.
Colombo street, Christchurch. 7985

"*Pectoral oxymel of Carrageen*" known commonly as '*Irish Moss*', had been used as a thickening agent in jellies, blancmanges and broths for hundreds of years. Its medicinal qualities were well recognised, when mixed with milk, sugar and spices, it could be made into a nutritious and easily digested decoction for invalids suffering from consumption, coughs, asthma or dysentery.

Bonnington guaranteed that one dose was an effective cure for any cough. It's sweet odour and taste was responsible for making it one of the most popular medicines of its day. However, the taste and popularity had probably more to do with the secret ingredients,

opium and morphine, which provided a pleasant after taste and effect!

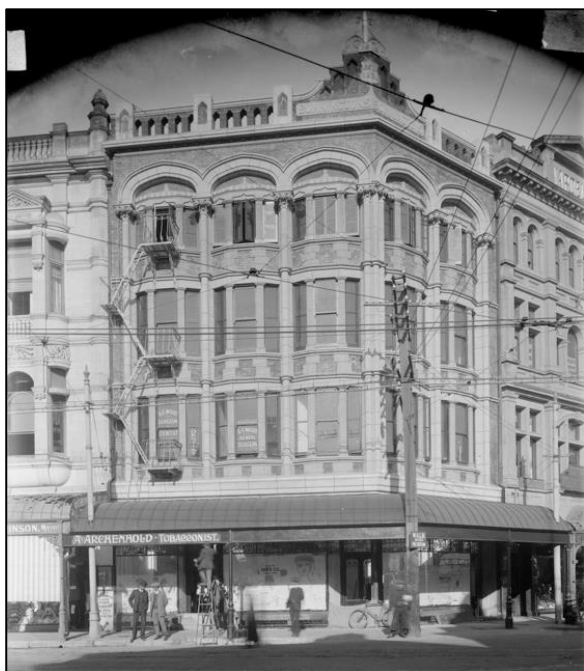
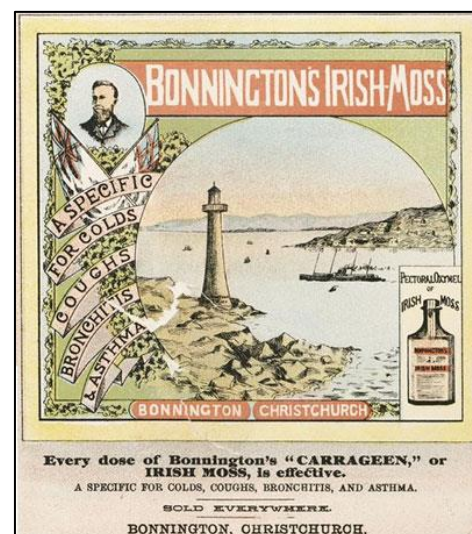
In 1883, Bonnington & Co. relocated to the newly constructed, 'custom designed' and elegant sandstone Italianate building which they named "Bonnington House." Covering about 5,000 sq ft of floor space, Bonnington House was not only a spacious building, but the height of modernity. It was installed with a modern telephone system and the interior was furnished with large mirrors, beautiful glass showcases, handsome mahogany counters and many other fittings of the latest fashions.

It also had a Lamson pneumatic cashier machine installed, the first in the Southern hemisphere. The shop counters were connected by tubes to a central cashier to whom the customers' payments would be despatched. The cashier would then return the change and receipts to the shop assistants in cartridges that were driven along overhead pipes by compressed air.



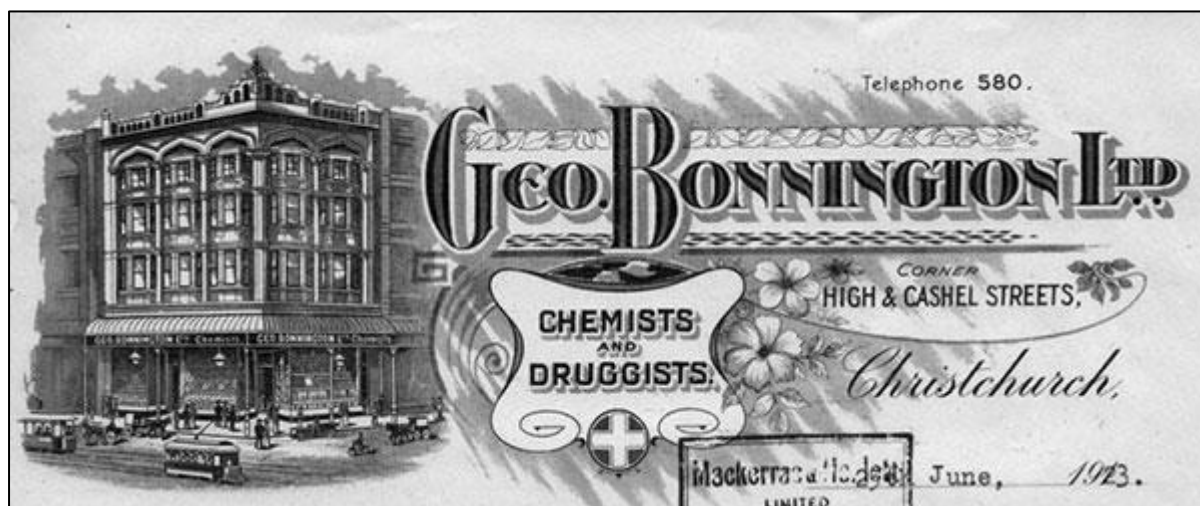
In about 1891, Bonnington & Co introduced their Irish Moss preparation to the Australian market, opening a factory in Harris Street, Sydney. It was advertised as containing nothing injurious and '*there is not the least danger in giving it to children*'. Yet in 1907, a Victorian grocer was fined in the District Court for selling Bonnington's Carrageen Irish Moss, which contained morphia, contrary to the Pure Food Act. The bottles were quickly withdrawn from the market and a fresh batch prepared which didn't contain any opium derivative.

At the age of 64 years, George Bonnington died on December 18th, 1901. His son, Leonard was made managing director of the entire business.



Bonnington & Co continued to grow. Leonard built Bonnington's four storey building at the corner of High and Cashel Streets, (left) and they remained in business on the ground floor until 1973. The department store magnate, William Strange purchased the elegant white Bonnington House so he could expand his adjacent department store. However Strange and Co. went into liquidation and closed down in 1929, and J. R. McKenzie acquired the building. In later years, the building became dilapidated and its decorative cornice and pediment were removed.

After Leonard retired, his brother, Louis and then Cecil took over the business in succession. About 1988, Bonnington House caught fire and the upper two floors were destroyed until restoration by the KPI Rothschild Property Group in 2007.



Bonnington's trademark line "*start that sip, sip, sip of Bonnington's Irish Moss*" was used for years to promote the continued consumption of the product, and it is still being manufactured by Glaxo Smith Kline today.

A coach load of Paddies on a mystery tour decided to run a sweepstake to guess where they were going. The driver won £52!

Invasion of Poland.

Poland had been reborn as an independent nation after World War I and the collapse of Austria-Hungary, Russia, and Germany. Polish borders had been partly re-established by the Versailles Treaty but a series of armed conflicts with Germany, Czechoslovakia, Lithuania, and Ukrainian nationalists, as well as a major war with the Soviet Union, gave the borders their final shape.

During the course of the Polish-Soviet War (1919-20), Poland had been forced to rely on her own resources as help from the Western Allies had been slow in coming or had actively blocked by pro-communist unions in Europe. Because of the Polish-Soviet war and continuing Soviet efforts at infiltration thereafter, Polish military and political planning focused primarily on a future conflict with the Soviets. To this end, the Poles developed alliances with Rumania and Latvia. Poland's policy toward Germany was based on her alliance with France, but Polish-Czech relations remained cool. The problem with the French alliance, as far as the Poles were concerned, was the instability in French politics which resulted in constant indecision about the eastern alliances. As governments rose and fell in regular succession, French policies toward Poland and other allies changed.



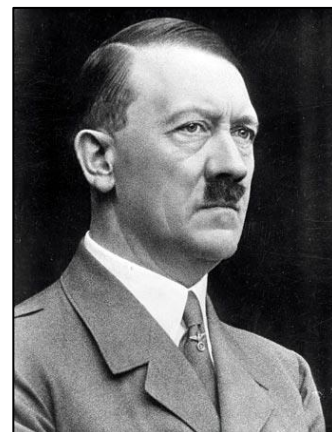
German military leaders had begun planning for war with Poland as early as the mid 1920s. Recovering the ethnically Polish territory of Pomerania, Poznan, and Silesia, as well as the largely German Free City of Danzig were the major objectives. Nevertheless, the restrictions of Versailles and Germany's internal weakness made such plans impossible to realize. Hitler's rise to power in 1933 capitalized on German's desire to regain lost territories, to which Nazi leaders added the goal of destroying an independent Poland. According to author Alexander Rossino, prior to the war Hitler was at least as anti-Polish as anti-Semitic in his opinions. That same year, Poland's Marshal Jozef Pilsudski proposed to the French a plan for a joint invasion to remove Hitler from power, which the French vetoed as mad warmongering.

In 1934, however, the Germans signed a non-aggression pact with Poland, providing a kind of breathing space for both countries. German efforts to woo Poland into an anti-Soviet alliance were politely deferred as Poland attempted to keep her distance from both powerful

neighbours. As German power began to grow, however, and Hitler increasingly threatened his neighbours, the Poles and French began to revitalize their alliance.

The Munich Pact dramatically increased Poland's danger. At the last minute, the Poles and Czechs had attempted to patch up their differences. The Czechs would give up disputed territory taken in 1919 and half ownership in the Skoda arms works in exchange for Polish military intervention in the case of German attack. The Munich Pact, however, closed this option and Poland sent its troops to forcibly occupy the territory of Teschen and the nearby Bohumin rail junction to keep it out of German hands.

After Hitler violated the Munich treaty, Poland was able to extract guarantees of military assistance from France, and significantly, Britain. In March 1939, Hitler began to make demands on Poland for the return of territory in the Polish Corridor, cessation of Polish rights in Danzig, and annexation of the Free City to Germany. These Poland categorically rejected. As negotiations continued, both sides prepared for war. German demands sent to Poland on 25 Aug 1939 were the following.



- *The return of Danzig to Germany*
- *Rail and road access across the corridor between Germany and East Prussia*
- *The cession to Germany any Polish territory formerly of pre-WW1 Germany that hosted 75% or more ethnic Germans*
- *An international board to discuss the cession of the Polish Corridor to Germany*

Hitler, however, again altered the strategic landscape again in August 1939 when Germany and the Soviet Union signed a non-aggression pact which contained secret protocols designed to partition Poland and divide up most of eastern Europe between the two dictators.

Strategic Considerations.

Poland's strategic position in 1939 was weak, but not hopeless. German control over Slovakia added significantly to Poland's already overly long frontier. German forces could attack Poland from virtually any direction. Poland's major weakness, however, was its lack of a modernized military. In the 1920s, Poland had the world's first all-metal air force, but had since fallen behind other powers. Poland was a poor, agrarian nation without significant industry. While Polish weapons design was often equal or superior to German and Soviet design, it simply lacked the capacity to produce equipment in the needed quantities. One example was the [P-37 Łos bomber](#), which at start of the war was the world's best medium bomber. Another example was the "Ur" anti-tank rifle which was the first weapon to use tungsten-core ammunition.



To motorize a single division to German standards would have required use of all the civilian cars and trucks in the country. This occurred despite heroic efforts by Polish society to create a modern military which included fundraising among civilians and the Polish communities in the

USA to buy modern equipment. As a percentage of GNP, Polish defence spending in the 1930s was second in Europe, behind the Soviet Union but ahead of Germany. Yet, in real dollar terms, the budget of the Luftwaffe alone in 1939 was ten times greater than the entire Polish defence budget. Yet even this did not give the full picture, since the Polish defence budget included money to upgrade roads and bridges and to build arms factories.

The Polish leadership was also hamstrung by political rifts and by the legacy of Pilsudski's authoritarian rule which had retarded the development of modern strategic thinking and command. The top leadership was held by Marshal Edward Smigly-Rydz (right), who had been an able corps commander in 1920 but lacked the ability to command a complex modern army. Yet there were many able officers, such as Gen. Tadeusz Kutrzeba and Gen. Kazimierz Sosnkowski. Although overburdened by military brass, Poland had a solid corps of junior officers. The Polish Air Force, by contrast, was a very strong service.



Poland's one major advantage was in intelligence, beginning in the early 1930s, a group of young mathematicians had managed to break the German military codes of the supposedly unbreakable Enigma encoding machine. Until 1938, virtually all German radio traffic could be read by Polish intelligence. Thereafter, the Germans began to add new wrinkles to their systems, complicating the task. On the eve of the war, the Poles could read about ten percent of *Wehrmacht* and *Luftwaffe* traffic and nothing from the *Kriegsmarine*. However, the German military police frequencies continued to use the older system and were fully readable. This was augmented by human intelligence efforts. By September 1, 1939, the Polish high command knew the location and disposition of 90 percent of German combat units on the eastern front.

Polish doctrine had developed during the Polish-Soviet War and emphasized manoeuvre with little reliance placed on static defences, aside from a few key points. Unfortunately, the Polish army's ability to manoeuvre was far less than the more mechanized German army.

Much mythology surrounds Poland's use of cavalry, mostly due to Nazi propaganda absorbed by Western historians. About 10 percent of the Polish army was horse cavalry, a smaller percentage than the U.S. army in 1939. Poland had more tanks than Italy, a country with a well-developed automotive industry. Polish cavalry were used as form of mobile infantry and rarely fought mounted, and never with lances. The cavalry attracted high-calibre recruits and the forces trained alongside tanks and possessed greater tank-fighting ability than comparable infantry units. Their use was also envisioned in any conflict with the USSR in eastern Poland where the terrain was mainly forest, swamp, and mountain.

Poland's primary strategic goal was to draw France and Britain into the war on her side in the event of an attack by Germany. Poland's defence strategy in 1939, developed by Gen. Kutrzeba, envisioned a fighting withdrawal to the south-eastern part of the country, the "Rumanian bridgehead." There, the high command stockpiled reserve supplies of equipment and fuel. In the rougher terrain north of the Rumanian and Hungarian borders, the army would make its stand. If all went well, an Anglo-French counterattack in the west would reduce German pressure and Polish forces could be re-supplied by the allies through friendly Rumania.

Hitler's political tactics, however, forced a modification of this plan. Fearing the Germans might attempt to seize the Polish Corridor or Danzig and then declare the war over, Polish forces were ordered closer to the border to ensure that any German attack would be immediately engaged in major combat. In so doing they would ensure that Poland's allies could not wriggle out of their treaty obligations.

For its part, Germany's planners sought to deliver a rapid knockout blow to Poland within the first two weeks. German forces would launch deep armoured attacks into Poland along two main routes: Lodz-Piotrkow-Warsaw and from Prussia across the Narew River into eastern Mazovia. There would be secondary attacks in the south and against the Polish coastal defences in the north. The primary objective would be to cut off Polish forces in northern and western Poland and seize the capital. To further deter France from entering the soon-to-begin German-Polish conflict, Hitler made several public visits to the West Wall on the German-French border beginning from Aug 1938 to survey the construction of bunkers, blockhouses, and other fortifications. (This wall was called the Siegfried Line by the Allies). The Nazi propaganda machine elaborated on these visits to form a picture of an invincible defensive line to deter French attacks when Germany invades.



On paper, Poland's full mobilized army would have numbered about 2.5 million. Due to allied pressure and mismanagement, however, only about 600,000 Polish troops were in place to meet the German invasion on September 1, 1939. These forces were organized into 7 armies and 5 independent operational groups. The typical Polish infantry division was roughly equal in numbers to its German counterpart, but weaker in terms of anti-tank guns, artillery support, and transport. Poland had 30 active and 7 reserve divisions. In addition there were 12 cavalry brigades and one mechanized cavalry brigade. These forces were supplemented by units of the Border Defence Corps (KOP), an elite force designed to secure the frontiers from infiltration and engage in small unit actions, diversion, sabotage, and intelligence gathering. There was also a National Guard used for local defence and equipped with older model weapons. Armoured train groups and river flotillas operated under army command.

German forces were organized in two Army Groups, with a total of 5 armies. The Germans fielded about 1.8 million troops. The Germans had 2,600 tanks against the Polish 180, and over 2,000 aircraft against the Polish 420. German forces were supplemented by a Slovak brigade.

Armed clashes along the border became increasingly frequent in August 1939 as Abwehr operations worked to penetrate Polish forward areas and were opposed by the Polish Border Defence Corps, an elite unit originally designed to halt Soviet penetration of the eastern frontier. These clashes alarmed the French who urged the Poles to avoid "provoking" Hitler. Polish forces had been partly mobilized in secret in the summer of 1939. Full mobilization was to be declared in late August, but was halted at French insistence. Mobilization was again declared on August 30, but halted to French threats to withhold assistance, and then re-issued the following day. As a result of this, only about a third of Polish forces were equipped and in place on Sept. 1.

On August 31, operational Polish air units were dispersed to secret airfields. The navy's three most modern destroyers executed Operation Peking and slipped out of the Baltic Sea to join the Royal Navy. Polish submarines dispersed to commence mine laying operations.

As Hitler gathered his generals, he ordered them to "kill without pity or mercy all men, women, and children of Polish descent or language... only in this way can we achieve the living space we need." Mobile killing squads *Einsatzgruppen* would follow the main body of troops, shooting POWs and any Poles who might organize resistance. On the night of August 31, Nazi agents staged a mock Polish attack on a German radio station in Silesia, dressing concentration camp prisoners in Polish uniforms and then shooting them. Hitler declared that Germany would respond to "Polish aggression."

The invasion began at 4.45 A.M. The battleship Schleswig-Holstein was moored at the port of the Free City of Danzig on a "courtesy visit" near the Polish military transit station of Westerplatte. The station was on a sandy, narrow peninsula in the harbor, garrisoned by a small force of 182 men. At quarter to five on September 1, 1939, the giant guns of the battleship opened up on the Polish outpost at point-blank range.



As dawn broke, Danzig SS men advanced on Westerplatte expecting to find only the pulverized remains of the Polish garrison. Instead, they found the defenders very much alive. In moments the German attack was cut to pieces. Further attacks followed. Polish defenders duelled the mighty battleship with a small field gun. At the Polish Post Office in Danzig, postal workers and Polish boy scouts held off Nazi forces for most of the day before surrendering. The post office defenders were summarily executed. A similar fate awaited Polish railway workers south of the city after they foiled an attempt to use an armoured train to seize a bridge over the Vistula.

German forces and their Danzig and Slovak allies attacked Poland across most sectors of the border. In the north, they attacked the Polish Corridor. In southern and central Poland, Nazi

armoured spearheads attacked toward Łódź and Kraków. In the skies, German planes commenced terror bombing of cities and villages. Nazi armies massacred civilians and used women and children as human shields. Everywhere were scenes of savage fighting and unbelievable carnage. Polish forces defending the borders gave a good account of themselves. At Mokra, near Częstochowa, the Nazi 4th Panzer Division attacked two regiments of the Wolynska Cavalry Brigade. The Polish defenders drew the Germans into a tank trap and destroyed over 50 tanks and armoured cars.

The battle in the Polish Corridor was especially intense. It was here that the myth of the Polish cavalry charging German tanks was born. As Gen. Heinz Guderian's panzer and motorized forces pressed the weaker Polish forces back, a unit of Pomorska Cavalry Brigade slipped through German lines late in the day on Sept. 1 in an effort to counterattack and slow the German advance. The unit happened on a German infantry battalion making camp. The Polish cavalry mounted a sabre charge, sending the Germans fleeing but at that moment, a group of German armoured cars arrived on the scene and opened fire on the cavalry, killing several troopers and forcing the rest to retreat. Nazi propagandists made this into "cavalry charging tanks" and even made a movie to embellish their claims. While historians remembered the propaganda, they forgot that on September 1, Gen. Guderian had to personally intervene to stop the German 20th motorized division from retreating under what it described as "intense cavalry pressure." This pressure was being applied by the Polish 18th Lancer Regiment, a unit one tenth its size.



Where the Poles were in position, they usually got the better of the fight, but due to the delay in mobilization, their forces were too few to defend all sectors. The effectiveness of German mechanized forces proved to be their ability to bypass Polish strong points, cutting them off and isolating them. By September 3, although the country was cheered by the news that France and Britain had declared war on Germany, the Poles were unable to contain the Nazi breakthroughs. Army Łódź, despite furious resistance, was pushed back and lost contact with its neighbouring armies. German tanks drove through the gap directly toward Warsaw. In the Polish Corridor, Polish forces tried to stage a fighting withdrawal but suffered heavy losses to German tanks and dive-bombers. In the air, the outnumbered Polish fighter command fought with skill and courage, especially around Warsaw. Nevertheless, Nazi aircraft systematically targeted Polish civilians, especially refugees. Bombing and shelling sent tens of thousands of people fleeing for their lives, crowding the roads, hindering military traffic.

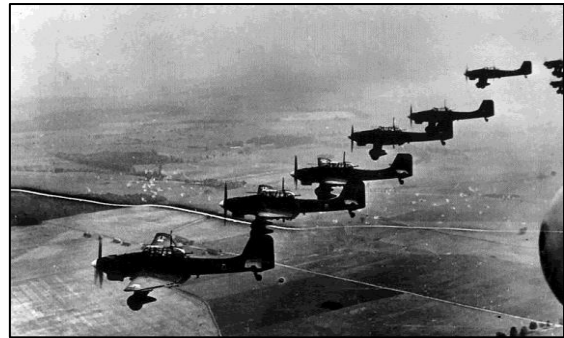
Realizing that escaping civilians crowded up important transportation routes and disrupted Polish military movement, the Germans began to broadcast fake Polish news programs that either falsely reported the position of German armies or to encourage civilians of certain areas to evacuate. With both methods, the Germans were able to exploit the fear of the Polish civilians and render Polish transportation systems nearly useless.

The effects of the Poles' lack of mobility and the fateful decision to position forces closer to the border now began to tell. On September 5, the Polish High Command, fearing Warsaw was

threatened, decided to relocate to south-eastern Poland. This proved a huge mistake as the commanders soon lost contact with their major field armies. Warsaw itself was thrown into panic at the news.

Although the situation was grim, it was not yet hopeless. Following the High Command's departure, the mayor of Warsaw Stefan Starzyński and General Walerian Czumak rallied the city's defenders. Citizen volunteers built barricades and trenches. An initial German attack on the city's outskirts was repulsed.

The fast German advance took little account of Army Poznań under the command of Gen. Kutrzeba which had been bypassed on the Nazis' quick drive toward Warsaw. On September 8-9, Army Poznań counterattacked from the north against the flank of the German forces moving on Warsaw. The Nazi advance halted in the face of the initial Polish success on the River Bzura. The Nazis' superiority in tanks and aircraft, however, allowed them to regroup and stop Army Poznań's southward push. The counterattack turned into a battle of encirclement. Although some forces managed to escape to Warsaw, by September 13, the Battle of Bzura was over and Polish forces destroyed. The delay, however, had allowed Warsaw to marshal its defences, turning the perimeter of the city into a series of makeshift forts. In the south, German forces had captured Kraków early in the campaign but their advance slowed down as they approached Lwów. The defenders of Westerplatte had surrendered after seven days of fighting against overwhelming odds, but the city of Gdynia and the Hel Peninsula still held as Polish coastal batteries kept German warships at bay.



By the middle of September, Polish losses had been severe and the German advance had captured half of the country. The high command's fateful decision to leave Warsaw had resulted in more than a week of confusion, rescued only by the courage of Army Poznań's doomed counterattack. By the middle of September, however, Polish defences were stiffening. Local commanders and army-level generals now directed defences around the key bastions of Warsaw, the Seacoast, and Lwów. German losses began to rise (reaching their peak during the third week of the campaign). Small Polish units isolated by the rapid advance regrouped and struck at vulnerable rear-area forces.

This thin ray of hope, however, was extinguished on September 17 when Red Army forces crossed Poland's eastern border as Stalin moved to assist his Nazi ally and to seize his share of Polish territory. Nearly all Polish troops had been withdrawn from the eastern border to fight the Nazi onslaught. Only a few units of the Border Defence Corps aided by local volunteers stood in the way of Stalin's might. Although often outnumbered 100 to 1, these forces refused to surrender.

One such force commanded by Lt. Jan Bolbot was attacked by tens of thousands of Red Army troops in their bunkers near Sarny. Bolbot's surrounded men mowed down thousands of Soviet attackers who advanced in human waves. Finally, communist forces piled debris around the bunkers and set them on fire. Lt. Bolbot, who remained in telephone contact with his commander, reported that the neighbouring bunker had been breached and he could see hand to hand fighting there. He told his commander that his own bunker was on fire and filling with thick smoke but all his men were still at their posts and shooting back. Then the line went dead.

The entire Sarny garrison fought to the last man. Bolbot was posthumously awarded the *Virtuti Militari*, Poland's highest military decoration.

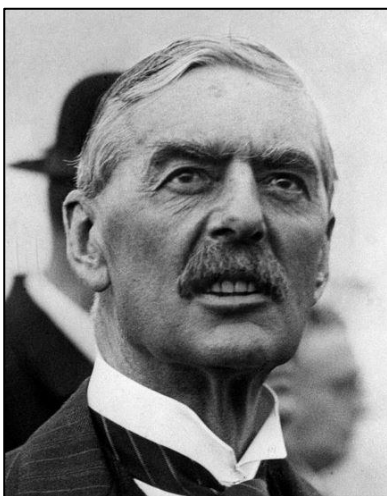
Polish defences in the southeast fell apart as formations were ordered to fall back across the relatively friendly Rumanian and Hungarian borders to avoid capture. Fighting raged around Warsaw, the fortress of Modlin, and on the seacoast. On September 28, Warsaw capitulated. Polish forces on the Hel Peninsula staved off surrender until October 1. In the marshes of east central Poland, Group Polesie continued to mount effective resistance until October 5. When this final organized force gave up, its ammunition was gone and its active duty soldiers were outnumbered by the prisoners it had taken.

Throughout the first two and half weeks of September 1939, Germany threw its entire air force, all of panzer forces, and all of its frontline infantry and artillery against Poland. Its border with France was held by a relatively thin force of second and third string divisions. The French army, from its secure base behind the Maginot Line, had overwhelming superiority in men, tanks, aircraft, and artillery. A concerted push into western Germany would have been a disaster for Hitler. Yet the French stood aside and did nothing. The British were equally inactive, sending their bombers to drop propaganda leaflets over a few German cities. Had the Allies acted, the bloodiest and most terrible war in human history could have been averted.

The Western Betrayal.

Since Britain and France had given Germany a freehand in annexing Czechoslovakia, some people of Central and Eastern Europe placed a distrust on the democratic nations of Western Europe. They used the word "betrayal" to describe their western allies who failed to fulfil their treaty responsibilities to stand by the countries they swore to protect. Britain and France's lack of initial response to the German invasion convinced them that their western allies had indeed betrayed them.

Britain simply did not wish to give up the notion that Germany could be courted as a powerful ally. After a note was sent from London to Berlin regarding to the invasion of her ally, Lord Halifax followed up by sending British Ambassador in Berlin Neville Henderson a note stating that the note was "in the nature of a warning and is not to be considered as an ultimatum." Deep in its pacifist fantasies, Britain did not consider the violation of her allies borders a valid cause for war. France's response to the invasion was similar, expressing a willingness to negotiate though refusing to send any deadline for a German response. At 1930 London time on 1 Sep 1939, the British parliament gathered for a statement from Prime Minister Neville Chamberlain, expecting a declaration of war as dictated by the terms of the pact between Britain and Poland, or minimally the announcement of an ultimatum for Berlin. Instead, Chamberlain noted that Hitler was a busy man and might not have had the time to review the note from Berlin yet. When he sat down after his speech, there were no cheers; even the parliament characterized by its support for appeasement was stunned by Chamberlain's lack of action.



As Britain and France idled, the German *Luftwaffe* bombed Polish cities. They submitted messages to Berlin noting that if German troops were withdrawn, they were willing to forget the whole ordeal and return things to the status quo. It was a clear violation of the military pacts that they had signed with Poland. Finally, on 3 Sep, after thousands of Polish military and civilian personnel had already perished, Britain declared war on Germany at 1115. France followed suit at 1700 on the same day. Even after they had declared war, however, the sentiment did not steer far from that of appeasement. The two western Allies remained mostly idle. While Poland desperately requested the French Army to advance into Germany to tie down German divisions and requested Britain to bomb German industrial centres, Britain and especially France did nothing in fear of German reprisals.

In one of the biggest "what-if" scenarios of WW2, even Wilhelm Keitel noted that had France reacted by conducting a full-scale invasion of Germany, Germany would have fallen immediately. "We soldiers always expected an attack by France during the Polish campaign, and were very surprised that nothing happened.... A French attack would have encountered only a German military screen, not a real defence", he said. The invasion was not mounted; instead, token advances were made under the order of Maurice Gamelin of France, where a few divisions marched into Saarbrücken and were immediately withdrawn. The minor French expedition was embellished in Gamelin's communique as an invasion, and falsely gave the impression that France was fully committed and was meeting stiff German resistance. While the Polish embassy in London reported several times that Polish civilians were being targeted by German aerial attacks, Britain continued to insist that the German military had been attacking only military targets.



Occupation and Escape.

Both German and Soviet occupations began with murder and brutality. Many prisoners of war were executed on the spot or later during the war. Countless civilians were also shot or sent to concentration camps, including political leaders, clergy, boy scouts, professors, teachers, government officials, doctors, and professional athletes. Among them was Mayor Starzynski of Warsaw who had rallied his city to resist the Nazi onslaught. In the German sector, Jews were singled out for special brutality.

Many small army units continued to fight from remote forests. Among the most famous was the legendary "Major Hubal," the pseudonym of Major Henryk Dobrzański. Major Hubal and his band of 70-100 men waged unrelenting guerilla warfare on both occupiers until they were cornered by German forces in April 1940 and wiped out. Hubal's body was burned by the Germans and buried in secret so he would not become a martyr, but others soon took his place.

POWs captured by the Germans were to be sent to labour and prison camps. Many soldiers escaped and disappeared into the local population. Those who remained in German custody were frequently abused, used for slave labour, or shot. POWs captured by the Soviets suffered

an even worse fate. Officers were separated from the enlisted men and an estimated 22,000 were massacred by the Soviets. Enlisted men were often sent to Siberian gulags where many died.



Large numbers of Polish soldiers had fled into neighboring Hungary and Rumania where they were interned. While both countries were officially allied to Germany, both had strong sympathy for the Poles. This was especially true in Hungary. Polish soldiers began to disappear from internment camps as bribable or sympathetic guards and officials pretended to look the other way. Individually and in small groups, they made their way to France and Britain. German diplomats raged at their Hungarian and Rumanian counterparts, but officials in neither country had much interest in enforcing Berlin's decrees. As a result, within months a new Polish army had begun to form in the West.

Wife's Diary:

Tonight, I thought my husband was acting weird. We had made plans to meet at a nice restaurant for dinner. I was shopping with my friends all day long, so I thought he was upset at the fact that I was a bit late, but he made no comment on it. Conversation wasn't flowing, so I suggested that we go somewhere quiet so we could talk. He agreed, but he didn't say much. I asked him what was wrong; He said, 'Nothing. I asked him if it was my fault that he was upset. He said he wasn't upset, that it had nothing to do with me, and not to worry about it. On the way home, I told him that I loved him. He smiled slightly, and kept driving. I can't explain his

behaviour. I don't know why he didn't say, 'I love you, too.' When we got home, I felt as if I had lost him completely, as if he wanted nothing to do with me anymore. He just sat there quietly, and watched TV. He continued to seem distant and absent. Finally, with silence all around us, I decided to go to bed. About 15 minutes later, he came to bed. But I still felt that he was distracted, and his thoughts were somewhere else. He fell asleep; I cried. I don't know what to do. I'm almost sure that his thoughts are with someone else. My life is a disaster.

Husband's Diary:

A two-foot putt.....who the hell misses a two-foot putt!



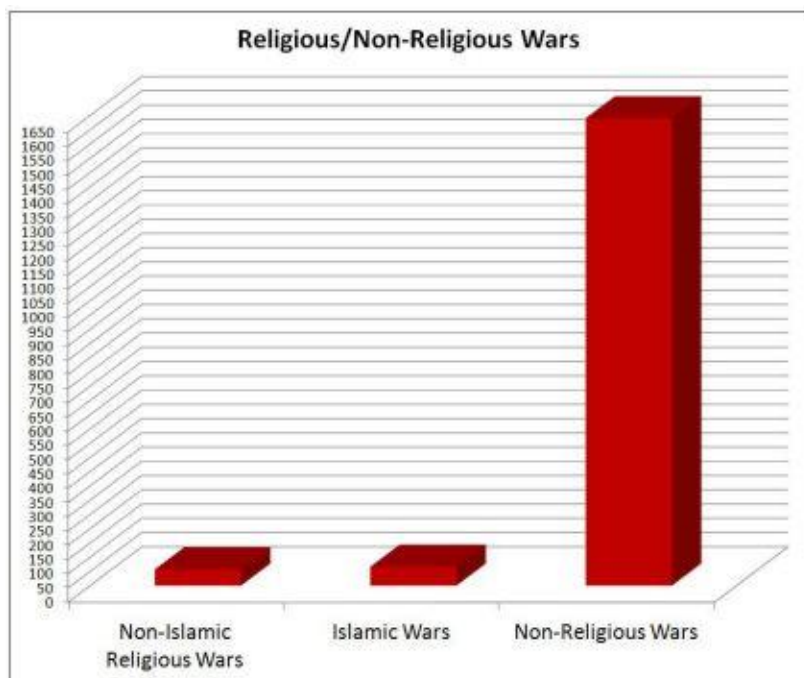
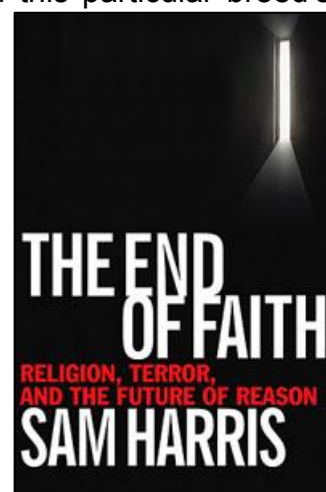
Allan George's Gems

The Myth that Religion is the #1 Cause of War. An alternative view.

Atheists and secular humanists consistently make the claim that throughout the history of mankind, religion is the number 1 cause of violence and war. One of this particular breed's chief cheerleaders, Sam Harris, says in his book *"The End of Faith"* that faith and religion are "the most prolific source of violence in our history."

While there's no denying that campaigns such as the Crusades and the Thirty Years' War foundationally rested on religious ideology, it is simply incorrect to assert that religion has been the primary cause of war. Moreover, although there's also no disagreement that radical Islam was the spirit behind 9/11, it is a fallacy to say that all faiths contribute equally where religiously-motivated violence and warfare are concerned.

An interesting source of truth on the matter is Philip and Axelrod's three-volume ["Encyclopedia of Wars"](#), which chronicles some 1,763 wars that have been waged over the course of human history. Of those wars, the authors categorize 123 as being religious in nature, which is an astonishingly low 6.98% of all wars. However, when one subtracts out those waged in the name of Islam (66), the percentage is cut by more than half to 3.23%.



That means that all faiths combined, minus Islam, have caused less than 4% of all of humanity's wars and violent conflicts. Further, they played no motivating role in the major wars that have resulted in the most loss of life.

The truth is, non-religious motivations and naturalistic philosophies bear the blame for nearly all of humankind's wars. Lives lost during religious conflict pales in comparison to those experienced during the regimes

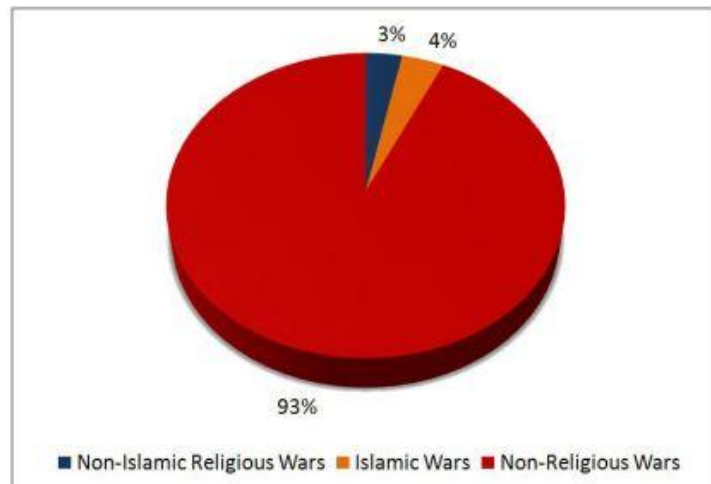
who wanted nothing to do with the idea of God – something showcased in R. J. Rummel's work [Lethal Politics and Death by Government](#):

Non-Religious Dictator Lives Lost.

• Joseph Stalin	-	42,672,000
• Mao Zedong	-	37,828,000
• Adolf Hitler	-	20,946,000
• Chiang Kai-shek	-	10,214,000
• Vladimir Lenin	-	4,017,000
• Hideki Tojo	-	3,990,000
• Pol Pot	-	2,397,000

Rummel says: "Almost 170 million men, women and children have been shot, beaten, tortured, knifed, burned, starved, frozen, crushed or worked to death; buried alive, drowned, hung, bombed or killed in any other of a myriad of ways governments have inflicted death on unarmed, helpless citizens and foreigners. The dead could conceivably be nearly 360 million people. It is though our species has been devastated by a modern Black Plague. And indeed it has, but a plague of Power, not germs."

The historical evidence is quite clear: Religion is not the #1 cause of war.



If religion can't be blamed for most wars and violence, then what is the primary cause? The same thing that triggers all crime, cruelty, loss of life, and other such things – jealousy and envy and sometimes stupidity.

Definitely not religion!

There's more info [HERE](#)

It's the age old philosophical question:
Should cows be allowed to run faster than 50 kph?

Thanks Bob

AVIATION BUFFS.

If you're into aeroplanes and all things aviation, these sites are definitely for you. If you're looking for an aircraft type or aviation event and you can't find it here, then it probably didn't happen.

Someone put a lot of effort into this.

[1930s Aircraft photos](#)
[Aviation Pioneers](#)
[History of Airplanes blog](#)
[Nose Art](#)
[Russian Aces](#)
[World War I Aces](#)
[World War Two](#)
[WW2 Bombers](#)
[WW2 Facts and Firsts](#)
[WW2 German Aces](#)
[WW2 Medals](#)
[WW2 Museums](#)
[WW2 Pictures](#)
[WW2 US Marine Corps](#)
[WW2 Weapons](#)

[Airplanes](#)
[Hall of Fame of the Air](#)
[Korean War Aces](#)
[Postwar Jets](#)
[Vietnam Era Aces](#)
[World War I Planes](#)
[WW2 Airplane Pictures](#)
[WW2 European Theater \(ETO\)](#)
[WW2 Fighters](#)
[WW2 German Planes](#)
[WW2 Mediterranean \(MTO\)](#)
[WW2 Pacific Theater \(PTO\)](#)
[WW2 Ships](#)
[WW2 US Navy Aces](#)

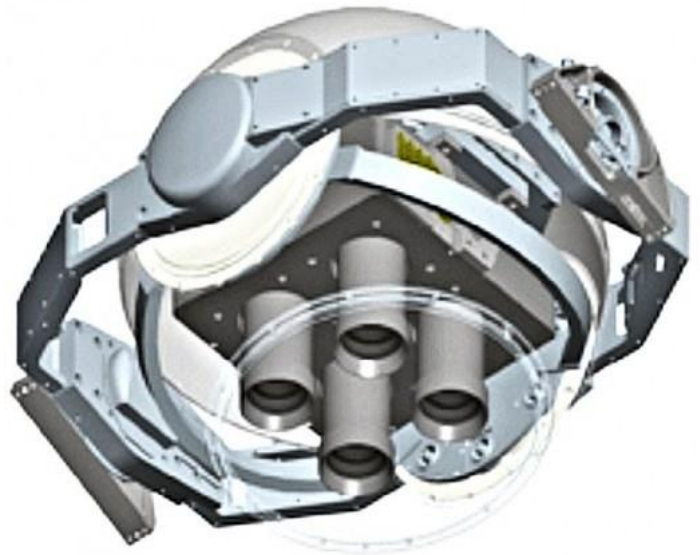
What a Drone can see from 17,500 feet.

This is cutting edge, and then some, photography. The size of the area being covered, and the high quality of the imagery are, beyond incredible! What a breakthrough!!!! This imagery is being taken from 17,500 feet up. That is roughly equal to 5.6 kilometres.

Anyone, particularly those with experience in SERIOUS photography, and especially those having a military photographic background, will be suitably impressed.

And to think people are worried about having their car's number plates photographed and stored by the police!!

See [HERE](#)



Missed the Gym again today, that's 10 years in a row now!!

An Interesting piece of History from 1752.

Here is an interesting historical fact that you probably didn't know. Just have a look at the calendar for the month of September 1752.

In case you haven't noticed, 11 days are simply missing from the month.

Here's the explanation: This was the month during which England shifted from the Roman Julian Calendar to the Gregorian Calendar. A Julian year was 11 days longer than a Gregorian year, so, the King of England, George II signed an order that removed 11 days off the face of that particular month.

CALENDAR 1752						
September						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

There is a popular myth that goes like this:

"In the Roman Julian Calendar, April used to be the first month of the year; but the Gregorian Calendar observed January as the first month. Even after shifting to the Gregorian Calendar, many people refused to give up old traditions and continued celebrating 1st April as the New Year's Day. When simple orders didn't work, the King finally issued a royal dictum; which stated that those who celebrated 1st April as the new year's day would be labelled as fools.

From then on, the 1st of April became April Fools Day."

however, there is no factual proof that this is the origin and in fact there is evidence that "April Fool's Day" has existed in different forms in different countries for hundreds of years prior to 1752.

When 35 Sqn was in Vietnam, we used the services of the the USAF to repair most of our 'black boxes' and other aircraft parts and this required the completion of the USAF paper work. The USAF used a modified Julian date system for the paper work, the date consisted of a 4 digit number made up of the the last digit of the year followed by the numerical count for the day of the year, for example the 1st Jan 2013 would be 3001 and the last day of 2013 would be 3365. This system, while very efficient in data, only gave a ten year date range after which the date would repeat.

If evolution really works, how come mothers only have two hands?

How to husk corn.

Most people like corn, especially when it's hot and you smear it with butter or margarine. But peeling the corn from



the cob can be a pain and you've got all that stringy silky stuff to contend with, but there is an easy way.

First thing to do is place the corn in the sink and cover with cold water, let sit in the water for a good 10 mins. Remove and while wet, chop off the bottom of the cob as in the pic (right). Don't dry the corn, it goes into the microwave oven wet, the oven turns the water to steam and this cooks the corn in the husk.

Place a paper towel on the microwave platter, put the wet corn on the paper and cook on high as per the table below. (You might have to vary these times, depending on the power of your oven)

1 cob	2-3 minutes
2 cobs	4-5 minutes
3 cobs	6-7 minutes
4 cobs	8-9 minutes
5 cobs	10-11 minutes



When the time's up, let the corn rest for approximately 3 minutes. It continues to cook and will be cooler and easier to handle.

Pick the corn up by the top end and gently squeeze and shake the corn. It will just slide right out! No silky strings to muddle with. No husks to peel. Just pure goodness.



Know why dinosaurs don't talk? They're all dead!

Thanks again Bob!!

RAAF service records

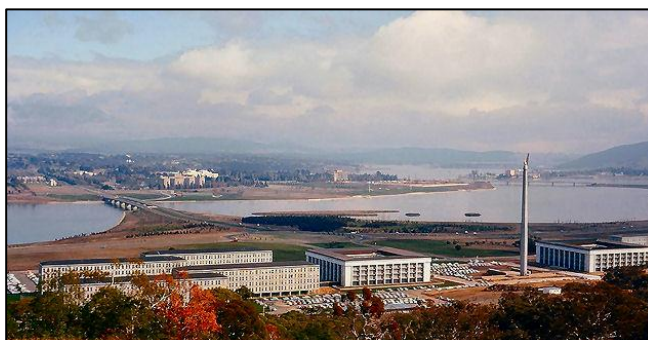
The Royal Australian Air Force (RAAF) has maintained service records on all who saw service with the RAAF, including the Women's Australian Auxiliary Air Force (WAAAF) and the Women's Royal Australian Air Force (WRAAF). Most RAAF service records contain:

Enrolment application

This contains personal information including name, date and place of birth, address, religion etc, and a sworn oath or affirmation.

Attestation paper

This form was filled in by the member on enlistment. Personal details include full name, nationality, place of birth, age on enlistment, training or civil occupation, previous military service, and a physical description.



Record of service form

This form documents the member's period of service. Details include personal information (including next of kin), qualifications, engagements, decorations and medals awarded, mustering, postings, promotions, and casualties.

Service conduct sheet

This lists any offences and punishment, or records a 'Certified no entry' for each posting.

Other documents

Also found on many dossiers are Record of Leave cards, technical assessments (eg flying returns, reports on ability and suitability for promotion by Commanding Officer), correspondence with or about the member, and the text of any citations. Most files also include a photograph of the subject.

Obtaining access to a RAAF service record

RAAF service records dating from 1921 (when the RAAF was created) to 1948 are held by the National Archives in series A9300 (officers) and A9301 (non-commissioned officers and other ranks) and are listed on our collection database, [RecordSearch](#).



You will need to know details of the member you are researching, including full name, service number and date of birth.

Personnel files for service from 1949 are held in series A12372. These Records are held by RAAF Personnel Records at the Queanbeyan Annex.

To access details, complete our [general inquiry form](#) or send inquiries with the details of the member you are researching (ie full name, service number, date of birth, and enlistment and/or discharge dates) to:

National Reference Service
National Archives of Australia
PO Box 7425
Canberra Business Centre ACT 2610

Former serving members wishing to access their own record of service should contact [RAAF Personnel Records](#).

No comment – see [HERE](#).

You know you are living in 2013 when:

1. You accidentally enter your PIN on the microwave.
2. You haven't played solitaire with real cards in years.
3. You have a list of 15 phone numbers to reach your family of three.
4. You e-mail the person who works at the desk next to you.
5. Your reason for not staying in touch with friends and family is that they don't have an e-mail address.
6. You pull up in your own driveway and use your mobile phone to see if anyone is home to help you carry in the groceries...
7. Every commercial on television has a web site at the bottom of the screen.
8. Leaving the house without your mobile phone, which you didn't even have the first 20 or 30 (or 60) years of your life, is now a cause for panic and you turn around to go and get it.
10. You get up in the morning and go on line before getting your coffee.
11. You start tilting your head sideways to smile. :)
12. You're reading this and nodding and laughing.
13. Even worse, you know exactly to whom you are going to forward this message.
14. You are too busy to notice there was no 9 on this list.
15. You actually scrolled back up to check that there wasn't a 9 on this list.

A duck was about to cross the
road when a chicken
looked at him and said....



"DONT DO IT MAN.... YOU WILL
NEVER HEAR THE END OF IT!"

Bromine.

Back in my high school days, my school, like a lot of others in Oz, had a cadet corps. I joined, along with a lot of my mates when I arrived in 1st year High and spent the next 4 years of school polishing brass and blancoing belt and gaiters. We learned how to march and how to drill with the Lee-Enfield 303 rifle and every few months we were taken to the local range and allowed to fire the rifle, though it had been re-barrelled down to .22 calibre. But it was fun!



Then in October of each year we went to camp for advanced training. I lived in Launceston in those days and back then Tasmania had a passenger rail service, the Tasman Limited, which ran from Wynyard (Burnie) in the north-west down to Hobart, via Launceston. Back then the cars and the roads weren't all that smart and if you had to drive any further than 40 miles you took a cut lunch and had a breather on the way. A lot of people used the train but eventually the cars and the roads improved and rail travel diminished and finally it was uneconomical to keep the train going and it was taken off the line in 1978.



The annual Cadet Camp was a great experience for us young blokes, we went off to our first when we were about 12 years old and for most of us it was the first time we had been away from home without our parents. We boarded the train in Launceston, joining blokes from the North West of Tassy, waved good bye to our parents and off we went, all of us looking forward to a huge adventure. Back then, Cadet Camps in Tasmania were held at the Brighton Army Camp which was about 30 klms north of Hobart on the Midland (Launceston to Hobart) Road.

Brighton was the site for Hobart's first airport (1931), it was the camp site for Troops from Tasmania who were heading for WWII and later it was used as a POW Camp for Italian prisoners. Unfortunately, it was burned to the ground in September this year.

The Camps were attended by Cadets from schools all over Tassie which meant there were about 200 young blokes at the Camp. Each school sent along two or more teachers to look after and to discipline their charges. On arrival we were allocated a hut and a spot in the hut and then given a large hessian bag and taken to a pile of straw and shown how to make a bed, a palliasse. Blokes on their first camp tried to stuff as much straw into the bag as they could, whereas the experienced blokes knew the best bed was made with just enough straw to half fill the bag. Once the straw was in the bag, we were given string and a huge needle and shown how to sew up the end to keep the straw in.

Once made and put in place, these 'beds' were extremely comfortable on which to sleep, though I don't think I'd swap the innerspring for one today.

The camps were great, if you weren't a boarder at a school, it was the first time you experienced joint living with a bunch of other young blokes and as we were all about 12 -13 years old, it was a time when our voices started to head south. As everyone knows, the voice and other changes take place at different times for different blokes and there are always some who are way ahead of everyone else. These deep voice blokes were revered by all the high pitchers as they were "experienced" and knew "stuff". These blokes always had stories of their "experiences" with girls and we gravitated to them to listen to them boast of the number of girls they had spoken to, or held hands with or gone to the movies with. We were very envious and believed every word they spoke because they just knew important stuff about girls!!!

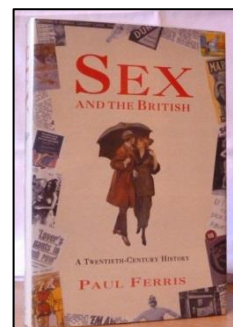
Back then not a lot of us knew anything about sex, but we were all interested in it and wanted to know more about it and therefore were only too eager to listen to the deep voicers who at least knew the right words. One story they told us, and we believed it because they knew stuff, was that the Army put Bromine in our drink to lower out sexual urges and made us all meek and mild. This was done to make us easier to handle. Those that knew stuff told us that too much bromine would kill off our sexual urges for good – and we were terrified of it. At about 8.00pm, the cooks would bring a large urn of hot cocoa into our hut which we knew was just laced with the stuff so none of us drank it and it was tipped out. Luckily we did, otherwise none of us would be the men we are today – or were!!



Funny thing is, that story has stayed with me for years, I've never forgotten it and when at 20 years old and I was at Edinburgh doing rookies, I heard it again. The more experienced blokes told us the RAAF cooks were doing it too and because I had believed it years before, I believed it again. The coffee and tea urns were supposedly laced with Bromine and were to be avoided at all costs. Months later, when I'd left the Rookie environment and was part of the real Air Force I found that it was a military Furphy that has been around since Caesar was doing rookies. Someone always knew that 'someone' (whoever 'someone' was) always put bromine in the tea/coffee to keep young blokes sexual libido well suppressed.

This fable is well-known to various military recruits around the world. The story given in Poland is that the coffee has been treated, while in France, the legend is that the French soldiers are given adulterated wine. The South African recruits reputedly have a mysterious substance called 'blue stone' added to their food to keep them calm, while in Germany, the tale is that German recruits are kept in line with a double dose— the addition of iodine into the coffee as well as soda in the meat.

In his book *Sex and the British*, the author Paul Ferris refers to the use of bromine to reduce the sexual libido of soldiers. But guess what, it's not true. This myth that the new recruits are so virile that they need to be tamed and contained by drugs is a backhanded compliment.



Bromine is, apart from mercury, the only element that is a liquid at room temperature. It is a reddish brown fuming liquid with an acrid, poisonous gas. It was discovered by the French chemist Antoine-Jérôme Balard in 1826 from the residues left over after sea salt had been taken out of sea water. The French Academy of Sciences gave this element the name bromine from the Greek word *bromos* which means 'bad or pungent odour'. Bromines of potassium, lithium, calcium, sodium, strontium and ammonium have long been used in medicine because of their sedative effect, and this is where the myth may have come from. In the 19th century, these salts of bromine were used as sedatives to treat everything from mild difficulty in falling asleep to full-blown epilepsy.

Back in the 19th century, children of the upper classes were surreptitiously fed salts of bromine to sedate them, and calm down the natural vigour and exuberance of youth. It was delivered to them via their own personal salt shaker at the table, which was supposedly there as a mark of the children's importance and status within the family, but was really there to keep them quiet, and in their place.

What a shame, that cocoa smelt so good too.

Three statisticians go out hunting together. After a while they spot a solitary rabbit. The first statistician takes aim and overshoots. The second aims and undershoots. The third shouts out "We got him!"

Air Force bids farewell to final F-111 as it leaves for Pacific Air Museum

04/09/2013

Back in September of this year, the RAAF farewelled its last remaining F-111, which was taken from Amberley to Hawaii. The much-loved fighter bomber had its wings clipped ahead of its last journey to the [Pacific Air Museum at Pearl Harbour](#).

The RAAF originally purchased 43 F-111s. Eight crashed, 23 were buried and the remaining 12 have been put on display in defence establishments and museums around Australia. The final F-111 was stripped down and carried as cargo inside a C-17 to Honolulu.



When a statistician passes the airport security check, they discover a bomb in his bag. He explains. "Statistics shows that the probability of a bomb being on an aeroplane is 1/1000. However, the chance that there are two bombs at one plane is 1/1000000. So, I'm making sure it's safer ..."

The Pratt and Whitney R-4360 engine.

The Pratt & Whitney R-4360 Wasp Major was a large 28-cylinder supercharged air-cooled four-row radial piston aircraft engine designed and built during World War II. It was the last of the Pratt & Whitney Wasp family and the culmination of its maker's piston engine technology, but the war was over before it could power airplanes into combat. It did, however, power the last generation of large piston-engined aircraft before the turbojet and turboprop took over.

Although reliable in flight, the Wasp Major was maintenance-intensive. Improper starting technique could foul all 56 spark plugs, which would require hours to clean or replace. As with most piston aircraft engines of the era, the time between overhauls of the Wasp Major was about 600 hours when used in commercial service.



Aircraft on which the engine was used are:

- [Aero Spacelines Mini Guppy](#)
- [Aero Spacelines Pregnant Guppy](#)
- [Boeing 377 Stratocruiser](#)
- [Boeing B-50 Superfortress](#)
- [Boeing C-97 Stratofreighter](#)
- [Boeing KC-97 Stratotanker](#)
- [Boeing XF8B](#)
- [Boeing XB-44 Superfortress](#)
- [Convair B-36](#)
- [Convair XC-99](#)
- [Curtiss XBTC](#)
- [Douglas C-74 Globemaster](#)
- [Douglas C-124 Globemaster II](#)
- [Douglas TB2D Skypirate](#)
- [Fairchild C-119 Flying Boxcar](#)
- [Fairchild C-120 Packplane](#)
- [Goodyear F2G Corsair](#)
- [Hughes H-4 Hercules \("Spruce Goose"\)](#)
- [Hughes XF-11](#)
- [Lockheed R6V Constitution](#)
- [Martin AM Mauler](#)
- [Martin JRM Mars](#)
- [Martin P4M Mercator](#)
- [Northrop B-35](#)
- [Republic XP-72](#)
- [Republic XF-12 Rainbow](#)
- [SNCASE SE-2010 Armagnac](#)
- [Vultee A-41](#)

The R-4360 was a supercharged 28-cylinder four-row air-cooled radial engine and each row of pistons was slightly offset from the previous, forming a semi-helical arrangement to facilitate

efficient airflow cooling of the successive rows of cylinders, with the spiraled cylinder setup inspiring the engine's "corncob" nickname.

It had a displacement of 4,362.50 in³ (71.5 L), hence the model designation. Initial models developed 3,000 hp (2,240 kW), and later models 3,500 hp, but one model delivered 4,300 hp (3200 kW) using two large turbochargers in addition to the supercharger. Engines weighed 3,482 to 3,870 lb (1,579 to 1,755 kg), giving a power-to-weight ratio of 1.11 hp/lb (1.83 kW/kg), which was matched or exceeded by very few contemporary engines.

Wasp Majors were produced between 1944 and 1955 and a total of 18,697 were built.

One aircraft the R-4363 powered was the Convair B-36 Peacemaker. It had 6 of the P&W engines, mounted in a push configuration and these were supplemented by 4 jet pods on the ends of the wings.



An aircraft with the range of the B-36 still needed to be stationed as close to the enemy as possible and this meant the northern continental United States, Alaska, and the Arctic. As a result, most "normal" maintenance, such as changing the 56 spark plugs (always at risk of fouling by the leaded fuel of the day) on each of its six engines, 336 plugs in total, or replacing the dozens of bomb bay light bulbs shattered after a gunnery mission, was performed outdoors, in 100 °F (38 °C) summers or -60 °F (-51 °C) winters, depending on the location. Special shelters were built so that the maintenance crews could enjoy a modicum of protection while working on the engines. Often, ground crews were at risk of slipping and falling from icy wings, or being blown off the wings by a propeller running in reverse pitch.

The wing roots were thick enough, at 7 ft (2.1 m), to enable a flight engineer to access the engines and landing gear by crawling through the wings. This was possible only at altitudes not requiring pressurization.

The Wasp Major engines also had a prodigious appetite for lubricating oil, each engine requiring its own 100 gal (380 l) tank. In 1950 Convair (then still Consolidated-Vultee) developed streamlined pods, looking like oversize drop tanks, that were mounted on each side of the B-36's fuselage to carry spare engines between bases. Each pod could airlift two engines. When the pods were empty they were removed and carried in the bomb bays.

Much more than other large aircraft powered by piston engines, the B-36 was very prone to engine fires, to the extent that some crews changed the phrase "six turning, four burning" into "two turning, two burning, two smoking, two joking, and two more unaccounted for." This problem was exacerbated by the propellers' pusher configuration, which increased carburetor icing. The design of the R-4360 engine tacitly assumed that it would be mounted in the conventional tractor configuration—propeller/air intake/28 cylinders/carburetor—with air flowing in that order. In this configuration, the carburetor is bathed in warmed air flowing past the

engine cylinders and so is unlikely to ice up. However, the R-4360 engines in the B-36 were mounted backwards, in the pusher configuration—air intake/carburetor/28 cylinders/propeller.



The carburetor was now in front of the engine and so could not benefit from engine heat, and also made more traditional short term carburetor heat systems unsuitable. Hence, when intake air was cold and humid, ice gradually obstructed the carburetor air intake, which in turn gradually increased the richness of the air/fuel mixture until the unburned fuel in the exhaust caught fire. Three engine fires of this nature led to the first loss of an American nuclear weapon.

A physicist, a biologist, and a mathematician are sitting on a bench across from a house. They watch as two people go into the house, and then a little later, three people walk out. The physicist says, "The initial measurement was incorrect." The biologist says, "They must have reproduced." And the mathematician says, "If exactly one person enters that house, it will be empty."

FAR-CANAL!

(The trials & tribulations of David & Bina on the "Canal Cruise" tour)

For those of you who may not know what we're up to; brother, John, bought a canal (narrow) boat in the UK and cruised the canals, (with the good lady, Melva) last year. Bina and I have jumped at the opportunity of doing the same this year and so - here we are - on our way to the UK and beyond.

Brisbane - Singapore

We departed Brisbane at 11:30pm on Wed. 5th June and arrived in Kuala Lumpur at daylight, in transition to Singapore, where we finally arrived at 9:30am.

The flight was without drama but, as day broke, the smoke-haze from the fires in Sumatra was extremely thick and not much of the scenery was visible. The "locals" told us that

conditions had improved and that last week, we wouldn't have been able to see across the road.

We took the shuttle bus to our accommodation, (at the "Boat Quay") and left our baggage there, before heading for the Botanical Gardens to look at the orchids – always a priority when in Singapore. As usual, they were stunning, but different this time, because we were a month later than last visit. The Vanda's probably took first place this time and here're a couple to illustrate:

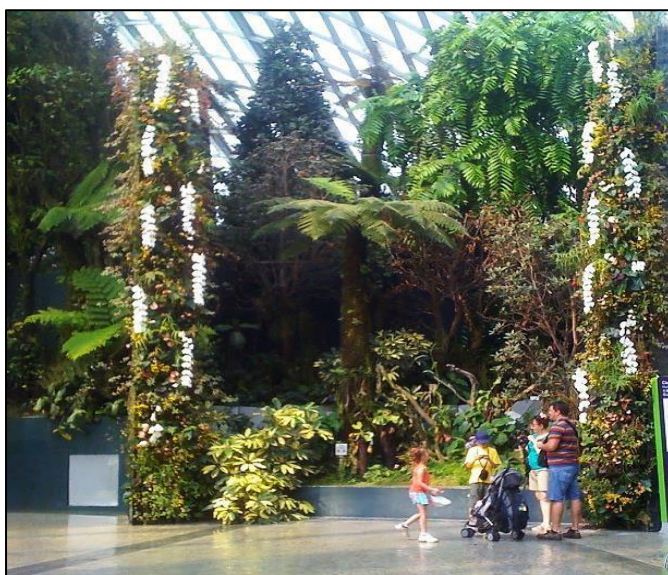


By the time we'd finished at the orchid gardens it was mid-afternoon, we were completely shagged and it was check-in time for the accommodation. We checked-in and died for several hours.

Next day, we visited the Bayside Gardens and the incredible Casino building, one of the most amazing examples of modern architecture in the world, in my humble opinion. The gardens are wonderful, with 2 huge glass domes, (one, a mist dome the other, a flower dome) and many theme gardens plus, huge architectural trees, covered in vines and bromeliads etc. when the vines have grown to maturity, they'll truly look like giant trees. The "Mist Dome" contains a multi-level tower, covered with cool-tropical, mist forest type plants, (orchids, bromeliads, ferns, vines etc. etc. etc..... (you name it) and has waterfalls plunging down the side. A truly magic environment.

The other dome contains plants and flowers of various regions of the world and you wouldn't believe how weird some of them are. Nature truly is incredible. Here're a few photos of the gardens etc.

I want you to know that someone out there cares.....
Not me! But someone does.



Above left, The gardens & domes from the top of the Casino and right, Mist dome (check the size of those moth orchids)



Phalaenopsis (moth) orchid column

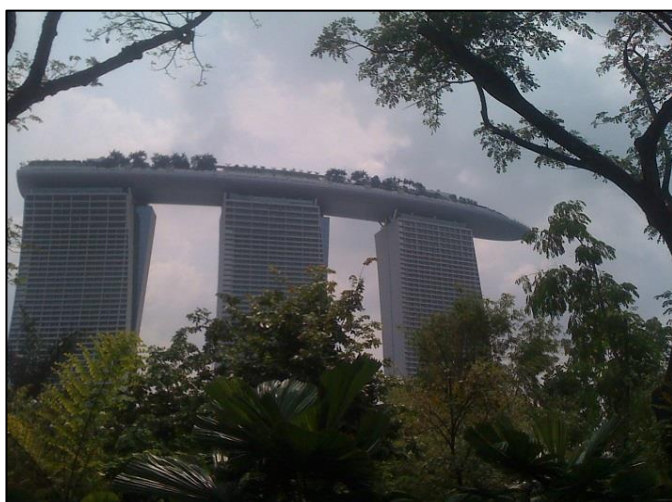
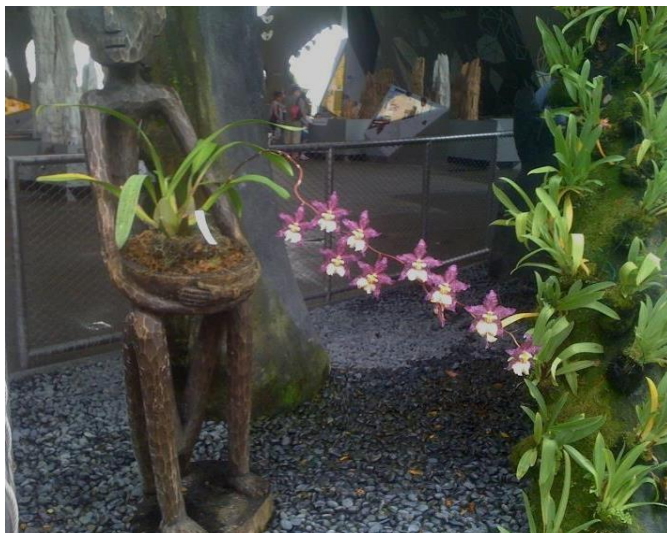


Oncidiums (dancing ladies)

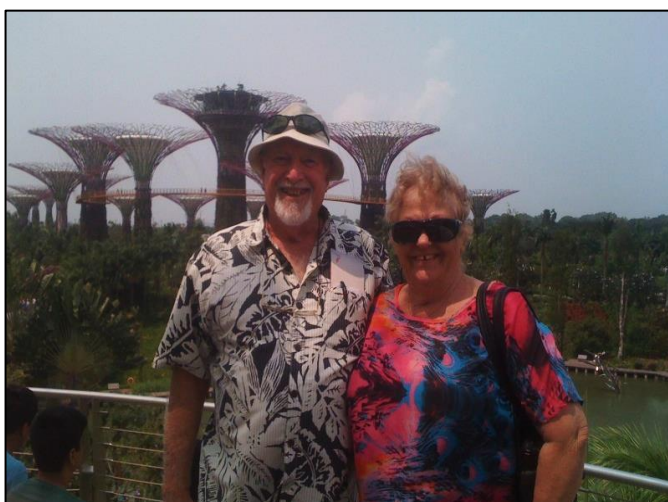
The Oncidiums are as large as the palm of my hand (a good 125mm diameter) and while the yellow ones aren't all that spectacular, the purple ones are stunning. The orchids in the Mist

Dome were as good as the Orchid Gardens this time and, including all the other varieties of rainforest and tropical plants, was a truly amazing experience. We highly recommend it to all.

Just look at the “dancing lady” below and remember, each flower is at least 125mm across. *Absolutely stunning!*



The incredible “Marina-Bay Casino”.



Yours truly’s at the Bayside Gardens.

Maths Magic: Just try it.
"259 x your Age x 39 = ?"
You will get an interesting result.



After the Gardens we visited the Casino and took the elevator to the viewing platform, on the gondola, on top. The gondola also contains a park, swimming pool, restaurants and penthouse apartments (all, just a tiny bit above our budget). We took in the view and returned to the mezzanine floor, which covers the entire internal floor space of the building and is also stunning. It's more than a city block in length and filled with restaurants, exclusive shops and an amazing display of antique French, (Louis the XIVth. I think) royal furniture and clocks. - *Stunning!*

We were pretty knackered by this time so decided to head for the guest house and get our heads down for a couple of hours rest, before looking for a food hall for dinner and a ride on the Singapore Flyer (giant Ferris wheel). The flyer and dinner were great and we were truly washed out and in need of a decent sleep, before a 6:00am start on the train to Kuala Lumpur.

Left, Casino Mezzanine, (note the "high fashion" shopper ambling down the centre, with an eye out for a bargain at the Louis Viton shop, just down the way.)

Malacca, (Malaysia)

Because of the strange ticketing system for trains from Singapore to Malaysia, (tickets bought in Singapore paid for in Singapore dollars of the same number as the fare charged in Malaysian ringgits, e.g. Fare = MR132.00 pay SD\$132.00 = MR330.00. That's about AU\$110.00 by way. We bought the tickets online for, Johor Bahru to KL for \$44.00 (1st. class) and paid \$11.00 at Singapore station, for the ticket from Singapore to Johor Bahru, which is a journey of about 3 kilometres, across the causeway. (Singapore seems to be doing quite well economically, I don't wonder why?)



The train trip to KL is well worth the trouble. It shows the huge contrast between the 2 countries; Singapore; densely populated, high-rise everywhere but, wealthy, clean and scenically attractive, due to the wonderful landscaping. Malaysia; on the other hand is much

poorer, not as clinically clean, sparsely populated and densely green, with lush, tangled jungle, interspersed with large plantations of oil palm.

LOST!!!!

We arrived at KL; (only 30 minutes late - Malaysian Rail is obviously based on the British Rail system) changed money and boarded the KLIA express to the airport where we were to collect our hire car; *-and that folk's is where the excreta hit the whirly thing. -*

We found the car-hire office, presented our prepaid voucher and hit a brick wall. After much head scratching and several phone calls, the attendant informed us that the booking company had cancelled the booking several days previously.....
Whaaaaaaaaaat the !\$@#&^ d'ya mean "cancelled it"? - "The company cancelled the booking Sir and no, we don't have any more vehicles available."*

There follows an interlude of sheer frustration, animated cursing and general despair, followed by my storming back upstairs to the airport terminal, where I can get Wi-Fi, to get on-to the booking office and tear someone's balls out.



When I finally get on the internet and call the booking office – it's after hours and the call is diverted to the US-of-A where I get a ten minute message advising me to leave a message after the beep. (*Temperature's definitely rising now*). While I'm figuring out how to proceed, (Bina's been left deserted down in the garage in the hire-car area by the way) I decide to check my records, so I've got the booking number and payment details at hand and, ?????????????????? *"where'n hell's the payment details?"* A creeping feeling of remorse; *"It's not possible I could've missed the payment is it? I've been so thorough, checking and re-checking everything, for the last 3 months, - it couldn't happen, - could it?????"* Just to make things more interesting; both Skype and Adobe Reader failed and had to be re-installed, while I was trying to do all this. (Murphy lives with the Marr's, I tell you).

At this stage, I decided that retreat was the order of the day and that I'd better rescue the "precious one", find another hire-car and try to find our next accommodation, (2 hours away in Malacca). A lady in another car-hire company had heard of our plight and approached Bina and offered her a vehicle, if we'd like. "We like" and take-up the offer but, *"Sorry, no GPS and we out of maps. So sorry."*

We mount-up and hit the road, (6 lanes of chaos) and head for Malacca, (we hope) and oh! By the way, it's now night-time and pitch black. We're sorely in need of a map and about 50k's down the freeway, dodging lorries, busses and wall-to-wall traffic, (with the odd million or so suicidal motor scooters thrown in for entertainment) when we pass the first roadhouse. "Bugga!" I hope there's another somewhere down the way.

Finally, after about another 100k, we see another roadhouse and manage to get into it and get a map and information, as to where we need to turn-off the freeway. To make a much longer story short, we found the turn-off, got lost about 15 times but, the old “navigation by tongue” came through and we found ourselves in a maze of narrow tracks and lanes, (un-signposted) in a Kampong, “somewhere in Malacca.”

It's now about 9:30pm and after several false starts, driving into the wrong houses, knocking on wrong doors etc. we finally turned into a lane and had to stop to let a motor scooter come out and, blow me down! It's the owner's, on their way out, after giving-up on us. Thank goodness they recognised us, (not difficult I suppose, considering we're probably the only white people in the entire state of Malacca, let alone Kampong Alai.)

We're guided to the Homestay, shown our room, offered a hamburger and drink, apologised to, for the noise, (there's a group of young people singing traditional songs over a zillion watt amplifier and sound system) and you know what? We slept like babies until 8:30 next morning.

So here we are folks, lost! Somewhere, at a homestay, in a Kampong, in Malacca - Malaysia. The accommodation is comfortable and has an ensuite with a seat-type toilet, not a squat, (much to Bina's relief) but, a cold water hose for toilet paper and a cold shower for cleanliness, (much to Bina's disgust). The weather however is hot enough,



not to require hot water. PS. To top it off, the Kampong's also alcohol-free (much to my disgust).

Next Day: We've slept well, cooled down, recovered from the stress of the previous 24 hours, been welcomed by our lovely hosts and fellow guests, given breakfast and so much help and kindness, we feel embarrassed by the worry we've caused them the previous night. The Malay people are so gentle, friendly and kind, you can't imagine. They're very family oriented and it's wonderful to see them all sitting around, talking, laughing, children playing quietly, teenagers happy and enjoying themselves, (no moaning, bad language or disrespect) and not a drop of alcohol or drugs anywhere. I seem to remember times like this, (many years ago) where *did* our society go wrong?

We've met-up with our friends, Aris, Siti and family, (who saved our bacon the previous time we were in Malaysia, when the train had broken down and we were going to miss our flight to Cambodia) and have been shown around Malacca, a wonderful, old, (1511 ad.) Portuguese/Dutch influenced city. Some of the old buildings and the remains of the fort are well worth seeing and there are archaeological remains of old foundations wherever they excavate for new developments.

An amazing sight: Yesterday, in town by the river, we were having some refreshments, when I saw a giant monitor lizard swimming by. At first I thought it was a crocodile (about 3.5m long) but it was soon obvious it was a giant lizard, because of the raised head. Talk about “Jurassic Park” this thing was the nearest to a dinosaur I’ve ever seen. *Awesome!* To top it off, I saw 2 smaller ones and, Aris informed me that they’d only been seen in the river over the past year, (the first time in a century or so).



*Portuguese/Dutch buildings
(Malacca)*



Yours-t & Aris (overloaded)

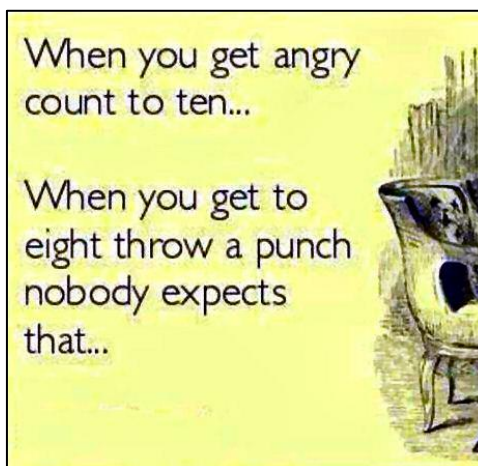


Siti, Yours-t's & Aris



The Sipan family with us, at a seafood restaurant in Malacca where we took them to repay their kindness. The dinner consisted of:- 4 large, whole fish (barramundi & Bass) hand selected and cooked to order, (1x sweet & sour, 2x char-grilled, plain, in banana leaves & 2x char-grilled “ with a spicy sauce) 2x large (500mm) squid, 7x Nasi-lemak, 3 large plain rice, dipping sauces and 4 jugs of fruit-juice. Total cost MR 217.00 (\$72.00) or, dinner for 2 in Oz.

We staggered home, after that lot.



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Shingles.

Shingles (herpes zoster) is an extremely painful viral condition that affects the nerves in the skin. It can affect people of any age, however is most common in those over 50 – and it is on the march in Australia. Its incidence has doubled in the past decade with Hospital emergency departments report a 2-6 per cent increase in cases each year. Experts advise it is best to get out of its way, particularly if you are healthy and over 50.



The initial symptom of shingles is often burning or tingling pain, numbness or itch in one particular location on only one side of the body, usually around the abdomen, the neck or the face. It may be accompanied by 3-4 days of slight fever, fatigue and anxiety. This is followed by an inflamed painful rash with reddened skin and fluid-filled blisters (resembling those of chicken pox) in the same place, sometimes in a band or line called a dermatome. (The rash follows the path of the nerve in which the virus is present, and this determines the location of the symptoms on the skin.)

Pain can range from mild to severe.

The same virus that causes chicken pox (the varicella-zoster virus, a member of the Herpes family of viruses) also causes shingles. People who have had chicken pox are usually immune from getting it again. However, the virus lies dormant in the spinal cord and nerve tissue, and may be re-activated years later, causing shingles. Shingles occurs in approximately 10-20% of people who have had chicken pox, and the risk increases with age.

The reasons for shingles occurring are not yet fully understood, however it appears that situations that affect the immune system, such as illness, stress or trauma, can cause the virus to be re-activated. The condition is more common in people with weakened immune systems (e.g. due to HIV/AIDS, cancer, chemotherapy, or high/long-term stress).

Some people continue to experience pain for a long time after the shingles rash resolves. This is referred to as post-herpetic neuralgia, and becomes more common with age. The pain can be severe and debilitating and may be aggravated by stress. It may be intermittent or continuous over a long period, but generally lessens over time. The pain of post-herpetic neuralgia may be described as burning, aching, piercing, or like an electric shock.

The best way to avoid this painful condition is with a vaccine that will cost you \$220 however, few people know of this because the vaccine is in short supply and is not being promoted.

In 2008, the Pharmaceutical Benefits Advisory Committee recommended listing the vaccine on the National Immunisation Program for people aged 60 and a catch-up for people 61-79. Had

this listing gone ahead, more than 3.5 million Australians would have been eligible over the catch-up period, but attempts at listing were stalled because, since then, there has been almost no vaccine in the country.

Now there are 5,000 doses, says Sharon McHale (right), senior director of public affairs for CSL, which holds the licence to distribute it. The vaccine, Zostavax, is manufactured by American company Merck & Co, which expects to meet Australia's needs by the end of 2013. McHale says CSL is now working with the government in the hope of implementing the recommendation by the start of 2014. This requires several steps, including funding approval from the government. In the meantime, anyone wishing to have it needs a private script and a family doctor to administer it. Although it doesn't guarantee preventing shingles, it reduces the burden of disease in more than 60 per cent of cases. It also reduces pain and complications in those who still develop shingles.



Although shingles is less contagious than chickenpox, recent research has found the shingles virus in human saliva, meaning it could be more contagious than previously thought. People with shingles are advised to avoid contact with others who may be susceptible, especially pregnant women and people with low immunity. When all lesions have crusted, the rash is considered non-infectious.

Some people think shingles is an adult form of chicken pox. This is not so! Chicken pox in adults can be extremely serious, as the pox can occur in the lungs and the brain and in rare cases, be fatal.

Who says cigarettes kill??



I'm 48 and still feeling great!!

Joggers!! I don't trust joggers, they are always the ones who find all those dead bodies.

Snoring.

Mayo Clinic

Snoring is the hoarse or harsh sound that occurs when your breathing is partially obstructed in some way while you're sleeping and is often a nuisance to your partner. Sometimes snoring may indicate a serious health condition. As many as half of all adults snore sometimes. Snoring occurs when air flows past relaxed tissues in your throat, causing the tissues to vibrate as you breathe and creates those irritating sounds.



Lifestyle changes, such as losing weight, avoiding alcohol close to bedtime or sleeping on your side, can help stop snoring. In addition, medical devices and surgery are available that may reduce disruptive snoring. However, these aren't suitable or necessary for everyone who snores.

Depending on the cause of your snoring, your symptoms may include:

- Noise during sleep
- Excessive daytime sleepiness
- Difficulty concentrating
- Sore throat
- Restless sleep
- Gasping or choking at night
- High blood pressure
- Chest pain at night
-

You should see your doctor if:

- Your snoring is so loud it's disrupting your partner's sleep
- You wake up choking or gasping

These may indicate your snoring is caused by a more serious condition, such as obstructive sleep apnoea.

If your child snores, ask your pediatrician about it. Children can have obstructive sleep apnoea too. Nose and throat problems, such as enlarged tonsils, and obesity often can narrow a child's airway, which can lead to your child developing sleep apnoea. Treating these conditions may help your child in many ways.

The Risk factors that may contribute to snoring include:

- **Being a man.** Men are more likely to snore or have sleep apnoea than are women.

- **Being overweight.** People who are overweight or obese are more likely to snore or have obstructive sleep apnoea.
- **Having a narrow airway.** Some people may have a long soft palate, or large tonsils or adenoids, which can narrow the airway and cause snoring.
- **Drinking alcohol.** Alcohol relaxes your throat muscles, increasing the risk of snoring.
- **Having nasal problems.** If you have a structural defect in your airway, such as a deviated septum, or your nose is chronically congested, your risk of snoring is greater.
- **Having a family history of snoring or obstructive sleep apnoea.**

Habitual snoring may be more than just a nuisance. Depending on the cause of your snoring, it may result in:

- Daytime sleepiness.
- Frequent frustration or anger.
- Difficulty concentrating.
- A greater risk of high blood pressure, heart conditions and stroke.
- An increased risk of behaviour problems, such as aggression or learning problems, in children with obstructive sleep apnoea.
- An increased risk of motor vehicle accidents due to lack of sleep.
- Disruption of bed partner's sleep.

If you're having snoring problems you should see your family doctor or a general practitioner first. They could refer you to a doctor who specializes in treating sleep disorders who could order a sleep test for you or you could be referred to a doctor who specialises in ear, nose and throat problems.

Because appointments can be brief, and because there's often a lot to talk about, it's a good idea to arrive well prepared. Here's some information to help you get ready for your appointment, and what to expect from your doctor.

- Write down any symptoms you're experiencing, including any that may seem unrelated to the reason for which you scheduled the appointment. Ask your partner to describe what he or she hears or notices at night while you're sleeping. Or, better yet, ask your sleep partner to go with you to your appointment so that he or she can talk with your doctor about your symptoms.
- Make a list of all medications, as well as any vitamins or supplements that you're taking.
- Write down questions to ask your doctor.



Your time with your doctor may be limited, so preparing a list of questions can help you make the most of your time together. For snoring, some basic questions to ask your doctor include:

- What makes me snore when I sleep?
- Is my snoring a sign of something more serious, such as sleep apnoea?
- What kinds of tests do I need?
- What happens during a sleep test?
- What treatments are available for snoring, and which do you recommend?
- What types of side effects can I expect from treatment?
- Are there any alternatives to the primary approach that you're suggesting?
- Are there any steps I can take on my own that will help my snoring?
- I have other health conditions. How can I best manage these conditions together?
- Are there any brochures or other printed material that I can take home with me? What websites do you recommend visiting?

Your doctor is likely to ask you a number of questions. Being ready to answer them may reserve time to go over any points you want to spend more time on. Your doctor may ask:

- When did you first begin snoring?
- Do you snore every night or only once in a while?
- Do you often wake up during the night?
- Does anything you do seem to improve your symptoms?
- What, if anything, appears to worsen your symptoms?
- Does your bed partner ever tell you that you have pauses or irregularities in your breathing during sleep?

While you're waiting to see your doctor, here are some tips you can try:

- Don't drink alcohol or take sedatives before bed.
- Try over-the-counter nasal strips.
- Sleep on your side, instead of your back.
- If nasal congestion is an issue, try an over-the-counter decongestant for a day or two.

Depending on the severity of your snoring and other symptoms, your doctor may want to conduct a sleep study. This will normally need you to stay overnight at a sleep centre to undergo an in-depth analysis of your sleep habits – this is called polysomnography. In polysomnography you're connected to many devices and observed overnight. During the sleep study, your brain waves, blood oxygen level, heart rate and breathing rate, sleep stages, and eye and leg movements will be recorded.



Depending on your severity, your doctor could prescribe a CPAP (Continuous positive airway pressure) machine. This approach involves wearing a pressurized mask over your nose while you sleep. The mask is attached to a small pump that forces air through your airway, which keeps it open.

Although CPAP is the most reliable method of treating obstructive sleep apnoea and it's effective, some people find it uncomfortable or have trouble adjusting to the noise or feel of the machine. Your doctor may be able to make adjustments to the device if you're having trouble adjusting to the machine, such as adding a heated humidifier or nasal pillows, that might help make you more comfortable.

I've had for a few years and swear by it, if you are a serious snorer, consider one, they are marvelous.

"If you fall, I'll be there!"

Floor.

Menopause weight gain: Stop the middle age spread

Most women gain weight as they age, but excess kilos aren't inevitable. To minimize menopause weight gain, step up your activity level and enjoy a healthy diet.

As you get older, you might notice that maintaining your usual weight becomes more difficult. In fact, many women gain weight around the menopause transition. Menopause weight gain isn't inevitable, however. You can reverse course by paying attention to healthy-eating habits and leading an active lifestyle.

What causes menopause weight gain?

The hormonal changes of menopause might make you more likely to gain weight around your abdomen than around your hips and thighs. Hormonal changes alone don't necessarily trigger menopause weight gain, however. Instead, the weight gain is usually related to aging, as well as lifestyle and genetic factors.



For example, muscle mass typically diminishes with age, while fat increases. Loss of muscle mass decreases the rate at which your body uses calories, which can make it more challenging to maintain a healthy weight. If you continue to eat as you always have and don't increase your physical activity, you're likely to gain weight.

Genetic factors also might play a role in menopause weight gain. If your parents or other close relatives carry extra weight around the abdomen, you're likely to do the same.

Sometimes factors such as the stress of children leaving (or returning) home, divorce, the death of a spouse, or other life changes might change your diet or exercise habits and contribute to menopause weight gain.

Menopause weight gain can have serious implications for your health. Excess weight increases the risk of heart disease, type 2 diabetes and various types of cancer, including colorectal cancer and breast cancer. Unfortunately, there's no magic formula for preventing, or reversing, menopause weight gain. Simply stick to weight-control basics:

- **Move more.**

Aerobic activity can help you shed excess pounds and maintain a healthy weight. Strength training counts, too. As you gain muscle, your body burns calories more efficiently which makes it easier to control your weight. For most healthy adults you should partake in moderate aerobic activity, such as brisk walking, for at least 150 minutes a week or vigorous aerobic activity, such as jogging, for at least 75 minutes a week. In addition, strength training exercises are recommended at least twice a week. If you want to lose weight or meet specific fitness goals, you might need to exercise more.

- **Eat less.**

To maintain your current weight, let alone lose excess pounds, you might need about 200 fewer calories a day during your 50s than you did during your 30s and 40s. To reduce calories without skimping on nutrition, pay attention to what you're eating and drinking. Choose more fruits, vegetables and whole grains. Opt for lean sources of protein.

- **Seek support.**

Surround yourself with friends and loved ones who'll support your efforts to eat a healthy diet and increase your physical activity. Better yet, team up and make the lifestyle changes together.



Remember, successful weight loss at any stage of life requires permanent changes in diet and exercise habits. Take a brisk walk every day. Try a yoga class. Swap cakes and biscuits for fresh fruit. Commit to the changes and enjoy a healthier you!

You can see where you stand in the weight stakes by clicking [HERE](#).

Bananas.

Amazing fruit, try this: Take the INSIDE of the banana skin and rub it directly onto your shoe...polish with dry cloth.!!!

Losing weight myths.

Myth #1: Crunches and Ab Exercises Help Bust Belly Fat

Truth: While exercises that target the abdomen can help tone and strengthen the muscles near your belly, they won't make that paunch go away on their own. The human body doesn't get rid of fat just in certain areas; when you exercise, fat loss is a full-body phenomenon. To

minimize belly fat, focus on intense cardio workouts, supplemented by a weight lifting regimen (which should, of course, include core exercises like crunches). And most importantly, fix your nutrition!

Myth #2: Women Should Stick to Light Weights to Avoid Bulking Up.

Truth: The vast majority of women simply don't have enough testosterone in their bodies to build the Arnold-like muscle mass that some want to avoid. In fact, lifting heavy weights will instead help women lose weight, gain increased definition, and build confidence.

Myth #3: Sweat is a Good Indicator of How Hard You're Working

Truth: While a sweat-soaked t-shirt might make you feel super satisfied after a tough workout, there's really no relationship between how much you sweat and how hard you're working. So next time you're at the gym, consider leaving that 90s style sweat suit at home.



Myth #4: No pain, No Gain

Truth: There's a big difference between pain and discomfort, says Michael Lagomarsine, an expert based out of Boston University's Athletic Enhancement Center. While you may have some minor muscle soreness after a particularly hard workout, anything that actively hurts while you're doing it could be causing you damage. Extreme muscle pain for more than a day or two after a workout likely indicates injury or overtraining.

Myth #5: Stretching Before a Workout Helps Prevent Injuries

Truth: Multiple studies have found that stretching before a workout actually does nothing to prevent injuries. In fact, those who stretch before a run actually tend to wind up with more

injuries than those who don't. Stretching *after* exercising seems to be the best option for those who want to avoid delayed onset muscle soreness. Instead of using stretches before a workout, try to warm-up with some simple jogging, jumping jacks or anything that'll warm-up the muscles you'll be using for your workout.

Myth #6: Low Intensity Cardio Burns Fat Best

Truth: You're probably familiar with the "fat burn" zone on your favourite piece of cardio equipment, but there's really no backing for the idea that lower intensity cardio is better than high intensity cardio when it comes to losing weight. According to exercise specialist and fitness author Tom Holland, fat loss is all about burning calories, and the more intense your workout, the more calories you'll burn.

Myth #7: Weight Machines Are Safer Than Free Weights.

Truth: This myth may actually put you at a higher risk for injury. Many gym enthusiasts stick to weight machines rather than learning how to use free weights because they believe that the machine will correct their form and ensure that they don't hurt themselves. But there are still *tons* of ways you can use a weight machine that can damage your muscles and joints, from height and length adjustment to using weights that are too heavy to using the wrong muscle groups to push or pull. Whether you choose to use free weights or weight machines, make sure you have a qualified trainer show you the ropes before you get started.

Advances in medicine.

This is unreal – see [HERE](#)

A Blonde goes to Spotlight to buy curtains. She says to the salesman, 'I would like to buy a pair of pink curtains. 'The salesman assures her that they have a large selection of pink curtains. He shows her several patterns but the blonde seems to be having a hard time choosing. Finally she selects a lovely pink floral print. The salesman then asks what size curtains she needs. The blonde promptly replies, "Seventeen inches". "Seventeen inches ?' asked the salesman. 'That sounds very small, what room are they for? 'The blonde says, 'They aren't for a room silly, they are for my new computer monitor.' The surprised salesman replies, 'But Miss, computers do not need curtains !' The blonde says, 'Helllloooooooo mine has Windoooooows.....'

Sorry Rupe!

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But will it Fly?

There has been a lot written about the Joint Strike Fighter. Some say it is the most advanced machine every designed and built while others insist it is a super expensive dud. Adam Ciralsky, an award-winning journalist, TV producer and attorney, from CBS News' *60 Minutes* is not a fan. This is what he says:

“The Joint Strike Fighter is the most expensive weapons system ever developed. It is plagued by design flaws and cost overruns. It flies only in good weather. The computers that run it lack the software they need for combat. No one can say for certain when the plane will work as advertised. Until recently, the prime contractor, Lockheed Martin, was operating with a free hand—paid handsomely for its own mistakes. Looking back, even the General now in charge of the program can’t believe how we got to this point.

At nearly 500,000 acres, [Eglin Air Force Base](#) is not the most unobtrusive piece of real estate along Florida’s Emerald Coast. It is, however, among the best guarded. The base is home to top-secret weapons laboratories, swamp-training facilities for U.S. Special Forces, and the only supersonic range east of the Mississippi. Even from a great distance, bands of quivering heat can be seen rising from the miles of tarmac. At the end of



May, I flew into Fort Walton Beach, a civilian airfield that shares a runway with Eglin, a fact that was driven home when the regional jet I was on ran over an arresting wire, a landing aid for fast-moving fighters, while taxiing to the gate.

With F-15s and F-16s circling overhead, I drove to the main gate at Eglin, where I was escorted through security and over to the air force’s 33rd Fighter Wing, which is home to the F-35 Lightning II, also known as the Joint Strike Fighter, and some of the men who fly it. The Joint Strike Fighter, or J.S.F., is the most expensive weapons system in American history. The idea behind it is to replace four distinct models of aging “fourth generation” military jets with a standardized fleet of state-of-the-art “fifth generation” aircraft. Over the course of its lifetime, the program will cost approximately \$1.5 trillion. Walking around the supersonic stealth jet for the first time, I was struck by its physical beauty. Whatever its shortcomings—and they, like the dollars invested in the plane, are almost beyond counting—up close it is a dark and compelling work of art. To paraphrase an old Jimmy Breslin line, the F-35 is such a bastardized thing that you don’t know whether to genuflect or spit.

When the J.S.F. program formally got under way, in October 2001, the Department of Defense unveiled plans to buy 2,852 of the airplanes in a contract worth an estimated \$233 billion. It promised that the first squadrons of high-tech fighters would be “combat-capable” by 2010. The aircraft is at least seven years behind schedule and plagued by a risky development strategy, shoddy management, laissez-faire oversight, countless design flaws, and skyrocketing costs. The Pentagon will now be spending 70 percent more money for 409 fewer fighters—and that’s just to buy the hardware, not to fly and maintain it, which is even more expensive. “You can understand why many people are very, very skeptical about the program,” Lieutenant General Christopher Bogdan, who has been in charge of it since last December, acknowledged when I caught up with him recently in Norway, one of 10 other nations that have committed to buy the fighter. “I can’t change where the program’s been. I can only change where it’s going.”



As the man now in charge of the Joint Strike Fighter, Bogdan has held the program and its prime contractor, Lockheed Martin, to scrutiny and found both of them deficient on many counts. The 33rd Fighter Wing’s mission is to host air-force, Marine, and navy units responsible for training the pilots who will fly the F-35 and the “maintainers” who will look after it on the ground. The Marine unit, known as the Warlords, has outpaced the others: the commandant of the Marine Corps, General James Amos, has declared that his service will be the first to field a combat-ready squadron of F-35s. In April 2013, Amos told Congress that the Marines would declare what the military calls an “initial operational capability,” or I.O.C., in the summer of 2015. (Six weeks later, he moved the I.O.C. date to December 2015.) By comparison, the air force has declared an I.O.C. date of December 2016, while the navy has set a date of February 2019.

An I.O.C. declaration for a weapons system is like a graduation ceremony: it means the system has passed a series of tests and is ready for war. The Marines have been very explicit about the significance of such a declaration, telling Congress on May 31, 2013, that “IOC shall be declared when the first operational squadron is equipped with 10-16 aircraft, and US Marines are trained, manned, and equipped to conduct [Close Air Support], Offensive and Defensive Counter Air, Air Interdiction, Assault Support Escort, and Armed Reconnaissance in concert with Marine Air Ground Task Force resources and capabilities.”

The chief Warlord at Eglin is a 40-year-old lieutenant colonel named David Berke, a combat veteran of both Afghanistan and Iraq. As we walked around the Warlords’ hangar—which for a maintenance facility is oddly pristine, like an automobile showroom—Berke made clear that he and his men are intently focused on their mission: training enough Marine pilots and maintainers to meet the 2015 deadline. Asked whether Washington-imposed urgency—rather than the actual performance of the aircraft—was driving the effort, Berke was adamant: “Marines don’t play politics. Talk to anyone in this squadron from the pilots to the maintainers. Not a single one of them will lie to protect this program.”

During the day and a half I spent with the Warlords and their air-force counterparts, the Gorillas, it became clear that the men who fly the F-35 are among the best fighter jocks

America has ever produced. They are smart, thoughtful, and skilled—the proverbial tip of the spear. But I also wondered: Where’s the rest of the spear? Why, almost two decades after the Pentagon initially bid out the program, in 1996, are they flying an aircraft whose handicaps outweigh its proven—as opposed to promised—capabilities? By way of comparison, it took only eight years for the Pentagon to design, build, test, qualify, and deploy a fully functional squadron of previous-generation F-16s (below).



“The F-16 and F-35 are apples and oranges,” Major Matt Johnston, 35, an air-force instructor at Eglin, told me. “It’s like comparing an Atari video-game system to the latest and greatest thing that Sony has come up with. They’re both aircraft, but the capabilities that the F-35 brings are completely revolutionary.” Johnston, like Berke, is evangelical about the airplane and insistent that “programmatics”—the technological and political inner workings of the J.S.F. effort—are not his concern. He has a job to do, which is training pilots for the jet fighter that will someday be. He was candid about, but unfazed by, the F-35’s current limitations: the squadrons at Eglin are prohibited from flying at night, prohibited from flying at supersonic speed, prohibited from flying in bad weather (including within 25 miles of lightning), prohibited from dropping live ordnance, and prohibited from firing their guns. Then there is the matter of the helmet.

“The helmet is pivotal to the F-35,” Johnston explained. “This thing was built with the helmet in mind. It gives you 360-degree battle-space awareness. It gives you your flight parameters: Where am I in space? Where am I pointing? How fast am I going?” But Johnston and Berke are prohibited from flying with the “distributed aperture system”—a network of interlaced cameras, which allows almost X-ray vision—that is supposed to be one of the airplane’s



crowning achievements. The Joint Strike Fighter is still waiting on software from Lockheed that will make good on long-promised capabilities.

When I spoke with Lockheed's vice president for program integration, Steve O'Bryan, he said that the company is moving at a breakneck pace, adding 200 software engineers and investing \$150 million in new facilities. "This program was overly optimistic on design complexity and software complexity, and that resulted in overpromising and under-delivering," O'Bryan said. He insisted that, despite a rocky start, the company is on schedule. Pentagon officials are not as confident. They cannot say when Lockheed will deliver the 8.6 million lines of code required to fly a fully functional F-35, not to mention the additional 10 million lines for the computers required to maintain the plane.

The chasm between contractor and client was on full display on June 19, 2013, when the Pentagon's chief weapons tester, Dr. J. Michael Gilmore, testified before Congress. He said that "less than 2 percent" of the placeholder software (called "Block 2B") that the Marines plan to use has completed testing, though much more is in the process of being tested. (Lockheed insists that its "software-development plan is on track," that the company has "coded more than 95 percent of the 8.6 million lines of code on the F-35," and that "more than 86 percent of that software code is currently in flight test.")



Still, the pace of testing may be the least of it. According to Gilmore, the Block 2B software that the Marines say will make their planes combat capable will, in fact, "provide limited capability to conduct combat." What is more, said Gilmore, if F-35s loaded with Block 2B software are actually used in combat, "they would likely need significant support from other fourth-generation and fifth-generation combat systems to counter modern, existing threats, unless air superiority is somehow otherwise assured and the threat is cooperative." Translation: the F-35s that the

Marines say they can take into combat in 2015 are not only ill equipped for combat but will likely require airborne protection by the very planes the F-35 is supposed to replace.

The F-35 Joint Strike Fighter was meant to improve the U.S. air arsenal but has made it more vulnerable instead. From all the recent sounds of celebration coming out of Washington, D.C., you might think the Pentagon's biggest, priciest and most controversial warplane development had accelerated right past all its problems. The price tag, currently an estimated \$1 trillion to design, build and operate 2,400 copies, is steadily going down. Production of dozens of the planes a year for the Air Force, Navy and Marine Corps is getting easier. Daily flight tests increasingly are hitting all the right marks.



Or so proponents would have you believe.

"The program appears to have stabilized," Michael Sullivan from the Government Accountability Office told Congress. "I'm encouraged by what I've seen," chimed in Air Force Lt. Gen. Christopher Bogdan, head of the program on the government side and Lockheed spokesman Laura Siebert she said she expected a "much more positive" article than usual owing to what she described as the program's "significant progress."

But the chorus of praise is wrong. The F-35 Joint Strike Fighter, a do-it-all strike jet being designed by Lockheed Martin to evade enemy radars, bomb ground targets and shoot down rival fighters, is as troubled as ever. Any recent tidbits of apparent good news can't alter a fundamental flaw in the plane's design with roots going back decades.

Owing to heavy design compromises foisted on the plane mostly by the Marine Corps, the F-35 is an inferior combatant, seriously outclassed by even older Russian and Chinese jets that can fly faster and farther and manoeuvre better. In a fast-moving aerial battle, the JSF "is a dog ... overweight and underpowered," according to Winslow Wheeler, director of the Straus Military Reform Project at the Project on Government Oversight in Washington, D.C. And future enemy

planes, designed strictly with air combat in mind, could prove even deadlier to the compromised JSF.

It doesn't really matter how smoothly Lockheed and the government's work on the new warplane proceeds. Even the best-manufactured JSF is a second-rate fighter where it actually matters, in the air, in life-or-death combat against a determined foe. And that could mean a death sentence for American pilots required to fly the vulnerable F-35.

The F-35's inferiority became glaringly obvious five years ago in a computer simulation run by John Stillion and Harold Scott Perdue, two analysts at RAND, a think tank in Santa Monica, California. Founded in 1948, RAND maintains close ties to the Air Force. The air arm provides classified data, and in return RAND games out possible war scenarios for government planners. In Stillion and Perdue's August 2008 war simulation, a massive Chinese air and naval force bore down on Beijing's longtime rival Taiwan amid rising tensions in the western Pacific. A sudden Chinese missile barrage wiped out the tiny, out-dated Taiwanese air force, leaving American jet fighters based in Japan and Guam to do battle with Beijing's own planes and, hopefully, forestall a bloody invasion.

In the scenario, 72 Chinese jets patrolled the Taiwan Strait. Just 26 American warplanes, the survivors of a second missile barrage targeting their airfields, were able to intercept them, including 10 twin-engine F-22 stealth fighters that quickly fired off all their missiles. That left 16 of the smaller, single-engine F-35s to do battle with the Chinese. As they began exchanging fire with the enemy jets within the mathematical models of the mock conflict, the results were shocking.

America's newest stealth warplane and the planned mainstay of the future Air Force and the air arms of the Navy and Marine Corps, was no match for Chinese warplanes. Despite their vaunted ability to evade detection by radar, the JSFs were blown out of the sky. "The F-35 is double-inferior," Stillion and Perdue moaned in their written summary of the war game, later leaked to the press. The analysts railed against the new plane, which to be fair played only a small role in the overall simulation. "Inferior acceleration, inferior climb [rate], inferior sustained turn capability," they wrote. "Also has lower top speed. Can't turn, can't climb, can't run." Once missiles and guns had been fired and avoiding detection was no longer an option, in all but the first few seconds of combat, in other words, the F-35 was unable to keep pace with rival planes.

And partly as a result, the U.S. lost the simulated war. Hundreds of computer-code American air crew perished. Taiwan fell to the 1s and 0s representing Chinese troops in Stillion and Perdue's virtual world. Nearly a century of American air superiority ended among the wreckage of simulated warplanes, scattered across the Pacific.

In a September 2008 statement Lockheed shot back against the war game's results, insisting the F-35 was capable of "effectively meeting" the "aggressive operational challenges" presented in the Taiwan scenario.



RAND backed away from the report, claiming it was never about jet-to-jet comparisons, and Stillion and Perdue soon left the think tank. Stillion is now at the Centre for Strategic and Budgetary Assessments think tank in Washington, D.C. Perdue currently works for Northrop Grumman. Steve O'Bryan, a Lockheed vice president and former fighter pilot, targeted the war game analysis and its authors. "It was policy people who did that report, [people] with no airplane experience," O'Bryan said, adding that many critics of the F-35 "are people who are self-proclaimed experts who live in their mom's basement and wear slippers to work."

But Stillion and Perdue are both veteran aviators. Stillion flew in RF-4 recon planes and Perdue in F-15s during the Gulf War. "I don't live in my mom's basement," Perdue said. Even if its results were disputable, the 2008 war game should have been a wake-up call. Since the mid-1990s the Pentagon has utterly depended on the F-35 to replenish its diminishing arsenal of warplanes built mostly in the 1970s and 1980s. If there's even a small chance the new plane can't fight, the Pentagon should be very, very worried. Indeed, the military should have been concerned more than 40 years ago. "What you have to understand is that problems with the F-35 are the result of pathological decision-making patterns that go back at least to the 1960s," explained Chuck Spinney, a retired Defense Department analyst and whistle-blower whom one senator called the "conscience of the Pentagon."



Among the pathologies inherent in the F-35's design, by far the most damaging is the result of a peculiar institutional obsession by one of the new plane's three main customers. Early on, the Marine Corps contrived to equip the JSF as a "jump jet," able to take off and land vertically like a helicopter—a gimmick that the Marines have long insisted would make its fighters more flexible, but which has rarely worked in combat. The JSF comes in three variants, one each for the Air Force, Navy and Marines, all sharing a mostly common fuselage, engine, radar and weapons. The wings and vertical-takeoff gear vary between models.

Altogether the three F-35 variants are meant to replace around a dozen older plane types from half a dozen manufacturers, ranging from the Air Force's manoeuvrable, supersonic F-16 to the slow-flying, heavily armoured A-10 and, most consequentially, the Marines' AV-8B Harrier, an early-generation jump jet whose unique flight characteristics do not blend well with those of other plane types.

Engineering compromises forced on the F-35 by this unprecedented need for versatility have taken their toll on the new jet's performance. Largely because of the wide vertical-takeoff fan the Marines demanded, the JSF is wide, heavy and has high drag, and is neither as quick as an F-16 nor as toughly constructed as an A-10. The jack-of-all-trades JSF has become the master of none.

And since the F-35 was purposely set up as a monopoly, replacing almost every other warplane in the Pentagon's inventory, there are fewer and fewer true alternatives. In winning the 2001 competition to build the multipurpose JSF, Lockheed set a course to eventually becoming America's sole active builder of new-generation jet fighters, leaving competitors such

as Boeing pushing older warplane designs. Which means that arguably the worst new jet fighter in the world, which Dennis Jensen (right), an Australian military analyst-turned-politician claimed would be "[clubbed like baby seals](#)" in combat, could soon also be America's only new jet fighter. Where once mighty American warplanes soared over all others, giving Washington a distinct strategic advantage against any foe, in coming decades the U.S. air arsenal will likely be totally outclassed on a plane-by-plane basis by any country possessing the latest Russian and Chinese models, one of which, ironically, appears to be an improved copy of the JSF ... minus all its worst design elements.



If the unthinkable happens and sometime in the next 40 years a real war, as opposed to a simulation, breaks out over Taiwan or some other hot spot, a lot of U.S. jets could get shot down and a lot of American pilots killed. Battles could be lost. Wars could be forfeit.

The oldest of the roughly 50 F-35 prototypes currently in existence is barely seven years old, having flown for the first time in December 2006. But the new plane's design origins stretch back much farther, to a time before China was a rising world power and even before jet engines. In many ways, America's new, universal jet was born in the confusion, chaos and bloodshed of World War II's jungle battlefields.

In August 1942 a force of U.S. Marines stormed ashore on Guadalcanal, part of the Solomons Island chain in the South Pacific. Less than a year after the attack on Pearl Harbor, the U.S. and its allies were still fighting a defensive action against Japanese forces. The Guadalcanal landing was meant to blunt Tokyo's advance. But the lightly-equipped Marines ended up surrounded and all but abandoned after Japanese ships wiped out a portion of the Allied fleet. The Navy withdrew its precious aircraft carriers, and for months the Japanese planes, opposed by only a handful of Marine fighters flying from a crude beachhead airstrip, pounded the hapless Americans. Robert Leckie, a Marine rifleman on Guadalcanal, described one of his squad-mates breaking under the strain. The rattled Marine grabbed a light machine gun, a totally ineffective weapon against airplanes and charged against a strafing Japanese Zero fighter. "He could not bear huddling in the pit while the Jap [sic] made sport of us," Leckie wrote.



Luckily, the Marine survived his nearly suicidal confrontation with the Zero. But as an organization, the Marine Corps was forever changed by its exposure on Guadalcanal. "The lesson learned was that the U.S. Marine Corps needed to be able to bring its air power with it over the beach because the large-deck Navy aircraft carriers might not always be there," said Ben Kristy, an official Marine historian.

In the 1950s and '60s the Corps bought hundreds of helicopters, a new invention at the time. But what it really wanted was a fighter plane that could launch from the same amphibious assault ships that hauled Marine ground troops. These big assault ships had flat helicopter flight deck areas, but with neither the catapults nor the runway length to support the big, high-

performance planes favoured by the Navy. The Marines wanted a “jump jet” capable of taking off from these helicopter decks with a short rolling take-off and returning to land vertically, lighter because of all the fuel it had burned. Besides launching from amphibious ships, the new planes were touted to fly in support of ground troops from so-called “lily pads,” 100 foot concrete patches supposedly quickly installed near the front lines.

The concept became known to engineers as Vertical/Short Takeoff and Landing (V/STOL) or Short Takeoff and Vertical Landing (STOVL). It was subject to extensive, crash-plagued experimentation throughout the early years of the jet age, every STOVL or V/STOL prototype from 1946 to 1966 crashed. “USMC interest in a working V/STOL attack aircraft outstripped the state of aeronautical technology,” Kristy pointed out.



Then in the late '60s a British company invented a new jet with complex, rotating engine nozzles that could point downward to provide vertical lift, allowing it to launch from short airstrips or small ships. The Marines fell blindly in love with this temperamental new plane, nicknamed Harrier after a low-flying hawk, and schemed to acquire it for their own air wings. The Navy was the biggest obstacle. The sailing branch controls the Marines' weapons funding and was not keen to invest in a single-use airplane that only the Corps wanted. At the time the Navy was working with the Air Force on the F-111, an early attempt at a one-size-fits-all jet that the Pentagon believed would replace nearly all older planes with a single, multipurpose model. Thanks to what Kristy described as “very, very shrewd political manoeuvring,” a small group of Marine officers alternately convinced and tricked Congress, the Navy and the U.S. aerospace industry into taking a chance on the Harrier. The Corps ended up buying more than 400 of the compact planes through the 1990s.

But the Harrier, so appealing in theory, has been a disaster in practice. Fundamentally, the problem is one of lift. A plane taking off vertically gets no lift from the wings. All the flight forces must come from the downward engine blast. Forcing the motor to do all the work results in three design drawbacks: a big, hot engine with almost no safety margin; an unsafe airframe that must be thinly built with tiny wings in order to keep the plane's weight less than the down-thrust of the engine; and minimal fuel and weapons load, also to save weight.

As a result, in vertical mode the Harrier carries far fewer bombs than conventional fighters and also lacks their flying range. And the concentrated downward blast of the Harrier's vertical engine nozzles melts asphalt and kicks up engine-destroying dirt, making it impossible to operate from roads or even manicured lawns.

In the 1991 Gulf War, the front-line concrete lily pads never showed up, so the jump jet had to fly from distant full-size bases or assault ships. With their very limited fuel, they were lucky to be able to put in five or 10 minutes supporting Marines on the ground and they proved tremendously vulnerable to machine guns and shoulder-fired missiles. Even when it isn't launching and landing vertically or being shot at, the Harrier is delicate and hard to fly owing to the complex vertical-flight controls and the minimal lift and manoeuvrability of the tiny wings. By the early 2000s a full third of all Harriers had been destroyed in crashes, killing 45 Marines.

"The Harrier was based on a complete lie," said Pierre Sprey, an experienced fighter engineer whose design credits include the nimble F-16 and the tank-killing A-10. "The Marines simply concocted it because they wanted their own unique airplane and wanted to convert amphibious ships into their own private carriers." And the Corps stuck with the V/STOL concept for the same pathological reasons. With the crash-prone Harriers dwindling in number and showing their age, in the early '80s the Marines started working with the Defence Advanced Research Project Agency's high-tech dreamers on R&D for a new jump jet. One that had to be supersonic and had to evade radar detection in addition to launching vertically, in essence, tripling down on the Harrier's false promise by piling on additional requirements that were all "grossly incompatible," according to Sprey.



After a decade funding Lockheed design and wind tunnel work, mostly through DARPA's unauditible "black" money, the dreamers concluded that the best way to push a V/STOL jet to supersonic speed was to replace the rotating engine nozzles with a dual system combining a single, rearward-thrusting engine plus a second engine, called a lift fan, installed horizontally in the mid-fuselage.

New but unproven concept in hand, in the early 1990s the Marines emerged into the light to urge Congress to start a mega-procurement program for their supersonic, stealthy jump jet.

In 1993 and 1994, the Navy and Air Force also wanted new jet fighter designs—ones with the same radar-evading characteristics of the new F-117 stealth fighter and B-2 stealth bomber. As chance would have it, all three jet-operating military branches approached Congress at roughly the same time asking for tens of billions of dollars to develop and buy new planes. “Congress said we couldn’t afford that,” said Lt. Gen. Harold Blot, a Harrier pilot who headed Marine aviation in the mid-’90s. Lawmakers asked Blot and other aviation chiefs whether the three services could combine their new fighters into one universal model.

Such jets had a spotty past: some worked; most didn’t. The F-111, the universal fighter from the 1960s, had grown too complicated, heavy and expensive as each branch piled on equipment; only the Air Force ended up buying it—and only a few hundred of the 1,500 copies originally planned. The less complex F-4, however, began as a Navy fighter and was eventually adopted by the Air Force and Marines as well, serving through Vietnam and the Cold War. Congress was hoping to duplicate the F-4’s relative success in the 21st century, equipping all the military branches with new, radar-evading jets and saving money in the process.



But the concept for the new universal plane, known early on as the Common Affordable Lightweight Fighter, included a fatal flaw. Where the F-4 had been a conventional plane taking off and landing from runways, CALF (soon renamed Joint Advanced Strike Technology) would be a STOVL plane—because the Marines insisted. “We’re on a 40-year path to get an airplane that’s more responsive,” Blot explained. And to the Corps, that meant a jump jet. Despite the history of failures, Congress bought into the idea of a universal stealth fighter that was also STOVL. But legislators’ embrace of the risky concept did not take place in a vacuum. It was, in part, the outcome of a focused influence campaign by the Lockheed, the company most likely to win the competition to build the new plane.

Lockheed had made its name building specialized interceptors, spy planes and bombers. The F-117, the world’s first operational stealth warplane, was a Lockheed product. An aggressive campaign of corporate acquisitions also brought Sprey’s bestselling F-16 into the Lockheed fold. Those programs positioned Lockheed to make a huge grab for greater market share. Meanwhile, the company’s secret tests for the fringe-science DARPA, meant to prove that a STOVL jet could also fly faster than the speed of sound, provided the basis for the company’s pitch for the universal jet fighter.

Granted, the tests had produced plenty of theories but no working hardware. “The technologies available were not yet advanced enough,” was the government’s official conclusion. But Lockheed spun the experiments as stepping stones to a supersonic jump jet that could also be adapted to suit the Air Force and Navy’s needs.

With just one swappable component—the downward-blasting second engine, a single airplane design could do the jobs of the Marines' vertical-launching Harrier and of the faster, farther-flying conventional planes of the Navy and Air Force.

Convinced by Lockheed and DARPA that the universal STOVL jet concept could work, in 1996 Congress directed the Pentagon to organize a contest to build the new plane. General Dynamics, Boeing and Lockheed drew up blueprints but Lockheed, having worked with DARPA since the '80s, clearly had the advantage. "It wasn't truly competitive," Sprey said of the new fighter contest. "The other companies were way behind the curve." General Dynamics, whose main airplane-making division had been bought by Lockheed, dropped out of the competition. Boeing cobbled together an ungainly supersonic prototype called the X-32 whose gaping engine inlet resembled a grouper in mid-swallow. Rushed, amateurish and overweight, the X-32 was an ungainly thing.



But it flew, barely, starting in September 2000. For the critical vertical-takeoff test the following June, Boeing engineers had to strip off non-critical parts to get the weight down—a glaring flaw the company took pains to keep from the press, but couldn't hide from government referees. Lockheed's X-35 was less of a disaster. Sleeker and more efficient than the Boeing plane thanks to Lockheed's two-decade head start, the faster-than-sound X-35 needed no help taking off vertically for the first time in June 2001. And on the afternoon of Oct. 26, Pete Aldridge, the military's top weapons buyer, stepped up to a podium in the Pentagon briefing room and announced that Lockheed had won the \$19-billion contract to begin developing what was now known as the Joint Strike Fighter.

As Aldridge spoke, 2,600 miles away at a top-secret facility in Palmdale, California, 200 Lockheed engineers whooped and cheered. They had every reason to celebrate. The Pentagon wanted thousands of copies of the JSF to start entering Marine, Navy and Air Force service in 2010, replacing nearly every other jet fighter in the military arsenal, in other words, a monopoly. Once production was factored in, the program was expected to cost at least \$200 billion.

Even adjusted for two decades of inflation, that estimate would turn out to be hopelessly, outrageously, low. Among other problems, the fundamental flaws of the STOVL concept inexorably crept into the JSF's 20-year development, adding delays, complexity and cost.

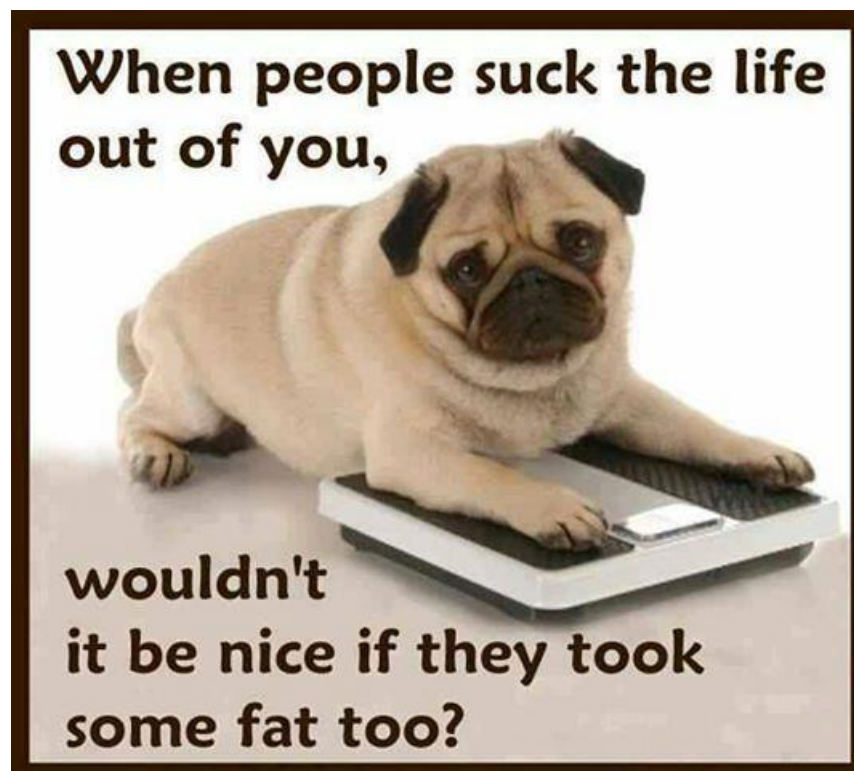
Where the Harrier has its rotating engine nozzles for downward thrust, the F-35 has a new kind of vertical-lift system combining a hinged main engine nozzle at the back of the plane that points directly backward until the pilot shifts into hover mode, at which point the nozzle swivels 90 degrees to point down.

Simultaneously, a complicated system of shafts, gears and doors activates to reveal the horizontal lift fan installed in the centre of the aircraft just behind the cockpit. Together the fan and nozzle produce more than 40,000 pounds of thrust, enough to lift the nearly 20-ton aircraft straight up off the ground like a gargantuan dragonfly.

The lift fan, devised by Lockheed and DARPA in the early 1980s, was the only workable solution that anyone had come up with to give a plane vertical capability plus supersonic speed and radar-evading stealth, the last of which demands an airplane with a smooth outline and nothing hanging or protruding from it. But this mix of characteristics came at a price to all three F-35 models, even the two that don't need to take off vertically. "The STOVL requirements have dictated most if not all of the cardinal design elements for all three aircraft," said Peter Goon, an analyst with the [Air Power Australia think tank](#).

The addition of a lift fan to the baseline F-35 design started a cascade of problems that made it heavier, slower, more complex, more expensive and more vulnerable to enemy attack, problems that were evident in the 2008 war game set over Taiwan. Of course Lockheed exec O'Bryan rejected that assessment, claiming the JSF's stealth, sensors and aerodynamics make it superior to other planes. "It's not rocket science," he insisted.

But in many ways the JSF did become rocket science as it grew more complex. The original X-35 from 2001 had the advantage of being strictly a test plane with no need to carry weapons. But the frontline F-35 needs weapons. And to maintain the smooth shape that's best for avoiding detection by radar, the weapons need to be carried inside internal bomb bays. Bomb bays would normally go along an airplane's centreline, but the F-35's centre is reserved for the 50-inch-diameter lift fan. Hence Sprey's claim that STOVL and stealth are incompatible.



To keep down costs all three JSF variants, the Air Force's basic F-35A, the Marines' vertical-takeoff F-35B and the Navy F-35C (the RAAF has order the A model) with a bigger wing for at-sea carrier landings, share essentially the same fuselage. And to fit both the F-35B's lift fan and the bomb bays present in all three models, the "cross-sectional area" of the fuselage has to be "quite a bit bigger than the airplanes we're replacing," conceded Lockheed exec Tom Burbage, who retired this year as head of the company's F-35 efforts.

The extra width violates an important aerospace design principle called the “area rule,” which encourages narrow, cylindrical fuselages for best aerodynamic results. The absence of area rule on the F-35, again, a knock-on effect of the Marines’ demand for a lift fan, increases drag and consequently decreases acceleration, fuel efficiency and flying range. Thus critics’ assertion that supersonic speed can’t be combined with STOVL and stealth, the latter of which are already incompatible with each other.

“We’re dealing with the laws of physics,” Burbage said in his company’s defence when word got out about the JSF’s performance downgrades.

But the hits kept coming, chipping away at the F-35's ability to fight. The addition of the lift fan forces the new plane to have just one rearward engine instead of two carried by many other fighters. (Two engines is safer.) The bulky lift fan, fitted into the fuselage just behind the pilot, blocks the rear view from the cockpit, a shortcoming that one F-35 test pilot said would get the new plane “gunned every time.” That is, shot down in any aerial dogfight by enemy fighters you can’t see behind you. O’Bryan said the JSF’s sensors, including fuselage-mounted video cameras that scan 360 degrees around the plane, more than compensate for the limited rearward view. Critics countered that the video resolution is far worse than the naked eye and completely inadequate for picking up the distant, tiny, minimal contrast dots in the sky that represent deadly fighter threats ready to kill you.

But there are plenty of other problems with the F-35, some related the airplane’s layout, some stemming from inexperienced sub-contractors and still others resulting from poor oversight by a succession of short-tenure government managers whose major contributions were to grow the bureaucracy involved in the F-35's development.

Lockheed’s F-117 stealth fighter was developed in a breakneck 30 months by a close-knit team of 50 engineers led by an experienced fighter designer named Alan Brown and overseen by seven government employees. Brown said he exercised strict control over the design effort, nixing any proposed feature of the plane that might add cost or delay or detract from its main mission.



The F-35, by contrast, is being designed by some 6,000 engineers led by a rotating contingent of short-tenure managers, with no fewer than 2,000 government workers providing oversight. The sprawling JSF staff, partially a product of the design’s complexity, has also added to that complexity like a bureaucratic feedback loop, as every engineer or manager scrambles to add his or her specialty widget, subsystem or specification to the plane’s already complicated blueprints ... and inexperienced leaders allow it.

Many of the JSF's problems converged in 2004, when Lockheed was forced to admit that the Marines' F-35B variant was greatly overweight, owing in part to the addition of the lift fan. Ironically, the fan and other vertical-launch gear threatened to make the new plane too heavy to take off vertically. "The short takeoff/vertical landing variant would need to lose as much as 3,000 pounds (1,360 kg) to meet performance requirements," Lockheed manager Robert Elrod revealed in an annual report. Panicked, Lockheed poured more people, time and money (billed to the government) into a redesign effort that eventually shaved off much of the extra weight, basically by removing safety gear and making fuselage parts thinner and less tough.

O'Bryan said the weight reduction ultimately benefited all three F-35 variants. But the redesigned JSF, while somewhat lighter and more manoeuvrable, is also less durable and less safe to fly. In particular, the elimination of 11 pounds' worth of valves and fuses made the JSF 25-percent more likely to be destroyed when struck by enemy fire, according to Pentagon analysis.

Problems multiplied. Originally meant to cost around \$200 billion to develop and buy nearly 2,900 planes expected to make their combat debut as early as 2010, the F-35's price steadily rose and its entry into service repeatedly slipped to the right. Today the cost to develop and manufacture 2,500 of the new planes, a 400-jet reduction, has ballooned to nearly \$400 billion, plus another trillion dollars to maintain over five decades of use.

To help pay for the overruns, between 2007 and 2012 the Pentagon decommissioned nearly 500 existing A-10s, F-15s, F-16s and F/A-18s, (15 percent of the jet fighter fleet) before any F-35s were ready to replace them. The first, bare-bones F-35s with half-complete software and only a few compatible weapons aren't scheduled to make their combat debut until late 2015, the same year that Boeing is slated to stop making the 1990s-vintage F/A-18E/F, the only other in-production jet fighter being acquired by the Pentagon. (F-15s and F-16s are still being manufactured for foreign customers by Boeing and Lockheed, respectively.)

At the moment the first operational F-35 finally flies its first real-world sortie two years from now, it may truly represent an aerospace monopoly—that is, unless additional orders from the U.S. or abroad extend the F-15 (right), F-16 or F/A-18 assembly lines. The JSF could be openly acknowledged as the worst fighter in the world and, in the worst case, still be the only new fighter available for purchase by the U.S. military.



Instead of revitalizing the Pentagon's air arsenal as intended, the JSF is eating it and putting future war strategy at risk. In 2012 an embarrassed Frank Kendall, the Pentagon's chief weapons buyer, called the F-35 "acquisitions malpractice." But Kendall was referring only to the new plane's delays and cost increases. He didn't mention the more deadly flaw that had been revealed in Stillion and Perdue's 2008 air-war simulation: that regardless of when and at what price the F-35 enters service, owing to its vertical-takeoff equipment the new fighter is the aerodynamic equivalent of a lobbed brick, totally outclassed by the latest Russian- and Chinese-made jets.

To add insult to strategic injury, one of the most modern Chinese prototype warplanes might actually be an illicit near-copy of the F-35—albeit a more intelligent copy that wisely omits the

most compromising aspects of the U.S. plane. It's possible that in some future war, America's JSFs could be shot down by faster, deadlier, Chinese-made JSF clones.



The Chinese J-31 appears to be based on the F-35. At least twice since 2007 Chinese hackers have stolen data on the F-35 from the developers' poorly-guarded computer servers, potentially including detailed design specifications. Some of the Internet thieves "appear to be tied to the Chinese government and military," Defense Secretary Chuck Hagel claimed.

The September 2012 debut of China's latest jet fighter prototype, the J-31, seemed to confirm Hagel's accusation. The new Chinese plane, built by the Shenyang Aircraft Corporation, bears an uncanny external resemblance to the F-35: same twin tail fins, same chiseled nose, same wing shape. "It certainly looks like the Chinese got their hands on some [F-35] airframe data," said Richard Aboulafia, a vice president at the Teal Group, an arms industry consultancy in Virginia.

But the J-31 lacks many of the features that were included in the F-35 "mainly or entirely because of STOVL," according to Aviation Week writer and fighter expert Bill Sweetman. Namely, the J-31 does not have a lift fan or even a space for a lift fan. The omission apparently allowed Chinese engineers to optimize the new plane for speed, acceleration, manoeuvrability and flying range and to add good pilot visibility and a second rearward engine instead of having to build the plane around a pretty much useless vertical-takeoff capability that slows it down, limits it to one motor and blocks the pilot's view.

It could be that China doesn't know how to build a working lift fan and that's why they left it off, Aboulafia said. But for a country that has unveiled two different radar-evading stealth warplane prototypes in just the last two years, that seems unlikely. It's more plausible that China could build a lift fan-equipped plane and has chosen not to.



The F-35 was compromised by, well, compromise. A warplane can be manoeuvrable like the F-16, tough like the A-10, stealthy like the F-117 or a STOVL model like the Harrier. A plane might even combine some of these qualities, as in the case of Lockheed's nimble, radar-evading F-22. But it's unrealistic to expect a single jet design to do

everything with equal aplomb. Most of all, it's foolish to believe a jet can launch and land vertically, a seriously taxing aerodynamic feat, and also do anything else well. Jet design like any engineering practice requires disciplined choices. The JSF is the embodiment of ambivalence, a reflection of the government and Lockheed's inability to say that some things could not or should not be done. "It's not clear with the F-35 that we had a strong sense of what the top priority was, trying to satisfy the Marines, the Navy or the Air Force," said Air Force Lt. Col. Dan Ward, an expert in weapons acquisition who has been critical of complex, expensive development efforts.



By contrast, the Chinese J-31 does not appear compromised at all. Surrounded by rivals with powerful air forces, namely India, Russia, Japan and U.S. Pacific Command and with no grudge-holding Marine Corps to hijack fighter design, it would make sense that China prioritized the air-combat prowess of its new jet over any historical score-settling. That apparently apolitical approach to (admittedly illicit) warplane design appears to have paid dividends for the Shenyang-made jet. "With no lift fan bay to worry about, the designers have been able to install long weapon bays on the centerline," The centerline bay helps keep the J-31 skinny and therefore likely fast and manoeuvrable, in any event, faster and more manoeuvrable than the F-35, which in a decade's time could be pretty much the only new U.S. jet the Chinese air force might face in battle.

If Stillion and Perdue's simulation ever comes true and the U.S. goes to war with China in the air, F-35s dragged down by their lift fans could be knocked out of the sky by Chinese-made F-35 clones that are faster and more manoeuvrable, because they never had lift fans. Sprey, the fighter engineer, said he expects the Pentagon to eventually come to terms with the unpleasant truth, that its new universal jet fighter with the foolhardy vertical-takeoff capability could spell the end of an epochal half-century in which America truly dominated the world's skies. "My prediction is the F-35 will be such an embarrassment it will be cancelled before 500 are built," he said.

The F-35 will be such an embarrassment it will be cancelled before 500 are built.

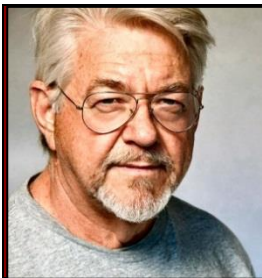
Straus Military Reform Project Director Wheeler advocated replacing the F-35 with upgraded A-10s and F-16s pulled from desert storage plus new Navy F-18s fresh off the Boeing production line. These moves would "reverse the continuing decay in our air forces," Wheeler claimed. Ward said any future warplane should have clear and narrow requirements, as opposed to the F-35's broad, incompatible guidelines. Development timelines should be fast, budgets should be inexpensive, the overall concept should be simple and hardware should be as tiny as possible, Ward recommended. "What you don't do is hold up complexity as a desirable attribute," he said.

Sprey warned it could take years of expensive experimentation and a steep learning curve for American aerospace engineers to relearn the principles of sound fighter design that have been lost during the F-35's emerging monopoly and that the only way to get there is to fund a series

of inexpensive head-to-head competitions based on head-to-head mock dogfights between rival prototypes. But that investment of time, talent and cost would be better than continuing with an over-budget, past-due warplane that can't turn, can't climb and can't run because it's hauling around a lift fan that makes Marines feel better about World War II but isn't actually practical in the present day.

Replacing America's useless, universal fighter would be a headache, according to Wheeler, but keeping it would be far worse. The F-35, he wrote, "will needlessly spill the blood of far too many of our pilots."





It's Elementary.

Anthony Element

Now, about this Bridge I've got for Sale...

I had an interesting travel experience the other day. Shortly after we took off on an early flight from Gladstone to Brisbane, the guy sitting next to me tapped his newspaper and said, "Can you believe this garbage?"

I replied that until I'd had my morning coffee I'd pretty much believe anything.

I leaned over and had a look. The article that had him so aroused was about global warming. "Bloody scientists," he said, "They're all bullshitters."

"What," I asked, "all of them?"

"All this mob pushing this global warming stuff. They're all bullshit artists."

Now I'm a writer (look, that's my story and I'm sticking to it) so I'm always interested in other people's thought processes. What's more, I've heard this line of reasoning before and always found it confusing.



"Do you ever wonder," I asked him, "Why it's the scientists that can't be trusted and not, oh, I don't know, engineers, for example?"

"Can't trust any of them," he replied, his voice projecting complete certainty.

"You know," I said, picking my words carefully, "that's kind of an odd assertion to make, given that we're sitting in an aluminum tube cruising at about ten thousand metres and doing several hundred miles an hour."

He looked at me like I was stupid. "What's that got to do with anything?" he said. "It's pilots flying the plane."

I've thought a bit about that conversation since then. I wonder if he knows where milk comes from. It got me thinking about some of the other weird stuff that we humans can convince ourselves to believe. Turns out, there's no end to it.

I've since discovered that there really is a Flat Earth Society, (you can visit their forum [here](#)). These folks are convinced that the earth really is just the way it looks - and that's their main piece of evidence: It looks flat, ergo, it must be.

And not only that, but the bottom of the clouds look flat. So there!

Of course, space travel posed a brief problem, until the flat earthers realized that the whole thing was a giant cold war conspiracy in which the Americans and the Russians engaged in a giant make-up-a-story competition.

At the other end of the spectrum, so to speak, is the noble profession of Rumpology. Rumpologists, of whom Sylvester Stallone's mum is a leading expert, believe that you can tell a person's future by looking at the butt. Those of us with round rears tend to be happy, while flat bummers are "Vain, negative and sad."



Who knew?

But get this; people actually pay to have their rear ends read. So it must be true, no ifs or butts... sorry. I can't make up my mind if being a Rumpologist would be a really good job or a really terrible one.

And no wisecracks. Sorry... again.

But before you rush off in search of a large mirror...

I don't want to pick on our friends across the pond, but Americans do seem more than average likely to believe.... well, anything.

The US national pollster, [Public Policy Polling](#) has discovered that one in four Americans believe that aliens have visited earth, and one in five believes that a UFO crashed at Roswell. I can't find any data on how Aussies stack up, but I'd like to think...

And about the same proportion believe that these space folk shut themselves up in their wee flying saucers, hurled themselves across light years of empty space, all so they could make cute but confusing diagrams in Farmer Jones's fields by squashing his plants.

So what did Farmer Jones do to piss them off in the first place is what I want to know.



Of course, back in ancient times, people had all kinds of weird beliefs.

As long ago as 1999, a Gallup Poll, of, yes Americans again, turned up the fact that 18% of the US population believes that the sun revolves around the earth. It's a bit more of that, "well, it looks like it does," logic again.

And get this, 3% didn't have an opinion one way or the other.

Please remember that these are the folk with their finger on the big red button. Some of 'em anyway.

But lest we Aussies succumb to delusions of intellectual superiority, I have to reluctantly report that 27% of respondents to a survey conducted by Researchers from the Australian Academy of Science believed that dinosaurs roamed the earth at the same time as the earliest humans, which, oddly enough, is the same as the percentage of Texans who believe that.

Who knew that The Flintstones was actually a documentary?

And on top of that, an overwhelming number of Aussies think it's completely rational that our one dollar coin is twice the size of our two dollar coin.



Well, what else would it be?

Here is something of a personal confession. My sister, who lives in Canberra, earns a very good living making wands. Yes, the magical kind. She sells them on the internet, but the bulk of her business is done at local markets.



J. K Rowlings has a lot to answer for.

Of course it's a bit more understandable given that it's Canberra where entire budgets can be made to disappear in the blink of an eye. Fortunately though, there are a few things that are uniquely believed by Australians that turn out to be perfectly true.

For example, there is no social problem in existence that can't be fixed by providing better sporting facilities.

That anyone who can skull a yard can't be all bad.

Everybody, everywhere in the world likes Australians, and if they don't, well they can go and get knotted.

That of course excludes the Barmy Army because they hate everybody.

And I must confess that I've come to believe that yelling at my computer makes it go faster.

Hey, science isn't everything, you know.

Jim decided to tie the knot with his long time girlfriend. One evening, after the honeymoon, he was cleaning his golf shoes. His wife was standing there watching him. After a long period of silence she finally speaks. "Honey, I've been thinking, now that we are married I think it's time you quit golfing. Maybe you should sell your golf clubs." Jim gets this horrified look on his face. She says, "Darling, what's wrong?" He says "For a minute there you were sounding like my ex-wife." "Ex wife!" she screams, "I didn't know you were married before!" He says, "I wasn't!"

RAAF Remembrance Ceremony.

The Sunshine Coast Sub-Branch of the Vietnam Veterans Association of Australia (VVAASC) held their annual Remembrance Ceremony on the 3rd November at the Queensland Air Museum in Caloundra. The Service marks the remembrance of all RAAF personnel who served in Units and Squadrons involved in the Vietnam War and other theatres of war as well as Peacekeeping and Peacemaking tasks.



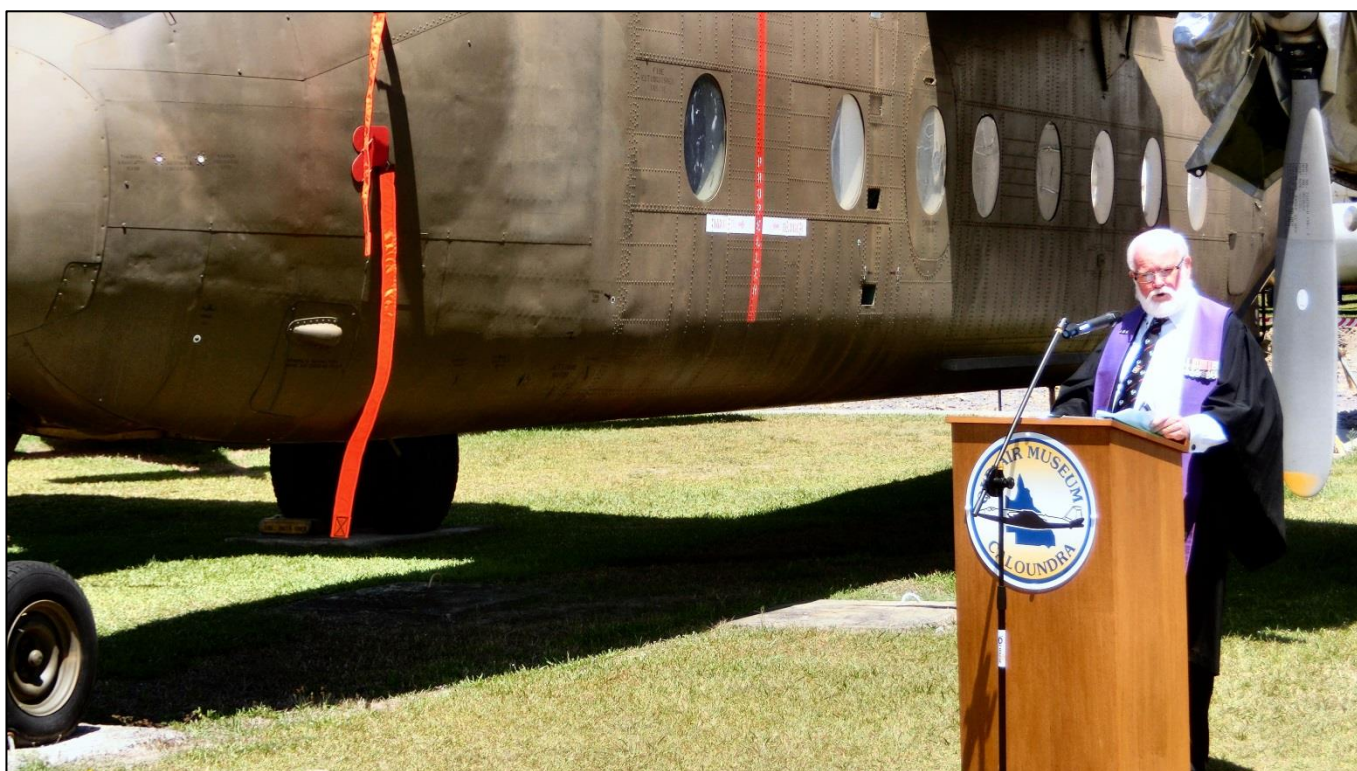
Mal Sayers, an old Depot Doggie from 2AD Radio, who is the secretary of the VVAASC, was the host and MC.

Padre Arthur Fry, also an old Radio man, lead the service in prayer. Arthur joined the RAAF in 1960 and arrived in Ballaarat (politically correct spelling) ready to start the next Rad Mech course (27 RMT) early in 1961. He says he remembers the days spent on parade outside of the Ballaarat Town Hall and observing the name at the top of that building. The spelling of the name was a source of constant confusion. It originated from two Aboriginal words "balla arat",

meaning "resting place". The municipality used the spelling Ballaarat as part of its corporate description, but the town itself came to be known as Ballarat.

Shortly after the course started, the Ballarat School was closed and in April 1961 everything was moved down to Laverton where Arthur finished the course. In late June of 1961 postings were announced and in July Arthur and a few mates were posted to Amberley. One of his mates, Tim Gear, was killed in an accident at Gladfield, just an hour short of his destination. Arthur was posted to 3 AD.

He didn't complete his Techs, instead he got into languages, studying at the RAAF School of Languages, then joined the Lutheran church and for the past 20 something years has been a Lutheran Minister. He held the position of Head of the Welfare Department (spanning Aged Care, Disability Services, Children's Homes and Women's Shelters) of the Lutheran Church in Queensland on a contract for two years. He was a Minister in the Congregational Church, serving as the Pastor at Brassall Congregational Church for several years then when he 'retired' he moved to the Sunshine Coast where there are no Congregational Churches. Retirement wasn't in his makeup so he threw his lot in with, and is now a Minister in the Churches of Christ in Queensland, operating out of the Caloundra Church of Christ at Dicky Beach.



Quite a number of people braved the hot sun to attend the event, the smart ones found shade under a wing or an awning.



After the ceremony, Mal invited everyone to the main hanger for morning tea and the opportunity to look over some of the museum's wonderful display of different civil and military aircraft.



Two aircraft of which the Museum is rightly proud to display are an ex 1Sqn F111 and an ex 35Sqn Caribou.

John "Sambo" Sambrooks, who is the Secretary of the RTFV/35Sqn Association has Caribous running through his veins and seeing the Caribou on the grass just couldn't control himself and had to take a couple of girls inside for a look.



L-R: Bree McEvoy (daughter of our Ted), Sambo, Maggie Anderson.



The F-111 on display, (A8-129). This aircraft we delivered to the RAAF in June 1973 and was flown by 1 Sqn at Amberley. It was retired in December 2010 and delivered to the Museum in May 2013.

The Queensland Air Museum is situated at the Caloundra Airport, about 100 kls north of Brisbane. Apart from Pt Cook, it is probably one of the better aircraft museums in Australia and if you haven't been, it is definitely worth a look.

Progress isn't made by early risers.
It's made by lazy men trying to find easier ways to do something.

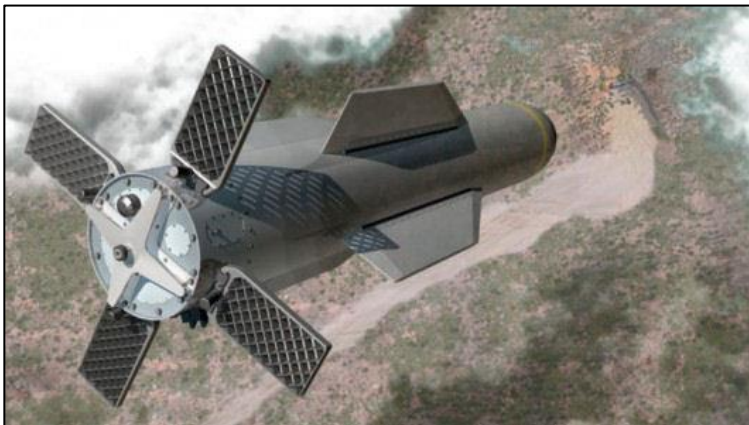
There's just nowhere to hide anymore.

Military technology has created some fearsome weapons, such as:

The 5,000 lb	<u>GBU-28 Deep-Throat bunker buster,</u>
The 15,000 lb	<u>BLU-82 Daisycutter,</u>
The 15,650 lb	<u>Russian ATBIP (Aviation Thermobaric Bomb of Increased Power).</u>
The 22,000 lb	<u>Grand Slam earthquake bomb.</u>
and the 22,600 lb	<u>GBU-43 MOAB (Massive Ordnance Air Blast),</u>

but if you were hiding under 50 meters of hardened concrete, none of them were going to bother you.

Well, until now!



The U.S. Air Force has just taken delivery of the first [GBU-57A/B \(Massive Ordnance Penetrator\)](#). It weighs 30,000 lb and will penetrate 200 ft of hardened concrete BEFORE it goes off. If you are reading this from an underground nuclear facility in Iran or North Korea, might we suggest some extended sick leave is (or soon will be) in order?

Perhaps the most surprising aspect of the Massive Ordnance Penetrator is that it is a relatively simple weapon.

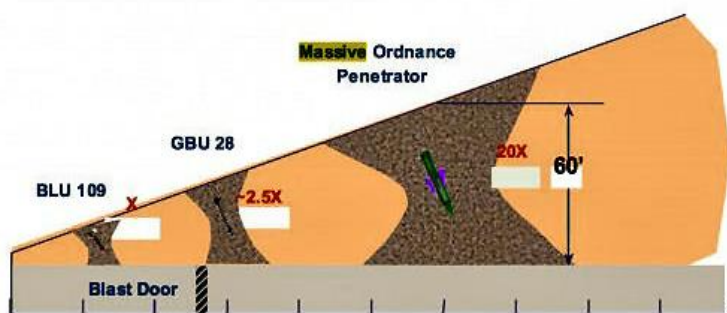
The GBU acronym at the front of the the official designation for the Massive Ordnance Penetrator (GBU-57A/B or MOP) can be found at the front of the name of almost everything the United States Air Force drops from a plane these days.

Not all that long ago, bombs were dropped in large numbers in the hope that at least some of them would hit their target.

These days, almost every bomb and missile is delivered with pinpoint accuracy. GBU stands for Guided Bomb Unit, and it means that the 20 foot GBU-57 A/B missile is zeroed in on the target by a GPS navigation system guiding its four lattice-type fins.

Not surprisingly, the bomb is intended for only one purpose - to destroy the type of hardened concrete bunkers which house central command facilities and weapons of mass destruction. It's hence not surprising that the program has been hurried into readiness with the growing concern that Iran has developed nuclear weaponry.

It is designed to penetrate supposedly untouchable facilities in one piece. The warhead case of the MOP is made from a special high performance steel alloy designed to maintain the integrity of the penetrator case during impact so that the payload can then do its job most effectively by exploding deep underground.



The MOP is deployed from high altitude and allows gravity to add momentum to its 30,000 pound weight so that it hits with enormous kinetic energy.

Put simply, the MOP hits exactly where it is intended to hit with enough energy to bury itself 200+ feet into

hardened concrete, then it explodes its 5,300 pound warhead.





The MOP is designed to be carried aboard B-2 and B-52 bombers so there's nowhere that is out of reach. The B-52 has a combat range of nearly 9000 miles, but aerial refueling means it effectively has an unlimited range.

During Operation Desert Strike on 2/3 September, 1996, two B-52s flew out of Barksdale Air Force Base in Louisiana and disrupted communications in Baghdad with AGM-86C cruise missiles. By the time the mission was over, 34 hours had expired. Hence it would be fair to say that the B-52 is only limited in its range by the endurance of the four-person air crew.



The most likely aircraft to deliver the MOP however, is the B-2 Spirit which like the B-52, can carry two MOPs - which means they will not likely see it coming.

The largely composite B-2 has vastly reduced infrared, acoustic, electro-magnetic, visual and radar signatures, extraordinary aerodynamic efficiency, a long range (6000 miles) without refueling and a

massive payload.

It is hence a potent delivery system for the likes of the MOP, as it is very difficult for defensive systems to detect, track and engage.

When a man says it's a silly, childish game,
it's probably something his wife can beat him at.

AWA

Kevin Poulter

In July of this year, AWA celebrated their 100th year of operations in Australia –all thanks to Thomas Ernest “E.T.” Fisk.



Thomas Fisk, later known as Sir Ernest Fisk, began his business career in England selling newspapers, on a railway station in Middlesex. Fisk graduated in engineering in the works of Frederick Walton, then joined the British Post Office as a wireless telegraphist. Radio-telegraphy was introduced into England by Marconi in 1896. At that time it was accepted that spark transmitters broadcast over such a wide spectrum, only one radio channel was possible world-wide!

Marconi's work inspired Fisk to join the Marconi training school in 1906, learning Morse and wireless telegraphy, then qualifying as a radio engineer and operator. From 1909 he worked for American Marconi, demonstrating wireless to Newfoundland sealers and on the St Lawrence, before returning to Marconi's headquarters in London.

Wireless Communication was officially recognised by the Australian Commonwealth Government in the Wireless Telegraph Act of 1905. Initially wireless telegraphy was only used in warships on the Australian station.



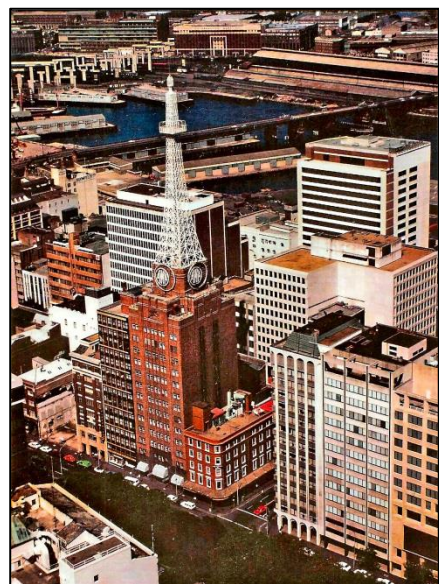
The growing potential for Australian wireless business attracted the Marconi Organisation's interest, so Fisk was despatched to Australia in 1910 to demonstrate Marconi apparatus. In that year radio telegraphy was realised and the first association of Wireless Experimenters in the British Empire was established in Sydney as "The Wireless Institute

of NSW". The founder George A. Taylor, was also developing wireless telegraphy, like communication from the front to the rear of a train and between trains running at full speed. The few transmissions at that time were mainly by amateur enthusiasts.

The Federal Government, acting on a report from Admiral Henderson, invited tenders for the construction of a wireless telegraph station in Sydney and another in Perth - each to have a daylight range of 1,250 miles. Fisk returned to Australia in 1911 to promote Marconi equipment. Unfortunately for the Marconi company, in 1911 a contract was signed with the lowest tenderers, Gesellschaft für drahtlose Telegraphie System (Telefunken) of Berlin for the construction and erection of these stations. Engineers and apparatus were shipped from Germany and the stations were erected, one at Pennant Hills near Sydney and the other at Applecross (above) near Fremantle, during 1912 and 1913.

When the Titanic sank in 1912, Shipping Lines began to consider that on board radio was an essential item, sparking renewed potential installations. During 1913 and 1914 a number of smaller stations were erected around the Australian coast at Melbourne, Hobart, Mt. Gambier, Port Adelaide, Esperance, Geraldton, Roebourne, Wyndham, Port Darwin, Thursday Island, Port Moresby, Townsville, Cooktown and Brisbane.

In 1913 a company was formed, Amalgamated Wireless (Australasia) Ltd; with Australian and English capital amounting to one hundred and forty thousand pounds. Fisk was a foundation Director, also General and Technical manager. AWA immediately purchased existing and future patent rights of the Marconi and Telefunken systems and in 1916 Fisk became AWA's Managing Director.



During WW1, AWA developed and manufactured apparatus for the Australasian mercantile marine, plus a large number of complete equipments for British vessels built in Japan and China for the British Ministry of Shipping. The interception of wireless messages from enemy ships at many points in the Pacific and eventually from European Stations in Germany, Italy, France and England, had useful and sometimes important results during the war. In 1917 wireless signals from Germany were intercepted at the Naval Wireless Station in Applecross, WA.

The Government took years to decide what to do with Wireless. From 1905 to 1915 the administration of the Wireless Telegraph Act was in the hands of the Federal Postmaster-General, then in 1915 it was transferred to the Minister for the Navy and in 1920 re-transferred to the Postmaster-General.

With the advent of broadcasting in 1923, a large number of Marconi School graduates entered the field of radio, occupying positions as technicians at broadcasting stations, radio sales and service mechanics. George Taylor played a leading role. On May 24, 1923, he chaired a conference of all parties interested in Wireless Broadcasting in Melbourne. A provisional scheme was adopted - the use of sealed sets, so listeners could only hear the one station the sets were tuned to. After a trial, this proved unsatisfactory, as people wanted a choice of radio stations.



The scheme finally adopted was designed to give full freedom in the establishment and conduct of broadcasting services, while avoiding the disabilities of American and English Broadcasting. This included concessions by the Government to persons or firms to establish and carry on Broadcasting Services on a competitive basis, licensing of private individuals to transmit for experimental purposes and allowing others to use wireless apparatus for receiving any services, plus the licensing of manufacturers and traders to deal in wireless apparatus for Broadcasting purposes.

In 1926 Fisk wrote: "Private Wireless Stations are now allowed under licence from the Postmaster-General, but all public wireless communication in and from Australia is controlled by a company in which the Federal Government appoints a majority of Directors and holds a majority of the shares.

It will arrange the provision of stations in the United Kingdom and Canada capable of maintaining direct communication with Australia. The rates will be, roughly speaking, 2/3 of those charged for cable messages. Existing Commonwealth Stations are taken over."

In 1927 a beam service between Australia and Britain was inaugurated, undercutting the cable countries. Then in 1928 the Australia - Canada service began, followed in 1930 by an Empire radio-telephone service. In 1931 the great radio pioneer, Marconi had become godfather to Fisk's fourth son, David Sarnoff Marconi.



Fisk was appointed Chairman of AWA in 1932, yet another major

achievement for a one-time newspaper seller. This was also the year AWA was the first company in Australia to introduce a bakelite - encased radio, the Radiolette C87 Cathedral (4 valve TRF) and GE 40 (AGE) version.

During WW2 AWA made transmitter receivers for the military and by 1944 AWA had a turnover exceeding four million pounds and 6000 employees, one of Australia's most powerful organisations.



During the 1920s to 1930s AWA made virtually everything in-house, including screws, resistors and foil capacitors, though these were sourced from IRC and Ducon after WW11.

Bakelite moulding was a speciality for knobs, cabinets, component parts, telephone handsets and parts for Sunbeam and Hotpoint appliances. AWA had some of the largest specialised injection moulding presses in Australia for precision moulding. Their machine-shop produced metalwork like chassis and component parts for tuners, switches, lighting, brackets, plus special screws and nuts for radio and instruments unique to AWA. In the final year before the Whitlam Government removed tariffs in the 70s, AWA manufactured approximately 975,000 loudspeakers.

AWA continued to grow their range in the 50s and beyond, with many new products like Two-Way Radio, Transistors, Integrated Circuits, Telephones and outer space technology. Sir Ernest Fisk had developed and guided AWA through a minefield of political and commercial challenges, to be one of the most successful Australian companies ever.

AWA experienced a period of turmoil in 1987 when they reported a \$49 million foreign exchange loss due to unauthorised trading in 1986/87. Over the next decade there were legal proceedings against auditors for failing to identify the trading, plus cross claims against the company's directors, the foreign exchange trader and the Banks involved.



In 1987, the company was renamed AWA Limited and in 1988 sold its telephone manufacturing and related businesses and closed its main manufacturing facility Radio Electric Works at Ashfield. AWA Computer Support Services was established as an independent business unit. In the early 90s unable to compete with lower cost imported products, AWA exited the field of domestic products and consumer electronics, to focus on industrial technology.

During the 90's AWA grew its export business to over \$90 million per annum by selling its infrastructure systems (Traffic, Air Navigation, Digital microwave radios for telecoms) to developing nations such as China, Indonesia, Philippines, Argentina, etc.

Today (2013) AWA employs close to 300 staff, and utilises the services of 700 agents in regional-rural Australia to complete 1,200 field calls, manage 22,000 inventory items

and move 40,000 parts a month Australia-wide to fulfil their obligation to many blue-chip companies and continues to service:

An excellent source of material is available in Rod Smith's book "The Best Years of Australian Radio".

One morning the doorbell rang. The weather was very bad. It was raining cats and dogs.

I opened the door and there stood a young girl - a Jehovah's Witness, soaking wet.

I felt sorry for her and asked her to come inside for a cup of coffee and to dry off a little.

As we sat and drank our coffee, I asked her what her 'happy message' was. I thought perhaps we might discuss some difference of belief, but she stuttered and said. .

. "Gee, I'm not sure, I've never got this far before ."

A day out.

John Broughton, that pokie player of ill repute, was recently in Queensland and coaxed a couple of us to accompany him to Twin Towns on the Qld/NSW border for a couple of quieties and a bit of a flutter after which it was time for a meal. Unfortunately, we made a solid contribution to the Club's coffers.



L-R: Trev Benneworth, Ted Ilton and John Broughton.

WRAAF National Reunion.

Over the weekend 11, 12, 13 October, the West Australian Branch of the WRAAF Association hosted the 2013 WRAAF National Reunion in Perth. The hard working Committee, (below) led by Nora Cunningham (the Chair), had worked on the event for more than a year and as a result the weekend went off without a hitch and was thoroughly enjoyed by the more than 150 women who, in a lot of cases, came from the other side of Oz.



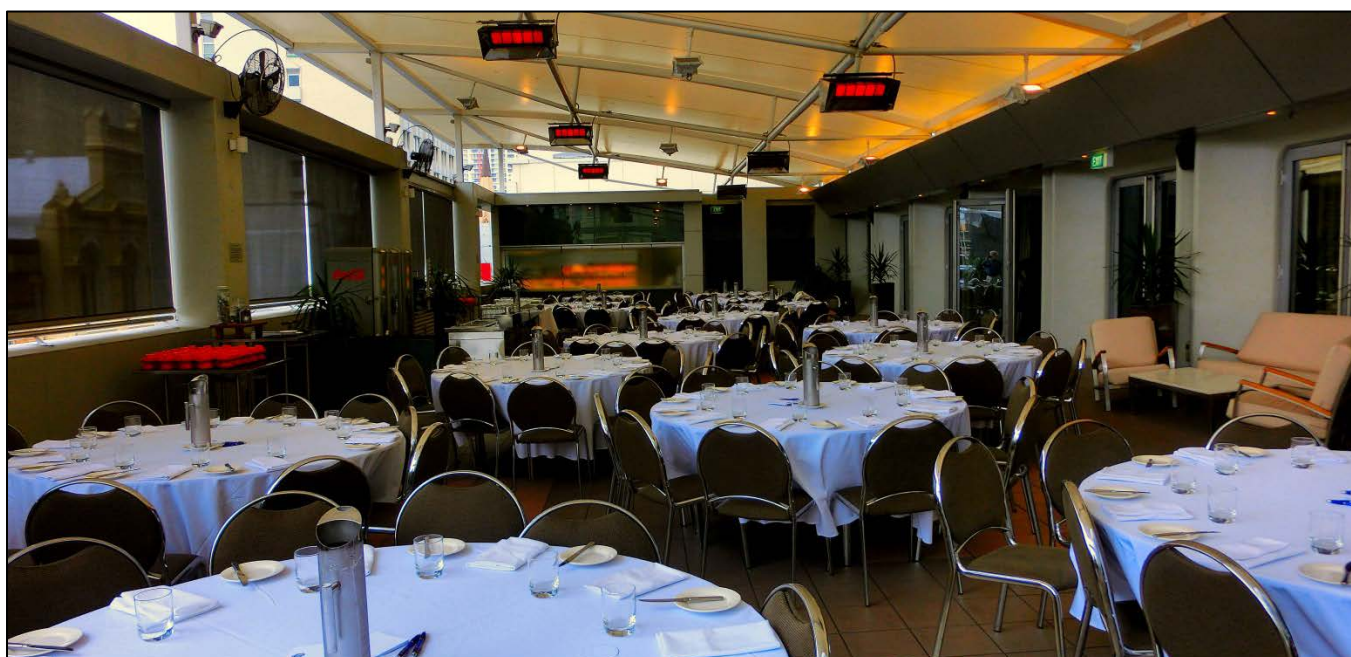
L-R: Glenda Taylor (Committee), Sue Renton (Committee), Kerry Bocket (Committee), Judy Bland (Committee), Lyn Spring (Treasurer), Dianne Cardy (Committee), Jane Dowdeswell (Co-Ordinator), Nora Cunningham (Chair).

The program the girls organised included:

Fri 11 Oct	Meet and Greet at Rydges hotel in the city, including a Hi Tea, with bar available.
Sat 12 Oct	Tour of the RAAF Museum at the RAAFA Memorial Estate followed by a

Sun 13 Oct	Formal sit down dinner in the Air Force Association's Club on the Estate. A Church Service to commemorate the formation of the WRAAF followed by a sightseeing tour of the City ending at the Burswood Crown Casino.
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Rydges hotel, in Hay Street, Perth. The “Meet and Greet” was held on the covered balcony above the Rydges sign. Most of the girls stayed here and when not socializing, did what girls do best – went shopping!



And this is how it looked before the ladies arrived.



Standing L-R: Betty Southerland, Eileen Wilkinson, Una Cooper, Margaret Wells, Maureen Groves.

Seated L-R: Shirley McLaren, Margaret Stevenson, Margaret Humphreys, Margaret Humby.



Standing L-R: Helen Roddom, Marion Hay, Margaret Walsh, Trish Selby, Joanne Peck, Glenda McDowall, Pearl Cox.

Seated L-R: Thelma Hanley, Cate Pettit, Judy Warren, Desley Eaton.



Standing L-R: Jill Dawson, Carolyn O'Donnell, Janet Williamson, Leslie Farrell, Rickie Gilligan.
Seated L-R: Irene Rodgers, Carol Moore, Joy Marney, Mave Tennent.

I accept good advice gracefully...
As long as it doesn't interfere with what I intended to do in the first place.



Standing L-R: Jane Dowdeswell, Alanna Tabone, Rosalyn Curran, Jeanette Brooks, Theresa Kirby, Kerry Brocket, Glenda Tayler, Sue Warner.
Seated L-R: Linda Crimean, m Maxi Moore, Dianne Cardy, Lorraine Monkley.



L-R: Brenda Douglas, Ron Douglas, Pat Kempton.



L-R: Candy Hardy, Wendy Dembowski, Kathy Bunyan, Tania Fromong, Mary Herwin, Eve Reddish.

I say no to alcohol, but it just doesn't listen.



And of course, it didn't take long for Candy to whip out her undies and display them to the troopettes, unfortunately though, no-one else followed suit.



L-R: Catherine Buchanan, Colleen Tagget, Margaret Barbour, Patty Johansen.



L-R: Diane Willis, Nora Cunningham, Gwyn Braun.



L-R: Esther o'Loughlan, Sheryl Flipp, Fay Wilson.

Marriage is the chief cause of divorce.



L-R: Jill Dawson, Carolyn O'Donnell, Janet Williamson.



**Standing L-R: Joanne Peck, Joy Hogan, Helen Chalson, Yvonne Mayo, Katherine Latimer.
Seated L-R: Pat Astin, Elizabeth Ryan, Judith Vickers, Helen Burns**



L-R: Lisa Williams, Robyn Bowran, Esther O'Loughlin.



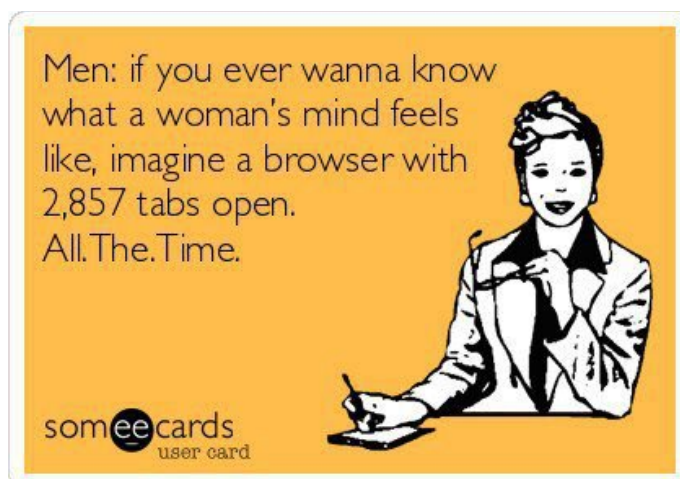
L-R: Judy Bland, Lynn Sprigg, Judy May.



L-R: Mary Ford, Jane Dowdeswell, Vicki Gilligan, Clare Curtis, Glenda Taylor.



L-R: Pam Darcy, Kathleen Allen, Connie Pantelas, Audrey Browne, Margaret Elker.





L-R: Rae King, Kerri Vigh, Lee Atkinson.



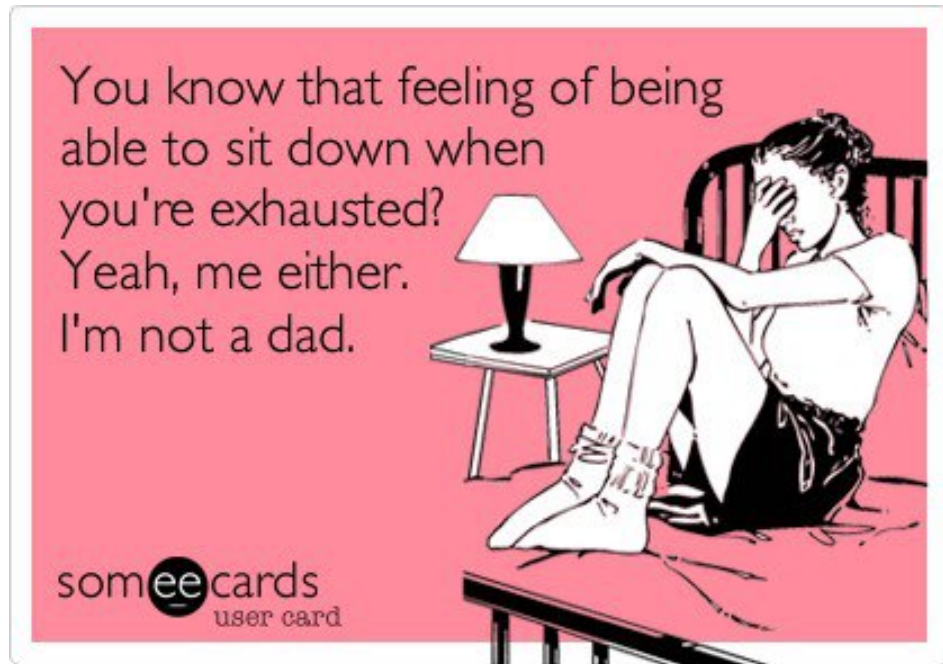
L-R: Raelene Gray, Jill Steen Peta Eggs.



L-R: Sandra Stanley, Freda Teune.



L-R: Yvonne Oliver, Gwen Ogle, Lola Hurman, Leslie Maloney, Nola Hoepper.



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WRAAF National Reunion.

[Continued from page 14](#)

After spending Saturday morning (12 Oct) surfing the shops, the girls boarded the bus from in front of Rydge's hotel and headed for the Aviation Heritage Museum.



The Museum is situated in the RAAFA Memorial Estate, at Bull Creek, about 15 klms south of the city of Perth and is owned and operated by the Western Australian Division of the RAAF Association. The Association was formed in 1929 and was initially housed in a two story building in Adelaide Terrace, Perth. In the late 1950's a Spitfire was acquired and restored in order to serve as the centrepiece in front of the building. In the early 1960s the Association acquired a Lancaster bomber as a reminder of the activities of its members who flew over Europe during World War II.



In 1968 the museum fund was established and in 1971 the Aviation Historical Group was formed which consisted of private collectors and restorers of aviation heritage from all around Perth. During the period from when the Association was formed and the 1970's, a large amount of aviation heritage memorabilia including, aircraft, engines, books, photographs and artefacts was collected and by 1971 the informal collection had grown to such a size that the Association began planning a museum in which to house it all.



In 1971 the Association began developing its Memorial Estate at Bull Creek to provide a club and accommodation for its members and associates in their later years. A piece of land near the entrance was set aside on the estate for an aviation museum.

In 1979 the Western Australian government granted the Association \$100,000 to construct a museum building and it was opened on 17 November 1979.

The South Wing was sufficient to house most of the Museum's smaller aeroplanes but not the Lancaster and a recently acquired Douglas C47. The Government of Western Australia again donated money to construct a new and larger building and now the North Wing houses these very large exhibits. It was opened on 17 December 1983.

Since then further facilities have been added to the Museum including a walk way inside the North Wing, three demountables which house the book and photographic libraries, the model aeroplane group and the accessioning offices.

Aircraft now housed at the Museum, and on display, include: Catalina, Douglas C47, CAC Wirraway, Canberra Vampire, Spitfire and a Lancaster. The full inventory can be seen on their web site [HERE](#).

The girls moved into the Museum and spent nearly an hour looking over the exhibits.



L-R: Margret Marshall, Pam Nelson and Jan Harrison in front of a P&W radial.



Margaret Stevenson, about to board the Douglas C-47.



Margaret Humphries in front of the Wirraway.



Marj Jones with an old RAAF switch.

Marj was a Telsop some little time ago. She joined the RAAF in 1963, did her rookies at Point Cook then after training was posted to East Sale. Then it was off to Darwin and after 2 years it was back to East Sale then Laverton and finally she was discharged in 1971.

Marj says she fondly remembers working the old switch boards.





Vi Speis – looking over the Honour Board.





The Museum has a large exhibition area displaying WAAAF and WRAAF uniforms, jobs, photos etc and this was of obvious interest to the girls.



Part of the huge display of aircraft, engines, props etc.



The business end of the Lancaster.



Inside the Lancaster! You can just imagine the cold, the noise, the lack of comfort and most off all, the terror the blokes who flew in these aircraft had to endure hour after hour....



Of special interest to me was this flight service console from Cunnamurra. 5 or 6 buff strips, half of them in suspense, not a very busy unit...



The museum is open from 10.00am to 4.00pm (or by appointment) every day except Christmas Day, Boxing Day, New Year's Day and Good Friday. If you're into aircraft and you're in Perth, make sure you take the tour.

Then at 6.00pm, everyone was ushered out from the Museum and led over to the Air Force Association's Club House for the formal Dinner – just a short walk from the Museum.



Warner Communications paid \$28 million
for the copyright to the song Happy Birthday.



The girls filed into the big room and as is normally the case, the night started out all orderly and proper, everyone seated, quiet chit chat filled the room while waiting for the meal to be served, but then the wines started to flow and everyone lightened up considerably.



In the meantime, for their sins, the blokes were banished to the back room where they could be seen but not heard.

The Swine Flu vaccine in 1976 caused more death and illness than the disease it was intended to prevent.



Supporters of the WRAAF Association had donated items which were to be raffled off during the night. Prior to the dinner being served, tickets were sold then when the electronic “pulling from the hat” machine was sorted, numbers were drawn and winners chose their booty.



Connie Hunt, one of the early winners, selecting her prize.



Sheryl Fridd and Kathy Bunyan with their winnings.



Ros Curren and her winnings.

The following ladies were at the dinner:



Standing L-R: Judy Warren, Emma Cox, Lyn Vale.

Seated L-R: Iris Selby, Glenda McDowell, Beryl Black (the Association's patron) Desley Eaton.



L-R: Jane Dowdeswell, Dianne Cardy, Kerry Brocket.

The East Sale Crew.



Standing L-R: Pam Nelson, Marj Dixon, Diedre Windsor, Anne Quinell.
Seated L-R: Lyn Mitchell, Pat Gardiner, Anna Smith.

How to keep a woman happy....



Click the pic!



Nancy Passmole.

Nancy joined the WAAAF back in 1941 and stayed until the end of the WAR – discharging in 1945. She was in the medical section.



And what would a RAAF party be without a few flashers popping in. These blokes dared to bare the undies and luckily for them, no-one saw their faces – so to this date their identities are still unknown.



L-R: Kathy Bunyan, Candy Hardy, Wendy Dembowski, Tania Fromont.



Standing L-R: Judie Pick, Pam Nelson, Marj Dixon, Diedre Windsor, Anne Quinell, Jan Harrisson, Beryl Gigney.

Seated L-R: Lyn Mitchell, Pat Gardiner, Anna Smith.



Standing L-R: Jill Dawson, Carolyn O'Donnell, Valerie Machin.
Seated L-R: Jenny Munro (nee Reading), Lisa Williams, Colleen Jollow, Valerie Blow, Margaret Paton (nee Downes).

HOW TO MAKE A MAN HAPPY



Click the pic!



L-R: Judie Pick, Lynda Deelan.

Then on the Sunday, a commemorative service to celebrate the formation of the WRAAF was held at the Wesley Uniting Church in the City.

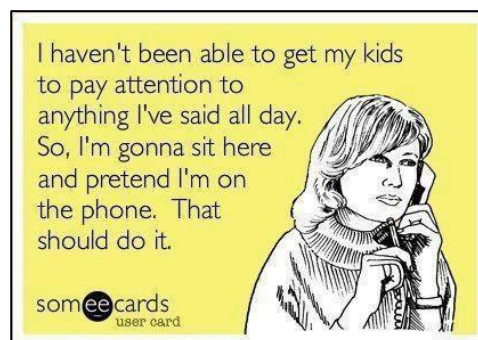


This was followed by tour of the city, then a trip to the magnificent Crown Casino for a little flutter and a feed, then unfortunately, it was all over.

The wonderful event that so many had waited for so long was finally at an end, all that was left was to go back to the rooms, pack the bag and for those new to the town, head for the airport, catch a plane and head for home.

In two years' time they intend to do it all again, this time at Coolangatta on the Gold Coast.

Start saving!!!



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A trip to Pearce.

While in Perth recently for the WRAAF reunion, we were lucky enough to be given a tour of RAAF Pearce. Gary Booth (right), the ADF PR man in the West organised it for us, and for that we thank him and Cpl Nicole O'Hehir, from 25 Sqn, was kind enough to drive us here, there and everywhere and give us the full Cook's Tour.



Although we had an illustrious 6 year career in the RAAF, we never copped a posting to Pearce so we had no idea what it was like in days gone by. We asked two ex-WRAAFs, who were far better looking and far better company than any blokes we know and who were posted there in the early 1970's to accompany us and point out the way it used to be. [Ros Curran](#) and Alanna Tabone both arrived at Pearce in 1974, both had fond memories of the place and both were only too happy to make a return visit.

Pearce is (by road) about 45 klms NNE of Perth, in the Swan Valley and near the small township of Bullsbrook and for many years it has been the home of No 2 Flying Training School.

Units based at Pearce today include:

No 2 Flying Training School	No 79 Squadron
453 Squadron (ATC)	No 25 City of Perth Sqn
No 1 Security Force Squadron	No 1 Airfield Engineering detachment
No 1 Expeditionary Health Sqn	Combat Support Unit Pearce
Singapore Air Force No 130 Sqn	

and aircraft based there include the smart little Pilatus [PC-9 trainer](#), (below) the same aircraft as used by the Roulettes and the BAE Hawk, which is operated by both 79 Sqn at Pearce and also 76 Sqn at Willytown.





Since 1993, the Air Force from the Republic of Singapore has also operated out of Pearce with their 19 Pilatus PC-21 training aircraft.

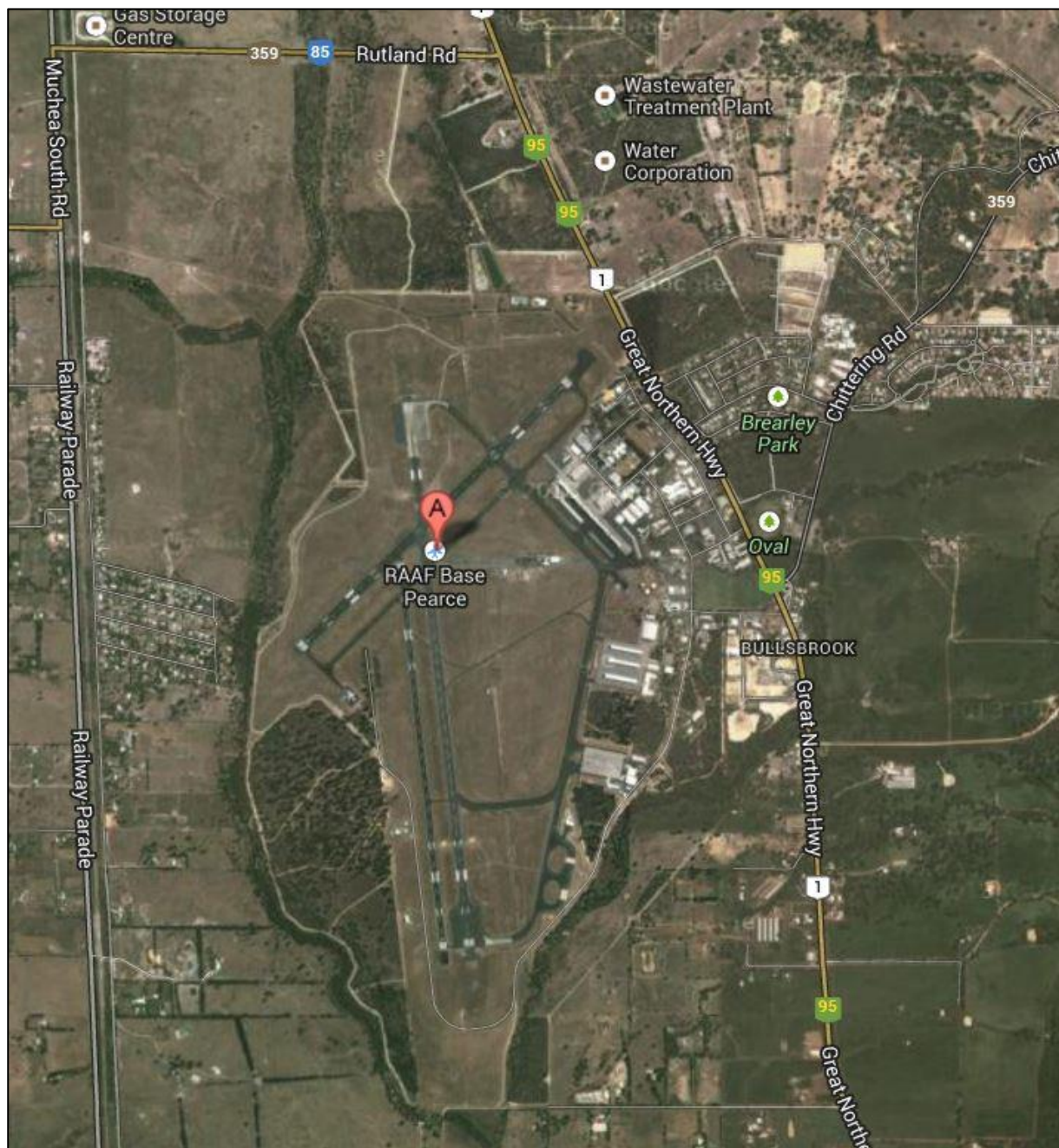


The site for RAAF Pearce was selected back in 1928. Construction began in 1936 and the base has been operational since February 1939 when the WWII No 5 Initial Training School was established under the Empire Air Training Scheme. After the war, Pearce was used as a base for a variety of operations, but was dedicated to training roles in 1958 after the arrival of No 1 Advanced Flying Training School and the Vampire jet trainer.

A proposal to redevelop the Base was made in May 2007. In 2008, the Australian Department of Defence awarded a contract to John Holland to renovate the aged infrastructure and facilities. Stage 1 of the redevelopment began in October 2008 at a cost of A\$154m and included construction and refurbishment of a fuel farm, engineering services, fuel quality centre, noise-attenuated engine run-up facility, training and operational facilities, air movements facility, a combined Mess and live-in accommodation for cadet pilots. Old and redundant facilities were demolished, a defence restricted network was installed, the existing passenger terminal refurbished and air cargo hangar facilities restored.

The base is named in honour of Sir George Pearce, a long-standing Senator from Western Australia. Pearce was elected to the inaugural Senate in 1901 and remained a Senator for Western Australia until 1938. He was Minister for Defence in four separate ministries including the period 1910 to 1913 when the Royal Australian Air Force was formed.

The Minister said “At this church, we welcome all denominations,
but we really prefer tens and twenties.”





On the way to the base the girls insisted on popping into the old Red Roof hotel - just for sentimental reasons they assured me. The hotel is right next to the base and I'm told a few coldies were enjoyed there by many some years ago. After we had sampled a few of the local's delights, it was onto the base.



These days the old entrance is no longer used, it has been closed and locked and just sits there as a reminder of what used to be. A new entrance has been built further south west (towards the Red Roof) and while it might be more efficient than the old one, it does not have the same "charm".

It's a pity that buildings, which have history have to be discarded for new efficient but soul-less structures. If only this one could speak, it could tell many a story.



The new entrance to Pearce, like most other Australian bases, is now manned by Civvy contractors – no more guard duty for the naughty boys.



North Avenue, just north of the old guard gate, was the site of many married quarter houses, but since the RAAF has detached itself from these dwellings, sadly they have all fallen into severe dis-repair.

The first site the two girls wanted to see, naturally, was the old WRAAF quarters (below).

Nicole O'Hehir, who is well into her second pregnancy, looks on while the girls rush around everywhere, trying to remember what was what.

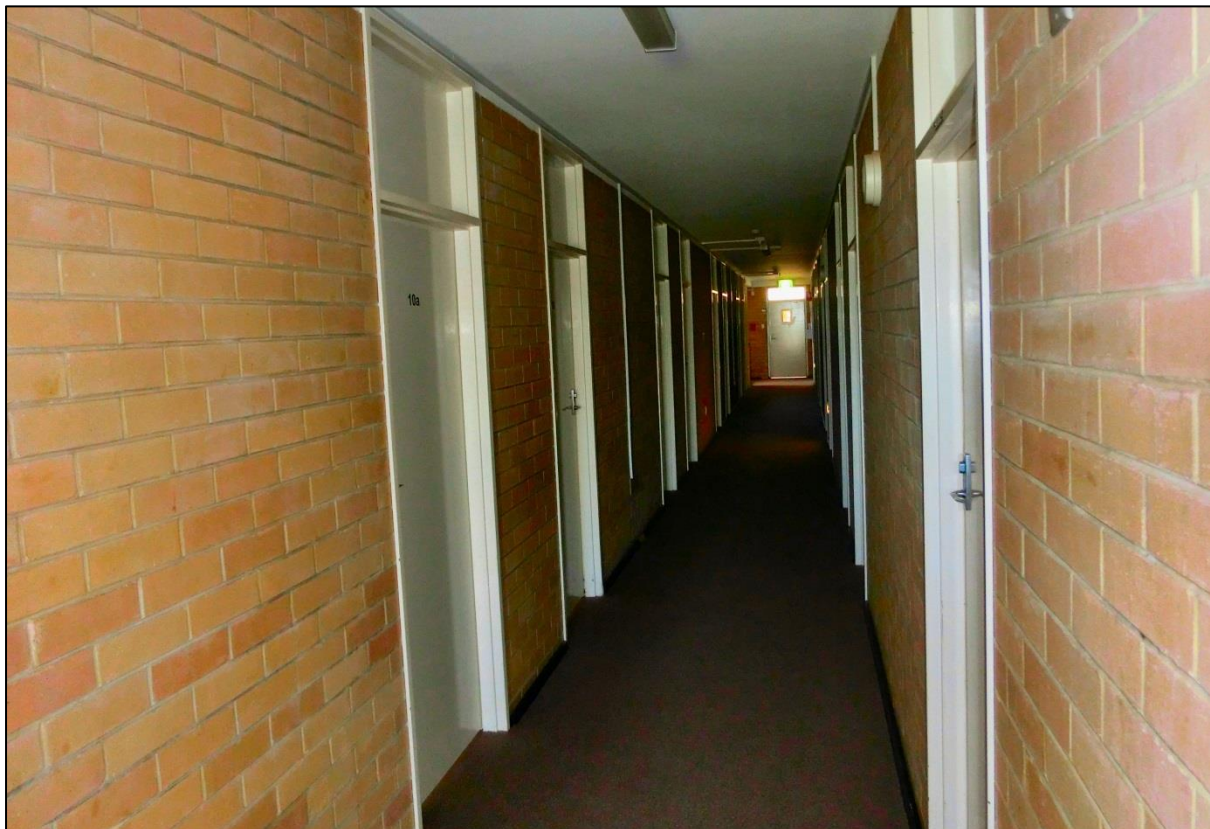


Below, Alana Tabone (left) and Ros Curran in the courtyard of the old WRAAF quarters. They said things haven't changed an awful lot since they left here over 35 years ago, except of course, there were no other girls and as a consequence, no noise!!.



Rumour has it the place is haunted, but if so, the ghost was on leave-in-lieu the day we were there as it was as quiet as a mouse.

Below, the old courtyard, the brick block with the number 263 on it used to be the site of the girls barbecue where, we were told, many a snag was destroyed, many a stubby was consumed, quite a few boys were discussed and many a lie was told.



Inside the WRAAF quarters, this dark little corridor led to the girls single room 'cells'. This is the area that is supposed to be haunted.

As the WRAAFs were not allowed to mix and dine with the airmen, they used the much closer Office Cadet's Mess which was just over the road from the WRAAF quarters. This Mess has long gone and all that remains is the cleared spot below.



After leaving the old WRAAF quarters, we visited the new “joint” Officers, Sergeants, Airmans Messes. Like most ADF bases these days, the Messes are built in such a way that they surround a common kitchen so all meals come from the one prep area. This, of course, is done solely for an economic reason with the result the Messes, although providing far better facilities do not have the same atmosphere and attraction they once did.



Above – the joint Mess area, looking towards the Airman's Mess section.



This is the new Airman's Mess and like other ADF Messes, these days is run by civvy contractors, Conditions are as good as you would find in a family restaurant anywhere, everything is spotlessly clean, food is healthy and of good quality and is attractively presented in a self-service bain-marie, but those of us who experienced the days when the kitchens were run by the "we're here to feed you, not fatten you" RAAF cooks, it just isn't the same.

The small number of people who use these wonderful facilities seem to confirm our feelings.





This is the new Airman's Boozer. Unlike days ago, the 'boozer' fronts onto the Airman's Mess and is divided from the Mess by a single wall – it is not a separate building as used to be the case. Once again, conditions are excellent, comfortable chairs, carpeted floor, pool table, professional décor – but hardly used.

It's a shame really.



The "beer garden" in front of the Airman's 'Boozer' with the Sergeants Mess in the back-ground. Mixing the ranks socially doesn't seem a problem these days.

If you don't read the newspaper you are uninformed,
if you do read the newspaper you are misinformed.

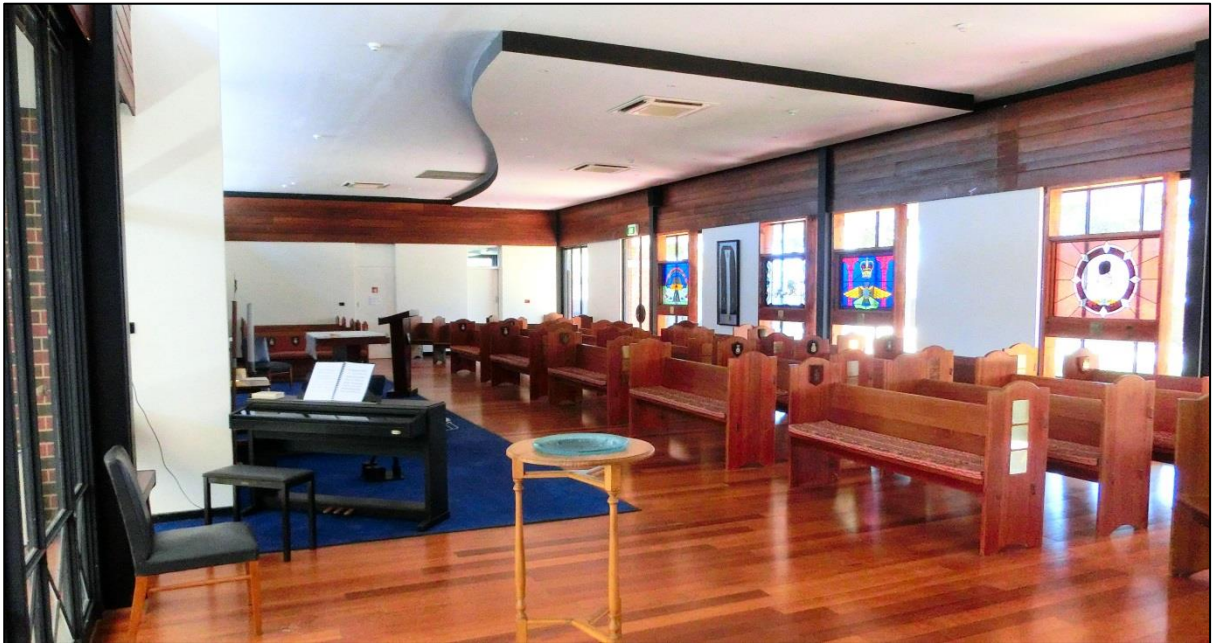


Blokes who were at Pearce years ago would have eaten in the Airman's Mess that used to sit on this site. This is about 50 metres from the new Mess which is to the left of this pic. The old building has been completely demolished.



But while the old Airman's Mess might have been demolished, the old Airman's Boozier still stands and these days has a new lease on life. This is the old "beer garden" and the long-gone boozier was behind the windows in the middle of the pic.

This building is now used in a way that could not be further from its original usage. Today it is the base chapel and the atmosphere inside the building is a lot more peaceful than it used to be.

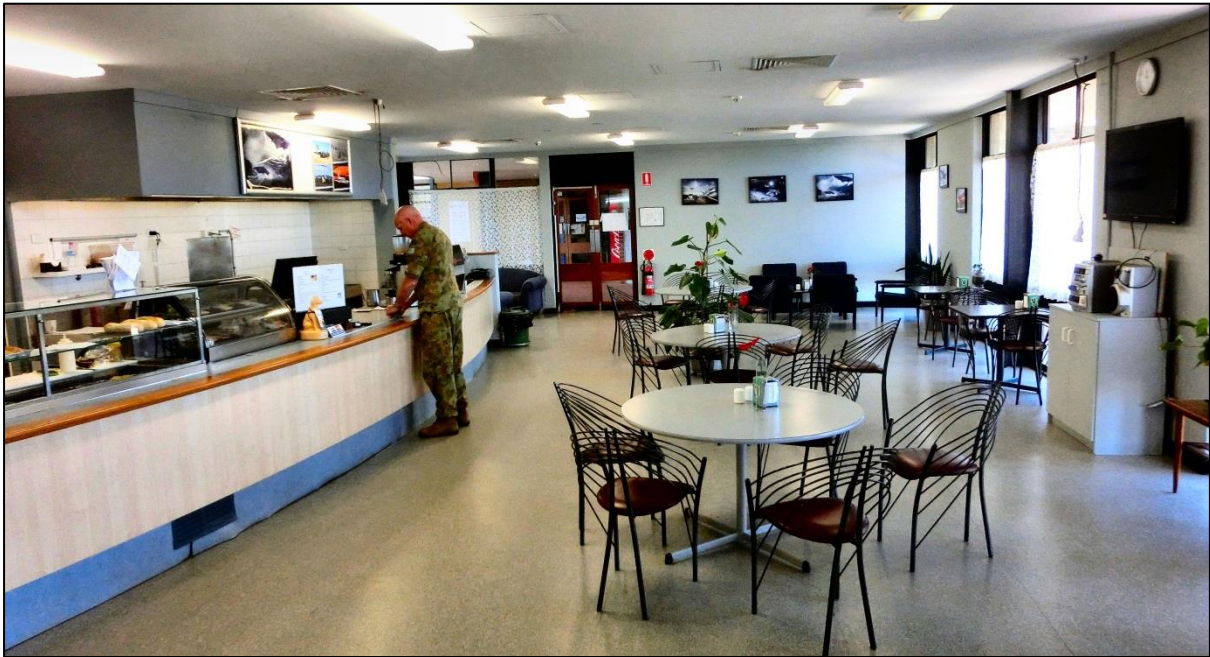


Below, Alanna Tabone (left) and Ros Curran. Both girls reckon if the old Boozer could be opened again, more people would use it than the new facility – they reckoned this one had a larrikin atmosphere.



I almost had a psychic girlfriend, But she left me before we met.

Below, the old ASCO building, now called Frontline.



The old WRAAF quarters can be seen in the distance (below). This photo was taken from the entrance to Frontline (old ASCO) and the girls say 30 plus years ago, at about 10.00pm, many a WRAAF could be seen heading along the cement path, stepping over all the 44's that were in the way.



If everything seems to be going well, you have obviously overlooked something.

Not far from the Frontline shop is the RAAF Cadets building.



In 1941, during the Second World War, the Australian War Cabinet approved the formation of a cadet corps as part of the RAAF Reserve – it was called the 'Air Training Corps' (ATC). Group Captain W.A. Robertson was appointed Director and 6 Wings were established, one per State and although staffed by a small nucleus of RAAF personnel, most of the ATC's instructors were unpaid volunteers, many of whom had been pilots in WWI.

By 1943, 12,000 cadets were under training and although this number declined to 7,557 when the Pacific War ended in 1945, by then just under 12,000 former members had gone on to enlist in the wartime RAAF.

The Corps had two objectives, the primary and short-term aim was to train and educate young men aged between 16 and 18 to join the wartime RAAF. The second, long-term objective, which came into force after the 1939-45 War, was

- to encourage young men to increase their knowledge of air matters and in particular the RAAF,
- instil a sense of discipline and,
- provide elementary training in air-related technical matters;

thus, even at that stage, a continuing post-war role was seen for the Corps.

From 1946 to 1948 the Cadet numbers were scaled down for post war years and the primary aim was changed to a peacetime role:

- Squadrons were reduced to Flights.
- The Corps became an 'air youth movement', and
- Its numbers were reduced to 'at least 3,000'.

Cadets were under no obligation to enlist in the RAAF, but preference would be extended to them should they desire to do so.



In 1975 the Whitlam Labor Government disbanded the ATC as well as the Army and Navy Cadets but when Labor was defeated in 1976, the Fraser Coalition Government reformed the Australian Cadets movement and in 1982 girls were admitted.

In 2001, the Air Training Corps was renamed the 'Australian Air Force Cadets' (AAFC) and in 2005 the AAFC was reorganised into operational and functional wings:

- Ground Training,
- Air Training and
- Logistics Support.

Today the AAFC is a very active body with Squadrons in most centres. A large number of cadets go on to join the Permanent Air Force and if you have a child or grandchild who would enjoy being part of an interesting and exciting organisation, look [HERE](#) for a squadron near you.



Above, an old 4 to a room Airman's block, there are not many of these left on the base, they have been replaced by the single unit blocks below.





One facility on the base that is still there is the 'despised-by-most' Parade Ground, though it seems to be not as prominent and not as important as it used to be. Today it is a gravel surfaced area and the girls seem to remember years ago it was sealed.



The Macchi is still there, the girls think it has been moved from where it was originally displayed and these days it is next to the parade ground.

What happens if you get scared half to death twice?



The Base Cinema is still there and still operates, but to smaller and smaller audiences. However, like at Edinburgh, it was built years ago and was set up to show reel film, not digital media and with movies on film becoming harder and harder to get, its days are probably numbered. The cost to update the Cinema to digital format is thought to be prohibitive and with solid state TVs getting bigger and bigger and also cheaper and cheaper, you wouldn't bet on it lasting too long.



The Old Officer's Mess building is also still there, though we didn't discover what it is used for these days.

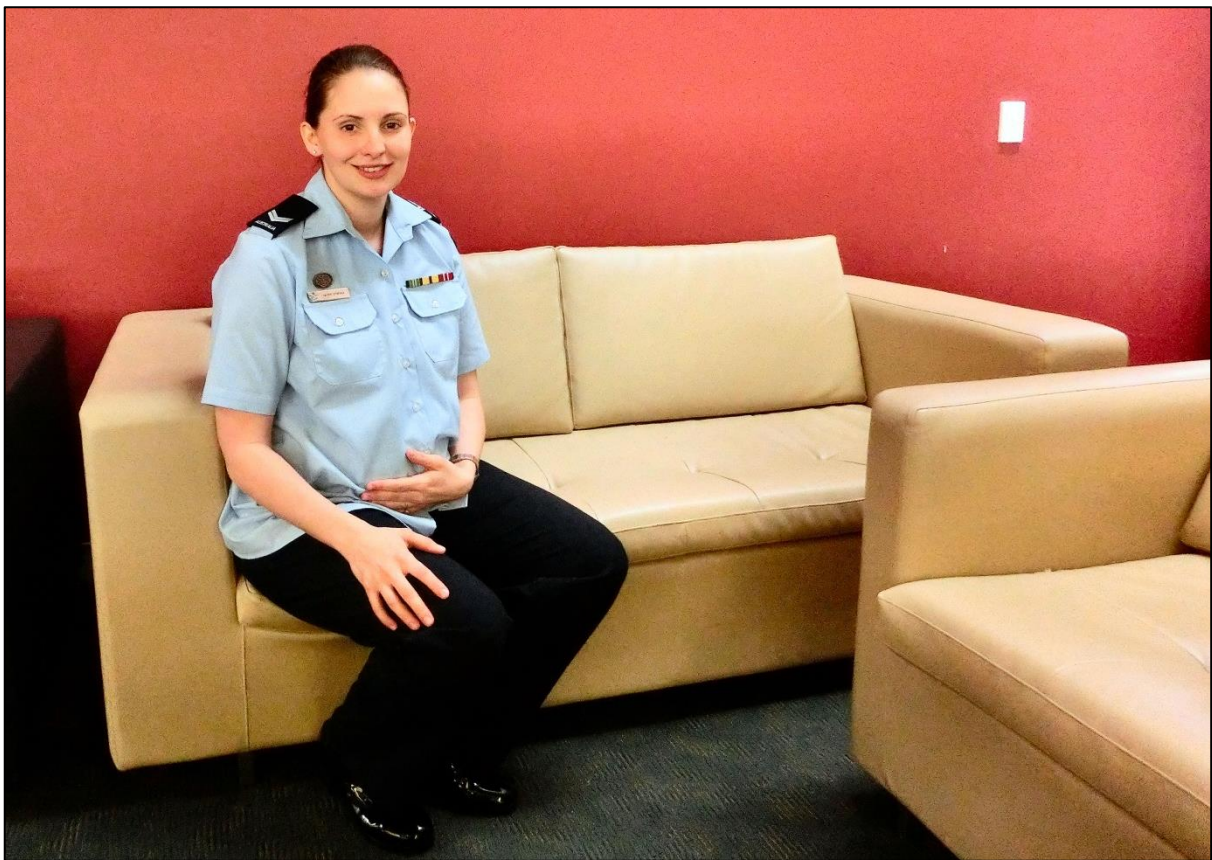
If at first you don't succeed, destroy all evidence that you tried.

We sat down with Nicole after the tour and Ros and Alanna were telling her what the conditions were like in their day. Both girls expressed their thoughts that the RAAF was a better organisation years ago and were quite surprised when Nicole didn't agree with them and was quite adamant that the RAAF was now a fabulous

organisation and she would not hesitate to advise her young son to join if and when he chose to do so.

We suppose the blokes who served during WWII would probably have thought the RAAF in the 1960's was nowhere near as good as it used to be, similarly, those of us who served in the 1960's think today's RAAF is not as good as it was and in years to come, you can be sure the people in today's RAAF will think 2025's RAAF has gone downhill.

We guess it's all relevant....



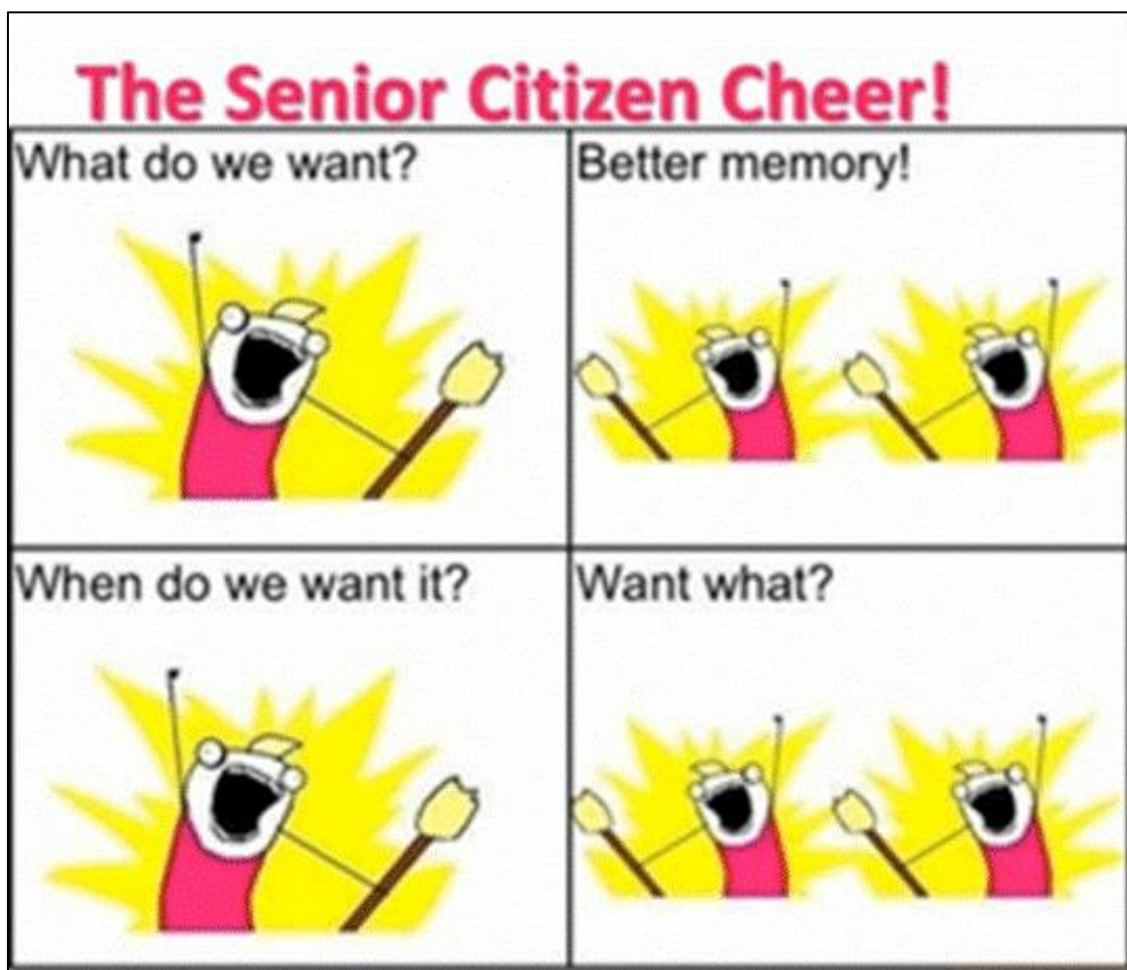
Then it was then time to leave the Base and drive back to Perth. Nicole was a wonderful host, she went out of her way to make us feel welcome, and although she must have been uncomfortable hopping in and out of the vehicle, she never once complained and we did hit her with some strange requests. We thank her very much for giving us her time. She is now well into her second pregnancy, and we wish her all the very best.

The very thought of being pregnant, let alone already having a child and staying in the RAAF was completely alien to Alanna and Ros but both were relieved to see that the RAAF has finally got things right.

One facility that was never provided 35 years ago is an on-base Child Minding Centre. This one is on Base at Pearce and is available for parents who work on the Base.



One the way back to Perth, the girls wanted to divert to the Parkerville Tavern which used to be a favourite Sunday afternoon hangout for Pearce-ites – and as we were out-numbered, divert we did.



Sick Parade.

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



Peter Holmes.

Pete has been in and out of the Mersey recently getting a few parts replaced and a few others modified. He reckons the old fuselage is probably getting close to time expired as at the moment he's running most of it on COS.

We wish him all the best – get well soon mate, Wynyard are still looking for a good full back!!!

Father Norton woke up Sunday morning and realizing it was an exceptionally beautiful and sunny early spring day, decided he just had to play golf. So... he told the assistant priest that he was feeling sick and persuaded him to say Mass for him that day. As soon as the assistant priest left the room, Father Norton headed out of town to a golf course about forty miles away.

This way he knew he wouldn't accidentally meet anyone he knew from his parish. Setting up on the first tee, he was alone. After all, it was Sunday morning and everyone else was in church! At about this time, Saint Peter leaned over to the Lord while looking down from the heavens and exclaimed. "You're not going to let him get away with this, are you?"

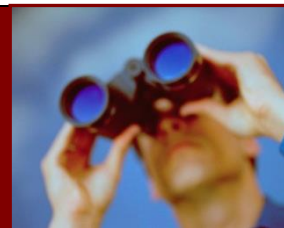
The Lord sighed, and said, "No, I guess not." Just then Father Norton hit the ball and it shot straight towards the pin, dropping just short of it, rolled around three times and fell into the hole.

IT WAS A 420 YARD HOLE IN ONE!

St. Peter was astonished. He looked at the Lord and asked, "Why did you let him do that?" The Lord smiled and replied, "Who's he going to tell?"

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Where are they now?



Leigh Green

Hi, my name is David Gross. I am ex RAAF and served in MFO in Sinai, Egypt with many good mates. One of my mates from that time was a top bloke by the name of Leigh Green. He was from 9 Squadron, but also may have done time with 5 Squadron. He served with me in Egypt but also at an earlier time with the RAAF contingent in Ismalia, Egypt. We lost contact. You know how that go's I am sure. I am trying to make contact with Leigh, have been thinking about him lots over the decades. What has prompted me to email you at this time, is that I have just got back from seeing another "ole" mate in Peterborough SA who also served with Greeny in Ismalia, Egypt. My ole mate is also an ole mate of Greeny.

Big problem is that my mate and Greenys mate is dying. He has Lupus and is pretty well bugged. His name is Russel Page. He is tenacious and has survived longer than anyone thought. I just come back from seeing him. We had not spoken in 25 years.... no one's fault, we had families to get on with and next thing you know, we have both moved and can't find each other. Russel found me through another Ole mate who had my phone number. This was 2 weeks ago. I went over to see him as soon as I could.

Can you please help me track down Greeny. I am hoping that he is a member of your organisation, or that someone in the organisation knows his where-abouts and can give my details to him, with a request for him to contact me ASAP.

The only info that I have on Leigh is:

Name;	Leigh Green
Rank at time;	LAC or Cpl
Mustering;	Radio Tech Air
Served;	UN Ismalia Egypt and MFO Sinai Egypt.

Russ and I will appreciate your help. I reckon Greeny will too. If you can't help directly, maybe you can suggest some avenues in which I can make further enquiries.

Thanks for reading my request. David Gross.

If you can help, let us know and we'll pass on the info to David – tb.

The new father ran out of the delivery room and announced to the rest of his family waiting for the news, "We had twins!" The family was so excited, they immediately asked, "Who do they look like?" With a confused look the father said, "Each other!"

Jim Slatter

Ernie Gimm says "I have often wonder what happened to Lac Jim Slatter TELSOPC from Butterworth who departed around 1961-2. His wife's name was Pat. As singlies, Cowby Cowan and self spent many a pleasant weekend at their house on the Island. Pat was a good cook as I remember.

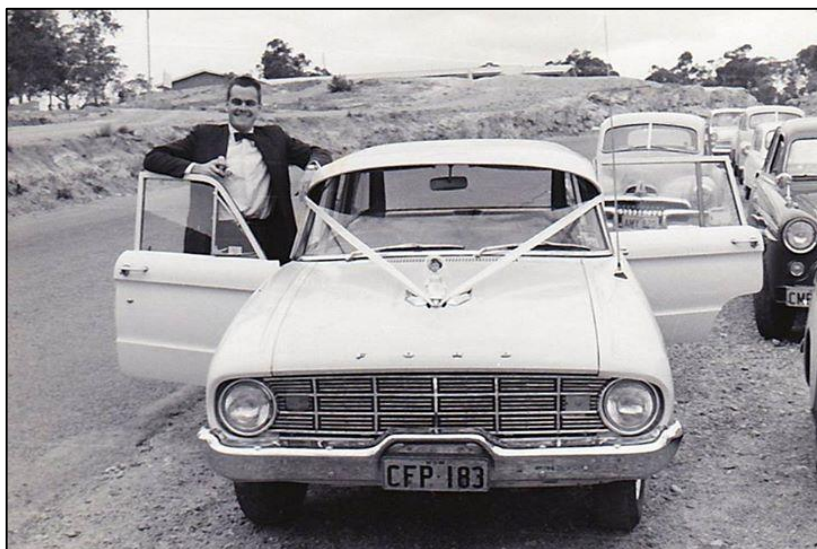
Dave Fox is another name that I have lost contact with. I last saw him in Canberra around 1975 when he stayed with Jenny and me at McGregor. Dave was a butcher in civvy life and I put him through his Comsec course at Laverton in 1968 and became Godfather to his eldest daughter. Not sure whether Dave was a Teleg or Telsopc.

Once again, if you can help, let us know and we'll pass on the info to Ernie tb

Bugs Rose.

Mal Pryor wants to know if anyone knows this bloke (Bugs Rose). Mal says he would love to hear from him. All round good bloke. Love the car too.

If you can help, you know the rules!!! trouble is, most blokes knew at least one Buggs Rose, there seemed to be quite a few of them in the RAAF at one time or another – tb.



May I take your order sir?" the waiter asked. "Yes, how do you prepare your chickens?" "Nothing special, sir," he replied. "We just tell them straight out that they're going to die!"

Peter Brown

Bill Daly would like to contact a former rad tech, Peter Brown, from Point Cook ATC in early 1960's if he's still about, thanks for an excellent publication, don't stop now. Excellent information source, great work on articles, I was in Sale in 1963 on photographic training course. If I remember correctly the remains of the "Sales" Vampires were in a dam near the guard gate, the feeling of loss was very evident.

How long have you been driving without a tail light, mam?" the policeman asked Cathy, a blonde. Cathy jumped out, ran to the rear of her car, and gave a low moan. Her distress was so great that the cop was moved to ease up on her a bit. "Aw, come now," he said, "you don't have to take it so hard. It isn't that serious." "It isn't?" cried Cathy. "What happened to my husband's boat and trailer?"

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Your say!



Geoff Yeatman

Comments: Hi, was just browsing through some of the previous volumes and in [Vol 42, page 5](#) I came across a couple of pics of 37 RAC Reunions. Underneath the pics you are asking for names and details so here goes. As a member of 37 RAC I was at both reunions held to date. The first pic was taken in Jan 2003 in the suburbs of Brisbane (can't remember which one) where we had a turn-out of about 14 people. *(We've added the names to the photo – tb)*

The second pic was taken at a restaurant in Beaumont St, Hamilton (Newcastle) on Sat 19th Jan 2013. *(Once again we've added the names to the photo – tb).*

The photo above those 2 shows 4 of the guy's in a room in the appy blocks back in the day, on the right is Dave Walsh who is also on the right in the bottom pic. What a difference 30 years makes!! We are planning our next reunion for Jan 2020 and the goal is to get 37 of us there, which will hopefully include those that didn't have the good fortune to graduate.



Check our Facebook page <https://www.facebook.com/groups/114367915262594/> for more stuff

Geoff

Thanks Geoff, photos have now been updated with the correct names - tb.

Graham Crawford

Graham says, "Re Volume: [Vol 43, page 11](#), Your segment on memory loss triggered my thoughts about something I read recently. It has been established that doorways are the cause of the loss of memory when you go from one place and arrive at another thinking "now why did I come here" Apparently doorways appear to "wipe" our minds of our intentions, so the next time you're confused, check to see if you went through a door!!

Ernie Gimm

Ernie Gimm says re [Vol 43, Page 8](#).

Re the Incident at Ubon....I happened to be there at the time in question. See the RAM [HERE](#) and the Para under the Moral Leadership course photo. I was actually on switch duty that night but had had a big day on the grog with Cowby Cowan (around my 20th birthday). I was woken

up by Cowby saying we were about to be attacked...the switchboard was lit up like a Christmas tree...the Yanks had been trying to contact us...I sheepishly put all the shutters back up and went about digging a trench with Cowby. I can remember asking the WOD (Chalky White) if it was deep enough and he said "keep digging". I can confirm that the soil was soft as the initial camp was built on swamp land and it was eventually moved to another site. There was a fault in the US radar and it was declared a false alarm and we were stood down and sent to breakfast at around 7.30am. As a raw 20 YO, I can remember my stomach was churning and no breakfast was partaken. Gus Geoff was the WOCComms, Shonky Shelton, Rod Williams, Cowby and self were sent up in the advance party from BSBut to operate a CW circuit back to Butterworth - KR3A and AX2T were the call-signs used...of course, everything had to be encrypted at source. I think Nick Carter might have been our linesman who always had a 6 pack in his little tool kit.



I was asked if I could put this photo on here by Fay Ison (*click it for a bigger copy*). She is after this for the WRAAF uniform display out at the heritage museum at Amberley. She has written "Rayon material, skirt buttoned through, flap covering. At first black buttons long sleeves, then '56 cut sleeves with brassy buttons. Later the gilt buttons after 62/63. Fay has a near full collection and is missing only:

- 1) Blue Grey and hat 2)
- 2) Blue shirts (50's) (NOT blouse)
- 3) Any WWII articles (she does have winter blues and cap only). Any bags, shoes, gloves stockings, bric-a-brac, photos is appreciated.

You can contact her oneson7@bigpond.com if you can help her with these items. Thank you.

Gus Comer

Re [Volume: 43, Page: 2](#), I was saddened to note death of Ted Holmes, Ed Off at RADSCL Laverton in early 60s. A really fine bloke, we enjoyed his company. Other Ed Off's there at the time were Jack Saunderson, Ray McDermott, and an Englishman, Wg Cdr Denis Bolam. Lovely bunch to work with. Any others from that era still alive?

Laurie Lindsay

Laurie wrote, "I recognized some of the blokes on 23 RMTA, they are John Towle, Trevor Sanderson and Jeff Tolley. Jeff and Trevor worked with me at 38 Squadron after they graduated. John was porked and was at Laverton in the 70s.

Wilf Hardy.

Wilf Hardy wrote: “ I have attached a couple of articles from the Penang Star newspaper from last October, which I found of interest. My wife and I travel back to Singapore and Penang at least once a year and often more frequently. Malaysia is a great place to visit; inexpensive, friendly, safe and now they are teaching English in the schools again, most young people speak at least some English. We have great memories of Penang from our courting days so many years ago. Also, over the years I've built up quite a library on the Malayan Emergency and it surprises me Chin Peng is still alive; well, he was last October anyway.

The interesting thing in the Chin Peng article is the accolades the author gives to the Commonwealth military who helped suppress the Malayan Communists in the Emergency in "aid to the civil power", which is a different slant on the explanation you give for the way the war was managed. The idea was to try and stop communist propaganda claiming Britain was killing the Malaysians. Of course this did not stop the wharfies in Sydney chalking "stop bombing innocent Malayan people" on the side of our trucks awaiting loading in Sydney into the SS Brayside in early '58!



The other article is on the Brits receiving approval to wear their PJMs. I don't believe many who received this award from Malaysia really understand the significance of it. The PJM is a decoration, akin to the entry level of our OAM and Malaysians love their medals. I now have PJM after my name on my business cards as I've found it a real door opener up there. The fact that it was presented to so many of us is surprising and should be viewed as a great honour.

Wilf – I found where I had read that 2 Sqn arrived in Butterworth when the “action” was nearly over – it is here http://www.awm.gov.au/units/unit_11021vietnam.asp - tb

At least the Honours and Awards crowd in Defence know what went on. They issued the AASM 1945 - 75 with a Thai-Malay clasp for the border fighting which went on for years after the Emergency officially ended. In the air it was mainly 2 Squadron doing the bombing until the Malaysian Air Force was built up enough to take over. But you won't find anything at all on the RAAF bombing Thailand. As I stated in my comments, at least there is an admission our army was patrolling up there.

Ernie Gimm – Q & A.

Well I always suspected that Q&A was left leaning and somewhat “controlled” but it sure was an experience. Got an invite to attend, I put my name down many moons ago and forgot about it, but the invite said bring a guest and submit a question. Best guest I could think of was Ray Gibson of ADSO fame, put his name down and he got a Guernsey as well.

We both submitted a question but obviously not from the suggested list. That should have been the first clue. We duly fronted up, name ticked off but then an odd scrum started at the entrance to the studio. We later learnt these were the truly faithful being herded to the front row seats. Before the show



time the Producer, Christine El-Khoury, read out a list of names and handed out the questions.

Aha, you submit the question in advance, its gets vetted of course, then they print it and hand it back to you on the night. Surprise!! Ray and I didn't get a card but neither did about 400 others. Its OK said the producer, raise your hand if you have a question.

On TV, you did not see the hands raised did you.

Nope; cameras didn't look that way. When Rudd was waffling, Jones was in rapt attention but twice managed to bring himself to an interjection to at least try to give a façade of impartiality. The pic I took before the order of "all phones off or you will be chucked out" shows the front gathering of the faithful and, surprise, where most of the questions came from.

Marvellous how Kevvy was ready for the occasional harder question but he has heard those before and had ready answers for them. Really a surprise we didn't get to ask any military questions – wasn't it. The night was a salutary lesson on control of the media. My apologies if you watched it.

Myke Stanbridge,

Hi all, thanks for RAM 43. It appears no luck in tracking down any 59RMC and 39RTC fellows? It amazes me that they've vanished without even the obligatory group photos turning up. I never even got offered a photo - how did others get a photo of their group?

Bob Dalgleish

Shortly after discharge I started with Air Niugini in Port Moresby. I remained in PNG for 10 years. I was in Rabaul when the volcanoes erupted there in 1993/4 and the company house I was assigned was buried under ash as a result, causing the loss of many photo albums and mementos from RAAF and Sinai days.

If you happen to know anyone who may have been anywhere I have been around the same time frames and kept some of the memories intact I would appreciate a copy. It's something that I should have chased up earlier, but I'm sure you all will understand how that goes.

After training in Wagga until early 1980, I was posted to 3AD only briefly and then to 482 SQN in Amberley. I was posted from there in 1983 to 5 SQN in Fairbairn, Canberra as a lead up to posting to the Sinai ACMFO contingent. I arrived via C130 in El Gorah in June 1985 and left on the 'next to last' rotation from there in Dec 1985. On my return, I was posted as an instructor to RAAFSTT

All the best, much appreciated. Cheers, Rob.

If you can help Rob out, please email him at rob.dalgleish@weststar-aviation.aero

Mick, from Dublin, appeared on 'Who Wants To Be A Millionaire' and towards the end of the program had already won 500,000 euros. "You've done very well so far," said Chris Tarrant, the show's presenter, "but for a million euros you've only got one life-line left, phone a friend. Everything is riding on this question. Will you go for it?"

"Sure," said Mick. "I'll have a go!"

"Which of the following birds does NOT build its own nest?"

- a) Sparrow
- b) Thrush,
- c) Magpie,
- d) Cuckoo?"

"I haven't got a clue." said Mick, "So I'll use my last lifeline and phone my friend Paddy back home in Dublin" Mick called up his mate, and told him the circumstances and repeated the question to him. "God-damn!, Mick!" cried Paddy. "Dat's simple - it's a cuckoo." "Are you sure?" "I'm damn sure."

Mick hung up the phone and told Chris, "I'll go with cuckoo as my answer." "Is that your final answer?" asked Chris. "Dat it is."

There was a long, long pause and then the presenter screamed, "Cuckoo is the correct answer! Mick, you've won 1 million euros!" The next night, Mick invited Paddy to their local pub to buy him a drink. "Tell me, Paddy? How in Heaven's name did you know it was da Cuckoo that doesn't build its own nest?"

"Because it lives in a bloody clock

Bill Roddick.

Mrs Anne Roddick would like to say hello to anyone who remembers her husband w/o Bill Roddick. Bill Spent 12 years in the British RAF where he completed his National Service including hard times in the Middle East, then joined the Australian Air Force in the early 70's and stayed until retirement. Anne is writing a small journal of his service life and how he met and married a WRAF girl and shared 50 happy years. Any short stories or anecdotes of Bill would be greatly received, and appreciated by his 10 grandchildren and 5 great grand children



Thankyou in appreciation, Anne Roddick.

If you knew Bill and some of the antics he got up to, please send them here and we'll pass them onto Anne – tb.

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News and Reunions!



Proposal.

The proposal is for a group of Australian older persons, aged 65 years and over, to ride 50cc motor scooters east to west across the Nullarbor via the Eyre Highway, from Port Augusta to Norseman, and then continue on to Perth. The event will be financed through sponsorship and donations and marketed, with media support, to promote public awareness and acceptance that older persons are indeed an asset in today's modern society. It is a desire that a flow-on benefit from this event will be that older persons regain a sense of adventure, which is a necessary part of life for all ages. All net proceeds from the event will be donated to [Beyond Blue](#) - a charity dedicated to reduce the impact of depression and anxiety in the community by raising awareness and understanding, empowering people to seek help, and supporting recovery, management and resilience.

Rationale for proposal.

Australians are now retiring from the workforce earlier and living longer. Increasing longevity is one of humanity's greatest achievements. People live longer because of improved nutrition, sanitation, medical advances, health care, education and economic wellbeing. Some sources

suggest that the world needs to take urgent action to cope with the impact of a rapidly ageing population. It is estimated that the number of people over 60 will surpass one billion within a decade. These growing numbers of the elderly presents significant challenges to welfare, pension and health care systems. This bemoans the fact that the skills and knowledge that older people have acquired are going to waste in society rather than being used to their full. Many of them are under employed, underactive and become a drain on a nation's resources.

Successive governments tend to indulge in hand wringing about the cost of caring for the elderly, rather than exploiting what they have to offer. Many have skills that would be immensely useful in the volunteer sector but have been hardly tapped on a mass scale. Now is the time to seek opportunities to turn that around so that aging becomes a longevity dividend to a nation.

The concept for this event is the brainchild of Ian Jacobsen (right), a 70 plus something Queenslander. Ian had a varied and challenging life in both military and civil aviation and as an Antarctic expeditioner. He has met far too many older persons who openly admit they are merely filling in time until they die. He now wants to help, in this small way, to change that thinking. This proposed event is entirely about capturing the imagination of Australian seniors all around the country to try and get back some form of the adventure of their youth and make them feel useful. To make them laugh more often and make others laugh.



Timing of the event.

It is proposed that this event should be conducted during September 2014. Subject to dates clashing with other events during that month, the departure date from Port Augusta would be Tuesday 9 September and arrival in Perth just under two weeks later during the morning of Sunday 21 September 2014.

The Radschool Association has entered the event and Ted McEvoy and Trev Benneworth will be winning hearts all across the Nullarbor on their souped up machines. We'll devote a magazine to the event so you can read all about it – but you'd be better off entering yourself.

You can see more on the website - www.scootarborchallenge.com.

Australia at War.

Big Sky Publishing, in conjunction with the Department of Veterans' Affairs and the Australian Army History Unit, are developing a mobile and tablet application of Australia's wartime sites. It will be available to the public free of charge from iTunes and Google Play in 2014. Information will also be available on the following website (www.rememberingthem.com.au) that is being developed: They need your help to create the most comprehensive record of Australia's

wartime sites, they are seeking support from local councils, military associations, historical societies, community groups and members of the public to:

- Identify sites of wartime significance in their local area.
- Provide a brief history and a photograph if possible.
- Supply contact information and opening hours if needed for public access.



Sites can include:

- Shrines, memorials and plaques.
- Statues, monuments and stained glass windows.
- Wartime bases, bunkers, tunnels, gun placements etc.
- Memorial avenues and parks.
- Wartime airfields and crash/wreck sites.
- POW and internment camps.
- Local museums with wartime collections.
- Heritage trails.
- Wartime graves of significance (VC recipients).
- Collections of wartime memorabilia that can be viewed by the public.

See [THIS](#) flyer for more information on the App functionality.

TPI Gold Card.

Blue Ryan

“In recent times there has been some reports of Specialists not accepting the Gold Card. In the past the TPI Federation has had an input into addressing this issue by providing information to DVA and Government. We need accurate details when this occurs to enable us to compile a submission to DVA/Government. If you are made aware of this could you please provide the following:



- the doctors' name,
- the date it occurred,
- the town/city and the specialist area IE: vascular, orthopaedic etc

and pass this information to me. This is an important matter and the sooner it is dealt with the better.”

If you've got some info please send it to Blue at this address blueryan@iinet.net.au

Point Cook Air Pageant.

The dates have been announced for the [2014 Air Pageant at Point Cook](#). This will be a two day event held over the 1st and 2nd of March. The show will commemorate the 100th anniversary of the establishment of the Australian Flying Corp as well as the centenary of RAAF Point Cook. While it's too early for a list of participating aircraft there is one machine certain for its first public outing - the Bristol Boxkite replica aircraft.

It had its maiden flight on Wednesday 11 September 2013 at Point Cook with former Air Force Test Pilot Air Vice Marshal Mark Skidmore (retired) at the controls,. The brainchild of Group Captain (retired) Ron Gretton, AM, and Wing Commander (retired) Geoff Matthews, the Boxkite replica was painstakingly built at the Museum and will eventually be a showcase display for the public. The Boxkite has a rich history in the evolution of military aviation in Australia and was the first official military aircraft built in Australia that was used to train Australia's military aviators.



You can see the Boxkite in action [HERE](#).

Discounts for old buggers

Australian Partners of Defence launched a nationwide discount website to all serving and retired military personnel (including reservists and APS employees), and their families. These discounts are available through a membership program called APOD. Products discounted include attractions, dining, accommodation, fashion, jewellery, alcohol and more are added each week. To become a member for 2013, (membership is free), click [HERE](#) and sign up to have immediate access.

There is a Facebook page (<https://www.facebook.com/AustralianPartnersofDefence>) which you can join and keep up to date with new discount offers as they come on board.

APOD is a private organisation, run by partners of Defence for the whole defence community, so any help you can offer to get this message distributed will benefit us all. APOD is not a charity nor is it supported in any way by the Commonwealth Government. For any further information or should you have any queries about the program please contact hello@apod.com.au

The Canberra.

If you are an old 2 Sqn bod and did a bit of time at Phan Rang, you might be interested in this [AWM Video](#).

Vietnam Tour.

The RTFV/35 Sqn Association, in conjunction with Travel Indochina, is organising a “Return to Vietnam” tour. The tour will depart Australia on the 22 August 2014.



You can see further details [HERE](#)

Remembrance Day.

Remembrance Day (held each year at the 11th hour of the 11th day of the 11th month) marks the anniversary of the armistice which ended the First World War (1918). World War One started in 1914 and lasted for four years. More than 416,000 Australians volunteered for service and of these 324,000 served overseas. Tragically, more than 60,000 Australians were killed, 45,000 were killed on the Western Front (France and Belgium) and more than 8,000 were killed on the Gallipoli Peninsula in Turkey.

As well as the men that served, more than 3,000 Australian civilian nurses also volunteered for active service. The Australian Army Nursing Service (AANS) had been formed in July 1903 as part of the Australian Army Medical Corps and during the war more than 2,000 of its members also served alongside the civvy nurses.

These women worked in hospitals, on hospital ships and trains, or in casualty clearing stations closer to the front line. They served in locations from Britain to India, taking in France and Belgium, the Mediterranean, and the Middle East. Many of them were decorated, with eight receiving the Military Medal for bravery. Twenty-five died during their service.



By war's end, having faced the dangers and demands of wartime nursing and taken on new responsibilities and practices, nurses had proved to be essential to military medical service.

We should never forget these courageous women, there would be a lot of men a lot worse off if it hadn't been for the care of these wonderful dedicated women!

In Australia, and in other allied countries, the 11th, of the 11th of the 11th is commemorated with a service followed by a 2 minute silence to remember that terrible conflict. Services are held at various monuments, memorials, RSL and Ex-Service Clubs, churches and schools right throughout the country.



The Kedron Wavell Services Club, which is in a northern Brisbane Suburb, in conjunction with the Kedron Wavell RSL Sub-Branch, (the largest Sub-Branch in Brisbane,) is one club that holds a well-attended service.



Both Serving and Ex-Service people, along with the general public, gather at the club from 10.30 am to pay their respects and to lay a wreath in honour of those who gave their all.



Left, Danny Foster with his horse, "Big Max" (a retired pacer) and Peter Riches with his mount, "Trooper Jones", a Waler. Danny, Peter and their horses are members of the Qld Mounted Infantry Historical Troop.

The Waler is an Australian breed of riding horse that developed from the horses that were brought to the Australian colonies in the 19th century. The name comes from their early breeding origins in New South Wales; they were originally known as *New South Walers*.

The Waler combined a variety of breeds; particularly the Thoroughbred, Arab, the Cape horse (from the Cape of Good Hope), Timor Pony and perhaps a little Clydesdale or Percheron. It was originally considered only a "type" of horse and not a distinct breed. However, as a landrace bred under the extreme climate and challenging working conditions of Australia, the Waler developed into a hardy horse with great endurance even when under extreme stress from lack of food and water. It was used as a stockman's horse and prized as a military remount. Walers were also used by bushrangers, troopers and exploration expeditions that traversed inland Australia.

The preferred Walers for cavalry duties were 15 to 16 hands high (152 to 163 cm). Those over 16 hands were rejected as were those with grey and broken (spotted) coat colours. The

selected horses had to be of a good type that could carry sixteen or seventeen stone (101 to 108 kilograms) day after day.

The Walers carried the rider, saddle, saddle cloth, bridle, head collar, lead rope, a horseshoe case with one front and one hind shoe, nails, rations for the horse and rider, a bedroll, change of clothing, a rifle and about 90 rounds of .303 rifle ammunition. The gaits of the Waler were considered ideal for a cavalry mount; it could maintain a fast walk and could progress directly to a steady, level canter without resorting to a trot which was noisy, liable to dislodge gear and resulted in soreness in the horse's back. The cavalry horse required docility, courage, speed, and athletic ability, as it carried the rider into battle. The infantryman's horse was used as a means of transport from one point to another, for example, from camp to a battle ground, where the horses were kept back from the fighting. Heavier animals were selected and used for draught and packhorse duties.

Most of the early Walers carried a fair percentage of Thoroughbred blood, with some recorded as race winners and a few being registered in the Australian Stud Book. While in warfare service in North Africa, some Walers proved successful in races against local Egyptian horses and assorted Thoroughbreds. In 1919 horses from the ANZAC Mounted Division won five of the six events at Heliopolis, near Cairo.

In the First World War, 121,324 Walers were sent overseas to the allied armies in Africa, Europe, India and Palestine. Of these, 39,348 served with the First Australian Imperial Force, mainly in the Middle East, while 81,976 were sent to India. Due to quarantine restrictions, only one Waler is known to have been returned to Australia; "Sandy", the mount of Major-General W.T. Bridges, an officer who died at Gallipoli in May 1915.



Peter Cairnes, universally known as “Fatcat”, the Welfare delegate for the Sub-Branch, lays a wreath.



Michael Dann, The State (Qld) President of the Aircrew Association laid a wreath on behalf of the Aircrew Association.

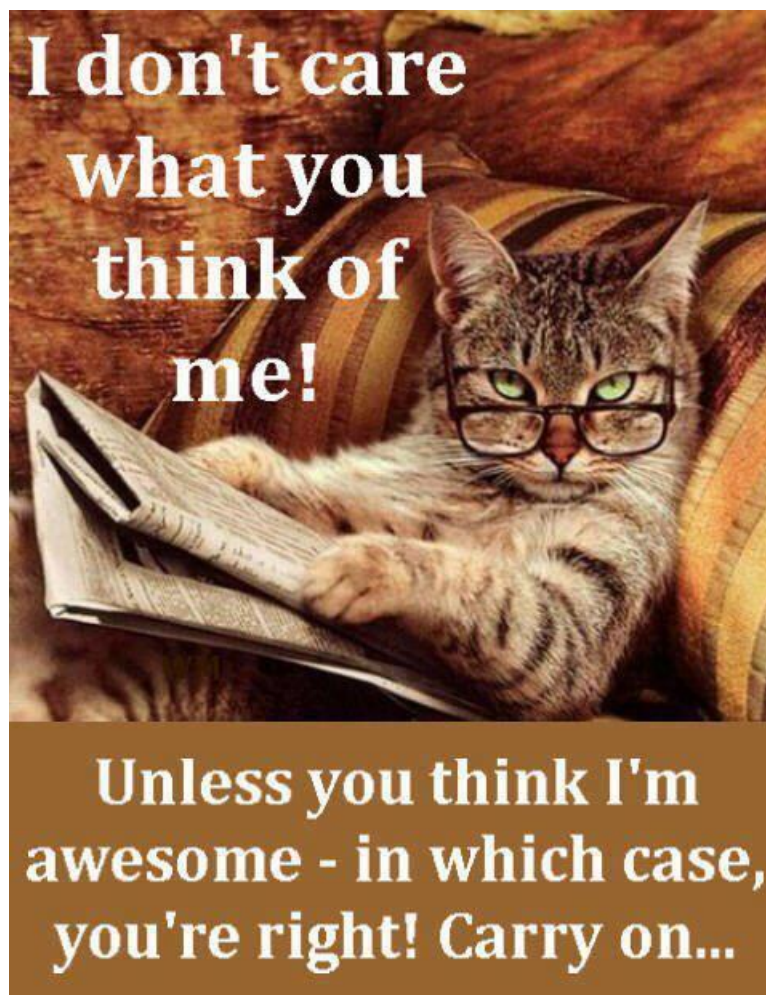


After the service, the President of the Sub Branch, Rod Single, invited everyone to a morning tea in the memorial hall and although the bar was open, not a lot of people stayed on. Years

ago, with a bar open with a dry till, you would have been hard pressed to get people out of the room by mid-night. "Age shall not weary them" - wanna bet!!!

The red remembrance poppy has become a familiar emblem of Remembrance Day due to the poem "[In Flanders Fields](#)". These poppies bloomed across some of the worst battlefields of Flanders in World War I, their brilliant red colour an appropriate symbol for the blood spilled in the war.

Another 'ritual' that is followed religiously is the speaking of the "They shall not grow old" Ode of Remembrance though not a lot of people know from where this originated. The "Ode" is taken from Laurence Binyon's poem, "[For the Fallen](#)", which was first published in *The Times* in September 1914.



Anzac Day in Vietnam.

Ernie Gimm spent Anzac Day 2013 in Vietnam – and has sent us some pics.

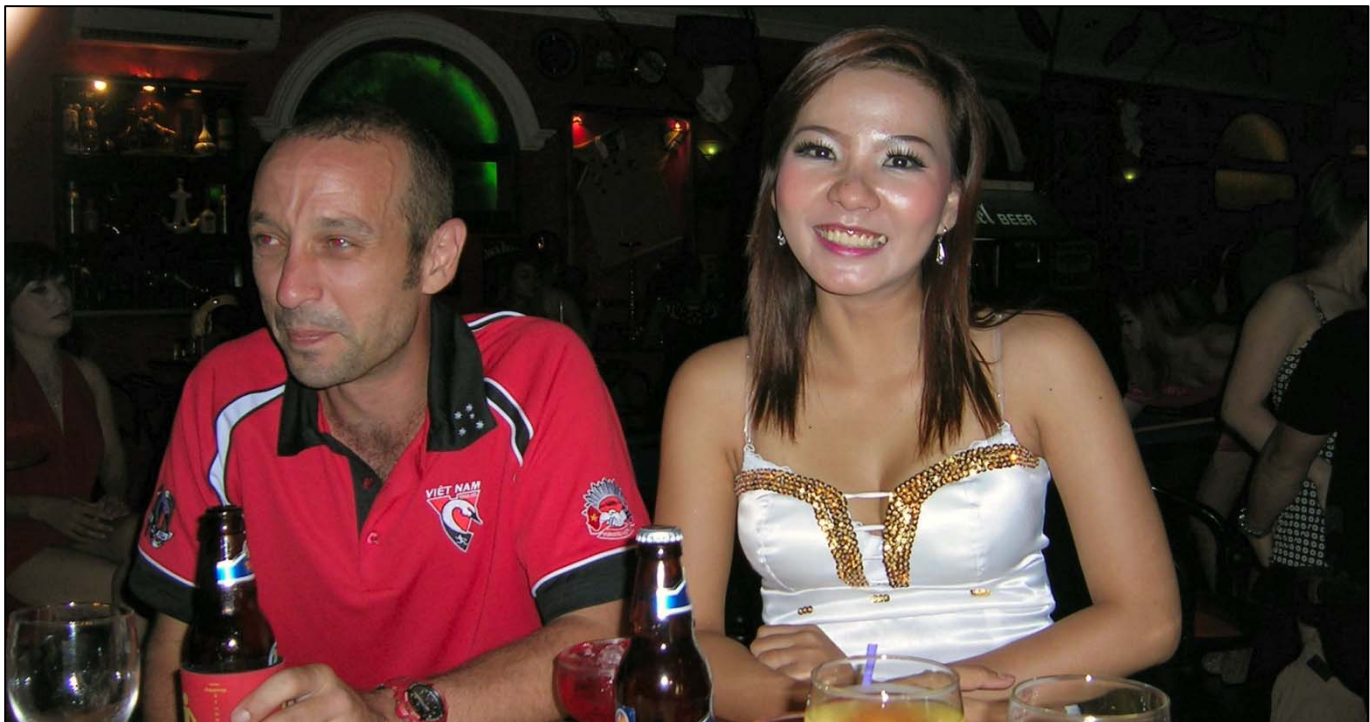


L-R: Ron Vernon (Ayr), John MacAllister (Canberra), Ernie Gimm (Townsville) and Glenn Nolan (Owner of 3 bars in Vung Tau (Tommy's 1, 2 & 3) and organiser of ANZAC Day at the Dat.

Just booked a table for the wife and me for our 40th wedding anniversary.
Bound to end in tears though; she's hopeless at snooker.



Pool side bar-b-que the day after ANZAC Day.



Saigon tea???