

RAAF Radschool Association Magazine

Vol 46

July 2014

ABN 18 477 110 847

www.radschool.org.au



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

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Our lovely Page 3 girl is Yvonne Greer-Cain.

See Page 3



If you're still using Windows XP and don't want the expense of upgrading machine and O/S, Sam has a free alternative.

See Page 4

Is Laverton on the way out? Butterworth definitely is!

See Page 5





Ted has the latest on pension indexation and suggests how to stop Spam

See Page 6



D Day was just over 70 years ago and what an amazing logistical feat it was.

See Page 8



We have a look over Point Cook – if you were there years ago, not a log has changed.

See Page 10



Richmond hasn't changed a lot either, does it have a future??

See Page 12



The Djinnang Assoc held their annual reunion in May.

See page 14 and 15



A couple of blokes have been a bit crook and could do with a bit of a cheer up.

Page 17

Air Marshall (Ret) David Evans tells us about his outstanding career in the RAAF.

See Page 7

The Army come to the rescue with their Chinook and how did they build so many Liberators so quickly.

See Page 9

A lot of people have sleeping problems, we have a look at some.

See Page 11

It pays to advertise, or does it?? The Vietnam Museum on Phillip Is is definitely worth a look.

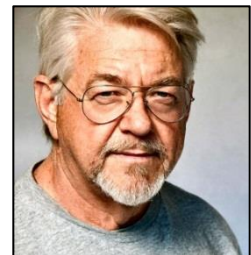
See Page 13

Ron Raymond was posted to RTFV in Vung Tau in 1964, he has lots of stories.

See page 16

We're looking for a few people, perhaps you can help??

Page 18





This is where you
have your say.

Page 19

Here's the news, all
the news, the whole
news and nothing
but the news.

See Page 20



Index.

The Index is now finished - all references have been linked so if you're looking for a topic or a photo of someone, click on the [Index](#) link on the top of each page and just follow the links.

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.

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.

Girl's corner.

Lisa Williams was talking to us recently and she thinks the RAM is a bit too "Blokey". She thinks it needs a Female's touch to make it more appealing to our female readers and she would like to do something about it. Starting next issue, Lisa is going to write a section but she needs your help girls. Lisa would like you to send her copies of any photos you might have and/or details of any amusing or embarrassing incidents you might have locked away, stories about what you or others got up to during your time in the WRAAF/RAAF. She will edit the stories and send them to us.



You can contact Lisa here lisa@radschool.org.au

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.

Errors

Our aim is to have this site error free – but that's probably impossible. But with your help I reckon we can. If you see any errors, be they punctuation, spelling, links that don't work, facts wrong etc, (no matter how small) please let us know so we can fix them.

IN MEMORY OF

Alan Smithson

Bob Hodgson advises us of the sad passing of Alan “Punchy” Smithson towards the end of May. “Punchy” was the WOE at 38 Sqn and with 2 Sqn then 35 Sqn in Vietnam. He had a short stay with 2 Sqn from 19Apr64 to 25Apr64 then it was down to Vung Tau with 35 from 11May64 to 16May64, then home to 38 Sqn in Oz until the 19Nov69 when he went back to 35Sqn until the 20Nov70.

Neville Patrick Mcnamara



Air Chief Marshal Sir Neville McNamara, KBE, AO, AFC, AE, (Retired), was born in Toogoolawah (SE Qld) on the 17th April 1923. He passed away on the 7th May 2014, aged 91. His funeral was held in the Woden Cemetery, Phillip, ACT after which a celebration of his life was held at the Officers' Mess, Duntroon. Neville was the Chief of the Air Staff from March 1979 - April 1982.

Jack Mullins.

Laurie Lindsay let us know that former instructor F/Sgt Jack Mullins died at his home in Wagga on the 25 April. Laurie thinks Jack was teaching at RSTT during the fifties and although he's not sure of his age, he thinks it could have been well into the eighties. Jack was commissioned as an Eng Aero and was running the engineer officer's course in the late 60s. Nev Williams says, I arrived at RSTT in Jan 55, Jack Mullins was then a Sgt Airframe Instructor. Not sure when he arrived but I think he never left and was discharged there as FSGT. I believe he was one of the leading lights in getting Aircare (at Wagga) up and running and I think that he was mentioned in several books written on the RAAF Apprentice Schemes..

Warren Larnach.

Gary Olsen advises that Warren passed away recently (unfortunately we don't have a date). Warren served with 2SQN at Phan Rang as a SGT RADTECH A from 11MAR69 to 11DEC69.

Peter Brighton

Bernare Robertson told us that Len Brighton's son, Peter, rang him on the 5th April to advise that Len had passed away peacefully in Canberra. Unfortunately we have no further details.

Julian Vincent McConville

Col Metcalf advises that Julian passed away peacefully on Thursday morning the 17th April, aged 88. With the establishment of 3TU in 1946, operators were issued 'Operator Numbers' commencing with 300. Mac, as he was known, was No 303.



AUSTRALIAN WAR MEMORIAL

VN/66/0046/03

Flt Lt Julian Vincent "Mack" McConville, (left), an RAAF Intelligence Officer and FO William Francis (Bill) Hall an Air Transport Operations Coordinator at Ba Ria, Phuoc Tuy Province, Vietnam in 1966. Mack served in Vietnam from June 1966 to June 1967. He was buried on Tues the 29th April in Mundaring WA.

Harry Gifford

Bill McCarthy has advised us that Harry Gifford passed away earlier this year, he doesn't have the date but he says Harry's funeral was held on Friday 28 March at The Hillside Chapel

Palmdale Memorial Cemetery after which refreshments were held at the Palmdale Function Centre.

Leonard Walter Brighton WgCdr Rtd.

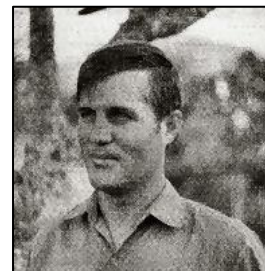
Arthur Ellem advises the passing of Leonard Walter Brighton who passed away in Canberra on the 5th April, 2014. His funeral was held at the Norward Park Chapel, in Mitchell, ACT on the 10th April. Len was 91 years old.

Geoff Susans.

Laurie Lindsay advises the passing of Geoff Susans on the 17th March 2014. Geoff had been battling brain cancer which resulted from a melanoma on the arm. After radiotherapy and three brain operations, unfortunately there was nothing more that could be done for Geoff. He was buried in Brighton (Vic) on the 25th March.

Adrian "Bunyip" Bechly

David Bell advises that Adrian "Bunyip" Bechly recently passed away in Newcastle. His funeral was held at Wallsend on 20 June. He had undergone treatment for cancer. Adrian was a keen bikie during his two tours of Malaysia and also a member of Newcastle bike clubs. (See [HERE](#))



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Page 3 Girl

Our lovely Page 3 Girl this issue is Yvonne Greer-Cain



Yvonne is the daughter of the late [Jackson Greer](#). Jackson joined the RAAF in 1951 as a Telstech and before he discharged in 1975, reached the rank of Warrant Officer. Yvonne was born in Altona while her dad was posted to Laverton, so her young and informative years were associated with RAAF Bases.

After “Sluggo” as Jackson was called was discharged, the family moved to Perth, WA and she has lived there ever since.

Yvonne is married with 3 lovely daughters and is a teacher at the Perth Central TAFE College – supporting migrant students.

She has done a lot of travelling and as her mother is Dutch, there are no points for guessing she has been to Holland where she lived for 18 months. While there she learned to speak Dutch, much to her dad's annoyance as she would speak to her mum in Dutch when there was something to say that they didn't want dad to hear,

Two years ago she was in Colorado and being a lot gamer than me, allowed a tarantula to crawl all over her hand.....no thanks!!

Following her dad's death, she received a lot of condolence correspondence from people who had worked with Sluggo and when she heard the Djinnang Association was holding a [reunion](#) in Brisbane in May she decided to come across from Perth to meet some of the people who had worked with her dad and to hear, first hand, some of the antics her dad had got up to during his RAAF time.



Yvonne has asked us to thank the organisers of the Djinnang Association for welcoming her as they did, she says she had a wonderful evening, met some great people and learned some more about her late dad.

Age of Innocence?

Old seaside postcards - how did they get away with these.

A series of world-famous saucy seaside postcards images is being re-launched to mark their 100th anniversary. A Mr Wallace bought the firm, Bamforth & Co, nine years ago and now owns the rights to more than 50,000 of the postcard images with their pneumatic women, henpecked husbands and voluptuous nurses. In 1870 James Bamforth began his business in West Yorkshire, (UK). He was a portrait photographer who later specialised in lantern slides, but it was the saucy postcards, launched in 1910, which sealed his firm's reputation.

The new owner said: "They always look good and they always make people smile. "Maybe they're not to everyone's taste but if you can't laugh at Bamforth postcards what can you laugh at?"

We agree, we've included some here and some in later pages.



Kev Rosser spent quite a bit of time in Townsville, with 10 Squadron and the Neppies. While there he took the time to take quite a lot of slides and is now in the process of converting them to digital images. He's sent us a few samples.

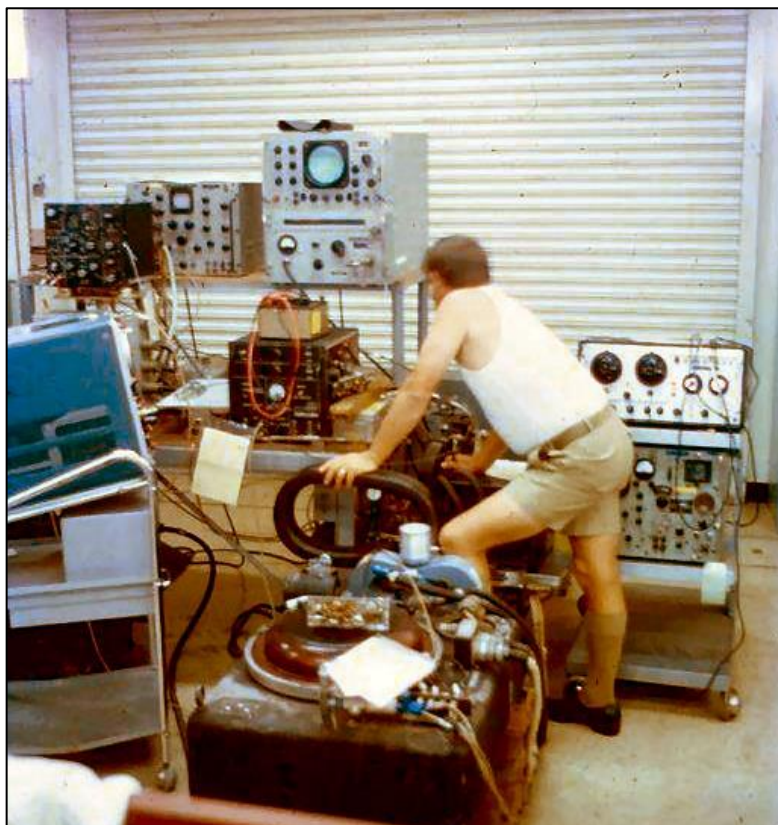
The pic below is of RAAF Townsville, taken from a 10 Sqn Neppy in about 1975.



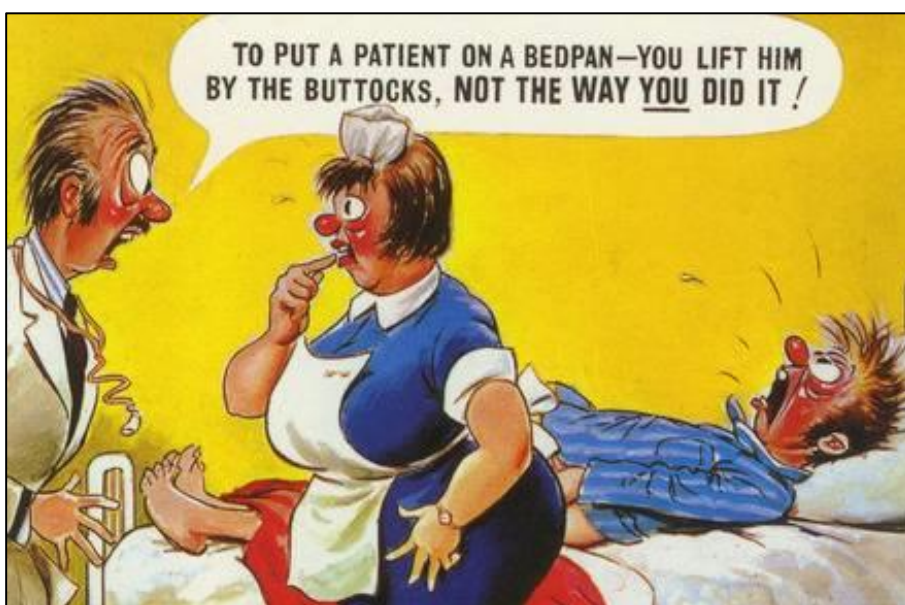
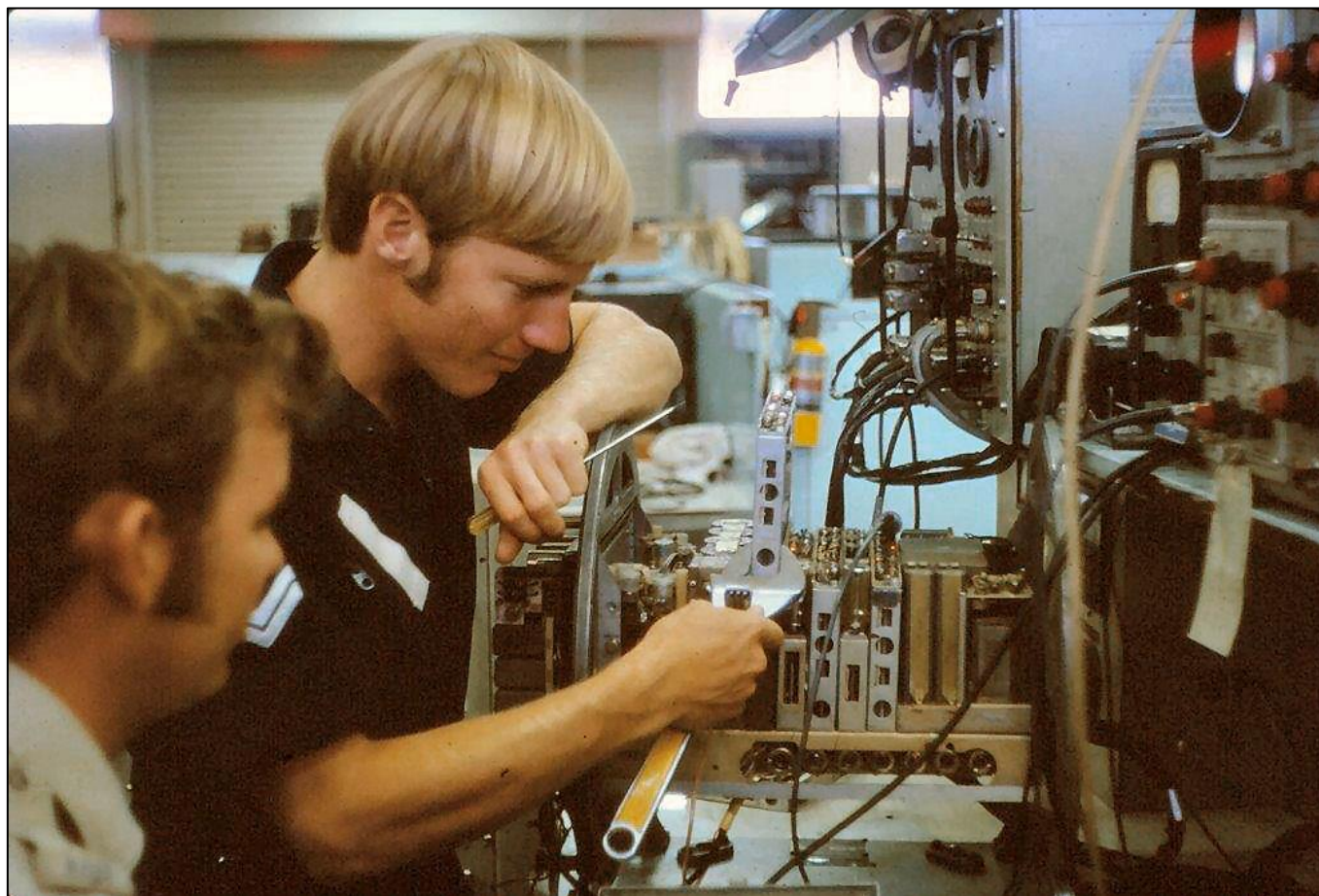
Below, **Sid Howarth** slaving away on the AN/APX6 bench in the 10 SQN radio section which was fondly named the 'Brick Shitehouse', probably around 1975.



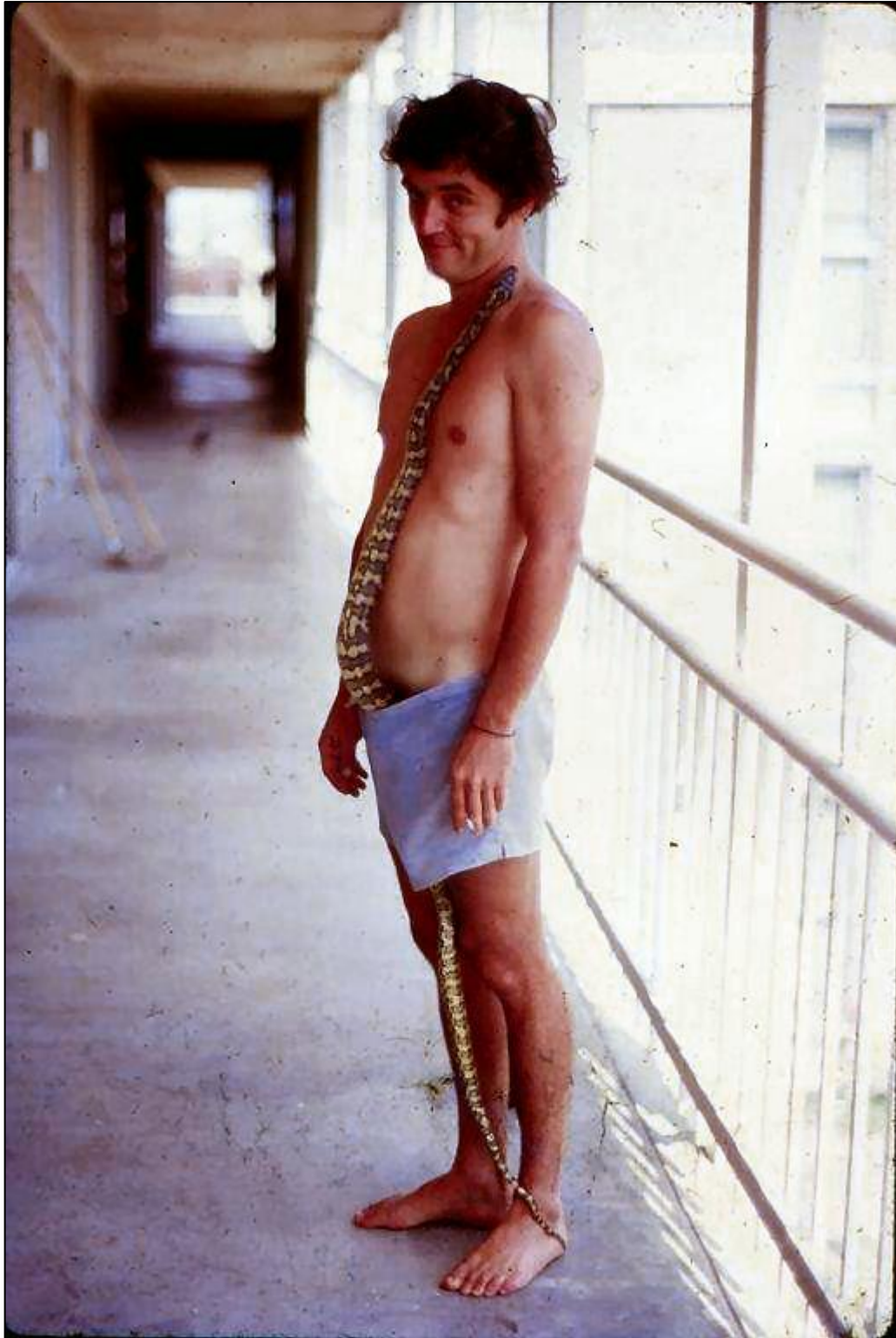
Geoffrey Broadbent, who was a FSGT at the time, mucking around on the AN/APS 20 bench. I say mucking around because what the devil was a FSGT doing touching technical stuff like that?



Peter Stokes applying a totally inappropriate tool to an ARN/21 TACAN! with the back of Ernie Smith's head.



Michael Jensen, a 10SQN sumpie. His nickname was "Boora" He died a couple of years ago, of bowel cancer. A good mate, most people serving in 10SQN will remember him.



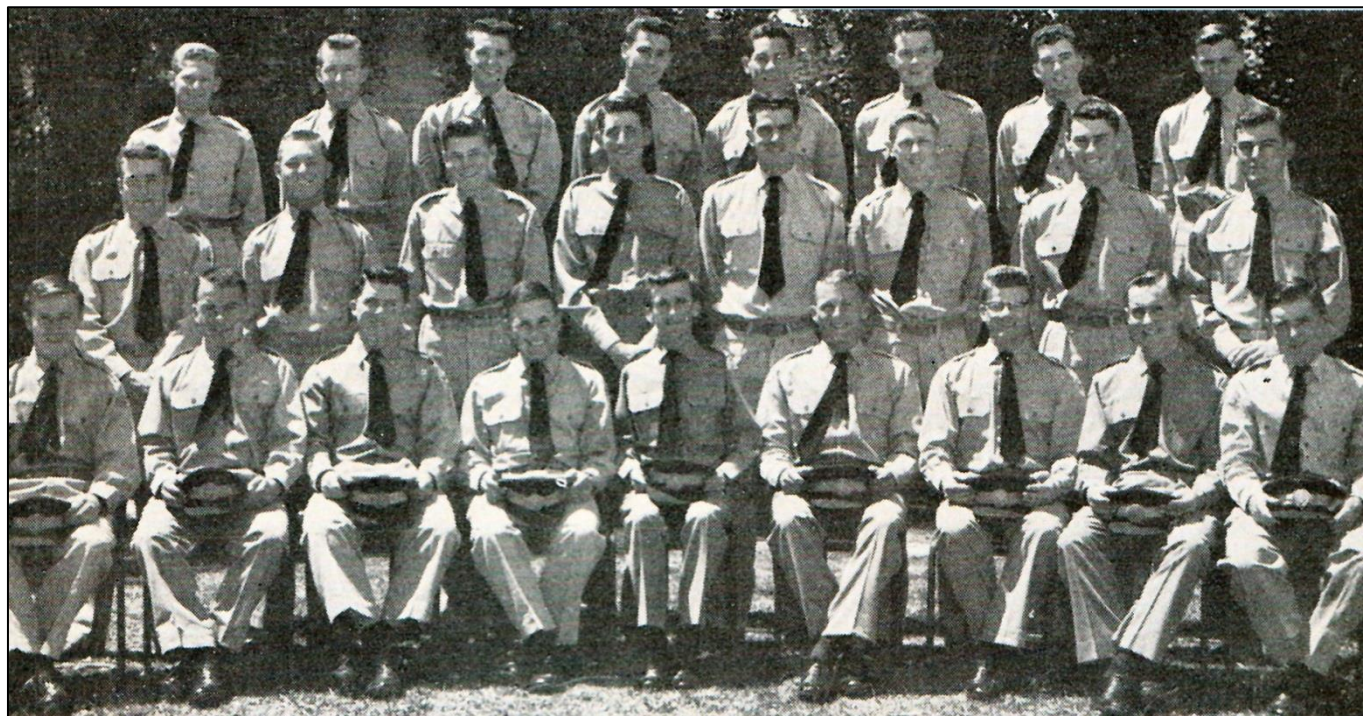
John Bilson, Rad Tech, also died a couple of years ago of Parkinson's disease. The photo was taken outside his room on the top floor of the single's block at Townsville. John used to take the seat out of his Ford and put it outside his room. I'm pretty sure he liked a drink on a hot/cold day but then in those days we all used to drink a lot!



John McDougall, that dashing man about town, was going through his treasure chest recently and found some old Wagga Apprentice Journals. He sent us copies of the 1961 and 1962 journals and we'll include some pics and stories here and over the next few issues.



Sumpy appies, 14th intake. (1962)



Back L-R: BG Hampton, BK Coombe, PR Dalglish, AM Everett, JL Cecchin, SA George, JW McDougall, TM Boyd
Centre L-R: PR Walker, PR Wildish, CG Andrews, CJ Wall, W McCreddie, MS Ryan, BR Poyner, VJ Reynolds.
Front L-R: PW Fischer, SJ Weller, RG Shillitow, JE Goodsir, RA Muggleton, PL Robinson, TB Boyle, JB Morrison, WJ Pickard.

A Neppy in the bird-bath.





Elecos, 14th intake. (1962)



Standing L-R: JD Winter, GG Dorward, RG Boyd, RL Matthes, MK Traves, BH Todd, IF Brophy, P Nisbet.

Seated L-R: AA Jones, CW Selman, GJ Bauchop, BI Fuller, TG Cook, J Spalding, JW Smith, MJ Wruck.



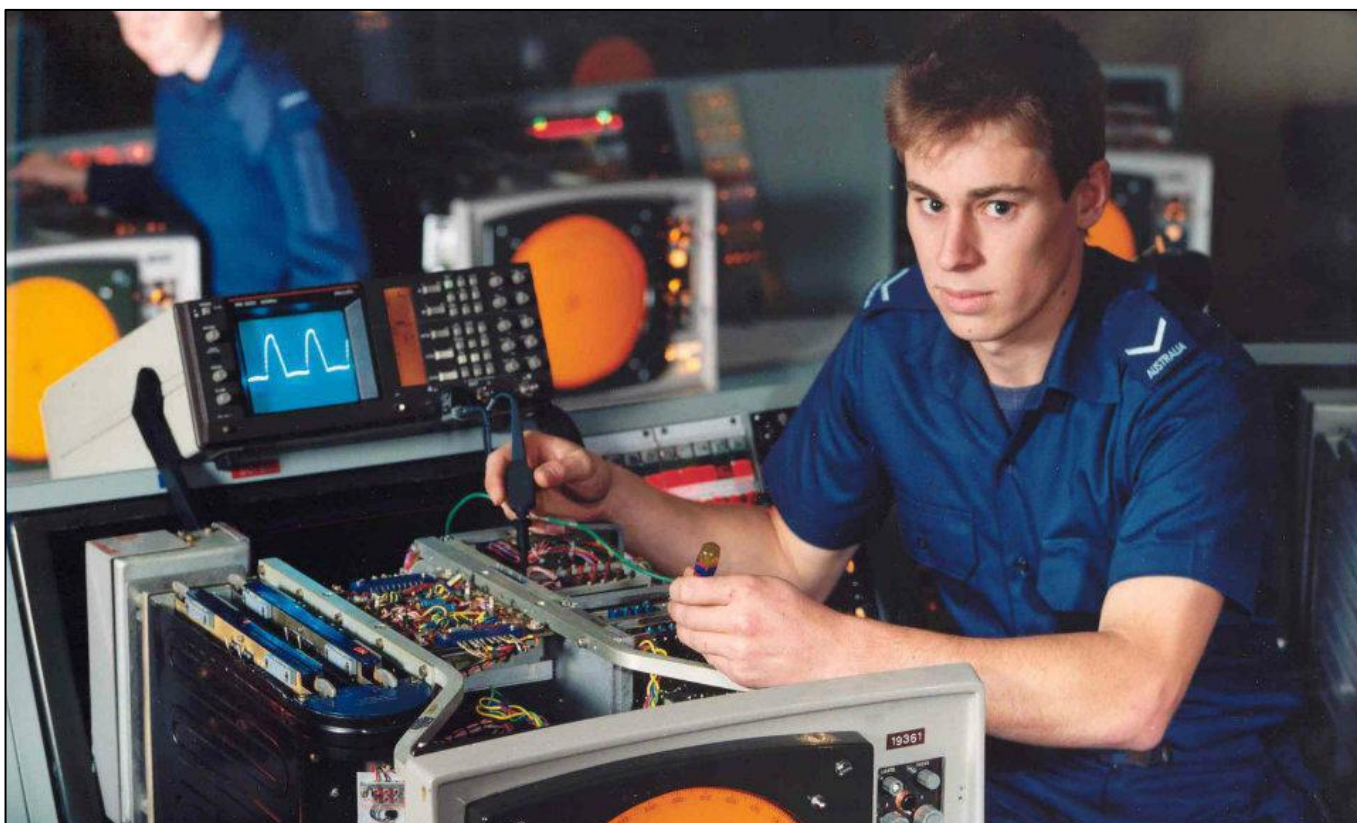
Fred Holtman and Radschool Brats, Laverton.



Jason Taylor – at Radschool.



Jason Taylor – on the Phillips Mark 5 CRO display.



MCRU troops.



L-R: Darren Brady, Lachy Melville, "Wiggles", Jason Norris, Savio, Woody 1, Aideen, James Lees, Jason Taylor, James Carpenter, Woody 2.

And - as the world cup is underway, this is very relevant!!!



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Computers and Stuff.

Sam Houliston.

FANBOX SCAM.

There is every chance that you will receive an email from a mob called FanBox saying something like:- *“On March 15 you earned \$2.75 and your all time earnings are \$234.40”*. This is nothing but a phishing attempt through a spam mail. Delete it immediately.

Fanbox is a shady company that was fined and banned in the UK for operating misleading SMS services, now they’ve turned to a web-based service and are flooding the web with spam.

The spam mail sent by Fanbox claims that “you were invited by (someone you know) to the FanBox Beta product launch of IPL (I’ll Pay Later) and you can earn by advertising your product, service or blog now and pay later”.

In case you do not have a product, service or blog, then it offers you to participate in the profits from other people’s sales now and pay later, something it termed as ‘boosting’.

The service (of Fanbox) tricks people into giving up their email addresses, passwords and mobile phone numbers and then spams them relentlessly. The spam messages have a *‘to stop receiving emails click here’* link but all that does is let FanBox know that your email address is live. Don’t do that either.

So what’s in it for FanBox??

First, it collects your email ID, data and contacts and then uses that for marketing (spamming) and may also be selling it to some other interested parties. Secondly, after a few emails, Fanbox sends a mail asking for a ‘maintenance fee’ for an account that may not even exist. Here is a sample mail Fanbox sends for the maintenance fee...

“Hi,

As of Nov. 7, 2012, you had utilized \$371.58 of your “I’ll Pay Later” funds, and have earned \$309.91 since you started utilizing IPL.



Post what’s in your head
... and get paid!

SIGN UP NOW

Your October processing fee of \$5.69 became due on Nov. 12, 2012. You'll want to pay your processing fee immediately to protect your account and money. Please note that if your processing fee has not been paid by 22 Nov. 2012, a late fee will be added to your processing fee.

Amount due if paid before 22 Nov. 2012: \$5.69

Amount due if paid on or after 22 Nov. 2012: \$15.69

Regards,

The FanBox Account Protection Team”

So what is the remedy to avoid getting trapped into Fanbox spam scam? In your mailbox, mark the mail from Fanbox as spam (for Gmail, you can also report it for phishing). If necessary create a filter that can automatically sends any mail from Fanbox to trash.

And most important, do not click on any link in the mailer.

Why continuing support for XP is bad maths.

More than a few Windows XP users are willing to pay Microsoft for more updates to the now effectively obsolete OS and in theory, doing so could produce billions in revenue for Microsoft. Here's why it's not going to happen.



A lot of people who are happy with XP say they would be more than willing to pay Microsoft a perpetual fee to continue supporting Windows XP. To gain significant traction, the subscription would have to be priced reasonably for the average PC user, perhaps U.S. \$25 a year. It's an interesting concept but how much money could Microsoft rake in for ongoing XP support? Let's take a quick look at the math.

There are roughly 300 to 500 million PCs in the world still running Windows XP; let's split the difference and say there are 400 million some of whom are government agencies and major corporations that are already paying Microsoft significant fees for extended XP support. So let's cut the number in half and say there are 200 million consumers still using the now unsupported Windows XP and assuming most of those individuals would be willing to pay \$25 per year to avoid upgrading to a more modern operating system, Microsoft might see roughly \$4 billion in annual revenue.

That's hardly chump change, especially given that Microsoft's entire net income for the most recent fiscal quarter was \$5.66 billion and there would be almost no cost to Microsoft as it's already investigating flaws and developing patches for the supported versions of Windows. At face value, it seems like a win for both Microsoft and Windows XP users.

It isn't — and Microsoft knows that. There's almost no chance that the company will implement any consumer-based, pay-for-support program for XP and we should all be thankful for that.

The issues with Windows XP run much deeper than just patching known vulnerabilities on the second Tuesday of each month. Moreover, Microsoft has motives and concerns that go beyond patching XP vulnerabilities and fighting off exploits.

Windows XP wasn't built to be vulnerable; but its architecture has made it so over time. Back when the Internet was relatively new, XP was a great operating system and it's still a perfectly functional OS for applications that do not require a network or Web connection. But from a security standpoint, XP is now simply too archaic. Connecting the OS to the Internet is like speeding down the highway in a car with no seat belts. It's not only dangerous for you but today's malware makes it hazardous for every other PC with a shared network or Internet connection.



Patching XP won't provide the security tools introduced with Windows Vista and enhanced with Windows 7 and Windows 8. Current versions of Windows also include User Account Control (UAC), which helps protect users running in administrator mode, which on most machines is the default. UAC forces you to approve specific changes to Windows, such as installing or updating applications. XP lets an attacker run malicious code with full administrator privileges.

Windows XP is almost always at significantly greater risk than newer versions of Windows

The liabilities of XP are not limited solely to Microsoft. Third-party hardware and software vendors are also affected. As long as Microsoft supports a legacy operating system, hardware and software vendors typically feel obligated to do so, too. If Microsoft initiated a paid-support subscription for individual XP users, the makers of monitors, keyboards, webcams, and software would also have to continue investing resources to keep their products compatible with Windows XP. So the cost equation isn't limited just to Microsoft. Adding in the many hardware and software vendors tied to a PC makes the math far more complicated and if you factor in the entire Windows XP ecosystem, that \$4 billion of revenue for Microsoft could be offset by many more billions spent by other vendors.

Not to be facetious, but there were probably people who would've paid for continued support of eight-track tapes or 5.25-inch floppy drives. Technologies evolve, and so do threats to those technologies and in most cases, the older the technology, the greater the hazard. Most of us are very happy that our cars have seat belts, crumple zones, airbags, and more cup holders.

Windows XP users are still welcome to continue using the aged OS just as there are those who will still get some use from their effectively obsolete 3.5-inch floppy drive. But all security experts strongly recommend limiting the use of XP to standalone applications. Don't connect it to the Internet, especially if it shares a network with other PCs. A successful infection on an XP system could easily spread to other machines.

Regardless of whether and how you choose to continue using Windows XP, the concept of paying for support just doesn't add up. Not for users and not for vendors — not even for \$4 billion a year.

There is an alternative – and it's FREE.

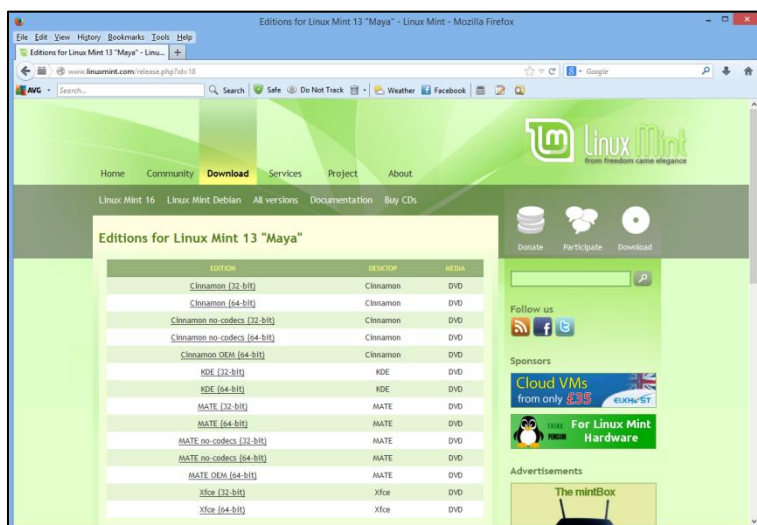
If your computer hardware is still good you may want to consider replacing Windows XP with Linux Mint to be able to safely use the PC now that Microsoft has stopped their support for Windows XP.

Linux is a free, very secure, open source (like Firefox) operating system which is available in a variety of 'distributions'. The appearance and method of operation are the obvious things that distinguish different distributions. Linux Mint is one of the distributions that has the shortest learning curve for Windows XP users.

The series of pictures and commentary below show what to do to get Linux Mint working on a computer that originally came with Windows XP. The installation process as described is non-reversible so be careful, although if you replace your hard drive with another one you can then keep your Windows XP hard drive as a backup. When you install Linux Mint, the hard drive in your PC should be in good condition and probably at least 10 gigabytes, but it doesn't have to have a functioning operating system on it to start the installation.

So, if you have XP on your machine and you don't want to spend money on a newer version of Windows, this will do everything Windows 7 and 8 will do and you can download it for free. You will need a good internet connection, as it's about one gigabyte and will take around 15-20 minutes to download on Bigpond cable.

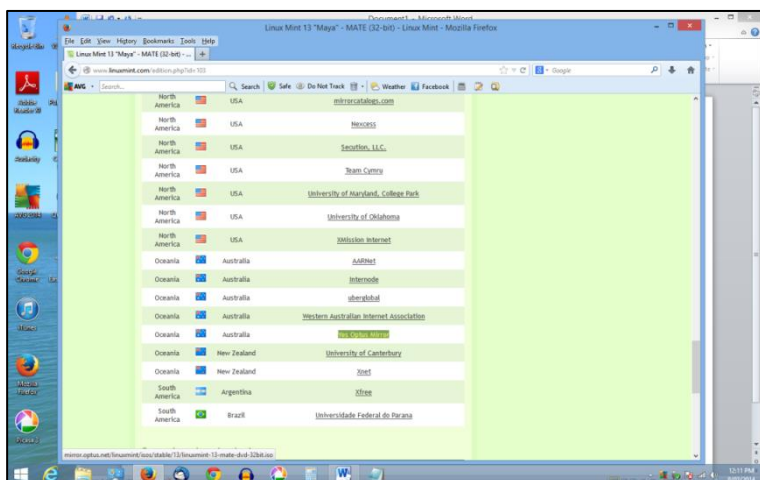
Here's how:



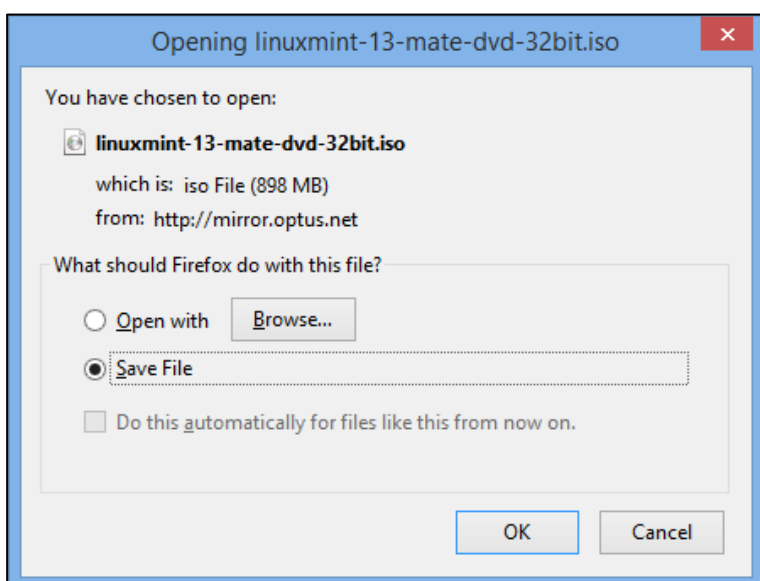
Go to:

<http://www.linuxmint.com/release.php?id=18>

which will take you to the page at left. Click on the MATE program. You will need to select either the 32 bit or 64 bit version, depending on your computer. If you have been running XP odds on you have a 32 bit machine.



This takes you to a page at left which will have a lot of possible download sites. Somewhere near the bottom you'll find the Australian sites in 'Oceania', pick one that looks like it might work well for you (they will all work but some may be quicker than others depending on your location and internet provider.

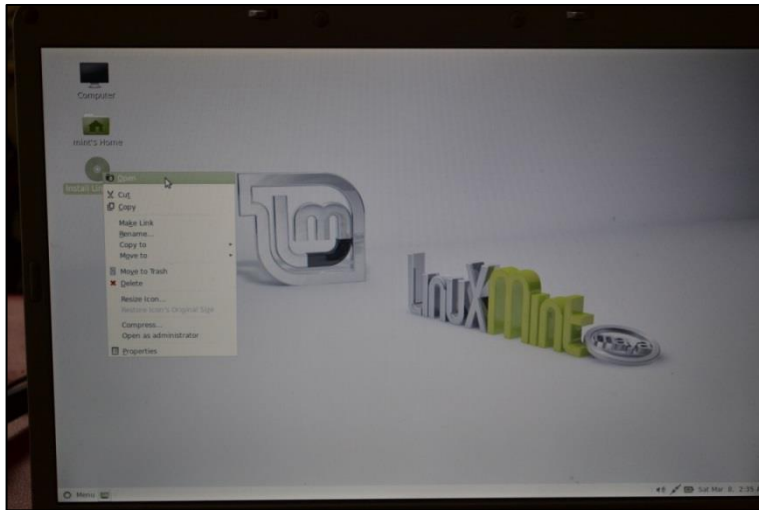


Depending on your browser, you will get something like the prompt at left, so save the iso file somewhere on your PC and burn a DVD from it.

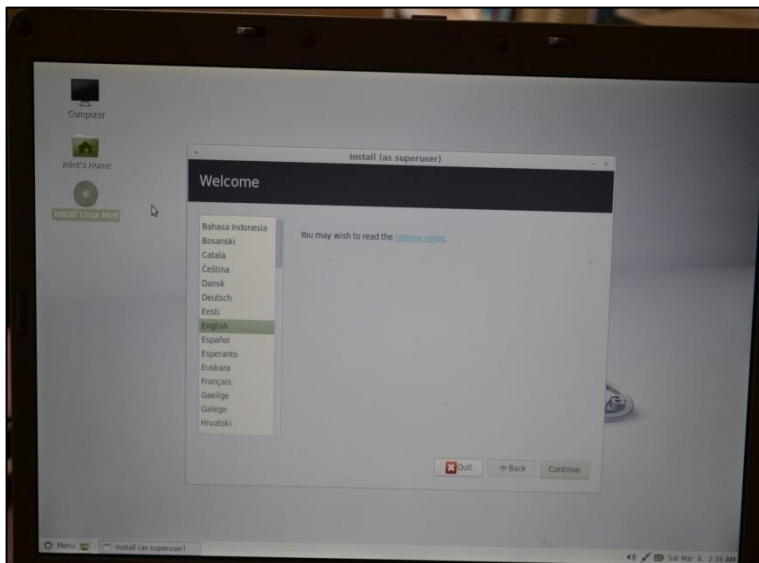
How you do that depends on how your PC is set up, you could right click the file after it has downloaded and be presented with an option to burn, otherwise do some googling and find out how to burn the DVD. If that's too difficult for you, you should probably not proceed with the installation of Mint, however, conversely, if you manage to do that successfully you'll quite likely be ok.

At this point make sure you have everything backed up from your XP machine in a form which is easy to read. Copying your documents, pictures etc to a USB drive or a large USB flash drive will be easy to work with. Or you may want to burn to a CD or DVD. If you have any doubts at all about the quality of the backup medium, backup to two different places.

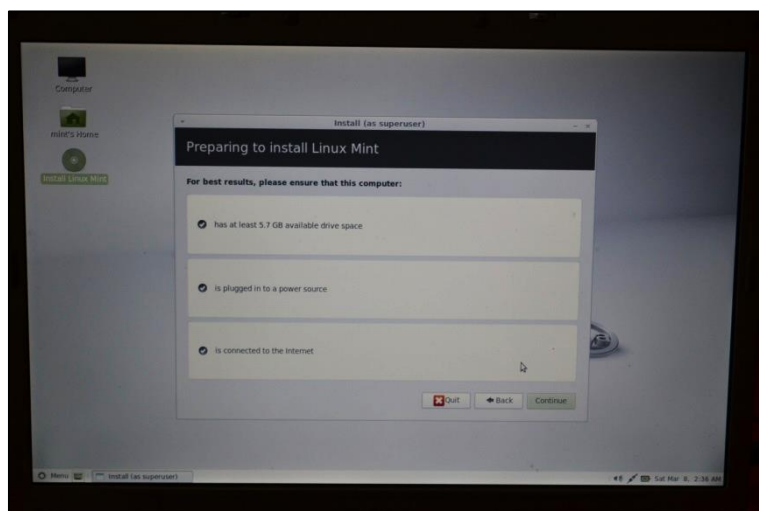
Although it is possible to install both Linux Mint and XP on the same hard drive so that you select which operating system to use at startup, I do not recommend this. If you want to keep your old Windows hard drive as a backup, see if you can find a different hard drive to put in your PC instead of the Windows one, this is normally just a screwdriver and plug job, the hard thing might be finding a suitable IDE drive. If you do find such a drive, use it INSTEAD of the Windows drive, not AS WELL as the Windows drive.



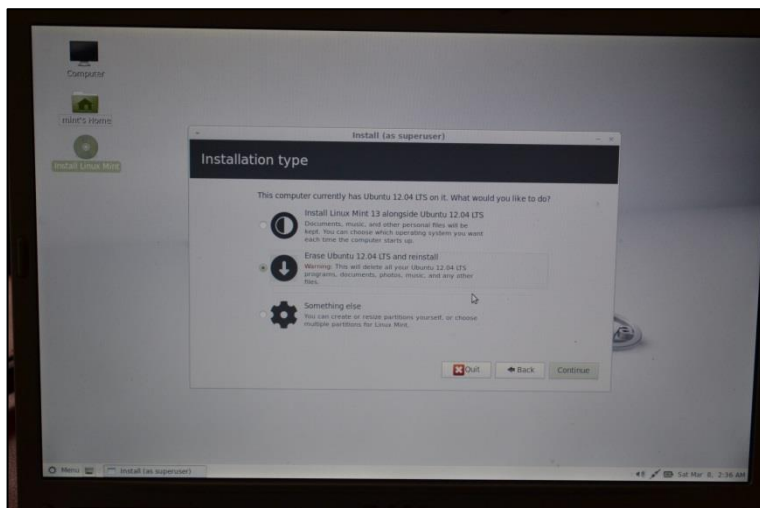
Once your backups are sorted out, put the Linux Mint DVD in the PC's DVD reader, power off your PC, make sure what you plan to use in the way of speakers, mouse, internet cable, webcam etc are plugged in then restart. Most built in or USB WiFi devices are supported, if you don't have an internet cable you can click networking icon on the bar at the bottom and connect to WiFi. A cable is usually quicker. You will get the screen below, right-click the Install Linux Mint icon and select open:



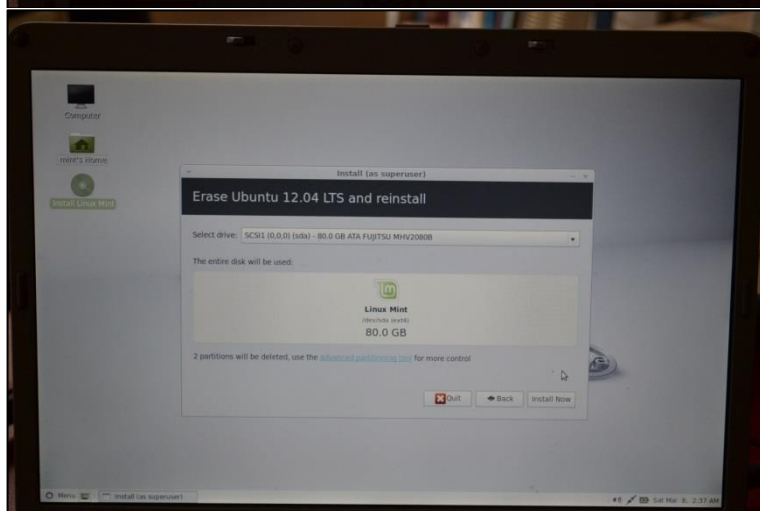
On the resulting screen (left), assuming you want English, just click Continue:



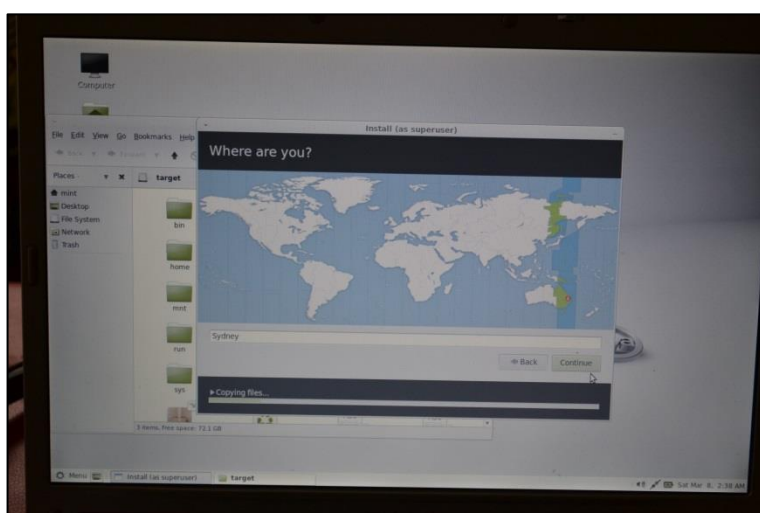
When this screen appears, click Continue:



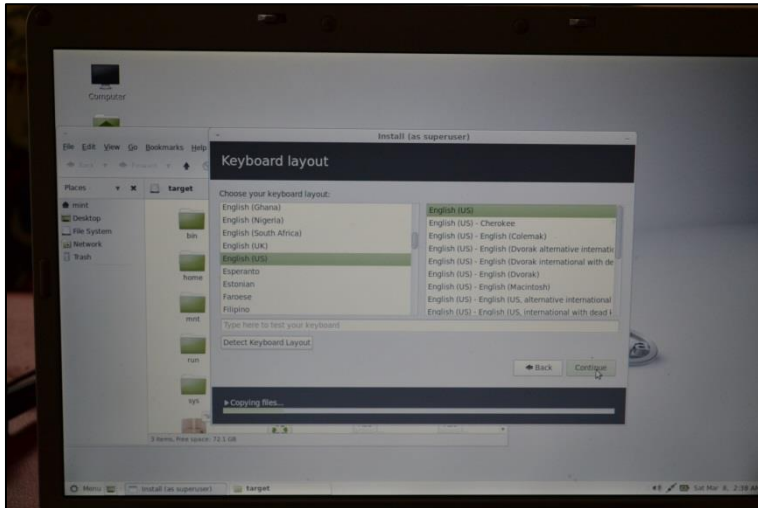
On this screen, the default selection may be to install Linux Mint alongside the other operating system, which will normally be Windows XP. **CHANGE THIS** to 'Erase Windows XP and reinstall' (or similar), which will probably be the second option, then click Continue:



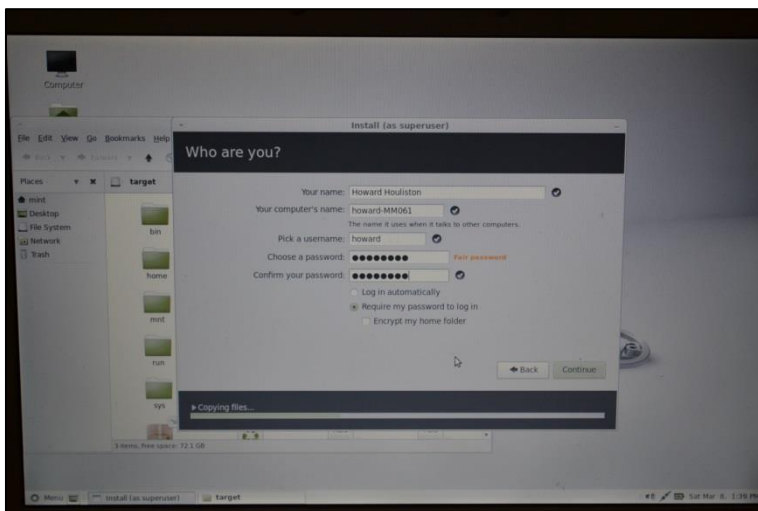
On this next screen, click Install Now:



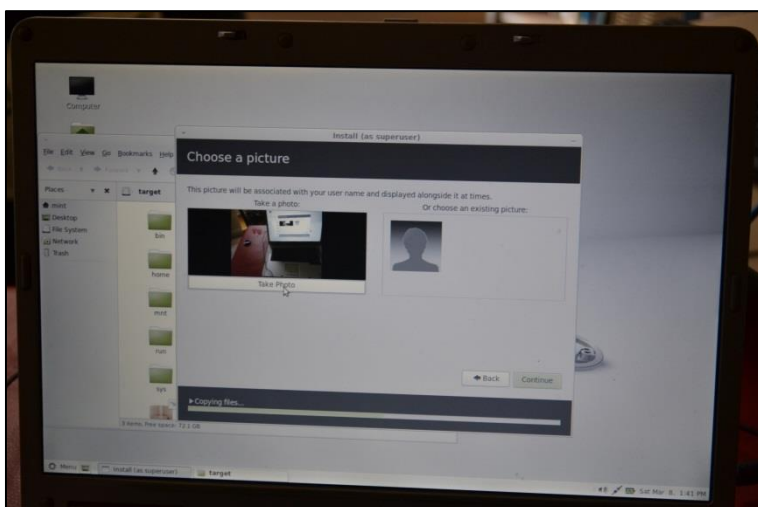
On the next screen, it should have worked out a suitable location for your time zone setting, so just click Continue:



On the next screen it should have worked out what keyboard you use, so just hit enter:



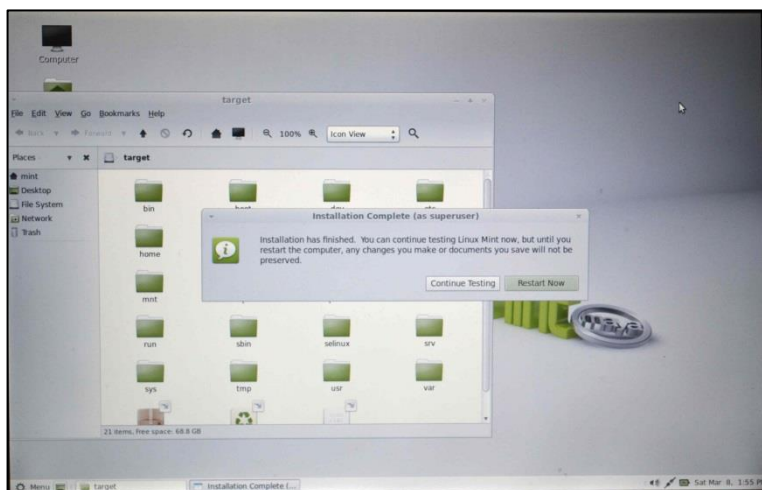
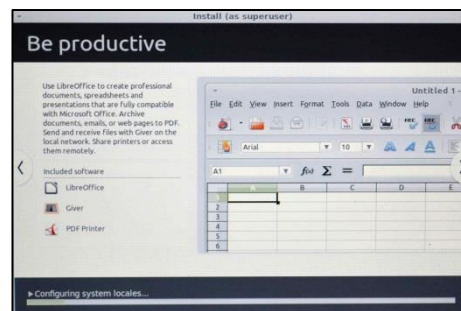
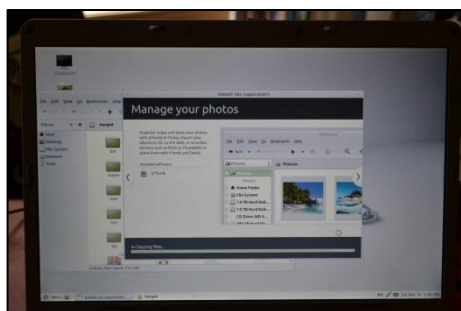
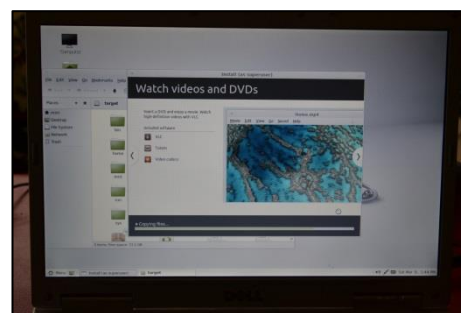
This screen will ask for your name, pick a user name and password, I've found it's best not to alter the computer name here (it's ok to change it after installation). It's best not to select Log in automatically:



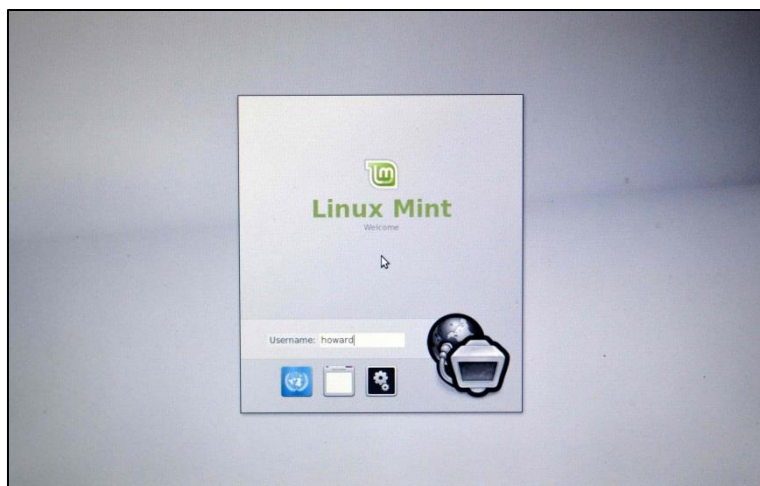
The next screen gives you the option of taking a pic with your webcam, I've never tried it but you could probably put a pic on a USB stick and select that to be associated with your login. When done click Continue:



Then file copying starts, followed by a few screens describing the capabilities on Linux Mint:



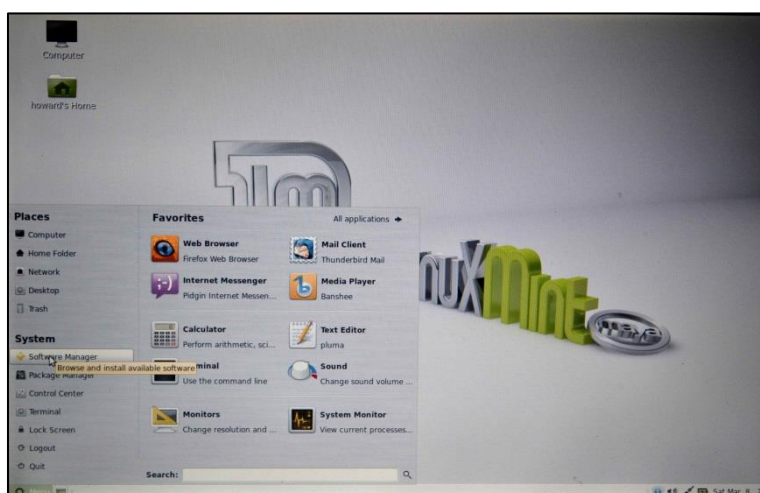
Finally it ends and you get this screen, click Restart now to start up your new operating system:



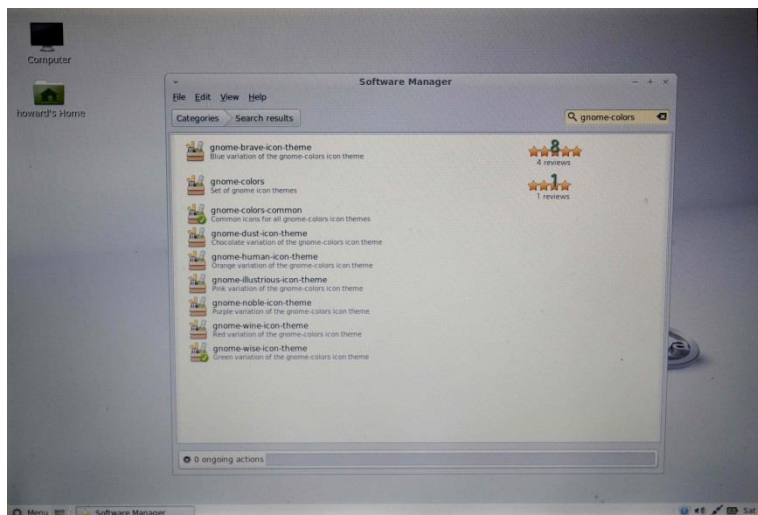
On startup you should get this screen, asking for your user name, followed by an almost identical screen asking for your password:



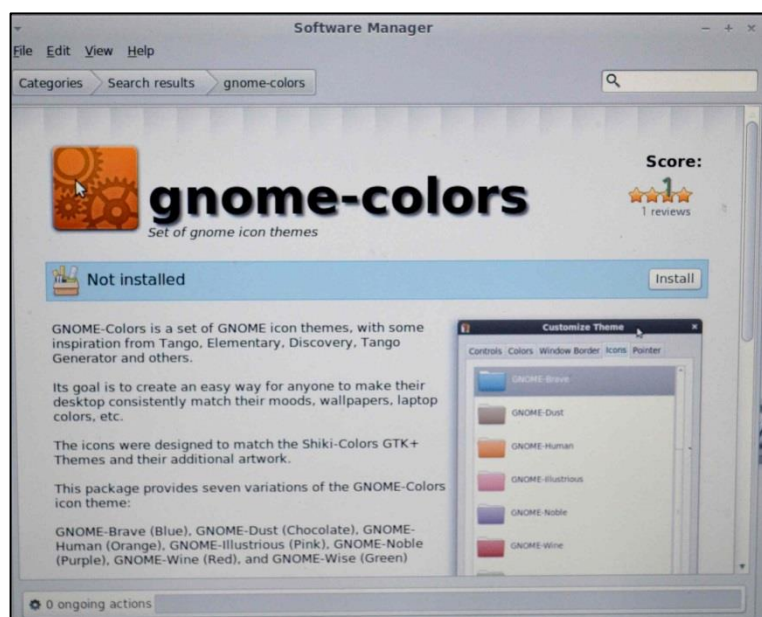
The first time you start up and log in, you will see a screen like this:



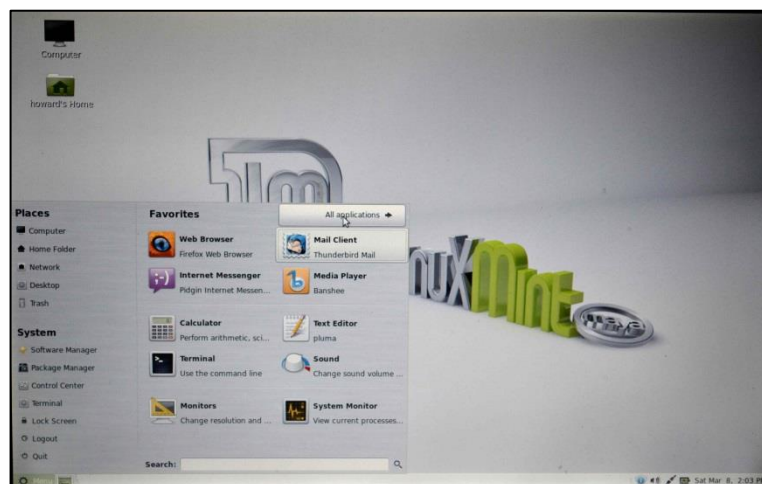
To make it look a bit more familiar, close the Welcome window, click the Menu button and select Software Manager:



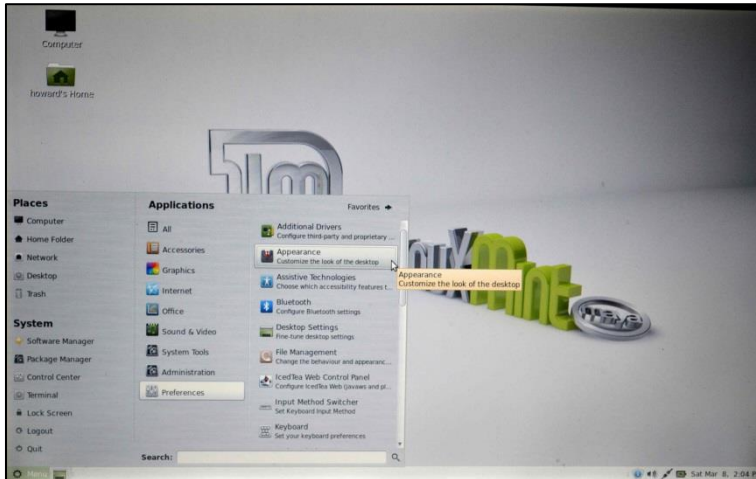
This opens Software Manager, type gnome-colors in the search box at the top right to get a window like this:



Click on gnome-colors in the list above to get this window, where you should click Install, this will install gnome-colors (but the 'not-installed' text stays the same for now, so don't be fooled after it is installed).

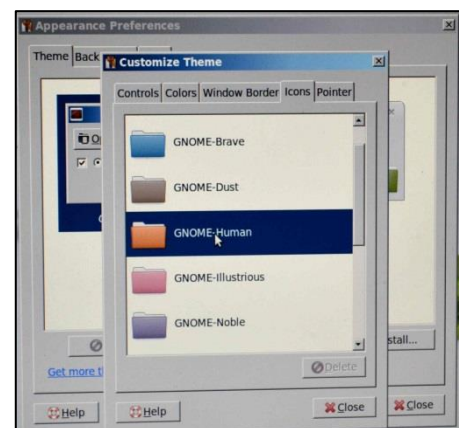
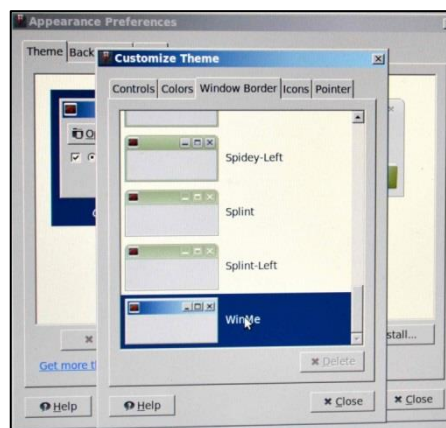
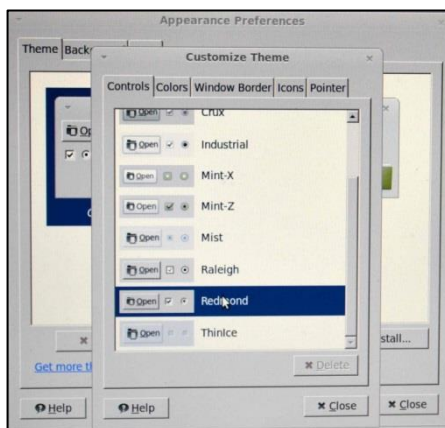


Close Software Manager and go back to the Menu button, from the menu click All applications at the top right:

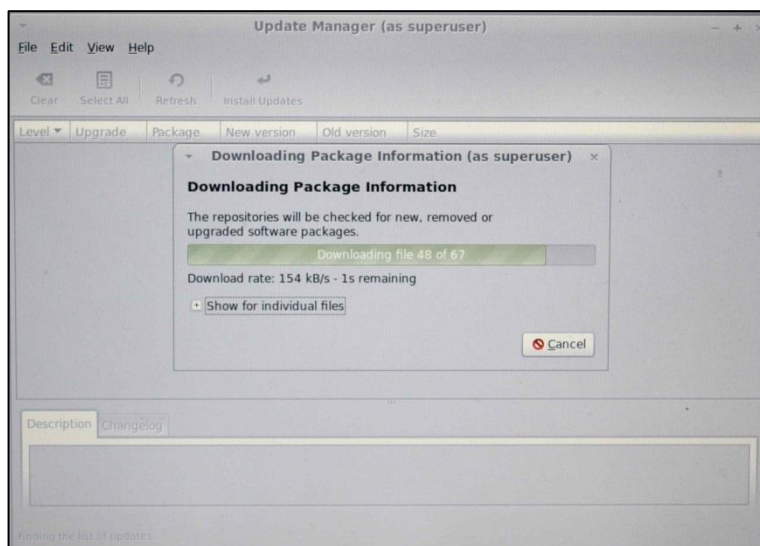


From the All Applications menu select Preferences then Appearance as shown:

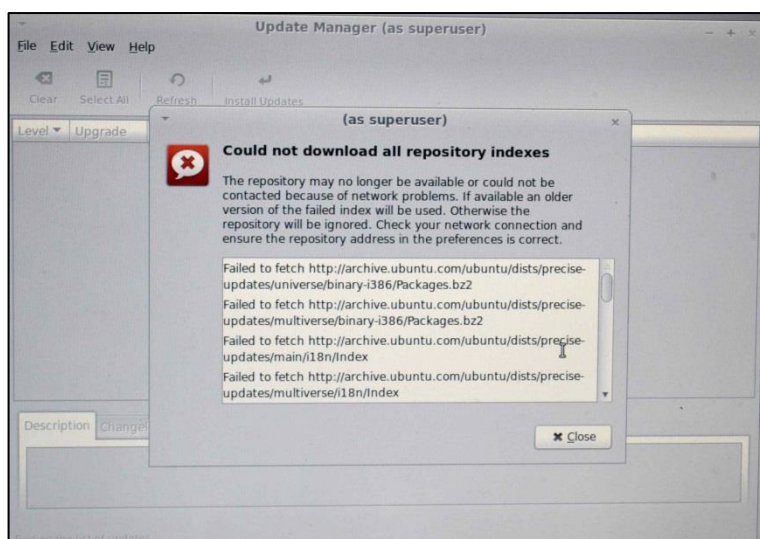
On the resulting window, click the customise button and make the selections shown on the tabs 'Controls', 'Window Border' and 'Icons', then close all of the windows associated with 'Appearance Preferences'



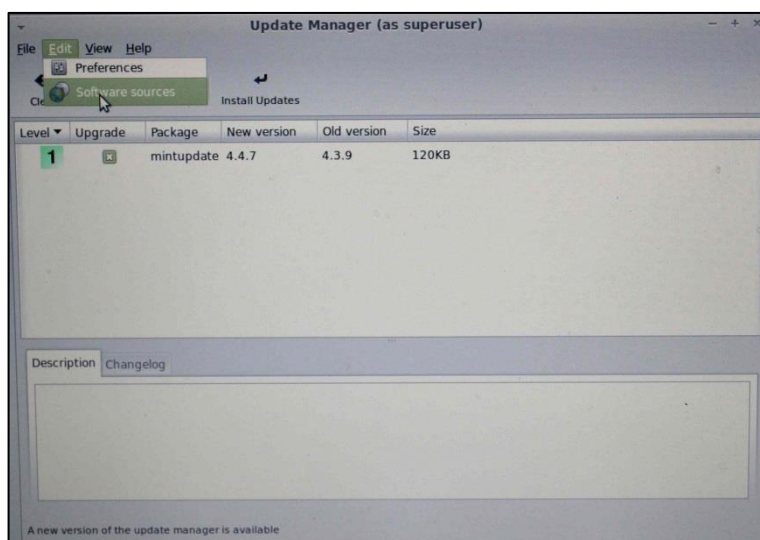
At this stage you should have a reasonably familiar looking operating system, the main thing that needs to be said now is about operating system updates. A small change may need to be made to the update settings because two of the software repositories containing updates etc have been merged and one of them has been deleted. The DVD used for the install was a few months old, more recently downloaded DVDs may not have this problem There is information on this on the Linux Mint web site on how to deal with the disappearance of Medibuntu, but here are some quick notes to get this resolved:



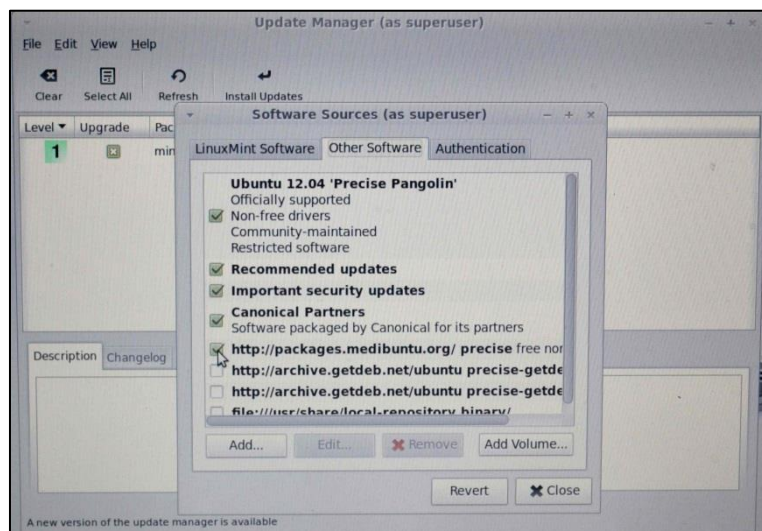
To start the update manager, click the shield on the bar at the bottom which contains and 'i' (or a green tick if up to date), this will bring up the next screen, click Cancel which will then bring up the subsequent slightly alarming screen (but don't be alarmed!).



Just click Close on the error window, we will now edit the Update Manager preferences and un-tick one check box.



From the menu bar, select Edit -> Software Sources as shown:

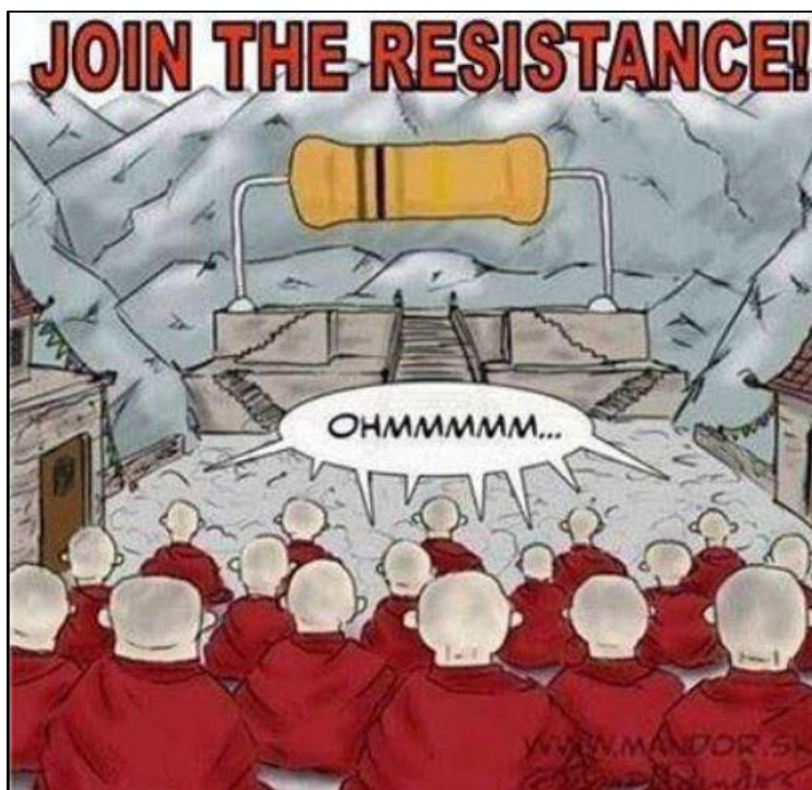


From the resulting display, remove the ☐ tick alongside <http://packages.medibuntu.org/>...

Then close all of the Update Manager Windows. Update Manager will now work normally, to run it just click the shield at the bottom, the use of it is pretty obvious.

When up to date as at the last check, the shield on the bar at the bottom will contain a green tick. It will have a red cross if it needs updating. If it has an 'I' inside there are updates available, but you're reasonably up to date.

Have fun with Linux Mint!



Laverton.

Jim Millican was at Laverton recently, he took a couple of photos and has sent them to us. Jim says “recently they started demolition of the Radschool living-in blocks (the H blocks) in front of the canteen at Laverton. Here is a photo showing the demise of the block in which I lived”.



The blocks being torn down are at the far left of the photo above. The road to the right leads down to the front gate.

While we were at Point Cook for the airshow in March we heard a strong rumour, (and it was only a rumour), that the land on which Laverton stands is being readied for sale. All existing “units” on Laverton will be moved down to Point Cook and Laverton will be sold off to

developers. Probably just a rumour but if you think about it, it does make sense. The airstrip went some years ago and having two “retired” bases so close together is a bit like owning a boat, it’s just a big hole in which you throw money. Pt Cook is the obvious keeper due to its heritage value but like everything else, time will tell.

Butterworth

And talking of closing bases, the Malaysian Government has decided that Butterworth has outlived its usefulness and it too will be sold off to developers. The following article appeared in the New Straits Times in April this year.

Friday, April 11, 2014, 7:33 AM

NEW STRAITS TIMES

The area around Butterworth has undergone a rapid transition from Olde Worlde to the New Age in recent times with the latest proposed redevelopment of the area including the land now occupied by the Royal Malaysian Air Force (RMAF) airbase. These days there is no Mitchell Pier which at one time was the busiest terminal in the northern region for buses, ferries and trains. And no longer do people refer to the vibrant neighbourhood around the airbase as Mata Kuching for they are all going or gone, disappearing just like the delectable satay near the jetty, tastiest nasi kandar at the morning market in Jalan Bagan Luar or best yong tau foo at Pantai Bersih this town once offered.



Those indeed were the days when people travelling to Penang island from, say, Kedah or Perlis, using the main trunk road, would unavoidably be passing the airbase which for many

years was occupied by the Royal Australian Air Force (RAAF) and the Royal Air Force (RAF). The whole place served as a giant landmark of sorts to indicate "Penang here we come" and that the signature ferry ride is not far ahead to "Tanjung" the northerners' reference to George Town.

The airbase stretch was most scenic, neatly arranged barracks, swaying coconut palms on well-kept lawns, and the bluish sea in the background. With this backdrop, motorists from out of town with children as their passengers would surely not get the "are we there yet?" kind of questions but rather the excited shrieks of "Mata Kuching" at the thrill of seeing fighter jets parked in the distance.



The airbase was first occupied by British forces during World War 2 and when it became the RAAF base (until 1989), you could see a hive of activity in the area with the airmen commuting to the ferry terminal at certain times and the housing estates in the neighbourhood, most notably Robina Park, taken up by the servicemen and their families.

That stretch of Butterworth was a lively township with a character of its own. Not that everything has since drastically dwindled when Malaysian airmen took over, just that it has become different in many ways though the tidiness has remained. For several years in the mid-1970s the Butterworth airbase also served as the main airport for Penang for both domestic and international flights pending the expansion and reconstruction of the Bayan Lepas airport. Now it looks like the premier landmark is set to be swallowed by the progress of time and be part of history.

It was reported recently that TSR Capital Bhd, together with the Armed Forces Fund Board (LTAT) and Pembinaan Bukit Timah Sdn Bhd, would develop the 407.52ha site into an

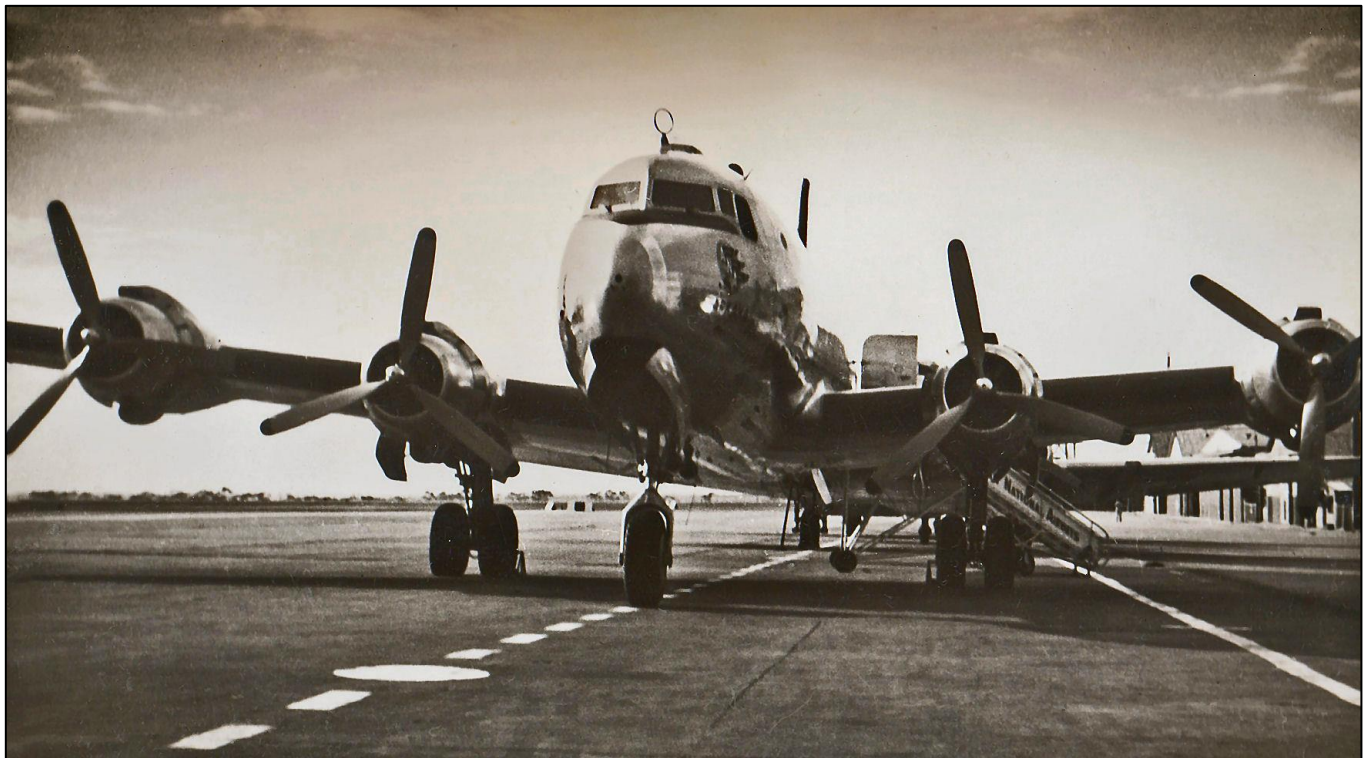
integrated mixed-use project. The project has a reported RM10 billion potential gross development value (GDV) in addition to relocating and establishing a new RM3 billion RMAF base. It is understood that the new site will be somewhere around Ara Kuda, near Tasik Gelugor and life is going to change considerably for the people there so used to the tranquillity of rubber estates.

In the meantime it is not hard to anticipate the economic potential of the proposed project taking off in the old Mata Kuching, especially with news that the Penang government is also planning to have another link to the island via an undersea tunnel stretching from the Bagan Ajam area, not far from the airbase site, to Bagan Jermal or Tanjung Tokong on the island. The propensity for growth in Mata Kuching is therefore enormous. Except that it would be sad to see the old charm gone and replaced by high-rise buildings and supermarkets.

That's the price we pay all the time.

DC6B

Kev Poulter sent us this pic, he says: "I took this photograph of an ANA DC6B Skychief at Launceston Airport in about 1957, on a Melbourne - Hobart flight.



The experience in Airline prop aircraft was very good, plenty of room and just a bit slow. People dressed up for their travel, with many men in suits and women in their smartest outfits. Seeing people off at Essendon Airport was a close contact experience, with visitors able to wave goodbye outside behind a low fence. As the aircraft taxied and turned to leave the parking area, we all were blasted with the wind from the propellers.

In 1956 there were two Douglas Super DC-6 aircraft and two DC-6B aircraft in Australia. They were owned and operated by Australian National Airways, Australia's largest private enterprise airline. The four DC-6 Skychiefs, as they were known were the pride of A.N.A's fleet of 31 Douglas aircraft. Back then they were the largest and fastest passenger planes operating in this country. They could fly non-stop fully loaded; from Sydney to Perth and return without refuelling.

A DC-6 Skychief could carry 58 passengers and had a crew of six; the Captain, 1st Officer, Flight Engineer and three hostesses. Its wing span was 117ft. 6in. (35.8 metres) and the overall length of its fuselage was 105ft. 7ins. (32.2 metres) Its height from the ground to the top of the tail, the highest point of the aircraft, was 28ft. 5 ins. (8.7 metres). It had four Pratt and Whitney engines, each of which has an output of 2,450 bhp. at take-off. (As a comparison, a Boeing 737 800 is 39.5 metres long, 35.8 metres wing tip to wing tip and 12.5 metres high).

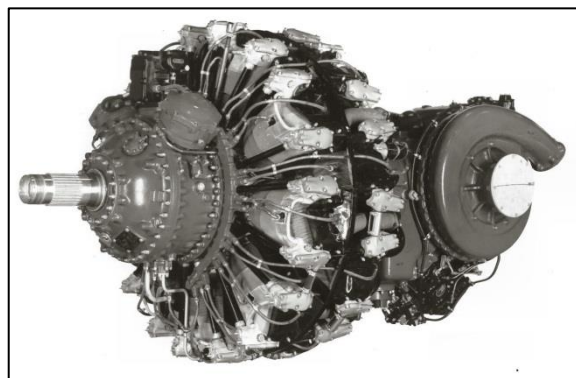
The empty weight of the DC6 was 61,033 lbs (27,685kg), and the maximum take-off weight was 107,000 lbs (48,535kg). The fuel capacity of a DC-6 was 2,850 gallons (10,790 litres) and its fuel consumption was 320 gallons (1,212 litres) per hour. It had a maximum cruising speed of 272 knots, but normally an A.N.A. DC-6 cruised between 245 and to 260 knots. (The 737's MTOW is 79,000kg, and seats 189 pax in a one class situation).

To add to passengers' comfort the big Douglas' air pressure system maintained a sea level air pressure in altitudes up to 8,000 feet and 8,000 ft. cabin pressure at altitudes up to 25,000 ft. Its normal operating altitude was from 15,000 ft. to 25,000 ft. Take-off speed of a DC-6 was 105 knots and its landing speed was 85 knots.

Much has been written about Australia's Two-Airline Policy enacted in 1952, by the federal Liberal government of the day under Sir Robert Menzies. The major result of that now discontinued policy was that both domestic airlines in the late 1950s, TAA and Ansett-ANA, were compelled to fly parallel schedules and to operate common aircraft equipment.

Two aircraft types had to be shared by each, the DC-6B and the Viscount and this included cross-leasing where Ansett-ANA exchanged two DC-6Bs for three TAA Viscounts. Whilst both airlines would schedule identical types for the same routes, often as not, a Skychief and a Viscount would be pitted against each other.

The Douglas product came in two main versions with little difference in cockpit setup or procedures. The Viscount on the other hand, had variants within variants, all requiring slight differences in operation due to different marks of engine, variations in gross weight and even differences in certain cockpit controls. Each type was powered by four engines, the Douglas using tried and proven supercharged Pratt & Whitney Double Wasp piston engines, whilst the smaller Vickers used the then quite novel, Rolls Royce Dart turbine propeller engines.



The Douglas DC-6B Skychief.

The DC-6 prototype first flew as the USAF's XC-112 on 15th February 1946 and was later civilianised as a DC6. It was essentially a pressurised, stretched and higher power version of the famous DC-4 employing the same wing but now built from stronger alloys. Further developed into the C-118, a militarised version of the slightly longer (by 60 inches) and higher gross weight DC-6A freighter, the type was ordered in quantity by both the US Air Force and US Navy.

The joint airline launch customers for the DC-6 were American and United Airlines, both commencing operations on 27th April 1947. First Australian operator of the type was British Commonwealth Pacific Airlines from 19th November 1948 with four in service by December of that year. On 1st December 1953 two more were delivered to Australian National Airways, albeit second-hand and Trans Australia Airlines leased one for a period of four months from KLM on 4th December of that year, ostensibly to cover a forecast Christmas rush.

Employing the stretched fuselage of the DC-6A without the large cargo door, but with more windows and seating, the prototype DC-6B first flew on 10th February 1951. This was to become the definitive, most popular and most widely built version of the series and was loved by aircrew and maintenance personnel alike. Airline managements everywhere also considered that on a seat/mile basis, it was the most economical airliner ever built to that time.

The only Australian operator of new DC-6Bs was ANA, with the first of four being delivered on 11th February 1955, and all were in service by October 1956.

TAA and Ansett-ANA each obtained a second-hand DC-6B in November 1963, bringing their Skychief fleet up to three each, in accordance with the then-current Two-Airline Policy. The Douglas name applied to the DC-6 series was "Skychief" which followed on from previous Douglas aircraft "Sky" names such as the DC-3 Skyliner and the DC-4 Skymaster. The DC-6B Skychief was universally feted as a true pilot's aircraft based on excellent handling, performance and airframe strength combined with a roomy, well laid out cockpit and large cabin. Unfortunately the Viscount did not enjoy the same reputation.



In the collective opinion of pilots who had flown both types, the Viscount was critically under-engineered in many areas, requiring crucial limitations in operational service. The Viscount cockpit was poorly designed and ergonomically difficult, making it quite taxing on flight crews. These combined drawbacks suffered by the Viscount undoubtedly pointed to the type's poor safety record in Australia, four fatal crashes from a national fleet total of only 28 aircraft. The Viscount had a similar record overseas.

The single major incident involving an Australian DC-6B was the shedding of a propeller blade soon after take-off from Essendon. The aircraft involved in this incident was VH-INA – see [HERE](#). With the #3 engine hanging below the level of the undercarriage, a landing in that configuration was out of the question. With considerable skill the pilot managed to shake the engine off the wing and into Port Phillip Bay, graphically illustrating the aircraft's considerable ruggedness, followed by a safe landing back at Essendon.



A cost advantage held by the Viscount over the Skychief was that it could operate with only two technical crew, as opposed to three on the DC-6B, which required a Flight Engineer. TAA's marketing department also widely touted the smoothness of flying in the turbine-powered aircraft and the Viscount's large oval windows with attendant passenger appeal.

Climbing speed (CLIAS) for the Douglas was 160 Knots whilst the Vickers climbed at 180 Knots, meaning that a Viscount on a parallel departure could be disadvantaged if the Douglas got off first. Once on the way friendly competition between aircraft to get there first was often the case. Cruising speed for the DC-6B was usually around 240 Knots at 16 – 20,000 feet compared to the Viscount's 250 Knots at somewhat higher levels. The Viscount had higher specific fuel consumption than the Skychief, but turbine fuel (Avtur) being cheaper than gasoline (Avgas) helped to offset this. The Skychief's passenger capacity was about one-third greater than the Viscount, with almost double the freight capacity of the smaller propjet in the DC-6B cargo hold.

Where the DC-6B really shone by comparison was in the descent phase, as it was able to maintain 250 Knots all the way down whilst the Viscount needed to reduce speed to at least 200 Knots or less because of airframe structural considerations. Due to close scheduling under the Two Airline Policy, this sometimes caused consternation between the two aircraft and air traffic control.

Another disadvantage of the Viscount was its relatively short range when carrying a commercial payload and this was drastically in evidence on the Perth route, flying into the usual headwinds. A Viscount having to land at Kalgoorlie for fuel was not uncommon. TAA solved the problem by fitting removable slipper tanks at Adelaide, but then had to accept a penalty in payload or passenger numbers. The DC-6B did not have these quirks and could comfortably accommodate the headwinds.

Comparing the two types in Australian domestic airline service and regardless of what some experts may have espoused, the Skychief was the more economical, reliable and proven aircraft when considering its sound maintenance and flight operational record, excellent seat/mile economics and its comfortable environment for both passengers and working crew.

Conversely, the Viscount was widely considered as being under-engineered, relatively cramped and suffering from questionable airframe strength. Due to poorly designed cockpit ergonomics, occasional crew confusion when changing directly from one variant to another model in the same duty tour, caused unnecessary difficulties and sometimes quite close calls.

Ansett-ANA retired their last "Straight Six" (DC-6) in March 1960, whilst the last DC-6B ceased airline duty in July 1968. The last Viscount 700 was scrapped in May 1970, followed by retirement of the final V800 in April 1971. Thus ended the era of two dissimilar airliner types compelled to operate under the government enforced parallel scheduling on common routes.

Air Training Corps.

A bit over 73 years ago, in February 1941, the War Cabinet approved the formation of a cadet corps as part of the RAAF Reserve. Its primary objective was to train young men aged between 16 and 18 who desired to eventually join the wartime RAAF. The name 'Air Training Corps' (ATC) was formally adopted and a Mr W.A. Robertson was appointed as Director with the rank of Group Captain.



The original staff of the Directorate of ATC commenced duty on 11 June and the first ATC Wing came into being on 12 August. Wings had been formed in all States by 1 October. Although staffed by a small nucleus of RAAF personnel, most of the ATC's instructors were unpaid volunteers.

By 31 October 1943, 12,640 cadets were under training and although this number declined to 7557 when the Pacific War ended in August 1945, by then just short of 12,000 former members had gone on to enlist in the RAAF.

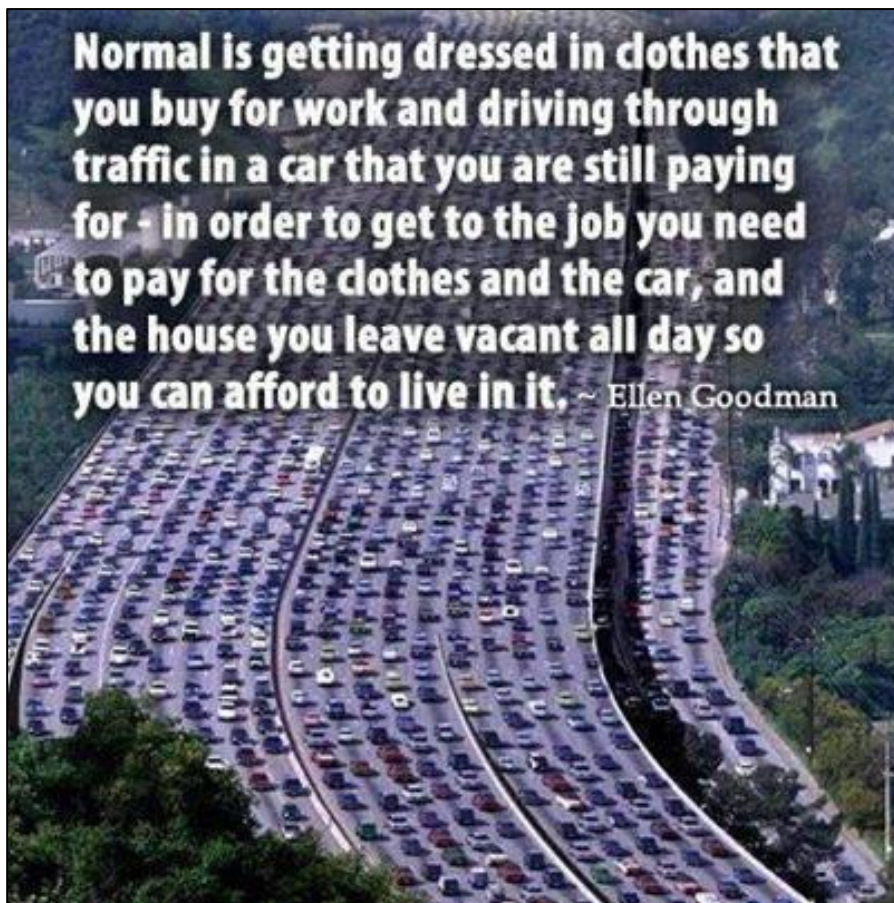
You can find additional info here <http://www.aafc.org.au/>

WO Sue Wood.

Back in December 1992, Sergeant S.L. (Sue) Wood successfully completed a 14-week course at RAAF Base Williams (Laverton), Victoria, to become the RAAF's first female WOD. Promoted to Warrant Officer rank on 3 December, she formally graduated alongside three male



colleagues. Before undertaking the course, she was a general service instructor at Wagga. Subsequently, she filled a range of posts at Canberra, Darwin and Wagga, before ceasing full-time duty with the RAAF on completion of 20 years' service in January 2002.



ARC-51

Kev Rosser sent us this, it's the ARC-51 bench at Willytown many moons ago.



Kev was the Gun back then and was reported to have fixed quite a few of the brutes.

It's a typical RAAF bench, a \$500 UHF set surrounded by a million dollars worth of test equipment, most of which was very useful in fixing TV sets.

Darwin 1974.

Chrissy Martin sent us these pics of Darwin before and after cyclone Tracey.

Main gates prior to Tracey



And afterwards.

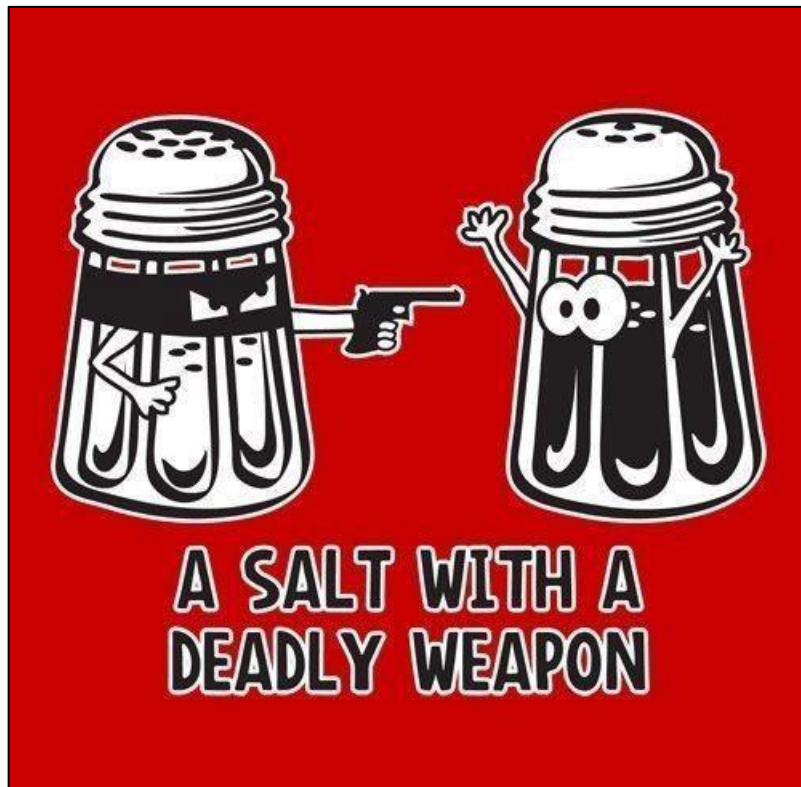


The Darwin Travelodge, just after Tracey.



The Darwin Post Office after the clean-up – this taken in 1976







Out in the shed with Ted.

Ted McEvoy

A slap in the face for war veterans.

Indexation on the Service Pension, the TPI, other veterans disability pensions, the War Widows Pension, the Income Support Supplement and equivalent MRCA (Military Rehabilitation and Compensation Act) payments to be cut back.

We fought for ten years for fair indexation for the TPI Pension. We won concessions along the way and in 2007 we succeeded in having fair indexation applied to the whole pension. Now, because of those successes, the TPI Pension is worth some \$5,000 a year more than it would have been without them.

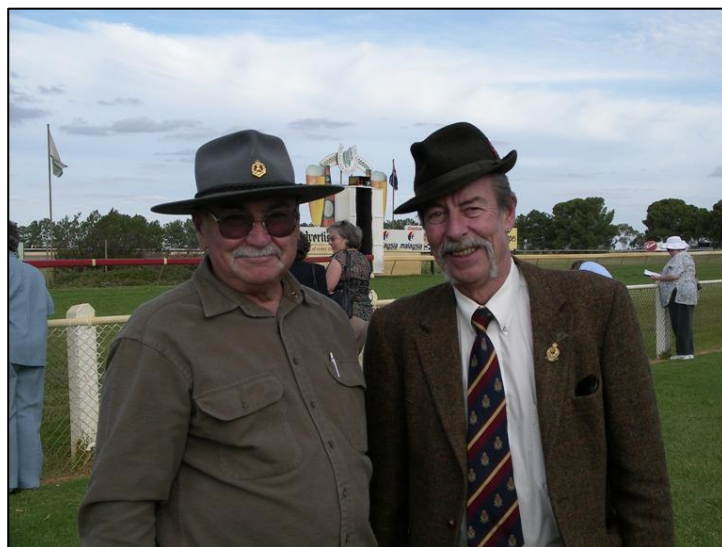
In the recent Federal Budget it was announced that, in 2017, should the Coalition win the next election, that fair indexation will be stripped back to its previous unfair form. That means that over time, that hard won \$5,000 extra a year will be eroded away. And the erosion will continue after that. And not only the TPI Pension will suffer. The Service Pension, other veterans' disability pensions, the Income Support Supplement, the War Widows Pension and the equivalent MRCA payments will also have their fair indexation scrapped and replaced by unfair indexation.

This is a slap in the face for war veterans.

What is 'indexation'?

Present indexing of the Service, TPI, other veterans' disability pensions, the Income Support Supplement, the War Widows Pension and equivalent MRCA payments keeps them abreast of community income standards. To put that another way, the present indexation method keeps pensioners up with Australia's rising standard of living. Twice a year the percentage increase in the cost of living and the percentage increase in the average wage are calculated. In simple terms, the greater of these two increases is then applied to all those pensions and payments.

Say the cost of living in the previous six months rises by 1% and the average wage goes up 2%, then, in simple terms, these veterans' pensions are increased by 2%. And nearly always the average wage rises more than the cost of living. This has been so for many, many years. It is why Australia's living standard has been rising.



So if our pensions had not been able to mirror rises in the average wage they would be much less than they are now and would be falling further and further behind community income standards. But this is what will happen in 2017 should the Coalition win the next Federal election. Our pensions will be indexed only to cost of living increases, condemning them to fall further and further behind those community income standards.

Perhaps the government is hoping no-one will understand what is happening. After all the concept of 'indexation' is a complicated one and there will continue to be six monthly rises in the pension. So even though those rises will be less than they would have been, the government may hope the difference may not be noticed. But whether noticed or not, over time the degraded indexation compounds, and pensioners' financial position deteriorates significantly.



But, I hear you say, our pensions are hardly lavish. Surely it would be a mean act to reduce their real value. Yes, it certainly would be a mean act. But that is what may happen. And it is not only 'indexation' which is under threat. 'Thresholds' are also to be attacked in 2017.

This attack will affect Part Service pensioners; that is those who have other income from wages, investments or military superannuation. Part Service pensioners are affected by a means-test free area. This is the amount of their own income they can receive before the means-test kicks in. Presently this is \$156 a fortnight for singles. After that means-test free area, the Service Pension reduces by 50 cents for every extra dollar of income the Part Service pensioner receives. That means-test free area is presently indexed so that it rises in line with the cost of living. The Coalition, should it win office at the next election, will suspend those indexation increases for three years. Thus the Part Service pensioner's income will not keep up with cost of living increases.

The Coalition will also suspend indexation increases for the assets test threshold and the deeming threshold, meaning those thresholds will not increase with increases in the costs of living. Once again, these suspensions will condemn Part Service pensioners' incomes to fall behind rises in the cost of living.

It's a way of reducing the value of the pension.

Perhaps the government may believe you wouldn't notice because there will be no actual money decrease in your pension. It is just that increases that could have occurred to keep your income abreast of the rising cost of living, will not happen. As you can see these changes are insidious because they are complex and easily overlooked. But they matter, as they will seriously erode pensioners' financial position over time.

There was a big fanfare in March 2014 with Coalition announcing the changes to military super pensions (e.g. DFRDB) indexation arrangements from the normal CPI indexation to 'align with age and veteran pension indexation arrangements' that are normally indexed in line with male

AWOTE [average weekly ordinary time earnings]. That was really deceitful because at the same time they were crowing about their generosity to the vast majority of retired military individuals, they were drafting the budget that CUTS the age and vets pensions indexation arrangements to align with CPI not AWOTE. How deceitful it that!"

To put that in laywoman's terms, the Coalition made a big fuss about changing the way military personnel's pensions are indexed to be more generous, then in the budget the government quietly changed back to the old system. And we thought Tony Abbott was selling himself as the soldiers' friend.

You can read how the budget affects you [HERE](#). That the government would do this to its war veterans and war widows is disappointing.

New ADF Super scheme.

The Government is introducing new modern military superannuation arrangements for people joining the Australian Defence Force (ADF). The new arrangements will allow ADF members to choose which superannuation fund they belong to and, for the first time, give those members the ability to transfer their accumulated benefits to a new fund if they leave the ADF.

As part of these changes, the Government will establish ADF Super on 1 July 2016.

These new arrangements form an important part of the Government's plan to provide flexible working conditions for all ADF members under Project Suakin, the ADF's future workforce model.

ADF Super will apply to:

- those joining the ADF from 1 July 2016; and
- serving and returning members of the Military Superannuation and Benefits Scheme who choose to join the new scheme.



Importantly, members of the Military Superannuation and Benefits Scheme who are currently serving or who rejoin the ADF from 1 July 2016 can choose to stay in their current scheme, or to join ADF Super. There will be no compulsion to transfer to the new arrangements.

The current Military Superannuation and Benefits Scheme will be closed to new members from 1 July 2016.

Under the new arrangements, the employer contribution rate will be 15.4 per cent, increasing to 18 per cent during periods of warlike service in recognition of the unique nature of military service.

There will be no requirement for ADF members to contribute to their superannuation under the new arrangements. This will provide greater flexibility for individuals in how they manage their finances at various stages of their working life.

Recognising that military service can be a dangerous undertaking, ADF members will continue to receive statutory cover for death and invalidity. Importantly, benefits under the new arrangements for these members will be the same as what exists under the current scheme. ADF Super will be established and managed by the Commonwealth Superannuation Corporation, which is currently the trustee for the major Commonwealth schemes, including the current and past military superannuation schemes.

The introduction of modern superannuation arrangements for ADF members, combined with the delivery of new indexation for DFRB and DFRDB members, demonstrates the Government's commitment to ensuring appropriate superannuation arrangements are available to current and former ADF members.

The Government will work with ex-service organisations such as the RSL, Defence Force Welfare Association and Alliance of Defence Service Organisations to ensure the successful introduction of the new superannuation arrangements.

For those who may be interested, here is the [LINK](#) to the press release on the new ADF Super scheme to be introduced 1 Jul 2016

DVA Health care cards

The Government has announced some changes to the DVA Gold/White/Orange health cards. The changes are only minor and are more cosmetic than anything else so you have to wonder why make the changes in the first place.

In the table below, the current cards are on the left, the new look cards on the right.





The changes to the cards include:

- the title on all of the cards is now, 'DVA Health Card';
- the front of the card has the 100 years centenary of the ANZAC logo on a background of a field of poppies;
- the DVA security hologram has moved to the front of the card providing greater visibility of this security feature;
- the signature stripe on the back of the card is longer, allowing more room for a signature;
- the magnetic stripe for a Gold Card is now gold, on the White Card this is now blue, while the Orange Card retains a black stripe; and
- the cards are valid for six years now, instead of the previous four years.

If you hold one of the cards, you will receive one of the new ones sometime this month (June). If you have not received yours by mid July, [contact DVA](#) and let them know. There is no need to panic as your health care provider will continue to accept the old card until the expiry date shown on the card. Regardless, your entitlement to DVA funded health care services does not change.

When you get your new card, cut up your old card and destroy it and start using the new one.

Dear Mum and Dad,

I am well. Hope youse are too. Tell me big brothers Doug and Phil that the Army is better than workin' on the farm, tell them to get in bloody quick smart before the jobs are all gone! I wuz a bit slow in settling down at first, because ya don't hafta get outta bed until 6am. But I like sleeping in now, cuz all ya gotta do before brekky is make ya bed and shine ya boots and clean ya uniform. No bloody horses to get in, no calves to feed, no troughs to clean - nothin'!! Ya haz gotta shower though, but it's not so bad, coz there's lotsa hot water and even a light to see what ya doing!

At brekky ya get cereal, fruit and eggs but there's no kangaroo steaks or goanna stew like wot Mum makes. You don't get fed again until noon and by that time all the city boys are bugged because we've been on a 'route march' - geez its only just like walking to the windmill in the bullock paddock!!

This one will kill me brothers Doug and Phil with laughter. I keep getting medals for shootin' - dunno why. The bullseye is as big as a bloody dingo's arse and it don't move and it's not firing back at ya like the Johnsons did when our big scrubber bull got into their prize cows before the Show last year! All ya gotta do is make yourself comfortable and hit the target - it's a piece of cake!! You don't even load your own cartridges, they comes in little boxes, and ya don't have to steady yourself against the rollbar of the roo shooting truck when you reload!

Sometimes ya gotta wrestle with the city boys and I gotta be real careful coz they break easy - it's not like fighting with Doug and Phil and Jack and Boori and Steve and Muzza all at once like we do at home after the muster.

Turns out I'm not a bad boxer either and it looks like I'm the best the platoon's got, and I've only been beaten by this one bloke from the Engineers, he's 6 foot 5 and 15 stone and three pick handles across the shoulders and as ya know I'm only 5 foot 7 and eight stone wringin' wet, but I fought him till the other blokes carried me off to the boozier.

I can't complain about the Army - tell the boys to get in quick before word gets around how bloody good it is.

Your loving daughter,

Sheryl

SPAM.

Spam is a common, and often frustrating, side effect to having an email account. Although you will probably not be able to eliminate it, there are ways to reduce it and changes to the Data Protection Act mean you should carry out a thorough check on all mail you receive.

Spam is the electronic version of 'junk mail'. The term spam refers to unsolicited, often unwanted, email messages. Spam does not necessarily contain viruses - valid messages from legitimate sources could fall into this category.

There are some steps you can take to significantly reduce the amount of spam you receive.

- Don't give your email address out arbitrarily - Email addresses have become so common that a space for them is often included on any form that asks for your address, even comment cards at restaurants. It seems harmless, so many people write them in the



space provided without realizing what could happen to that information. For example, companies often enter the addresses into a database so that they can keep track of their customers and the customers' preferences. Sometimes these lists are sold to or shared with other companies, and suddenly you are receiving email that you didn't request.

- Check privacy policies - Before submitting your email address online, look for a privacy policy. Most reputable sites will have a link to their privacy policy from any form where you're asked to submit personal data. You should read this policy before submitting your email address or any other personal information so that you know what the owners of the site plan to do with the information.
- Be aware of options selected by default - When you sign up for some online accounts or services, there may be a section that provides you with the option to receive email about other products and services. Sometimes there are options selected by default, so if you do not deselect them, you could begin to receive email from those lists as well.
- Use filters - Many email programs offer filtering capabilities that allow you to block certain addresses or to only allow email from addresses on your contact list. Some ISPs offer spam "tagging" or filtering services, but legitimate messages misclassified as spam might be dropped before reaching your inbox. However, many ISPs that offer filtering services also provide options for tagging suspected spam messages so the end user can more easily identify them. This can be useful in conjunction with filtering capabilities provided by many email programs.
- Don't follow links in spam messages - Some spam relies on generators that try variations of email addresses at certain domains. If you click a link within an email message or reply to a certain address, you are just confirming that your email address is valid. Unwanted messages that offer an "unsubscribe" option are particularly tempting, but this is often just a method for collecting valid addresses that are then sent to other spammers.
- Disable the automatic downloading of graphics in HTML mail - Many spammers send HTML mail with a linked graphic file that is then used to track who opens the mail message - when your mail client downloads the graphic from their web server, they know you've opened the message. Disabling HTML mail entirely and viewing messages in plain text also prevents this problem.
- Consider opening an additional email account - Many domains offer free email accounts. If you frequently submit your email address (for online shopping, signing up for services, or including it on something like a comment card), you may want to have a secondary email account to protect your primary email account from any spam that could be generated. You should also use a secondary account when posting to online bulletin boards, chat rooms, public mailing lists, or USENET so that you can get rid of it when it starts filling up with spam.



- Don't spam other people - Be a responsible and considerate user. Some people consider email forwards a type of spam, so be selective with the messages you redistribute. Don't forward every message to everyone in your address book, and if someone asks that you not forward messages to them, respect their request.
-

Husband to wife: "Honey it's me. I don't want to alarm you but I was hit by a car as I was leaving the office. Paula brought me to the hospital. They have checked me over and did some tests and took some x-rays. The blow to my head was severe. Fortunately, it did not cause any serious internal injury. However, I have three broken ribs, I have a compound fracture in the left leg, and they think they may have to amputate my right foot."

Wife's Response: "Who's Paula?"

SMS Shortcuts.

There is nothing more irritating than having a conversation with someone using text chat that you simply don't understand. Here are the most commonly used acronyms and what they mean.



4 = For.
2 = Too.
2Nite = Tonight
AFK = Away From Keyboard.
B4 = Before.
B4N = Bye For Now.
BBIAB = Be Back In A Bit.
BBL = Be Back Later.
BFF = Best Friends Forever.
BRB = Be Right Back.
BTW = By The Way.
CYA = See You.

FYI = For Your Information.
GF = Girlfriend.
GR8 = Great.
GTG = Got to Go.
ILY = I Love You.
IMHO = In My Honest Opinion.
IMO = In My Opinion.
IRL = In Real Life
K = Ok.
LOL = Laugh Out Loud.
LMAO = Laughing My Arse Off.
OMG = Oh My God.

PLZ = Please.
ROFL = Rolling on the Floor Laughing.
RUFR = Are You For Real.
THNX = Thanks.
TMI = Too Much Information.
TTYL = Talk To You Later.
TYVM = Thank You Very Much.
U = You.
WTF = What The F@#&.
YOLO = You Only Live Once.

The Body.

The Human Body is a treasure trove of mysteries, one that still confounds doctors and scientists about the details of its working.

It's not an overstatement to say that every part of your body is interesting. Click [HERE](#) to see fifty surprising facts about your body.

When Miley Cyrus gets naked and licks a hammer it's "art" and/or "music" but when I do it I'm "drunk" and have to leave Bunnings.

DVA Concessions.

If you are a TPI you have access to some benefits not available to a standard Gold Card holder. One of these concessions is the benefit of not having to pay the GST on a new or second hand car purchase and/or replacement parts for that car. To claim this benefit you fill in and present the GST claim form (see [HERE](#)) to the seller of the car or the parts.

Presentation of this form will normally satisfy the seller who will deduct the GST from the selling price however some retailers are a little hesitant (as is their right) in accepting the form alone, especially on a large purchase like a new car and will ask for confirmation that you are in fact a TPI and that you are eligible for the concession.

Should this occur, contact your State DVA office and ask them to send you a confirmation letter as above (Click it for a bigger view). You can then present both to the seller and get your concession.

When/if you do get the confirmation letter from DVA, it is a good idea to keep a copy in the bottom drawer for future use.

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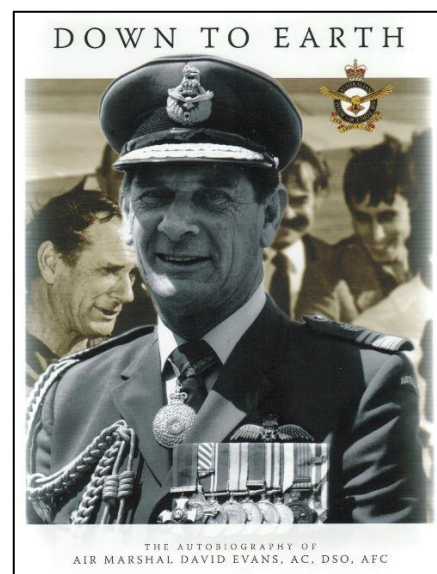


My Story

Air Marshal (retired) Selwyn David Evans, AC, DSO, AFC.

When we approached David Evans, as he is better known, and asked whether we could include his story in our pages, he was only too happy to oblige but when we enquired when would be convenient to get together, (David lives in Canberra, I'm in Brisbane) he suggested, to save time and money, we get a copy of his autobiography from which we could obtain all the necessary information for the story. He subsequently sent us a copy of the book, for which we thank him and this story is taken from those pages.

David's autobiography, "Down to Earth" was launched on the 19th July 2011 by former Prime Minister John Howard at Old Parliament House, Canberra. It was published and released by the Air Power Development Centre, Department of Defence, Canberra.



As the son of policeman Selwyn Douglas Evans and his wife Eileen, David was born on the 3rd June, 1925 in the Sydney suburb of Paddington and was educated at Marist Brothers College in Mosman. As a young bloke of 13, he understood the very real possibility of a looming war and like most of Australia at that time, held an unflinching belief in the might of the British Navy and was supremely confident "we" would win any such conflict. He was fascinated by the names of the Naval ships of the time and would enter their names in a book whenever he heard them mentioned, names such as HMS *Indomitable*, HMS *Revenge*, HMS *Majestic*, names that signified capability and fighting spirit.

When war broke out, the topic of discussion between David and his mates at school was nearly always the Battle of Britain and the fighter aces and every day on arrival at school they would gather and the conversations would go something like 'Did you hear yesterday's score? We shot down 23 for only six lost. Sailor Malan got two, takes him to 23 confirmed'. They followed the war statistics like kids today follow their football heroes and he resolved that, once he was old enough, he would become a pilot.

In 1941 the Australian Government formed the Air Training Corps, a training organisation designed to prepare boys between 14 and 18 years of age for entry into the Royal Australian Air Force (RAAF). David joined as soon as he could and was a foundation member. Here he found he was able to study subjects that interested him such as maths, physics, English, aerodynamics and meteorology, subjects that he needed to make it as a pilot. He found that the Air Training Corps instructors, many of whom were World War I aviators, were willing to provide

additional instruction for those who were obviously dedicated, as he was. After finishing school, he spent a short period of time as a bank clerk before he joined the RAAF on the 5th June 1943, 2 days after his 18th birthday. He was soon marched off to RAAF Bradfield Park (now Lindfield, Sydney) with several hundred other young blokes where they were to do their rookies. With the war still 2 years to run, recruiting was in full swing and because of man-power requirements, it was the RAAF that decided what “job” you would do after rookies. Having passed his 3 months’ ab-initio training successfully, he was still unsure whether he would be shunted off for further training as a pilot or navigator or wireless operator/air gunner but after enduring the formal selection process, he was selected for pilot training.

It was then off to No 5 Elementary Flying Training School (EFTS) at Narromine, New South Wales which had plenty of air space, flat ground and perfect flying weather and where he was to receive 70 hours of basic instruction on a simple trainer such as a Tiger Moth. On arrival at Narromine, he and his fellow trainees were in for a bit of a shock, their course (No 42) was delayed and they were put into Pool and spent the time in the



kitchens washing huge pots and pans, peeling tonnes of potatoes, doing guard duty and unloading 44-gallon drums at the railway goods yards. Eventually the flying started and by the end of 1943 they assessed him as a competent pilot and in January 1944 he was shipped off to No 8 Service Flying Training School at Bundaberg. The trainees who showed promise went on to Bundaberg while others went on to different specialties, such as Wireless Schools, Air Observer Schools or Bombing and Gunnery Schools. During its 4 years of operation, 5 EFTS graduated 2,850 pilots.

Of the pilots that graduated from EFTS, 30 per cent went to Canada for their advance training, while the rest, David included, boarded the troop train and headed for Bundaberg where they found the atmosphere was far more relaxed than at Narromine.

His training at Bundaberg was routine, apart from one “interesting” experience. He was on his first solo cross-country in the Avro Anson when, with a total of 31 hours on type, the starboard engine started making disturbingly loud noises and belching lots of black smoke. Having two engines on the Anson was not a luxury, it was a down right necessity, the aircraft would not maintain height on one so after going through his emergency drills it was a case of look ahead and find a nice accommodating bit of flat ground. He noticed a paddock which looked suitable and headed for it, but as he got near he noticed a second clearing that offered a bit more length and decided that was for him. The question now was whether to do a normal landing or a wheels up, the problem being most paddocks have ridges and holes and a wheels down landing can be dangerous as the gear can drop into a hole, get ripped off and/or flip the aeroplane. He thought it looked ok, so wheels down was the go. There is another rule too which says “it is better to hit the far side fence at taxiing speed than the approach side fence at flying speed” so he put the nose down to wash off surplus height, which automatically increased air-speed and also float speed which put his touchdown point past halfway down the paddock. Clearly he was not going to stop on the right side of the far fence. He quickly selected

gear up, and although this wouldn't retract the gear in time, it would unlock it and cause it to collapse on touchdown. This it did.

When the aircraft came to a stop, he was able to get out and have a look at the damage and while doing so, a local rode up on a horse and in a slow Queensland drawl said, 'Saw you in a bit of trouble up there mate and so I came up to see if you wanted a hand'. When questioned, the horseman told him he was at Mundubbera and in fact that he had landed at the Mundubbera emergency landing ground. David managed to find a public phone and rang the base at Bundaberg and reported the accident. His instructor and the Enco flew in a couple of hours later and they found that although it was clear he was too high on approach, he had no option but to collapse the gear in order to stop. Expecting a bit of a bullocking, he was surprised to be congratulated on having found the landing ground.



An Avro Anson

The remainder of his studies went smoothly and as the day approached when they were to receive their wings the course received another shock. Without any explanation, they were told there was to be another delay, the graduation day was to be put off for at least a month. This, of course, was another huge disappointment and it was many years later before he found out the reason why. Without any warning, in April 1944, the British Government advised that they did not require any more Australian aircrew to be sent to the Royal Air Force (RAF). As part of the war effort, Australia had contracted to provide just on 1000 aircrew (380 pilots, 226 navigators and 392 wireless operator/air gunners) to the RAF every four weeks so when advised that no further men were required, Australia had already recruited personnel for each and every monthly graduation up to and including April 1945. The situation that the RAF had allowed to develop was surely an act of gross negligence. It later transpired that at the beginning of 1944 the RAF had 53 000 aircrew for something in the order of 18 000 cockpit personnel required. That left Australia with 16,000 aircrew for 9,000 spaces. Obviously, that affected the efficient manning of the RAAF for the rest of the war.

Eventually the graduation day arrived. It was a simple ceremony, just the usual weekly parade with each graduate called and marched out to have the base commander pin on his wings after which it was back to the huts, pack the kit and down to the railway station and on to the next posting. David's orders saw him off to the Embarkation Depot at the Melbourne Cricket Ground where he hoped he would soon be on the way to England to an operational conversion unit but the Gods had other ideas.



When he reported at the MCG he was told there was no posting for him and that he would just have to "hang around" until something came up. He was offered accommodation at the MCG, which after inspection was not to his liking, so he and a few mates headed into the City and bunked down at the YMCA which used to be at City Rd, South Melbourne. What followed was

two weeks of drill, route marches, rifle practice with the 303, bayonet drill, thrust-pull then charge a hessian bag and finally throwing hand grenades, all in a day's work for experienced pilots. Then, out of the blue, after two weeks, he and two of his mates from his course were posted to the navigation training school at Evans Head, New South Wales, as staff pilots.



Although not what he really wanted, at least it was flying and far better than sticking bayonets into hessian bags. He arrived at Evans Head on the 15th October 1944 and given a room to share with another sergeant pilot. After a couple of check trips in an Anson, he was on the flying program almost every day flying navigator trainees on various navigation exercises. Life was bliss, Sergeants' Mess was good, food excellent, a great beach within 200 yards, most nights off, what more could you want?? But it wasn't for him, he was aching for an operational posting and so he approached the senior flying officer, a squadron leader and asked if he could get posted to Williamtown to the Beaufighter Operational Training Unit. He was advised to do some preparatory training, get an aircraft and do some low flying, fly as low as he liked over the beach and water but of course not overland.

Someone must have listened because in less than three months he was selected to do a Beaufort conversion course. It was not the Beaufighter he had asked for but he figured it would get him to an operational squadron in due course, perhaps two months. However, that was not to be either, he was then told he would have to complete a general reconnaissance course prior to reporting to No 1 Operational Training Unit (OTU) at East Sale for his Beaufort conversion. Normally the reconnaissance course would have taken eight weeks but it went on from 22 January 1945 to the beginning of August, the reason? the great surplus of aircrew that clogged the wheels of the training establishments. The course itself was excellent, students flew as pilot on one exercise and navigator on their next. The navigation exercises entailed all manner of search techniques, creeping line ahead, parallel line search etc and in the end he could estimate the tonnage, speed and type of a ship with a five-second glance.



Eventually, it was off to Sale to learn to fly the Beaufort which thankfully had been modified prior to his arrival (see [HERE](#)). A bolt in the elevator trim would shear off and send the aircraft into a vertical dive.

Both East Sale and West Sale were active Air Force bases at that time. East Sale conducted the Beaufort and the Ventura conversion units and was a busy and crowded base and needed two Sergeants Messes to feed and accommodate the number of senior NCO's undergoing training. They were known as Flannigan's and Murphy's. He made his first Beaufort flight in early August and had only 15 hours on type when the war ended. He can remember it vividly, he says he was at the base theatre watching a movie when the lights came on, the Orderly Officer walked onto the stage and announced, 'The war is over, Japan has surrendered'.

There was indeed much cheering and shouting. People were jumping up and down hugging each other and generally looking immensely happy, however David, being only 19 at the time, was worried, with the war ended, would the RAAF need new pilots?? What did his future hold now and what was to happen to all the men and equipment overseas that needed to be brought home. It was obvious from the huge number of people to be moved, available air transport would be insufficient for the task. There was an initial proposal that the Beauforts could be modified and used as transport aircraft so his conversion to type continued in order to have sufficient pilots and navigators for this new task. But that idea did not last for long, in September 1945 all course activity was stopped and trainees were called to the Operational Training Unit Headquarters and told that they would all be posted to our place of enlistment and discharged from the Service. This would be done within the next two weeks.

This was a crushing blow to David who had set his sights on becoming a Service Pilot in the RAAF. He asked to see his CO to see if he could get a reprieve but was told "sorry son, pack your bags, you're off".

David, not one to accept adverse decisions without a fight, thought he'd better do something about this situation. He jumped into a truck that was going into Sale township, caught a train going down to Melbourne and fronted up at Vic Barracks. Initially he met with the same response, pack your bags FSgt, you're out, but perseverance won the day, he fronted a Sqn Ldr Law-Smith who was in charge of discharges and eventually he won the day. His discharge was cancelled and he was told to go back to Sale from where he would be posted to 38Sqn which had moved north to Archerfield In December 1944, and from here he would be flying the Dakotas.



Confusion reigned supreme at Archerfield when he arrived, accommodation was on a "self-help" basis, and after scrounging around he found a spare spot in a timber building that looked like in another life it had been a store. It already housed other NCO's so he found a bed and a bit of hanging space and set up house. He then checked in with the CO and was told that his 600 hours has only earned him a right hand seat. When he asked when and where does he do a Dakota course, he was told to get a set of "Pilot's notes", learn them then to get a mate to sit with him in an aircraft and show him the bits. "You'll soon pick it up" he was told.

Then on the 10th November, 1945, he got the nod and was tasked for a flight to Morotai, a small island in the Indonesian group. The task would take 4 days and involved 36 un-eventual flying hours. Then in December he was posted to Morotai for a 2 month detachment from where he did many trips to Borneo. Accommodation was provided in tent city, two people to a tent and meals were provided in an all ranks mess. Rations in those days included one 36 oz (750ml) bottle of Australian Beer per day. David contacted Dengue fever and spent 12 days in a field hospital, only to find when discharged from hospital he had a dozen waiting for him.

He returned to Archerfield in February 1946 and had many trips up and down the east coast of Australia then in June he was tasked for a trip to China with the only NCO captain (a FSgt) in the Squadron. The job was to pick up 22 pax in Sydney and take them to Shanghai. By now David was a WO which allowed him into the US Officers' Messes, but not into Australian Officer's Messes. At the US bases at Samarm Clark Field, Laoag and Okinawa the Captain wore one of his uniforms in order to have access to the US Officer's Messes. When they eventually arrived at Shanghai, their pax were unloaded and spirited away then two days later they were told to return to Australia via Hong Kong where they were to pick up one Australian Doctor. They arrived back at Archerfield after a total of 18 days and 109 flying hours.

In October of 1946, after many trips to various areas in PNG and having logged a total of 575 hours, he had only carried out 3 take off and 3 landings in the DC3. He had not flown at night and had not done one instrument approach so it was a bit of a shock when he was selected for captaincy training. What followed was four months of heavy flying culminating in a 78 hour return trip to Japan and he was declared a captain.

On the 3rd March 1947 he was commissioned then followed three months of round trips to Japan then it was off to Pearce for a 3 month detachment. Back then the Dakota was the only RAAF working aircraft in WA and his job was to ferry Government Officials around old and now redundant wartime facilities which were being auctioned off. Then he received a life changing posting. On the 21 August, 1948, 8 days before his scheduled wedding to Gail, the love of his life, he was posted for duty on the Berlin Airlift. The marriage was brought forward then 5 days later, he was off. Back then, most people thought the blockade would last for a few weeks, two months at the most, but were they in for a shock, it was 14 months before David got home again. On arrival in London, David and his fellow crew members were taken to the RAAF HQ building to be briefed on arrangements then it was off to RAF Station Bassingbourn which was the home of the RAF VIP Squadron. Here they were to obtain an RAF instrument rating and to learn the standard operating procedures of the RAF and on the 16 September, 1948, three weeks after arriving in the UK, David was on his way to Germany.



The tonnage that was required each day to keep the City alive was enormous, 1,500 tons of food, 3,000 tons of coal for electricity generation and a total of 4,600 tons of medical, petrol, diesel, medical supplies and industrial raw materials.

David and his fellow RAF pilots were based at Lubeck, and their task was to fly two trips into Berlin each 8 hours, then have 12 hours off, then another two flights, then after 18 flights they



took 4 days off. Then the cycle started again. Every now and then an aircraft would need to be taken back to the UK for service which gave those on the four day “off” cycle the opportunity to briefly get back to normality.

Squadrons flew as a block, the RAAF blokes taking off at 3 minute intervals and flying at 5500 ft. With the huge number of aircraft flying in and out, the biggest problem was Air Traffic Control and after several accidents which occurred in foul weather, a system was established whereby if a pilot had a missed approach, he simply overshot and returned to his base with load intact. A third aerodrome was built and in April 1948, a total of 5,437 tons of much needed freight was being delivered by air into the besieged city, by April, this had increased to 7,845 tons.

By May 1949, the Russians started to realise the blockade was achieving nothing and in June of that year, at the Paris Conference, they lifted the blockade. Although it had achieved nothing for the Russians, it did show the Western Nations that they could work together against the Russians and facilitated the formation of the NATO alliance.



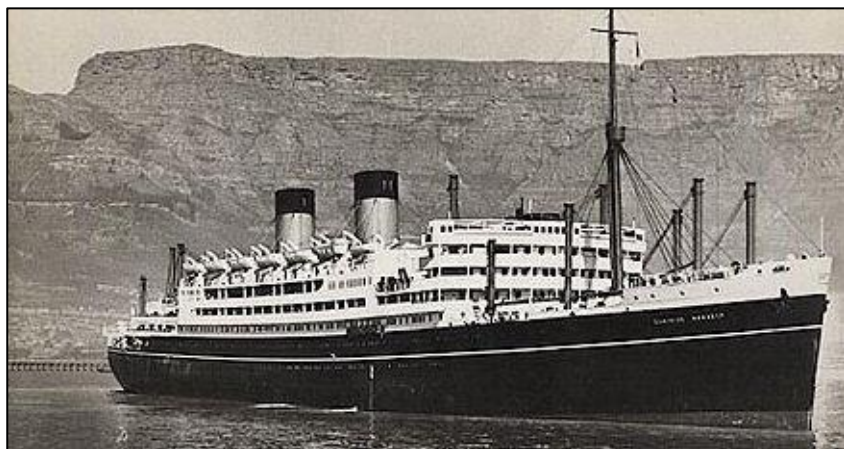
The RAAF contingent flew their last sortie on the 19 August 1949 after which they returned to the UK then on the 24 October, they boarded an RAF York aircraft for a long and boring flight back to Australia. During their 14 months away, they had flown hundreds of hours in some terrible weather, in fog, snow, sleet and during winter had to continuously contend with both aircraft and runway icing problems.

David had applied for a posting to flying instructors' course but the RAAF being the RAAF had other ideas, he was posted to RAAF Mallala (north of Adelaide) as the Air Movements Officer. Then, while on his postponed honeymoon, before heading for SA, he received a telegram from RAAF Personnel advising him that he was now posted to East Sale to undergo No 3 Flying Instructors Course and on the 9th January, 1950, he was on the way. This is where he found out what married life was all about. Up until now, he had been living the life of a single man, accommodation, meals and social activities all sorted and provided for at the Officers' Mess, now he had to find his own accommodation and in the 1950's, rental accommodation in Sale was scarce, expensive and hard to find. The Evans's finally found accommodation by sharing a house with the owners, their portion being a partially open back veranda, not the best of

facilities and it wasn't long before they started looking for an alternative and eventually moved into a boarding house in the main street of Sale.

He finished his course after flying a total of 131 hours and was posted to No1 Flying Training School at Point Cook where married accommodation was as scarce as it had been at Sale. After living in some very basic buildings, David, Gail and now little Wendy moved into a very basic 2 bedroom unfurnished unit on the base, a unit that had been fashioned from an old barracks block by an officer that had since been posted out. They went to town and bought the essentials, a lounge, refrigerator, a washing machine and a mattress that was placed on a handmade wooden bed.

Then on the 5 June, 1951, a few days after his 26th birthday, he was posted to Wellington in New Zealand on exchange duty with the RNZAF. This time travelling arrangements were a little better, this time the Evans family travelled First Class aboard the Cunard liner, the Dominion Monarch. This was David's life for the next two years



Eventually it was time to return to Australia and David, now a Flight Lieutenant, received a letter from RAAF HQ advising him he was

going to Williamstown for conversion on the Vampire then he would be headed for 77Sqn in Korea but just before he left NZ, a truce was signed in Korea and he was instead posted back to 38 Sqn. In the two years in NZ he had flown a total of 915 hours, gained an A2 Instructor rating and the Evans family had gained another daughter, Darilyn Joy.

On the 25 July, 1953, he reported for duty at 38 Sqn at Richmond and the search for living accommodation started. He eventually found an apartment in Lane Cove, an hour's drive from Richmond, there being nothing available in either Richmond or Windsor. His job at 38 Sqn, which was equipped with the Dakota DC3, was to be the Sqn flying instructor and instrument rating examiner as well as a line pilot if and when required. About this time King George VI of England had died and his eldest daughter, Elizabeth had ascended the throne. Plans were made for Queen Elizabeth and Prince Phillip to tour Australia in 1954 and it was decided that 38 Sqn would be heavily involved in the royal tour. David was given the job of ensuring all 38 Sqn pilots were current with their instrument ratings. The Queen arrived in Sydney on the 3rd February, 1954 and 38 Sqn was tasked to fly the Royal party down to Canberra. David led six aircraft which flew from Richmond to Sydney airport only to find Sydney was socked in with 8/8 cloud. All aircraft carried out an instrument approach and landing and the tour went off without a hitch.

Not long after the Queen left our shores, 38Sqn was moved to Canberra to act as a VIP Sqn and once again, it was time to



hunt for married accommodation. Initially none was available so David was forced to travel back to Sydney each weekend until eventually, a small house became available on the base and the family moved in. Then in December 1954 he was appointed as the Pilot to the Governor-General, Sir William Slim. What followed next were many enjoyable and memorable trips with both Sir William and Lady Aileen Slim to various destinations within Australia and overseas with what David says were two wonderful, courteous and friendly people. When not flying the Governor-General, he would fly other Government ministers and senior public



servants, including on many occasions, the Prime Minister, Sir Robert Menzies.

VIP Aircraft in Mt Hagen, PNG with the Governor-General - 1956.

By 1955 it was obvious that the aging DC3 was really not suitable as a VIP aircraft and it was decided to upgrade the fleet. The two most suitable aircraft at the time were the Vickers Viscount and the Convair 440, neither of which were immediately available. The Minister for Defence, at the time, managed to convince the Chief of Staff in the US to allow the RAAF to have two Convairs which were on order for the USA and in early 1956 the CO was sent to the US to do a Convair conversion and to ferry the first aircraft out to Australia.

In May of 1956, David, now a Sqn Ldr, started his conversion onto the Convair and was then selected to fly the aircraft in which the Duke of Edinburgh would tour while in Australia for the Melbourne Olympic Games, however, after being converted onto type, the RAAF intervened once again and he was told, “pack your bags” you’re heading for Point Cook for the 1957 [Staff College](#) course. This meant leaving the married quarters accommodation at Fairbairn and looking for accommodation in west Melbourne and as the program was for 12 months, there was no rental assistance from the RAAF (2 years was the cut off). The family eventually found furnished accommodation in Brooklyn, a suburb not far from Laverton, about where the Guiding Star hotel is on Geelong Rd.

After successfully completing the Course, David was selected as the Staff Officer to the Minister for Air. This appointment required a move to Sydney where the family moved into a furnished house in Balgowlah Heights and from there David would travel to Canberra and Melbourne for meetings. What followed was a very interesting period in his career, meetings with and briefing Government Ministers, access to Cabinet and top secret documents and on many occasions was himself briefed on important Government considerations. He was also directly involved in the purchase of the Bloodhound Missile and in the early deliberations for the replacement of the aging Canberra bomber.

But all good things must come to an end and late in 1959 he was posted to 1 OCU at Amberley. This necessitated a short tour at East Sale for a refresher flying course and after a total of 60 hours on the Vampire and Canberra, and a short break over Christmas, he was off to Amberley where once again, housing was the main problem. They eventually found accommodation in a small weatherboard house halfway between Ipswich and the Base, but as he was told he was to go to 2Sqn in Butterworth with the Canberras, it wasn't too much of a problem.

The Canberra was a tricky aircraft to fly, flying at low speed with one engine out tended to create yaw (flat turn) and roll towards the dead engine. It was worse with tip tanks and/or bombs attached to the wing tips and a number of young inexperienced pilots lost their lives in such situations. It was also an uncomfortable aircraft in which to fly, sometimes reaching 50+⁰C when flying at low level in the tropics and as it was unsafe to eject when below 2000ft, didn't give you a lot of confidence. In spite of all that, those that were lucky enough to fly the Canberra (of which the RAAF had 48) fell in love with the classic "English Lady".



In May of 1960, David, with wife Gail and their two daughters, boarded the Dutch ship *Orange* and enjoyed a wonderful 2 week cruise to Penang and for the first time moved into a very comfortable married quarter. Butterworth at that time was a very busy operational base, with 2 RAAF Fighter Squadrons, 1 RAF Fighter Squadron (Javelins), 1 RAAF Bomber Squadron (2 Sqn), a transport Squadron (3 X DC3's) and a radar Squadron. David was to be the senior Flight Commander for 2 Sqn.

Flying the Canberra at night, at altitude, in the tropics, was a concern. It was introduced to the Air Forces of the world only 9 years earlier, in 1951, and in 1960 it was a "moderately" modern aircraft, however it did not have weather radar. Normal operational altitude for the aircraft was 30,000 ft and at times the canopy would frost over making it difficult to see where you were going which could, and often did, mean you flew into towering Cumulous or Cunim cloud and in a Canberra, this was not a good idea. Severe turbulence, experienced in such cloud could crack the leading edge of the tail fin and water injection into the engines could cause a double

flame out – resulting in a strong reluctance to fly at night when large build ups were around. Obviously this meant that if the aircraft was limited by weather it was hardly a reliable weapon and something had to be done. The fin problem was fixed by replacing the wooden spar in the tail with metal and David and the QFI worked on the flame out problem. It was found that holding the two engines at 7400 RPM meant they would handle the water injected into them and continue to produce power. This then became Squadron policy.

Bombing accuracy was another problem with the Canberra, from 30,000ft, in daylight, it was considered “good” to be able to drop a bomb within 150 metres of the target and at night it was considered “exceptional”. Pretty useless really – something had to be done. David’s aim was to reduce the 150 metres plus down to 50 metres, an objective some said was unachievable. But, after a lot of experimenting it was found they could achieve that accuracy from 10,000 ft so tactics were evolved whereby the aircraft would fly to target at low level, quickly climb to 10,000 ft over target, drop their bombs, then dive away to low level and escape.

In 1962, David received notice that he was being sent to the UK to undergo a six month course at the Air Warfare College at RAF Manby in Lincolnshire. As their third daughter had just been born, it was decided that Gail and the girls would go back to Australia while David was in the UK, so the family packed up and moved back to Bondi. David left Australia for the UK, completed the course then was posted to Bomber Operational Requirements in Canberra. He arrived there in January 1963 smack bang into the Canberra replacement controversy and when there was talk of Australia acquiring a nuclear capability.

The Canberra replacement had to be an aircraft that could provide an effective proactive strike and which could respond to aggression swiftly and aggressively. It would need an operational range of 1,500 nautical miles and have an effective anti-shiping capability. An evaluation team was sent overseas to check out the contenders but David, a Wing Commander at the time, was not among them. He was tasked with finding a replacement for the aging Vampire, the three main contenders being the British Jet Provost (right), the Canadair CL-41 and the Italian Macchi 326. David never got to see the Canberra or the Vampire replacement while in the job in Canberra because in late 1964 he was posted to Washington as the Assistant Air Attaché.



So just after Christmas 1964, the family boarded the *Arcadia* and set sail for the US arriving in Washington in early January 1965 and moved into a comfortable home in Arlington, Virginia. The job of Assistant Air Attaché was very interesting, David was able to visit USAF bases and talk with the operators of the most modern air weapons systems, to visit the major aircraft and other defence companies and be briefed on systems still being developed. Prior to being accepted into these areas he had to be given a clearance that would set the classification level at which he could be briefed. He got to fly many aircraft including the T-38 twin-engine jet trainer, (right) the forerunner of the F-5 fighter aircraft produced by Northrop and still regards the T-38 as the most delightful jet aircraft he has ever flown, not



the most capable but definitely the most aerodynamically superb.

While in the US, David and Gail produced a son, William David, who was born at the Walter Reid Army Hospital in Washington. The US military hospitals make their facilities open to serving and ex-serving personnel and their families as well as to foreign Service personnel and their families while on duty in the US – very far-sighted.



The Washington Reception, left, General John McConnell, David far right.

Then early in 1967, two and a half years after arrival, David received notice that he was to be posted to 36 Sqn at Richmond but after sending off a couple of letters managed to get that changed to 2 Sqn at Amberley and in June of that year the family moved into a married quarter at Amberley where he underwent a refresher on the Canberra.

David with Prime Minister Gorton, 1967.

Then on the 22 November, 1967, he boarded the Qantas B707 and was off to Vietnam to take over 2 Sqn at Phan Rang. When he arrived, the Sqn was flying six radar directed bombing attacks and two visual sorties each day. It was immediately evident that the Canberra was as good as and as accurate at delivering its ordinance as was the US F-100



fighter squadrons and furthermore, it could drop 6 bombs in a straight line with adjustable separation between drops. Very quickly the US Air Force changed 2Sqn's daily schedule to 6 day visual bombing sorties and 2 night radar missions.

Once again, delivery accuracy was not as good as it could/should have been and David, remembering his time in Malaysia, decided to do something about it. He discussed the problem with his aircrew and suggested an accuracy goal of 20 metres. This was achieved by bombing from, in some cases, 1000 ft, but normally 3000 ft and it is noteworthy that although 2 Sqn only flew 6 per cent of the missions, they achieved 16 per cent of the bomb damage inflicted on the enemy.

In early March 1968, the Sqn was ordered to carry out a night formation flight with 2 aircraft for a radar directed attack on what was thought to be the North Vietnamese battalion HQ, only problem was, 2 Sqn did not fly night formation. Not wishing to "knock back" this request, David and his senior crews devised a system where the lead aircraft would shine a light backwards at the 4 o'clock position from the nose of the lead aircraft and the number two aircraft would line up his wing on that light. The system worked and the mission was a success.



2 Squadron Head Quarters.

2 Sqn had been in Phan Rang since the 19th April, 1967, a bare 7 months prior to David taking the reins, and the RAAF living area looked a bit like a refugee camp. David got the old Aussie ingenuity going and through a process of beg, borrow or steal, had cement paths laid, lawns planted, Messes were modernised and a chapel was built and looked after by the legendary

Father Pat McCormick. Within months of David taking over, the RAAF contingent was the showcase of the whole base.

Then, on the 12th November, 1968, Wing Commander John Whitehead arrived at Phan Rang and David was on the “Freedom Bird” headed for Australia and after a spot of leave, it was pack the bags and back to Canberra to take on the job of Director of Air Force Plans.

After settling in, meeting the boss, Air Commodore Des Douglas and other staff with whom he would be working, he got down to work. One task he inherited was the review of the RAAF Reserve structure. For some unknown reason, when the Reserve was “established”, it was decided that reserve people could not be called up for service, except in the case of an all-out war. During the Korean, Malaysian and Vietnam conflicts, the RAAF was forced to recruit and train personnel to meet requirements. One wonders what was the purpose of the Reserve. Obviously the Reserve structure needed bringing up to date, many changes were required to make the whole Reserve structure useful. As a consequence, the Air Force Emergency Force and the University Squadrons were disbanded and a ceiling of 3,400 persons was imposed, 2,600 ex PAF people and 800 Citizens Air Force people.

In 1969, Prime Minister Gorton announced the gift of 10 Sabres to Indonesia and David was asked what could be done with the remaining aircraft as maintaining them was an expensive drain on RAAF resources. He suggested granting them to the Indonesian Air Force and was told to put his idea in writing for submission to the Air Board. His idea was accepted and Prime Minister Billy McMahon announced the gift to the Parliament in December 1969. In all, 23 aircraft were given to the Indonesians along with a specialist team of RAAF personnel who spent 26 months in Indonesia training the Indonesians on flying and maintaining the aircraft which were finally retired in 1982.



Late in 1971, David was notified that he was off to London to undertake a 12 month course at the Royal College of Defence Studies. This time, he was accompanied by his family, they rented their Canberra house and arrived in London in January 1972 where London's weather made house hunting a difficult task. The Course was excellent and before they knew it, the 12 months had flown and they were on the way home where David, now promoted to Air Commodore, was to take up the post of Director General of Plans and Policy.

He was presented with two major policy changes, one was to reduce the manpower in the RAAF by 1200 and secondly to review the Defence group. The manpower reduction was a problem as cutting back on staff would obviously reduce the output of the unit being depleted. Over the years the RAAF had been given considerably more tasks without the corresponding increase in manpower – reducing staff numbers without reducing operational tasks was nothing short of a recipe for disaster. No 5 ACS was just about to complete the upgrade at Learmonth airfield after which there was no immediate use for them. With the mining boom starting to blossom, there was an abundance of heavy machinery and plant operators around the country that could be called on the construct, upgrade or repair airfields. Unfortunately, 5 ACS had to go.

Another unit that could be disbanded was the Operational Command Band which was located at Richmond. At that time the RAAF had two bands, the RAAF Central based in Melbourne and the Richmond unit, that one had to go too, then after a little more trimming here and there, including the loss of a fighter squadron, the magic number of 1200 was reached. The cuts, together with those of the Navy and Army were widely publicised and the public response was incredible. Massive numbers of protest letters were sent to Politicians complaining about the disbandment of the Richmond Band, but nothing about the withdrawal of a fighter Squadron. Politicians being Politicians, reversed the decision to disband the band but ACS and the Squadron went.

In 1972, Gough Whitlam's Labor party was elected and immediately called for a rationalisation of the existing Defence Department structure. At that time there were 5 departments - Army, Navy, Air, Supply and Defence which required 5 different Government Ministers to preside over one function, the defence of Australia – clearly a ridiculous situation. The respective services and departments were in competition, each group jealously guarding its own budget and powers against the others. Sir Arthur Tange was the Secretary of the Department of Defence and spent the bulk of his time (1970 to his retirement in 1979) working towards the merging of the departments of the Army, Navy, Air, Supply and Defence into one.



His work culminated in a 1973 report, formally titled "*Australian Defence: Report on the Reorganisation of the Defence Group of Departments*", but widely known in the press and in government circles as "the Tange Report". With the support of the Whitlam Labor Government, the proposed changes were enacted and since then the uniformed services have been known as the Australian Defence Force. The Prime Minister and Minister for Defence are now advised by both the uniformed Chief of the Defence Force and the civilian Secretary of the Department of Defence with overall defence policy being developed and enacted co-operatively between the uniformed and civilian staffs.

Towards the end of 1974, David was appointed Officer Commanding Amberley, with effect from 10th Feb 1975, which would get him out of the confrontational atmosphere of Canberra. Prior to taking up the appointment, it was necessary to complete another refresher course at East Sale. Amberley at that time was a very busy base with 3000 personnel on station, It had two Squadrons of F 111, nos 1 Sqn and 6 Sqn, 2 Sqn which still operated its Canberras but in a photography mode, 9 Sqn had its Iroquois, 12 Sqn had its Chinooks and 482 Maintenance Sqn which looked after the servicing of the F 111's. There was also No 23 Citizen Air Force Squadron; Base Squadron Amberley which provided domestic facilities, messing, transport, fuel, air traffic control and medical services etc, No 3 AD, an air defence radar unit, No 114 MCRU and of course, Headquarters RAAF Amberley. In those days, all units at a locality were under the command of a base commander.



David then began his conversion onto the Iroquois followed by the F111 but soon after dropped the Iroquois and concentrated on flying the F111. He found flying to a target, through mountains and hills at 500 feet AGL on a black moonless night, was something to keep the adrenalin flowing. To him, a pilot trained in the 1940s, it was a magic aircraft.

In April 1977, David was promoted to Air Vice-Marshal and posted to Chief of Air Force Operations back in Canberra responsible for Plans and Policy, Operational Requirements, Air Force Intelligence, and Flying Safety. Here he found he was banging his head against the wall set up by the new Defence Department's Public Service, they tended to look at things from a cost perspective whereas the Military placed effectiveness as the main consideration. In January 1978 he was posted to be the temporary Deputy Chief of the Air Staff, a position he held for 7 months then in April 1980 he was appointed the Chief of Joint Operations and Plans. As one of his tasks was to oversee the general anti-terrorist arrangement within the ADF, he was asked to propose a scenario where terrorists would take over an oil rig in Bass Strait. When he approached the Army for their input he was surprised to learn that the Tactical Assault Group had no experience in assaulting an enemy on an oil rig – it had just never been anticipated. When he made this known to the Prime Minister, Malcolm Fraser, he was rightly asked, "Why had this situation not been addressed and a solution developed?" Some months later, after hours and hours of training, a solution to take an oil rig that had been captured by terrorists.

In March of 1981 he was given another task. Jim Killen, the Minister for Defence contacted him



and asked if the RAAF could help hundreds of Australians stuck in Wellington NZ due to an airline strike. At 5.00am next morning, 5 Hercs left Australia for NZ and over the next 3 days brought home most of the Australians. What was surprising about the exercise was the fact there was absolutely no criticism, probably because it was successful and warmly applauded by the passengers brought home.

On the 21 April, 1982, David was promoted to the position of Chief of Air Staff. For several months he had been toying with the possible replacement for the aging Mirage and two aircraft were on the short list, the F-16 and the F/A-18. General Dynamics, the maker of the F-16 very actively promoted their aircraft to politicians however, David was keen on the F/A-18 mainly as it had two engines. He suggested the RAAF should acquire a total of 75 aircraft but met opposition from Public Servants and from the other two services which realised their funding would suffer if such a huge slice of the Defence Budget was given to the RAAF. In the end the Prime Minister intervened and 75 F/A-18's were delivered to Williamtown.



About this time, the RAAF's basic trainer aircraft, the little NZ sourced CT-4, was nearing the end of its economical life and a replacement was imminent. After much discussion, it was decided that the CT-4 should be replaced with a turbo prop aircraft that would produce students from basic training at a

higher level of competence than available from the CT-4. It might even be used for some weapons training. It was also considered that perhaps Australia could design and build an aircraft that would suit and which could be sold to export. The Australian aircraft industry enthusiastically grabbed hold of this idea and with Government approval, a consortium of three companies, the Commonwealth Aircraft Corporation, Hawker de Havilland (Aust) and the Government Aircraft Factory was established. An order was placed by the Government for two prototype aircraft, which were designated the A-10 and given the name Wamira (right). However, due to escalating costs and the lack of interest from overseas buyers, and although two airframes were built, in 1985 the project was scrapped in favour of purchasing the Pilatus PC-9. An opportunity lost!



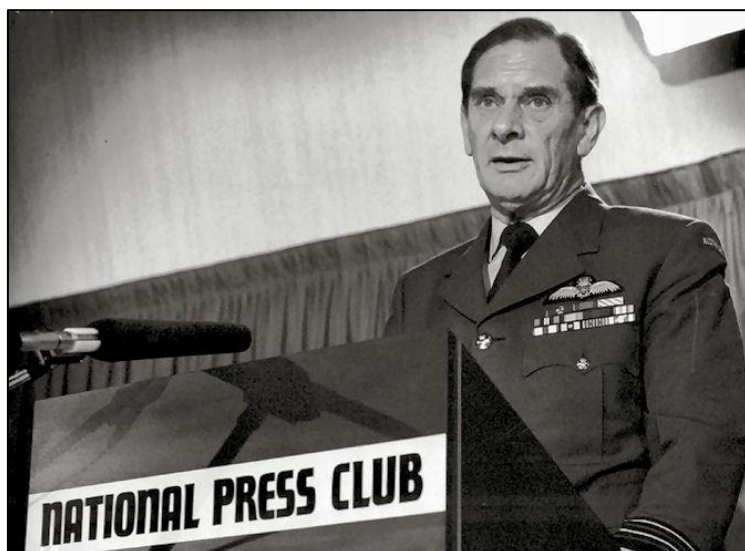
As Chief of Staff, David was heavily involved in the politics of Defence. The UTZ Committee, which had been set up in 1981 produced its report which eventually led to the formation of the Chief of the Defence Force position, with the Chiefs of Army, Navy and Air Force reporting directly to him. The first Chief of Defence was General Sir Phillip Bennett, AC, KBE, DSO (26Oct1984 – 12Apr1987), followed by:

General Peter Gration, AC, OBE	13Apr1987 – 16Apr1993
Admiral Alan Beaumont, AC, RAN	17Apr1993 – 06Jul1995
General John Baker, AC, DSM	07Jul1995 – 07Jul1998
Admiral Chris Barrie, AC, RAN	04Jul1998 – 03Jul2002
General Peter Cosgrove, AC, MC	04Jul2002 – 03Jul2005
Air Chief Marshal A.G. 'Angus' Houston, AC, AFC	04Jul2005 – 03Jul2011
General David Hurley AC, DSC	04Jul2011 -

There was always the threat of cost cutting to contend with. The Minister for Finance was seeking to raise rents Defence personnel paid for their accommodation and meals and wanted to do away with the steward services from the Officers and Sergeant's messes but he met with some stiff opposition there.

Another important change that took place about this time was the non-discrimination laws on the grounds of sex, marital status or pregnancy. The Military's living-in policy which required unmarried personnel to live in barracks on base was suddenly illegal. No longer could there be a different requirement or expectation that single people would live on base any more than a married person would be required to do so.

David was a strong believer in keeping the Press informed, but always careful



to avoid criticising the Government or its policies. He did address the National Press Club in Canberra, outlining the concept of operations the RAAF had developed a few years ago and was generally positive about the contribution the RAAF could make to the defence of Australia. He did however, mention two major deficiencies, the lack of airborne early-warning and control aircraft and air-to-air refuelling tankers.

In 1985, at age 60, David retired from the RAAF, having amassed a total of 9,000 flying hours. Over his 42 years in the RAAF, he had spent months away from home, his family had lived in 23 different houses and 3 of his four children had been born overseas. He looks back on his career as a most interesting and enjoyable time, one he would never have imagined as a young trainee pilot.



Today David lives in one of Canberra's leafy suburbs with his wife Gail and their son William. Since leaving the RAAF he has not had too many idle moments, he spent 7 years as the National President of the Royal United Services Institute of Australia, a similar period as Chairman of the National Capital Authority and patron of several organisations as well as a military adviser to BAE Systems, a major global defence company. He keeps himself well informed on world Defence matters and he says what gives him total confidence in looking to the future is the excellent standard of the young people now serving in the Royal Australian Air Force and those being recruited.

The People I meet!!



I was in Geraldton last year, just cruising around minding my own business, as one does, when I was accosted by these 3 "gorgeous girls" who insisted on having their photo taken with one's self. I was lucky enough to be in town around the same time as the famous Geraldton "festival" and these lovely ladies were there to entertain the local inhabitants with song and dance. No sooner had they finished their spectacular musical repertoire when they leapt from the stage and surrounded one's self and demanded to be photographed draped upon one's person, I wonder how they knew I was a radtech???



I think the word must have rapidly got around that there was a RAAF Radtech in town because it wasn't long before I was quietly asked by the Mayor to take my leave of the Festival as the multitude were no longer interested in the hugely expensive imported entertainers but wished instead to cling to my person.

Oh well, such is fame!!

Never go to bed angry, stay awake and plot your revenge.

D-Day.

On June 6, 1944, Allied soldiers descended on the beaches of Normandy for D-Day, an operation that turned the tide of the Second World War against the Nazis, marking the beginning of the end of the conflict.

On the 6th June, as many around the world prepared to commemorate the 70th anniversary of the landings, pictures of tourists soaking up the sun on Normandy's beaches stand in stark contrast to images taken around the time of the invasion.

Reuters photographer Chris Helgren compiled archive pictures taken during the invasion and went back to the same places to photograph them as they appear today.



June 5, 1944: The 2nd Battalion US Army Rangers march to their landing craft in Weymouth, England. They were tasked with capturing the German heavy coastal defence battery at Pointe du Hoc to the west of the D-Day landing zone of Omaha Beach



Tourists walk along the beach-front in the Dorset holiday town of Weymouth. The port was the departure point for thousands of Allied troops who took part in the D-Day landings



June 6, 1944: US reinforcements land on Omaha beach during the Normandy D-Day landings near Vierville sur Mer, France



Holidaymakers enjoy the sunshine on the former D-Day landing zone of Omaha beach near Vierville sur Mer, France



June 6, 1944: Members of an American landing party assist troops whose landing craft was sunk by enemy fire off Omaha beach, near Colleville sur Mer, France



A tourist carries a bucket and spade to her child on the former D-Day landing zone of Omaha beach, near Colleville sur Mer, France.



June 6, 1944: US Army soldiers of the 8th Infantry Regiment, 4th Infantry Division, move out over the seawall on Utah Beach after coming ashore in front of a concrete wall near La Madeleine, France.



Children walk over the remains of a concrete wall on the former Utah Beach D-Day landing zone near La Madeleine, France.



June 6, 1944: A Cromwell tank leads a British Army column from the 4th County of London Yeomanry, 7th Armoured Division, after landing on Gold Beach on D-Day in Ver-sur-Mer, France.



A couple walk inland from the former D-Day landing zone of Gold Beach where British forces came ashore in 1944, in Ver-sur-Mer, France.



June 1944: A crashed US fighter plane is seen on the waterfront some time after Canadian forces came ashore on a Juno Beach D-Day landing zone in Saint-Aubin-sur-Mer, France.



Tourists enjoy the sunshine on the former Juno Beach D-Day landing zone, where Canadian forces came ashore, in Saint-Aubin-sur-Mer, France.



June 6, 1944: US Army troops make a battle plan in a farmyard amid cattle, killed by artillery bursts, near the D-Day landing zone of Utah Beach in Les Dunes de Varreville, France.



Farmer Raymond Bertot, who was 19 when allied troops came ashore in 1944, poses on his property near the former D-Day landing zone of Utah Beach in Les Dunes de Varreville, France.



June 7, 1944: US Army troops congregate around a signal post used by engineers on the site of a captured German bunker overlooking Omaha Beach after the D-Day landings near Saint Laurent sur Mer.



Tourists walk past a former German bunker overlooking the D-Day landing zone on Omaha Beach near Saint Laurent sur Mer, France.



June 18, 1944: US Army reinforcements march up a hill past a German bunker overlooking Omaha Beach after the D-Day landings near Colleville sur Mer, France.



Youths hike up a hill past an old German bunker overlooking the former D-Day landing zone of Omaha Beach near Colleville sur Mer, France.



June 8, 1944: A US flag lies as a marker on a destroyed bunker two days after the strategic site overlooking D-Day beaches was captured by US Army Rangers at Pointe du Hoc, France.



An Italian tourist views a bunker at a strategic site overlooking the D-Day beaches which had been captured by US Army Rangers at Pointe du Hoc, France.



July 1944: Canadian troops patrol along the destroyed Rue Saint-Pierre after German forces were dislodged from Caen.



Shoppers walk along the rebuilt Rue Saint-Pierre in Caen, which was destroyed following the D-Day landings.



June 15, 1944: The body of a dead German soldier lies in the main square of Place Du Marche in Trevieres after the town was taken by US troops who landed at nearby Omaha Beach.



Tourists walk across the main square of Place Du Marche in Trevieres, near the former D-Day landing zone of Omaha Beach.



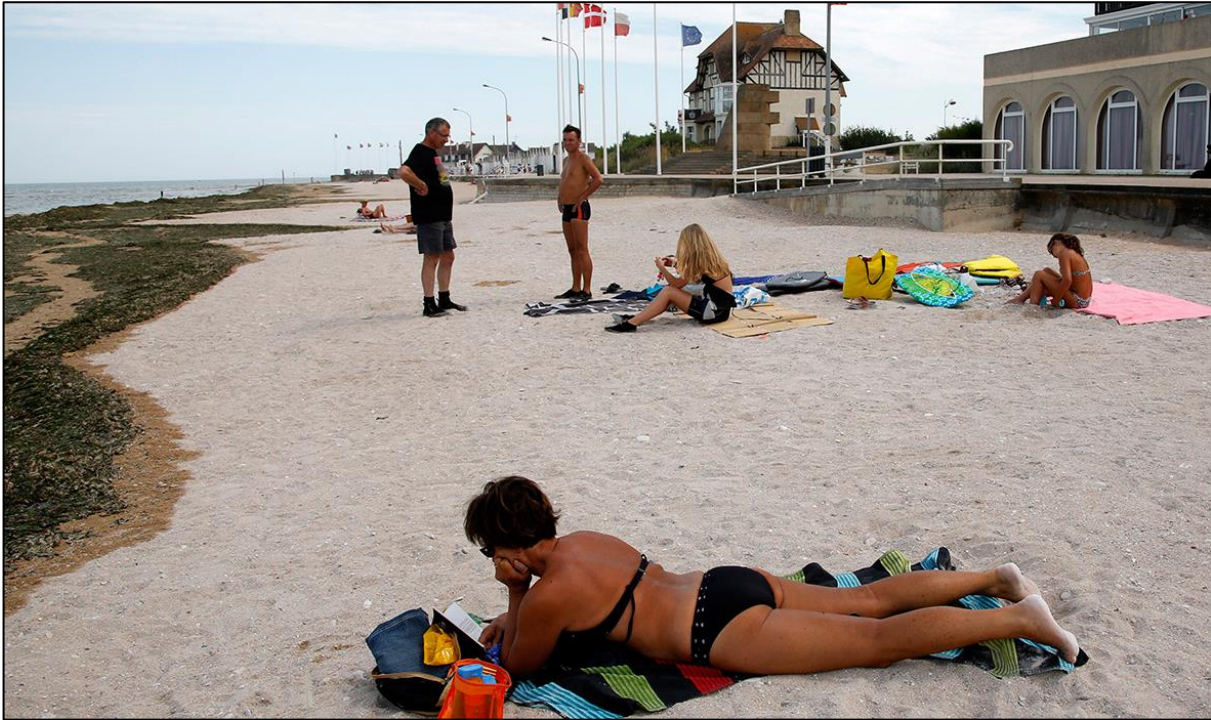
June 6, 1944: US Army paratroopers of the 101st Airborne Division drive a captured German Kubelwagen at the junction of Rue Holgate and RN13 in Carentan, France.



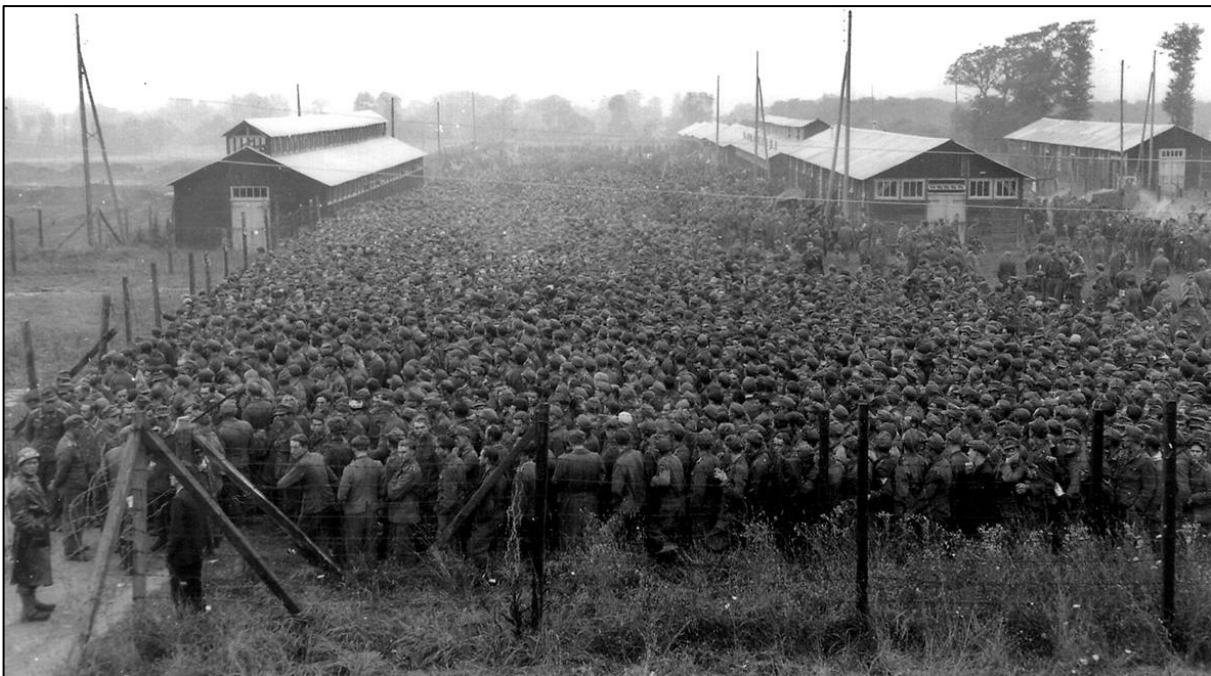
Girls run across the street at the junction of Rue Holgate and RN13 in the Normandy town of Carentan, France.



June 6, 1944: German prisoners-of-war march along Juno Beach landing area to a ship taking them to England, after they were captured by Canadian troops at Bernieres Sur Mer, France.



A tourist sunbathes on a former Juno Beach landing area where Canadian troops came ashore on D-Day at Bernieres Sur Mer, France.



August 21, 1944: German prisoners of war captured after the D-Day landings in Normandy are guarded by US troops at a camp in Nonant-le-Pin, France.



A farm field remains where German prisoners of war were interned following the D-Day landings in Nonant-le-Pin, Normandy.

A newly married man asked his wife,
 'Would you have married me if my father hadn't left me a fortune?'
 'Honey,' the woman replied sweetly,
 'I'd have married you, no matter who left you a fortune.'

Why we got the Herc.

Air Power Development Centre.

The venerable C-130 Hercules has been part of the RAAF inventory since 1958. Its introduction into service provided a significant boost to Australia's strategic lift capability. In the early 1950s, the World War II vintage C-47 Dakota, with its limited performance, had formed the core of the Air Force's airlift capability. Given Australia's strategic environment and the transit distances involved, it became obvious that the Dakota could not meet evolving operational needs. The result was the setting up of an Air Board, focused on identifying a suitable replacement. The essential requirement was that the selected aircraft, in suitable numbers, had to be capable of moving a battalion, including equipment, in one lift, supplemented where necessary by civil aircraft if available.



While the notion of 'jointery' was in its infancy, the Air Board members recognised that the selected aircraft also had to meet the wider requirements of the Navy and the Army. However, meeting the Navy and Army expectations needed continuous refinement of the selection process. For example, at one point, albeit briefly, the selected aircraft was expected to be used for glider towing and the specifications had to be altered accordingly. There was one aspect upon which all Air Board members agreed and that was that the selected aircraft had to be more comfortable for crew and passengers than the Dakota. Pressurisation, heating and cooling throughout the aircraft and more discrete facilities than the Dakota's 'thunderbox' were deemed necessary for the replacement aircraft. Perhaps the most significant operational disadvantage with the Dakota was that it was not a high-wing aircraft, and its side cargo door had major limitations.

The primary characteristics laid down for their placement were a step change from the performance of the Dakota and were not easily met by the available contenders. In September 1954, the Prime Minister, Robert Menzies, directed that an RAAF mission, headed by Air Vice-Marshal A.M. Murdoch, CBE, be conducted to review possible replacements for the Dakota. The mission was to report back within four months of receiving their directive. During the same review, the mission members were also required to recommend suitable aircraft to fulfil the RAAF's new medium bomber requirement (Vulcan or Victor recommended), fighter (F-104 recommended), and jet trainer aircraft (Vampire Mk 33 recommended). Similar to today's tender evaluation process, the likely airlift contenders were a mix of 'paper' designs as well as developmental and in-production aircraft, albeit from only two nations—the United States and the United Kingdom.

While the number of UK options reflected of the size of the then UK aerospace industry, in many ways the options also reflected the somewhat stagnant state of many of the UK companies. The US, on the other hand, had aircraft in production that were designed during World War II, and another that used those experiences to leapfrog the other contenders. The RAAF had started to move away from relying on UK aircraft, especially in the fighter world, but the habit of buying British was still strong, and it would take an exceptional aircraft to overcome this mind set. The UK industry at this time was struggling to produce aircraft capable of meeting the RAF and wider Commonwealth's needs.

The RAAF mission examined both 'paper' and in-production UK aircraft, even broadening their search to include other options at a later date. A few UK contenders made the final list, which are briefly described below:

Bristol Type 195. While only a design study (four engines, high-winged aircraft using many elements from the Britannia), the mission members never the less assessed that the Type 195 would meet the RAAF's requirements if it ever went into production. However, with an uncertain production status, it was deemed incapable of meeting the RAAF's schedule.

Blackburn Beverley. The Beverley (right) simply failed to come close to the RAAF's requirements, with its speed, payload and operating ceiling well below expectations. The lack of pressurisation and a fixed undercarriage was a throwback to the previous generation of aircraft.



Short PD 16/1. Looking very much like an early Armstrong-Whitworth Argosy, this was another 'paper' design offered to the mission members that was quickly discounted given the other options available. In contrast, The USAF was developing a series of aircraft that met the demands of full spectrum airlift supported by a mature, vibrant industry that was moving to meet the growing needs of a Cold War USAF.

The US contenders were:

Fairchild C-119. The C-119 (right) was a successful attempt to produce a tactical transport aircraft which would replace the both the C-46 and C-47 in USAF service. However, it too failed to meet the RAAF's requirements, notably being unpressurised, with poor speed, range and payload.



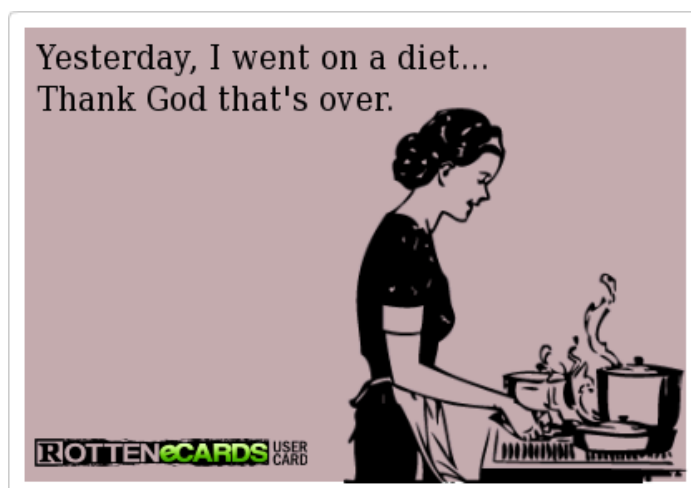
Chase C-123. While reviewed by the mission members, the C-123 was unlikely to fulfill RAAF requirements as the aircraft was designed around a shorter-range platform used for air assault missions into unprepared airfields in the forward combat area. Again the speed, range and payload performance was below those needed by the RAAF.

C-130A with Rolls-Royce Engines. Lockheed had undertaken an assessment of the practicality and benefits of fitting a C-130 with Rolls-Royce engines. While some improvements in performance would be expected, the drawback of operating an orphan fleet quickly removed this option.

Lockheed C-130A. The mission members were impressed with the performance of the C-130A and with the USAF orders. The aircraft easily met the RAAF load carrying and performance demands, and the mission quickly went ahead with the recommendation to government to acquire the aircraft. The Air Staff mission met its deadline and unanimously recommended the C-130A as 'being the only transport aircraft that conforms to all the important features of the Air Staff requirement.' Of note was the UK reaction, shortly after the RAAF's decision to acquire the C-130, Blackburn offered an unsolicited proposal of the Blackburn Beverley B107 (four radial piston-engined, high-winged aircraft), apparently at the behest of, Sir John Slessor. However, the selection of the C-130A sounded a death knell for the expectation that Australia would simply buy what the UK produced.

The RAAF wanted 12 aircraft to meet its requirement but the now familiar tale of rationalisation experts providing advice reared its head. Senior bureaucrats held the view that six would be enough and that any further aircraft procurement should be delayed. Fortunately this was overruled and twelve Lockheed C-130A Hercules aircraft (serials A97-205 to 216) were delivered between December 1958 and March 1959 and replaced the ageing Dakotas operated by No 36 Squadron until that time. In 1965, 12 more Hercules, this time the C-130E model, were ordered to increase the RAAF's lifting capacity, commensurate with its operations in the Vietnam War. These C-130Es were delivered to the re-formed No 37 Squadron at Richmond, NSW, between August 1966 and January 1967.

The RAAF was the second operator of the C-130 after the USAF and with the purchase of the C-130, the RAAF obtained a modern airlift capability that set the standards for future developments in this important role.





Allan George's Gems

You'd have to wonder why????

A bloke in the US owned a 1949 Cadillac which he completely covered with 38,295 pennies (where would you get 38,295 pennies) which he stuck to the car one by one using silicone.



They added over 90 kilograms to the weight of the car and the entire project took 6 weeks.

The Chinook and the Caribou.

In 2009 there was a recovery mission to extract a Caribou that had landed for maintenance issues at a tactical airstrip. The aircraft had some sort of vibration and when they landed and

checked it out they found cracks in some structural parts of the tail. Since the fleet of Caribous was being retired within the next two months they decided not to bother repairing it in place. The vertical stabilizer and engines were removed and then it was rigged for retrieval. Normally the wings would have been removed as well but the decision was made to keep them on since there was sufficient power available to lift the weight.

The following video was sent to us and was submitted by someone who was assigned as an Exchange Officer with the Australian Army – unfortunately, we don't have his name.

The video starts with some shots of the lifting gear being rigged onto the airplane. Along the wings you can see spoilers attached to prevent the wings from “flying” while the airplane was being carried as a load. The approach to pick up the airplane comes in at an angle to avoid the remaining bit of the vertical stabilizer. The airplane gets lifted then put down again because the crew members wanted to check out part of the rigging and harness. Once they checked that it was ok, the airplane is lifted and flown back to Townsville's Airport. It was about a 50 minute flight once underway.



Click the pic below to see the video.

Orwell's 1984

CCTV has nothing on this!!!!!!

This picture was taken with a 70,000 x 30,000 pixel camera (2100 Mega Pixels.) These cameras are not sold to the public and are being installed in strategic locations.

The camera can identify a face among a multitude of people. Place your computer's cursor in the mass of people and double-click a couple times (or 'finger-spread' on a device.) Scary sharp!! George Orwell must be smiling somewhere out there.



Click [HERE](#) to see the camera in operation – it takes a little while to load.

When everybody on earth was dead and waiting to enter Paradise, God appeared and said, "I want the woman to go that way and all the men to make two lines over there, one line for the men who were true heads of their household and the other line for the men who were dominated by their women. All the women are to report to St. Peter now". Soon, the women were gone, and there were the two lines of men.

The line of the men who were dominated by their wives was 100 miles long and in the line of men who truly were heads of their household, there was only one man. God said to the long line, "You men should be ashamed of yourselves, I created you to be the head of your household! You have been disobedient and have not fulfilled your purpose! Of all of you, only one obeyed. Learn from him." God turned to the one man, "How did you manage to be the only one in this line?"

The man replied, "My wife told me to stand here."

Remote Aircraft.

The Washington Times

A key symbol of the jet fighter culture vanished in 2011 from Nevada's Nellis Air Force Base, the hub of air-war strategy and tactics, when senior Air Force officials ordered the "Home of the Fighter Pilot" sign to be taken down to be more welcoming for drone operators.



"It wasn't inclusive enough for the large mission at Nellis," a spokesman for [U.S. Air Combat Command](#), which oversees the service's arsenal of bombers and jet fighters, told The Washington Times.

The vacant space is now a symbol of the fighters and bombers giving ground to remotely piloted aircraft, whose operators at Nellis control drones flying surveillance and hunt-and-kill missions thousands of miles away. Since a high point in 1991 with the historic Desert Storm strikes on Iraq, the Air Force fighter colony has grown smaller, with fewer flying hours and declining readiness rates. A flier shortage has necessitated that a squadron readying for deployment “borrow” pilots from a returning unit.

It has been reported that some pilots fly only twice a month, a rate that makes it difficult to maintain skills for operating a supersonic jet. A cutback in flying hours has gone on since before the automatic “sequestration” budget cuts began earlier this year which ushered in a whole new set of flying restrictions. These are perishable skills you just can’t do it twice a month and call it good. The notion of being a fighter pilot has always been the stuff of childhood dreams, but within the USAF, the appeal is fading. There is a declining interest from cadets at the USAF Academy in trying out to be fighter pilots. More want to go the cargo plane route as this is an avenue toward a civilian job as an airline pilot.

Pilots are getting little flying time which is not what they signed up for.

The USAF currently has 3,250 active-duty fighter pilots, 200 short of what is needed to meet operational and staff requirements. A unit’s idle time of three months generally leaves it unable to mobilize as mission-ready, meaning that a large portion of combat airplanes might not be able to respond immediately to a crisis.

More and more, the Air Force is turning to the Air Guard and reserve units to go to war. The war on terrorism and its need to kill terrorists one by one in remote areas has hastened the shift toward remotely piloted aircraft. The Pentagon has even created a war medal for drone operators sitting in the safety of a control room continents away from the fighting. The USAF operated only a few drones in 2001, but now flies 285 and the number keeps growing.

Pilots have seen it coming.



MQ-1 Predators or drones carrying weapons like laser guided air-to-surface missiles are becoming the most valued air power asset in many current scenarios. There are scientists with

great plans in motion for even more capable unmanned combat aerial vehicles to share and possibly rule the skies of the future.”

Additionally, the USAF has seen money that could have gone for flying hours eaten up by the F-35 Joint Strike Fighter. Its cost has skyrocketed and its scheduled arrival in operational units keeps being pushed to the future just when the Air Force needs to replace airframes that first flew more than 30 years ago.

The Navy are in much the same boat. 12 months ago, for the first time in history, the US Navy launched a plane without a pilot in it from an aircraft carrier at sea. The crew of the *Bush* and the team behind the highly autonomous Northrop Grumman X-47B loaded up the deck's second catapult with the drone and shot it off into the sky above the eastern Atlantic. The drone, which had its own callsign, “Salty Dog 502” turned downwind and passed over the ship twice, first from 1000 feet and then from 60 feet, before flying back to dry land in Maryland as landing on a carrier has yet to be perfected. The X-47B touched down and successfully caught the arresting wire on a mock carrier deck which is a very difficult manoeuvre. It is also a completely necessary manoeuvre as without it, the plane would career off the carrier and into the water. While it was a positive sign that the Navy's new robot demonstrator could do it, the X-47B's successful Trap catch was still on dry land.

With that, the era of the drone took a major step toward patrolling the skies above the world's waterways. It's something the Navy hopes will have big implications for supplementing manned fighter jets in a carrier air wing, providing both persistent surveillance far out at sea and ultimately firing weapons in highly defended airspace that might mean death for human pilots.



Senior Navy officers openly likened the X-47B's launch off the *Bush* to the first-ever launch of a plane off the *U.S.S. Birmingham* in 1910. As yet, no nation possesses a drone that can

operate off the deck of an aircraft carrier, a complex and dangerous environment that requires years of pilot training and constant deck-crew coordination. When the X-47B shot from the catapult off the *Bush*, it took a big step toward proving the U.S. will be the first.

But the X-47B, a Northrop Grumman creation, is a step ahead of other drones in another way. Almost all drones of its size, with a 62-foot wingspan, it's about the same size as a F/A-18 Super Hornet, are flown by human beings. Those human beings might be thousands of miles away from the drone, but they have instruments that give them physical, real-time control of how the drone flies and what it sees. The X-47B is different, its flight plan is pre-programmed, a matter of an algorithm and the drone executes it autonomously, relying on GPS. The human back on board the ship only overrides it if something goes wrong.

The X-47B has had some difficulty making the Trap on dry land, but difficulties catching the arresting gear ought to be expected. The Navy is literally doing something no drone has ever done before.

After the carrier landing, the next step for the \$1.2 billion program is to execute an autonomous mid-air refuelling mission.

Click the pic below to see the launch.



Virgin Australia flew 13 flights in broken aircraft.

[Ben Sandilands](#)

Where on earth is CASA as well as Virgin Australia and the Minister for Aviation in relation to the shocking update by the ATSB in the case of a damaged 68 passenger ATR72 turbo-prop that was allowed to fly 13 times in scheduled service after a turbulence event on a Sydney-Canberra flight in February?

The core elements of the ATSB report show that Virgin Australia's engineering contractor and the airline failed to identify and understand serious damage done to this aircraft in the turbulence event. The aircraft was then allowed to carry passengers for thirteen sectors in that state before an in-flight crisis five days later approaching Albury from Sydney where it was grounded after landing and where it remains to this day, pending repairs if indeed it can be repaired.

These are scandalous disclosures. No one in the general flying public in this country expects that a contract maintenance organisation could be so bad at its job that it failed to understand and identify the grave safety of flight issues apparent on the Virgin turbo-prop on 20 February. It is after all, what the maintenance provider is paid by Virgin to do, rather than scratch their heads and release the aircraft back into service.

It's Virgin's inescapable legal obligation to ensure that all aircraft are safe before flying. It didn't ensure the safety of these 13 flights. It's CASA's role to enforce and maintain a safe level of oversight on airline operations and ensure that those who carry out aircraft maintenance are competent and effective.

It's the Minister's responsibility, particularly as the leader of the Nationals, to make sure that rural and regional air services, including those that fly him and his colleagues to and from Canberra, are safe. It's called Ministerial responsibility.



How on earth did this situation arise with this aircraft, and what steps have been taken to ensure that whoever screwed up so badly, within Virgin, and within the contractor, never gets to imperil the safety of flight in this country in this manner again? This may seem harsh, but flight safety standards are by necessity harsh. The harsh reality is that 13 passenger loads were exposed to a broken aircraft, and that is intolerable. Read the ATSB document carefully [HERE](#) as it contains inferences and disclosures that are very disturbing.

Lukla Airport

Perched at 2,800m (9,200ft) on a tiny outcrop of relatively “flat land” nestled amongst the world’s tallest mountains, Tenzing-Hillary Airport at Lukla, Nepal tests even the most confident flyers. It’s the starting point for trekkers climbing Mount Everest and is arguably the most dangerous part of the journey.

But despite the dangers, passengers scramble for a front row seat as there is no allocated seating on most airlines flying up to Lukla. The cockpit door is left open, or there is none, and the best seats in the house are 1A and 1B right behind the pilot and co-pilot. The flight takes 30 minutes from Kathmandu and it slowly winds its way up out of the capital of Nepal with the Everest massif dominating the breathtaking scenery.

The route then winds its way through valleys and well below ridge lines and then the Lukla airport appears, a tiny stripe of black in a vista of grandeur. However, the first thing that strikes you, and you hope your aircraft will not strike it, is a sheer mountain face at the end of the runway. There is only one chance at this. Undershoot the runway and your aircraft will plummet into a rock strewn ravine thousands of feet deep. Overshoot and it’s straight into the sheer rock wall.



You can see a video of an approach and landing at Lukla [HERE](#). It was taken in high definition from a Dornier Do228 registered 9N-AIE, by Capt Monir Shrestha and shows both the majesty and terror of the airport’s precarious location.

Lukla’s Airport, was built by Sir Edmund Hillary and Sherpa Tenzing Norgay to assist in the efforts to build a better life for the residents of the region. It was renamed in their honor in January 2008. There are daily flights operated by five airlines between Lukla and Kathmandu during daylight hours and in good weather. The airport’s paved 460m (1,510 ft) long runway with a 12 per cent gradient is only accessible to helicopters and small specialized STOL (Short Take-Off and Landing) aircraft, such as Dornier Do 228 and De Havilland Canada DHC-6 Twin Otters.

There are no landings aids.

Strange people.

Some people do strange things, [THIS](#) definitely has to be way up there as one of the strangest....

The B-24



The Consolidated B-24 Liberator became a major player for Allied forces during World War 2. Its exploits ranged the world over, as did her users and she saw action in a variety of roles in all major theatres. Designed to overtake the mythical Boeing B-17 Flying Fortress and appearing as a more modern design in 1941, the Liberator fell short of this goal but instead operated side-by-side with her contemporary to form a powerful hammer in the hand of the Allied bombing effort. Though the B-17 ultimately proved the favourable mount of airmen and strategic personnel, one cannot doubt her impact in the various roles she was assigned to play in.



The Liberator went on to become the most produced American aircraft of the entire war. The United States Army Air Corps (USAAC) issued a new specification in 1935. This specification required the development of a new multi-engined, long-range heavy bomber capable of exceeding a top speed of 300 miles per hour, besting a range of 3,000 miles, maintaining a service ceiling of at least 35,000 feet and taking on an internal bombload minimum of 8,000lbs. Production of the Boeing B-17 Flying Fortress was well underway and, in 1938, Consolidated was requested to help in its production. As part of the production initiative, Consolidated executives were brought to Boeing's plant in Seattle, Washington to visit the factory. It was this meeting that prompted Consolidated to submit their own heavy bomber design with a more modern flair.

The United States Army Air Corps (USAAC) granted Consolidated a design study in January of 1939 under C-212 with the intent that this new aircraft exceed the performance specifications (speed, range and ceiling) of the B-17 and be ready in time for production before the end of the war. Consolidated wasted no time in developing their design, the Model 32, and brought about a few revolutionary changes in the approach of American bomber designs. Model 32 sported a tricycle undercarriage, the first American bomber to do so, doing away with the traditional “tail-dragging” design as utilized by the B-17. The monoplane wings were also held in a high shoulder-mounted position, themselves made wide and holding two engines to each wing leading edge in underslung nacelles. The high wings were of less surface area but promoted a higher fuel efficiency standard than the low-mounted assemblies on a B-17. Of note here was Consolidated’s Model 31 (XP4Y Corregidor - right) foray which utilized the same “Davis” high aspect wing (or “Davis Wing”).



This aircraft was of a twin-engine sort and designed as a flying boat. Ultimately, the design fell by the wayside when an order for 200 examples was cancelled by the United States Navy due to program delays and a lack of available Wright engines.

The Davis Wing emerged from the mind of David R. Davis, an aeronautical engineer working on a new wing [planform](#), a planform utilizing a short chord and high aspect ratio along with thickness suitable to fit engines and fuel while maintaining efficiency. His meeting in the summer of 1937 with Consolidated President Reuben H. Fleet allowed the wing design to flourish as one of the most utilized wing planforms of World War 2. The new wing was intended for use on the company’s new flying boat design, the Model 31. Despite the Model 31’s cancellation (only one example emerged from development), the wing was seen as a good step forward in the design of the upcoming B-24



Other features of the Model 32 included the selection of 14-cylinder Pratt & Whitney R-1830 radial piston engines (also used in the DC3), deep bomb bay fuselage and a twin vertical fin tail assembly. The development process culminated in an offered contract on March 30th, 1939, for a flyable prototype under the designation of XB-24. The XB-24 was made available and achieved first flight on December 29th, 1939, from Lindberg Field in California with 4 x Pratt & Whitney R-1830-33 radial piston engines of 1,000 horsepower each. The aircraft failed to reach the projected top speed of the original design intentions but, overall, the first flight was a success. To help iron out the prototype design, a further six YB-24/LB-30A evaluation/pre-production models were ordered, built and delivered. These were followed by the B-24, seven examples of which only one was used for service testing.

The B-24 featured de-icing boots and deleted the leading edge slots of previous forms. Orders were beginning to pile up for the new Consolidated design, an amazing feat considering these were being received before the XB-24 had yet to fly. Production began at Consolidated’s San Diego plant of which the first six systems were earmarked for the French Air Force as LB-30A models. With the fall of France in 1940, these aircraft made it to British Royal Air Force hands

via Lend-Lease. The RAF found their early production forms to be unsuitable for the rigors of combat for they were not even fitted with self-sealing fuel tanks, a valuable characteristic of all military aircraft by the end of the war, and relegated them to ferry type duties. The USAAC called for 36 of the aircraft while the British ordered 164 for the RAF. Upon reception of the aircraft, the British bestowed the name of “Liberator” and the legacy of this multi-engined bomber was now born. Like other British-named American goods (the M3 Lee/Grant medium tank for example), the United States military accepted the British name of Liberator as part of the official designation from then on.

First production models became the B-24JLB-30B.



The XB-24B was designed to exceed the projected top speed of the XB-24. This included replacing the original Pratt & Whitney radials with turbo-supercharged versions in the R-1830-41 of 1,200 horsepower each. The XB-24 prototype served as the conversion model, which now gained a top speed increase equal to 37 miles per hour. The new engines and their turbo-superchargers also forced a revision of the engine cowlings. The XB-24B went on to become the first definitive operational Liberator forms in service with Britain and the United States. Early definitive and quantitative models in general became the B-24D, B-24E and the B-24G.

Liberators were crewed (depending on the model) by 7 to 10 personnel. The pilot and co-pilot were situated in the high-mounted stepped flight deck with views forward, to the sides and above. Of the two seats in the cockpit, the pilot occupied the left hand seat while the co-pilot sat to his right. The pilot was essentially the overlord of the Liberator and ultimately held responsible for the actions and relative well-being of the rest of his crew. The pilot maintained the Liberator's position in flight and was called upon to deliver the aircraft to the target area and back or make split-second decisions based on actions to keep his crew alive. The co-pilot was equally trained in the systems afforded the pilot and was, for all intents and purposes, the pilot's right-hand man. He participated in the operation and controls of the Liberator to help alleviate the responsibilities of the pilot.

Like the pilot, the co-pilot could be called upon to fully operate the aircraft to and from the target area and, like the navigator, was skilfully trained in the fine art of navigation. The nose gunner, bomber and navigator were housed under a glazed nose well forward in the design. The nose gunner was perhaps afforded the most stunning (and oft-targeted) position in the Liberator, watching every bombing mission unfold like no other crewman. The nose gunner had access to the powered nose turret if the model of Liberator called for one, fitting 2 x 12.7mm machine guns. Since the front of the Liberator was most susceptible to incoming enemy fighters, this position was also one of the more dangerous on the aircraft.

The bombardier held the most important job in the flight crew. For the Liberator's were designed with bombing in mind, a flight crew without a trained bomber crewmember was ultimately useless in the Allied air campaign. Bombardiers and pilots shared a common role for the bombardier would be called on to take flight control of the bomber when engaging in the bombing run via auto-pilot. Calculations were necessary to unleash payloads directly over target areas, thus requiring bombardiers to maintain a certain level of mettle while blocking out enemy fighters, flak, structural damage or personal combat wounds. Lead bombers were also



the elements that triggered the rest of the formation to drop their bombs. Later advances in airborne technologies allowed bombardiers to achieve direct hits even through cloud and smoke coverage.

The navigator was given the important responsibility of getting the crew to the target and back home. This was particularly important of the lead bomber in a given flight group but all navigators needed exceptional know-how of their position to lead

a bomber through should the aircraft become displaced from his group. The navigator could utilize the forward-mounted Plexiglas dome to get his bearings as well as relying on physical landmarks down below and his training in the fine art of navigation. Essentially, the pilot and navigator needed to maintain a close working partnership to get everyone to the target area and back home. If "cheek" machine guns were fitted on a Liberator model, the navigator could man one.

The dorsal turret gunner also doubled as the flight engineer and probably maintained the best defensive vantage point, offering an exceptional firing arc when compared to all other available gunner positions. The turret mounted 2 x 12.7mm machine guns. As the aircraft's in-flight mechanic, these individuals maintained a certain level of expert knowledge on the inner workings of the aircraft. His primary duty, along with defence of the upper hemisphere of the bomber, also lay in assisting the pilots on the engine condition and fuel usage.

The radioman was situated within the upper portion of the Liberator's deep fuselage, positioned just behind the cockpit and not aft of the wings as in a B-17. His positioned required

him to stay hours on his headset listing for friendly communications, reporting updates to the navigator, reporting situational updates at intervals and communicating with headquarters on mission results. Radiomen were required to keep logs of all pertinent actions and could be called upon to man one of the waist guns if needed. The forward flight crew was removed from the rear flight crew, with access between the two sections of the bomber made via a thin scaffold running the length of the two bomb compartments.

Entry and exit to the aircraft was through a door positioned towards the rear which made for harrowing emergency exits. Forward crewmen were expected to exit the aircraft by walking across the bomb bay scaffold and make their way to the rear all the while fitted with their parachutes and bulky warming flight suits. The smallest bomber personnel were generally enlisted for operation of the ball turret fitting 2 x 12.7mm heavy machine guns. These fellows wore no parachutes (the small size of the ball turret necessitated this) and made their way inside their turrets after the aircraft was in flight. The ball turret, unlike that on the B-17, could be retracted into the Liberator's fuselage during take-off and landing. The ball turret was perhaps the coldest position on a given B-24 with many a crew-member reporting frostbite



through those frigid high-altitude sorties. At any rate, the ball turret gunner held a distinct view of the action like no other crew member.

Waist gunners were charged with the defence of the Liberator's vulnerable sides through use of single 12.7mm machine guns. As such, these positions aboard Liberators suffered the most casualties by incoming fighters ready to strafe the large profile sides of the bomber. These two positions, left and right, were

later staggered to compensate for each gunners firing arc. Unlike other turreted positions in the B-24, spent shell casings at these waist positions were not jettisoned from the aircraft automatically, forcing crew-members to clear their areas themselves. Since firing from these side-perspective positions required a great deal of hand-to-eye coordination via tracer rounds while taking into account target speed and the Liberator's airspeed itself, waist gunners relied on simple targeting sights in the early years. Only later did they receive assistance in the form of compensating sights to help improve accuracy.

The tail gunner was given perhaps the most important defensive position aboard the Liberator, manning a powered 2 x 12.7mm machine gun turret. Afforded a spectacular view, the tail gunner was charged with defence of the aircraft's "six", a position most often to encounter trailing enemy fighters eager for the easy kill. One point of note here is that if the Liberator were traveling through a rain of flak bursts, the tail gunner would most often times be the safest position aboard the aircraft, with the aircraft already having flown through the exploding shell burst. It was not unheard of for aircrews to bring aboard their own personal forms of protection (plates of steel for instance) against such flak dangers.

The combat box utilized the strengths of individual Liberator firepower and crews. Gunnery crews could work together and bring to bear the power of multiple machine guns against crossing enemy fighters. Though sound in theory, the heat of battle made for something more. Coordinated gunnery was not always possible, especially between bomber crews, but communications within individual bombers were ultimately important.

The final production appearance of the Liberator fell well in line with the original Consolidated design. The wings were held high on the fuselage sides and mounted forward of the fuselage enter. The forward fuselage was stepped with a good amount of glazing while the profile of the fuselage sported broad area sides. The wings were of a long span with engines an equal distance apart. The empennage formed into the characteristic double vertical wing arrangement with rounded vertical fins. As this was America's first tricycle-equipped undercarriage bomber, the aircraft sported a nose wheel just aft of the nose cabin area and forward and under the flight deck floor. Main landing gears were situated outboard of the inner engines and sported large donut-type wheels each. Interestingly, the undercarriage system as a whole was positioned forward of the fuselage centre, showcasing all its weight in the forward portions of the aircraft. While on the ground, the Liberator sported a distinctly low sitting profile which played well into the belly turret having the ability to be retracted during such actions.



The bomb bay was positioned in the centre of the design and divided into two compartments. The first compartment began aft of the cockpit flight deck with the second compartment ending just forward of the belly turret position. While the B-17 Flying Fortress made heavy use of electrics, the B-24 utilized a great deal of hydraulics with such systems spanning nearly every internal inch of the aircraft. Fuel on the B-24 was situated in the wings, just inboard of the

inboard set of engines as well as in the upper portion of the bomb bay. As such, any direct hit could easily set the entire aircraft on fire in seconds. This tendency was oft-remembered by many-a-Liberator-aircrew as a major drawback of the series. In contrast to the B-17 and her inherent dogged ruggedness to absorb similar punishment, the Liberator fell short in this area.

The B-24A model represented the first production runs of the Liberator. Despite any previous versions of the B-24 yet to fly, there was such a desperate need for Allied heavy bombers that the A-model was ordered regardless. Britain was included in the deliveries of these A-models under the Lend-Lease agreement and operated them under the designation of LB-30B. The A-models themselves differed slightly from the XB-24 prototype, offering up improved performance specifications due to some slight altering of aerodynamic components.

Nine B-24A models became B-24C models. B-24G models were essentially A-models but fitted with R-1830-41 series turbo-supercharged engines for increased performance. These engines also featured revised cowlings to differentiate the type further from her origins. Additionally, improvements of the this aircraft fell into the category of defence for a Martin powered turret (2 x 12.7mm machine guns) was installed to the forward portion of the fuselage and an Emerson A-6 powered turret completed the armament in the rear tail gun position. The B-24D became the first quantitative production run of the Liberator series. These were somewhat similar in nature to the B-240 models before them but fitted improved with R-1830-43 supercharged radial piston engines. Improvements to defence were made yet again, with the ventral machine gun position replaced by a remote Bendix-brand belly turret during production.

This was still further improved upon with the addition of the Sperry ball turret with 2 x 12.7mm heavy machine guns and a wider firing arc. Late production D-models were given 12.7mm heavy machine guns in their “cheek” positions to protect the forward left and right side angles of the aircraft.

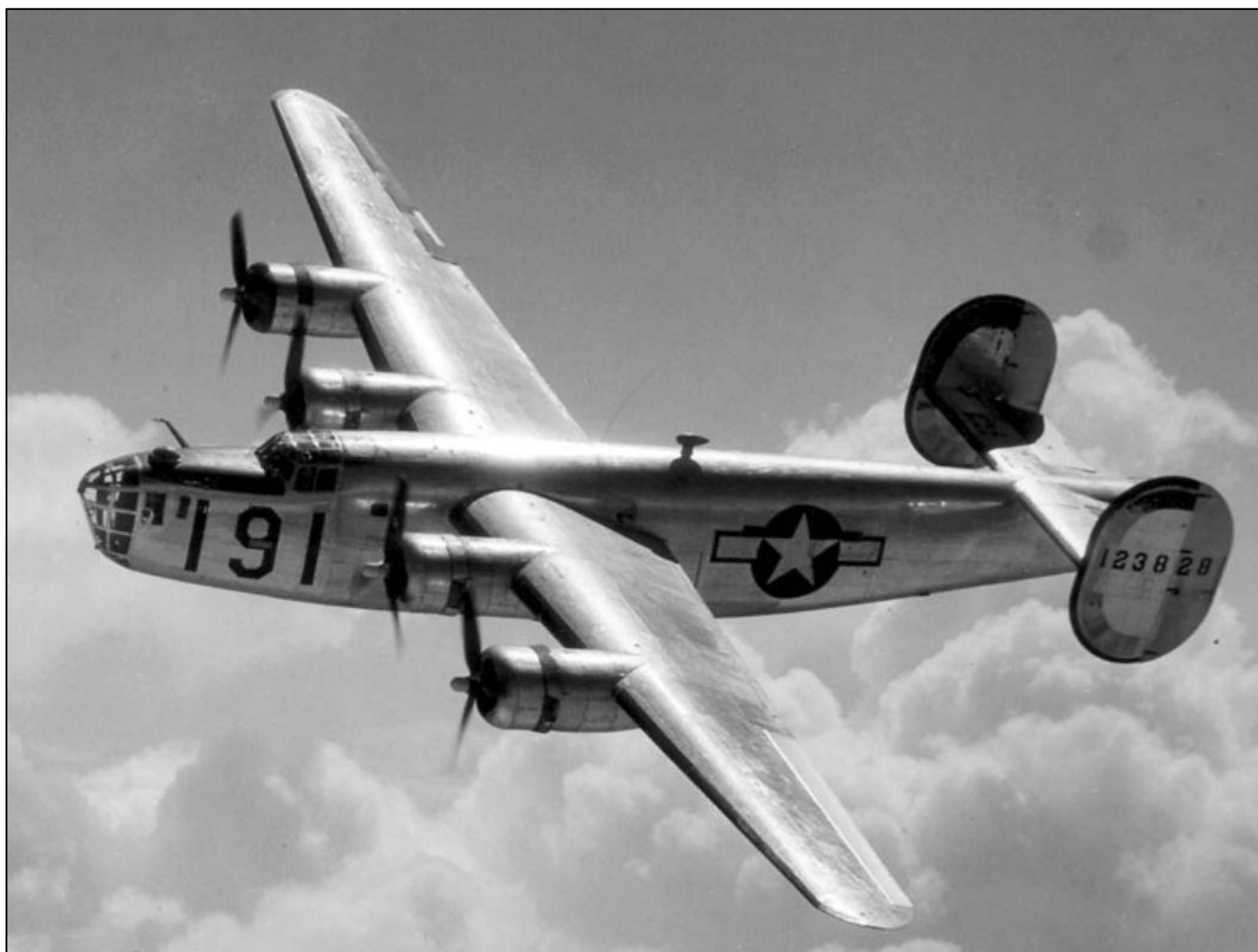
Ford Motor Company produced the B-24E model series, these being fitted with R-1830-65 series radial piston engines. Despite the removal of the ventral machine gun in the improved D-models, these E-models retained them over the Bendix/Sperry ball turrets. Due to the limitations in armament, these Liberators primarily served the United States Army Air Force as pilot, bombardier, gunnery and crew trainers.



The XB-24F was a single prototype modified from a B-24D model and used for de-icing testing. B-24G models were North American Aviation-produced Liberators of which 25 examples were built. These Liberators featured the Sperry ball turret and up to 3 x 12.7mm heavy machine guns in the nose for forward-based protection. The B-24G-1 was a modified G-

model form sporting a new Emerson A-6 tail turret. 405 examples of this model were ultimately produced.

The B-24H was produced by Ford Motor Company to the tune of 3,100 examples with the main emphasis once again on defence of the Liberator, especially when contending with head-on attacks. As such, the fuselage was revised with a new bombardier's compartment to make room for the placement of an Emerson A-6 nose turret. This turret was nothing more than a modified version of the tail turret utilized in previous production examples. A revised tail turret greeted the tail gunner and offered up better views through larger windows. The waist gunners were now positioned in a staggered arrangement to offset their firing arcs and prevent onboard collisions of the two gunners in the heat of combat. The top turret was slightly revised with a higher canopy providing for better visibility for the gunner.



The B-24J was produced in 6,678 examples and were based on the B-24H models sans the defensive armament revisions. Nevertheless, these J-models were given a much-improved autopilot and bombsight system. The XB-24K was a proposed Liberator derivative by Ford. The idea revolved around fitting the empennage of a Douglas B-23 Dragon twin-engine bomber to the existing airframe of the Liberator. A single prototype was produced as such by converting a B-24D. Though the new aircraft flew with promise, providing for improved handling, such a project during the thick of wartime was deemed much too expensive to

undertake and thusly was dropped from serious production consideration. Ford would have handled production of this new B-24N but the order was cancelled on May 31st, 1945. The XB-24K did, however, set the stage for the PB4Y-1 navalised production version of the United States Navy's Liberator fleet and ultimately led up to the definitive fully-navalised PB4Y-2 "Privateer" model.

The B-24L appeared as a result of the USAAF wanting the weight of the B-24J models reduced. Revisions to this model included the removal of the ventral ball turret and the replacement of the A-6B tail turret with a lightweight M-6A turret or no tail armament at all. The ventral gun turret was replaced by a ring-mounted system sporting 2 x 12.7mm heavy machine guns. 1,667 examples of this model were produced. The B-24M was another attempt to lighten the B-24. This included the use of a lighter A-6B tail turret and uncovered waist



gunner positions. The 2,593 M-models represented the last Liberator production models to see the light of day, with a good number never even being delivered to frontline units and instead scrapped.

The Liberator was evolved into a variety of developmental forms. These included the XB-24N with its single vertical tail fin (would have been produced as the B-24N) and the seven pre-production forms of the N-model in the YB-24N. The XB-24P was a single converted B-24 D model

used by the Sperry Gyroscope Company to evaluate various in-flight armaments and related systems. The XB-24Q was another single prototype examples, this time produced by General Electric, to showcase radar-controlled turrets. The XC-109/C-109 became a fuel ferry transport in support of Boeing B-24 Superfortress missions over Japan. These Liberators were fitted with special modifications to assist in prevention of on-board explosions of fuel during transport.

The XB-41 was an interesting concept to provide flights of B-24 bombers with similar Liberators armed to the teeth as floating gunship escorts. Though promising on paper, in actual practice the system proved unusable with substantial drops in performance. A single prototype was completed for evaluation and sported no less than 14 x 12.7mm Browning M2 machine guns. Instead of a bombload, the bomb bay was fitted with up to 11,000 rounds of 12.7mm ammunition. Power was derived from 4 x Pratt & Whitney R-1830-43 Twin Wasp radial piston engines of 1,250 horsepower. When evaluated in-flight as escorts alongside the base Liberator bomber, this particular Liberator was unable to keep pace while the aircraft also propagated stability issues and, as such, the proposition for such a machine was ultimately axed in 1943.

The Liberator airframe was utilized for training of various flight crews. The C-87 "Liberator Express" was a 20-passenger transport and appeared in A- (16-passenger VIP transports with

R-1830-45 radial engines and sleeping berths), B- (proposed armed passenger transport), and C-models (RY-3 of the USAAF).



The Liberator served with the United States Navy in a handful of varied forms. The “Privateer” was a truer “navalised” and dedicated form of the Liberator and based on Ford’s B-24K idea which fitted the tail section of a Douglas B-32 Dragon and its single vertical tail fin for improved stability. The USN made good on 739 examples of this type of which served on even into the Korean War, ultimately retired in 1954.

The Americans received their first (B-24A models) Liberators in 1941 but was used as a bomber until 1942, being utilized in the interim instead as a transport. As the war developed, the B-24 became a star player in all major theatres of war, bombing logistical targets in Europe and Asia while containing naval operations in the Pacific and the Atlantic. The Liberator’s reach touched North Africa as well and proved a better long-range component to the Allied war effort than the fabled B-17 Flying Fortresses. As the war progressed, the Liberator was evolving into a critical facet of all Allied actions. Though previous models proved serviceable enough, the series was solidified with the definitive B-24H. In the end, production of Liberators was so substantial (a reported 18,482 were produced) that production was handled not only by Consolidated and Ford but also by North American and Douglas. The birth places of these Liberator groups inevitably led to inherent differences in each aircraft complicating their repairs once out in the field. As such, airfields were forced to carry differing components for which to repair these aircraft and keep them flying.

Like the B-17 before it, the B-24 proved critical for the US 8th Air Force and its bombing raids across German-held strongholds. Attacks initially emanated from bases within England but territorial gains by the Allies opened up points of origin from North Africa and Italy with the 9th and 15th Air Forces. Before long, the Third Reich could be assaulted from every direction and their logistical infrastructure collapsed with each passing month.

The first B-24 was lost to combat on February 26th, 1943. Perhaps the best remembered B-24 sortie in Europe encompassed no fewer than 178 B-24 Liberators (other sources state 177)

charged with the destruction of the nine Ploiesti oil refineries in Romania on August 1, 1943. The sortie was characterized under the title of "[Operation Tidal Wave](#)" and was afforded the goal of destroying the Romanian fields oil production in half a year. Oil was (and still is) an important component to any army worth their weight and the Allies and Axis both knew the price of losing such a vital asset. Allied forces were already battling Axis powers in Sicily at this time and the Axis losing Ploesti, an area fulfilling an estimated 60% of Germany's oil needs- would have been a decisive blow.

The attack consisted of the 98th and 376th Bombardment Group of the 9th Air Force along with the 44th, 93rd and 389th Bombardment Groups of the 8th Air Force emerging from their air base in Libya. Bomb and fuel laden aircraft took off on the morning of August 1st, 1943 (9 Liberators were lost in take-off accidents) and began their 1,000 mile long journey deep into enemy territory. Heavy cloud coverage over Bulgaria immediately posed a visibility threat, forcing wide separations in the B-24 flight group. Radio silence was also the order of the day and any Liberator found without his formation was essentially on his own. Separation of entire bombing groups forced the attack to commence in staggered waves, giving the prepared Axis ground defences time to adjust and further prepare for the ensuing waves. The B-24 flights arrived flying at tree-top altitude and expected by their enemy foes.

Fifty-three aircraft (some sources state 54) were lost in the ensuing action totalling 660 airmen (some sources stating 532) in all (440 KIA and 220 POW from a total of 1,726 airmen were ultimately involved). Despite their valiant efforts, the German air defence, made up of hundreds of coordinated anti-aircraft artillery guns in the area along with on-call air support from fighters with German surveillance "eyes and ears" already on alert as early as Athens, Greece - proved fatal and the end result was devastating for all involved. Confusion on the part of the Allied aircrews added insult to injury and bombardiers attacked target areas



through smoke caused by attacks that had already commenced by other bombers earlier in the assault. Late exploding ordnance on the ground also wreaked havoc on passing Liberators in the air. Essentially, the oil refineries, though largely hit, remained largely in production after the assault and those that were damaged were back in business in a few short weeks. The raid, even to this day, remains one of the more costly US Air Force sorties.

The B-24 made a huge contribution towards the war in the Atlantic Theatre in combating Hitler's lethal U-boat herd. The Liberator proved sound for the role thanks to its excellent low-level flying capabilities and, more importantly, its extended range. The range of these aircraft finally allowed air protection for the Allied Atlantic convoys deep in the target area for the first time in the war. Liberators charged as such were fitted with bombs and specialized ASV Mark

It radar systems and could operate in both day and night with effectiveness. As submarines of the time had to surface to periscope depth to fire their torpedoes, the bird's eye view provided by these Liberators proved a God-send to all Allied sea-going vessels. By the end of their actions in the Atlantic, Liberator crews were credited with no fewer than 72 confirmed U-boat kills. Even more "under the radar" for the Liberator's long and illustrious history was its use in secret missions all across Europe. The B-24D model served this purpose and was modified for the role to serve both American and British interests, Missions included supplying Allied-friendly "underground" forces and Allied forces in need of fuel and supplies, dropping off spies and commando parties and recovering escaped Allied prisoners of war. These seemingly small contributions paid exceedingly large dividends for major events of the war including the D-Day invasion and Patton's famous race to Berlin in which he often times out-distanced his fuel supplies.

B-24 Liberators operating in the Pacific enjoyed a better return on investment, thanks to the aircraft's inherent long range capability surpassing that of the B-17. Not facing the dogged anti-aircraft defences of Hitler's Germany or squaring off daily against a hornet's nest of German fighters, these aircraft achieved better results with the different demands imposed on them. In contrast to their European presence, where General Doolittle refused to take on more B-24's in favour of B-17's for the 8th Air Force, these Pacific titans assisted in returning control of the various collection of Pacific islands back to Allied hands. British Liberators made many a-bombing run against Japanese forces in Burma from Allied bases in India.

As well as the US and UK, the Liberator was used by air forces from Australia (The RAAF had a total of 287 Liberators in 12, 21, 23, 24, 25, 99 and 102 Sqn's), Brazil, Canada, China (Taiwan), Czechoslovakia, Nazi Germany (4 captured aircraft), India, Italy, Netherlands, New Zealand, Poland, Portugal, Soviet Union (via Lend-Lease), South Africa and Turkey.

Today, only three B-24 Liberators are air-worthy with several on display as museum pieces throughout the world. A B-24D is on display at the United States Air Force Museum in Dayton, Ohio, USA. One is being restored in Werribee, Vic, see [HERE](#).



Throughout its operational life, the B-24 earned such nicknames as "The Flying Boxcar" for its slab-sided broad fuselage surface area and "The Flying Coffin" for its only method of entry/exit being located to the rear of the craft. At one time during its tenure, the Liberator was one of the heaviest aircraft ever produced. Hollywood actor Jimmy Stewart flew at least 20 sorties as pilot in a B-24 Liberator.

In the end, the B-24 found a rightful place in the vast history that became World War 2. When compared to the B-17, it lacked in overall stability, fuel efficiency, service ceiling and bomb load. Where it did best was in range and sheer numbers. Despite the limitations, the Liberator made a name for itself throughout the world and truly became part of the "liberating" presence encountered in Europe, the Pacific, Asia, the Mediterranean and the Atlantic.

There were more Consolidated B-24 Liberator Bombers produced than any other American plane in WW2. Just the logistics of getting all the materials and manpower together to produce these aircraft at the rate of one every 55 minutes is amazing.....With all of today's politics, bureaucracy, laws, unions, and regulations, it is doubtful whether it could be done today.

Grandma and Grandpa were visiting their kids overnight when Grandpa found a bottle of Viagra in his son's medicine cabinet, he asked about using one of the pills. The son said, "I don't think you should take one Dad; they're very strong and very expensive." "How much?" asked Grandpa. "\$10.00 a pill," answered the son. "I don't care," said Grandpa, "I'd still like to try one, and before we leave in the morning, I'll put the money under the pillow." Later the next morning, the son found \$110 under the pillow. He called Grandpa and said, "I told you each pill was \$10, not \$110." "I know," said Grandpa. "The hundred is from Grandma!"

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Point Cook.

While at Point Cook in March for the Centenary of Military Aviation Air Show, we thought it a good opportunity to have a look around and see what the Base looks like today. It has been 48 years since we last saw it so we expected to see quite a few changes.



The first thing you notice, when arriving at the front gate, is that things haven't changed an awful lot over an awful lot of years. The trees might have grown a bit but that's about the only change anyone coming back after an absence of 40 – 50 years would notice. The road in from Geelong Rd though is a completely different story. What once used to be a lonely narrow bitumen track is now a busy suburban feeder road, delivering people to the hundreds and hundreds of houses, shops, restaurants/cafes, service stations and hotels which have sprung up where cattle, sheep and aerial farms used to live. Melbourne suburbia has certainly taken over.

Point Cook as a Base, the home of the Royal Australian Air Force, was established in March 1913 as the location for the Central Flying School and was in continuous operation as a flying training base from 1914 until 1992. Additionally, Point Cook has also been home to officer training for the RAAF since 1947, as well as housing a wide range of other activities

Back in 2003, the Federal Government announced that as Point Cook had been assessed as surplus to Defence requirements, it was going to close down the Base completely and sell off most of the land to developers but it did intend to retain the RAAF Museum and an area that had been declared as a RAAF Heritage Precinct. The then CAF Air Marshal Angus Houston assured the men and women of the Air Force that Point Cook, which he described as the Service's "ancestral home", would never be forgotten. He said that as the RAAF would continue to own and operate the RAAF Museum and the Heritage Precinct this would ensure there were always tangible reminders of the past.

What was proposed was to keep the airfield, the museum and hangers on the airfield side of Williams Rd, the main road in from the main gate. It was also decided to keep the old Sergeants' Mess, Sergeants' accommodation buildings, the Australian Flying Corps memorial, the former Base Squadron headquarters, the flagpole, dais and the parade ground. Many of the old Bellman hangars, the cadets quarters, married quarters, workshops, stores sheds, the seaplane jetty and other historic assets in the areas to be sold would be afforded protection by their inclusion on the Victorian Heritage Register. The airfield would remain as an operating airfield for both civilian use and for RAAF Museum historic flying displays.

That was the plan – and were they in for a shock.

The public, both Civvy and Service weren't having a bar of that, protest groups sprang up everywhere (click [HERE](#) to see a letter submitted by Wng Cdr retired, Ted Ilton) and eventually on the 20th September 2007 the Parliamentary Secretary to the Minister for Defence, Mr Peter Lindsay MP, announced that the proposed sale was off and that Defence would retain Point Cook as an open working heritage base. Mr Lindsay said Defence's future use of RAAF Williams Point Cook would balance the operational, heritage, and community needs of the base. (*Building 95*).



Sanity prevailed.

Although the RAAF's Basic Flying School was closed back in 1992, flying from the airfield continued. The RMIT now provides Flying Training at Point Cook and offers Flight Training



programs under their School of Engineering. Students are able to study for a CASA Commercial Pilots Licence plus either Command Instrument Rating (multi-engine) or Flight Instructor Rating (single engine). The 2014 annual program fee for the Associate Degree in Aviation (Professional Pilots) is \$59,520 which includes, tuition in practical and theory courses, all landing fees, internal testing officer fees, Air Traffic Navigation Service fees, and both pre-brief and de-brief costs. Very fair we would have thought!! (*Building 202*).

In 2010, a specialist company was commissioned to record monthly aircraft movements at Pt Cook. They kept records for the period May to August and after annualising the data, the Office of Airspace Regulation (OAR) concluded that movement numbers at Point Cook were in the order of 80,000 per annum, (about 220 per day) and were considered by the OAR to be relatively high. For an uncontrolled airport, we would have thought very high!! You can read CASA's Aeronautical Study of Point Cook (December 2010) [HERE](#).

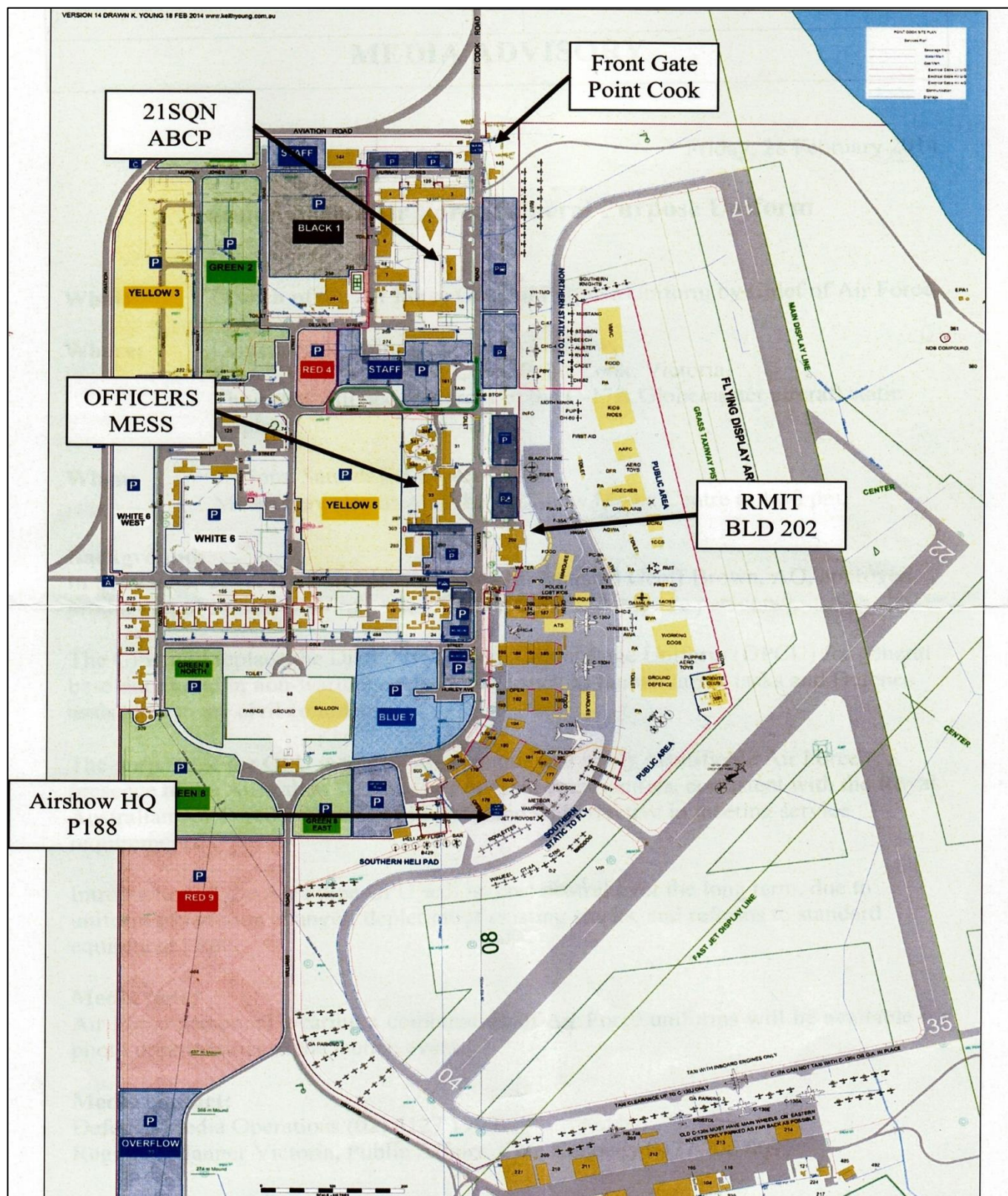
The future of the airfield seems assured.

The pic below shows how the Base used to look back in 1950. The larger building to the centre left of the photo is now the Base Hospital and it is thought, though not assured, that the buildings around it, which are long gone, were used as accommodation blocks for RAAF Officer Cadets.



The rectangular light coloured open space at the rear was presumably the Parade Ground. Most of these buildings were eventually demolished to make way for the new RAAF Academy buildings i.e Messing, Accommodation, Science and other Lecture facilities and Chapel.

This is a layout of Point Cook with buildings all numbered. Buildings pictured in the story are numbered and can be referred to the map. Click it for a bigger view,



Below, the Base Hospital today. (*Building 161*)



Holy Trinity Chapel. (*Building 5*)



This building was built to be the RAAF Academy assembly hall and in 1987 it was closed and rededicated.

On the 20 June 1987, the building was dedicated as the Holy Trinity Chapel in the presence of the Chief of the Air Staff, Air Marshal Jake Newham, and his designated successor Air Marshal Ray Funnell. The multi-denominational chapel filled the former assembly hall of the RAAF Academy (which had reverted to RAAF College following the opening of the Australian Defence Force Academy) and was expected to have a similar role and status as St Clement Danes Church in London for the Royal Air Force, including becoming the dedicated place for the laying up of Queen's Colours, banners and standards.

Science Block. (Building 6)



Just to the left of the Chapel above is what used to be the Academy Science block. This building was designed by the Melbourne University. It is a multipurpose building built to tertiary academic standards with a tiered Lecture Theatre and a series of Science laboratories all under the same roof

21 Sqn HQ. (Building 8)



Further around to the left, from the science block above, is the 21 Sqn Head Quarters. As an element of the Citizen Air Force, No 21 Squadron formed at Laverton in April 1936 and was an active flying squadron during WW2. In 1960, it ceased active operations as a flying squadron, but continued as a reserve squadron at Laverton providing Reserve support for the Melbourne region. With the Combat Support Group review of July 2010, No 21 (City of Melbourne) Squadron took on responsibility for Base Management and Combat Support functions, with elements operating from the Point Cook and Laverton Bases at RAAF Williams.

The old Civvy Squadrons, as we used to know them have taken on the role of the Base Squadrons of old.

Officers' Mess. (Building 33)



Built in 1938, this great old building would have played host to some very influential people and over the years would have witnessed some very amusing events. It could no doubt tell some interesting and you can bet incriminating stories, but unfortunately its glory days are behind it. With the wind down in activities on the base, it has been allowed to slip into a state of despondency.



However, it recently had a new lease on life. Point Cook played host to the Centenary of Aviation Air-show in March 2014 and the doors to the old Mess were thrown open and for a few days there was food and drink and much merriment resonating inside the old girl, though this time it had become an all-ranks mess for those participating in the show. You can just imagine some of the old moustachioed residents from yesteryear harrumphing and tutt tutting at the thought of ordinary persons gracing its walls.

The rear of the Officers' Mess





The Officers' Mess dining room.



The Officers' Mess bar area. If only these walls could talk!!!



The Ante-Room, with the billiard room through the door at the back. Doors on the left lead to the lawn area at the rear of the Mess while the bar is reached through an opening further down on the right.



The laundry building at the rear of the Mess (*Building 297*) looks like it hasn't changed much over the years, the washing machines probably have been updated but the lovely green tiles, the plumbing and dryers all look original.



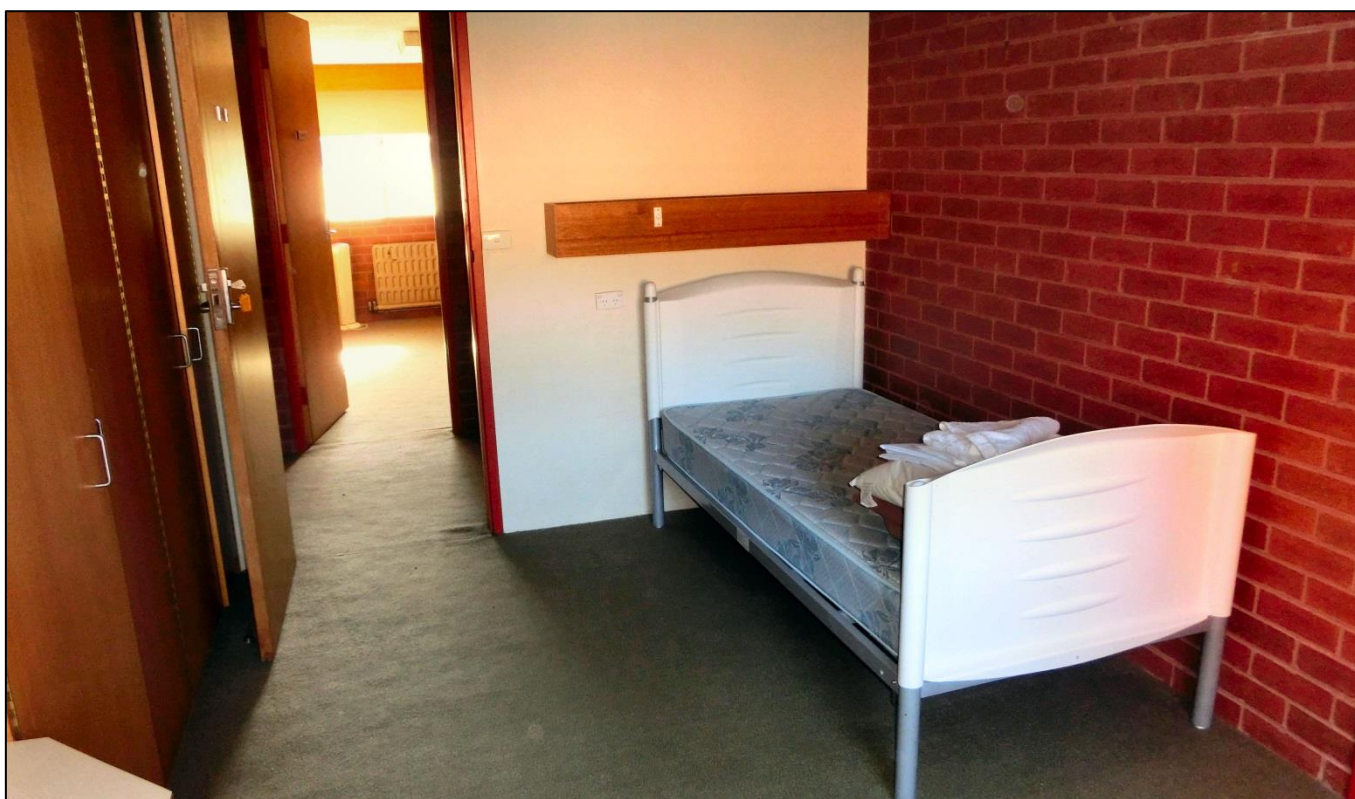
Julie Stewart, who was Julie Brown when she was on 224 WRAAF rookies course in 1974, then 60 Tprinops at Radschool, spent some time at Laverton and Point Cook and knew the place a lot better than we did.

She agreed to show us around for which we are grateful.

New Officer Quarters. (Buildings 340, 341, 347, 348)



These buildings have been built at the rear of the old Mess but because of the run down in activities on the base, are now hardly used. The rooms, of which there are 4 to a floor, (3 floors) are quite comfortable. A centre hallway leads left and right to 2 rooms which are then connected by a shared toilet/shower area.



This pic shows the central hallway and looks into the mirrored room on the other side. Rooms are well appointed with plenty of cupboard space, individual heaters, cooling fans, shaving area and a generous work bench.

The photo below looks through the shared toilet/shower area into the other room on that side of the hallway. These buildings also have their own laundry on the ground floor.



We found the sign on the door (right) to the male toilet block in the Officers' Mess amusing, certainly shows the age of the building, very quaint we thought.

Further up Williams Road, and on the airstrip side, is the RAAF Museum. A visit here should be on everyone's bucket list. If you have never been and you're in Melbourne you should.

The Museum is a credit to Dave Gardner (left) who has run it for years. It's open on Saturdays and Sundays from 10.00am to 5.00pm, then from Tuesday to Friday from 10.00am to 3.00pm.



It is closed on Mondays.

Admission is free and you can easily spend half a day looking at all the exhibits. All you need to get onto the Base is a photo ID which you present at the Guard Room, they give you a pass and you're in.

Some of the aircraft on display, which you can touch and get into and become all nostalgic and teary include:



C-130A Herc.



Bristol Freighter Mk 21E.



DH-4 Caribou.



The Museum is hosting the rebuilding of a Mosquito aircraft.



The de Havilland DH 98 Mosquito (the "Mossie") was perhaps the greatest all-round combat aircraft of World War II. It was originally designed as a fast, unarmed, light bomber, however, when flying tests commenced on 25th November 1940, this "wooden wonder" became the world's fastest operational aircraft with a top speed of almost 400 mph. It also out-maneuvred most fighters and could carry out upward rolls from ground level with one engine feathered. With such an outstanding potential, the Mosquito was developed to carry out practically every offensive task. Altogether, 7,781 Mosquitoes were built and were operated by the RAF, Royal Navy (Sea Mosquito), Royal Canadian Air Force, United States Army Air Force, and the RAAF which had 209.

Part of the huge interior display.





After successfully building and flying the [Bristol Box-kite](#), the Museum has now set itself the task of obtaining a replica Spitfire and then mounting it on a “pole” outside the Museum. You can help, see [HERE](#).

Further up Williams Road, and this time on the “right-hand side” of the road, is a section of the Base that dates back to 1918. This group of buildings (*Buildings 18, 20, 21, 23, 24, 27 & 32*) which is built around the highly visible twin water towers, were designed as facilities for Officers and Building 18 was the first separate mess building for RAAF Officers in Australia.



The water tanks, which were built in 1923, are no longer used.



Building 18, above, was originally the Officers Mess but some years later, when the current Officers' Mess was built, this section was handed over to the senior NCO's and the Mess became the Sergeants' Mess.

Further down Cole St is more of the classified group of buildings. On the left is the Parade ground, which was built in 1930, and overlooking it is the original Head Quarters building (*building 87*) which was built in 1929.



The Head Quarters building (below) was initially the focal point of the infant Base. Since it was built it has had a number of uses including:

1929	Headquarters No 1 Flying Training School
1940	Headquarters No 1 Service Flying Training School
1941	Headquarters RAAF Station Point Cook.
1950	Headquarters Training Group Point Cook.
1952	Headquarters RAAF Point Cook.
1968	Headquarters Base Squadron Point Cook.
1993	Headquarters Air Training Corp.



The cream coloured parade ground can be seen in the pic below. The group of buildings out on



the water, including the seaplane jetty, are also on the National Trust Heritage register. Most of these buildings were commenced in 1914 and work continued until 1937.

Unfortunately, you can't get out there anymore, there is a large wire fence and gate stopping unauthorised traffic from using the road, probably a good thing as trainees using runway 04 could do without having to avoid a bunch of cars when on short finals.

The Seaplane precinct.



OC's House.



The old OC's house, (with Julie Stewart), which is on Dalzell Rd, dates from 1937-38. It is weatherboard and the only two storey weatherboard individual house built at the base.

To the right of the OC's residence, on Dalzell Rd, are some of the old on-base Married Quarters. (*Buildings 523, 524, 525*).



These building, and those across the road (below) (*Buildings 516 – 522*) were built sometime between 1929 and 1939.



Further down Dalzell Rd are two of the original Airmans' Quarters (below) (*Buildings 41 and 42*). These buildings were used between 1928 and 1939 and were used to house Airman living on the Base, then some time later they became home for the WRAAF's.



This is where we need your help!



We're not sure what this building or the two following are or were. In the pic above, the part building we can see on the left is the back of the old Airman's quarters.

If you can ID these three pics please get in touch with us and let us know so we can clean up this story. These two buildings below are in the vicinity of the old Airman's quarters/WRAAF quarters so probably have something to do with messing, socialising, etc.

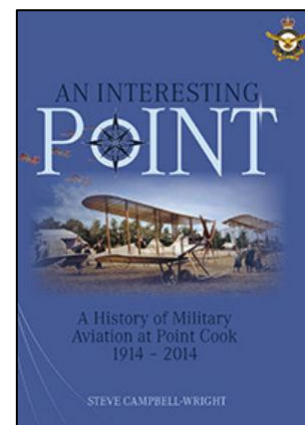


An excellent book on Point Cook has just been published by the Department of Defence. It's called "An Interesting Point" and it covers the history of Point Cook from 1914 to 2014 .

This book is sure to be a collector's item and sit on the coffee tables of collectors for years to come. It was written by Squadron Leader Steve Campbell-Wright who was a long term resident of Point Cook.

Well worth a read.

You can get a copy from [HERE](#).



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Health and Life style.

Sleeping Problems.

If you are over 60 it will come as no surprise to hear that sleep changes as we age. Nearly a third of our life is spent asleep. Infants spend most of the day asleep. Through youth and young adulthood the pattern of sleep that we have come to accept as “normal” or “good” develops. As we grow older sleep becomes lighter and more interrupted and other factors may impact on our ability to get that “good” night’s sleep. Poor sleep impacts on our ability to enjoy daytime activities. Importantly, there are things that you can do to improve this situation. How does sleep change as we grow older? There are three important phases of sleep that go to make up a normal night’s sleep; these are:

- quiet sleep (called non-REM sleep),
- deep sleep (called slow-wave or delta sleep) and
- REM (rapid eye movement) sleep which is often associated with dreaming.

From young adulthood to old age there is a steady decline in the amount of deep sleep and increase in quiet sleep although the amount of REM sleep remains much the same. It may surprise you to know that in adulthood the total amount of sleep remains the same or slightly increased. Perhaps more importantly to how you feel about your sleep is that the number of awakenings from sleep increases as you age.

Sleep Apnea.

Apnea means absence of breath. Obstructive Sleep Apnea (often just called Sleep Apnea. or sometimes OSA) occurs when the airway collapses during sleep and the person stops breathing. The person with Sleep Apnea may have hundreds of these episodes throughout the night, disrupting their sleep and starving the body of vital oxygen. Fortunately an effective treatment is available which will allow the person to lead a normal healthy life.

Obstructive Sleep Apnea affects more than 5% of the population and is the result of an obstruction to the airway, usually as the result of a narrow airway collapsing or becoming blocked when muscles relax during sleep. (Central Sleep Apnea is a separate disorder due to disruption of the brain signals.)



Symptoms.

People with obstructive Sleep Apnea usually snore loudly and have restless sleep. Often these symptoms are not noticed by the person with Sleep Apnea but by their partner who may also notice frequent pauses in breathing and snoring, lasting between 10 seconds and a minute. Each pause ends with a deep gasping noise and brief awakening as the person struggles to breathe, although the person doesn't usually remember awakening. As a result of the problems during sleep, the person with Sleep Apnea is usually very tired during the day and as the day progresses, they may struggle to stay awake. The tiredness can affect the person's ability to concentrate and to function well at work and it can be extremely dangerous if they become sleepy while driving.

Other symptoms which occur in untreated Sleep Apnea include depression, irritability, personality changes, impotence, memory impairment and increased frequency of urination at night.

Snoring can disrupt the bed partner's sleep making the partner also irritable. These problems aggravate marital disharmony and family stress. It is made worse by the tiredness and lack of interest in family activities by the person with untreated Sleep Apnea.

Motor Vehicle Accidents. Research has shown that people with untreated Sleep Apnea are at least 4 times more likely to have a motor vehicle accident. Their performance is noticeably worse as their disrupted sleep leads to a reduced ability to concentrate and an increased chance of falling asleep at the wheel. When Sleep Apnea occurs in people whose occupations involve driving or operating machinery this can be a lethal combination.

Health Problems. There is a clear link between Sleep Apnea and cardiovascular disease. People with untreated Sleep Apnea have an increased incidence of high blood pressure, stroke and heart disease and damage to small blood vessels can result in impotence, Diabetes and obesity have also been linked to Sleep Apnea.

Who Gets Sleep Apnea? Sleep Apnea can occur at any age. In childhood, it is commonly the result of enlarged tonsils or adenoids or of some cranio-facial abnormality. In adulthood, it occurs more often in middle age and is more common in men than in women. It is often associated with being overweight, particular with excess fatty tissue around the neck. In people not overweight, it is likely that they have been born with a narrow airway or a facial structure which leads to narrowing. Almost everyone who has obstructive Sleep Apnea will snore, as snoring is also the result of narrow or floppy upper airways.

How Is It Diagnosed?

Sleep Apnea is diagnosed from the results of an overnight sleep study. The patient is wired up and attached to computers which measure sleep, breathing rate and oxygen levels. Everyone experiences a small amount of breathing disruption during sleep, but somebody with Sleep Apnea may have as many as one hundred of these events per hour and their blood oxygen levels may become quite low.



How is Sleep Apnea Treated?

The most effective treatment for OSA is called continuous positive airway pressure or CPAP. This consists of a pump that blows air through a mask at a high enough pressure to keep the airway open. CPAP only needs to be used at night and the treatment is immediately effective at controlling the symptoms and long-term consequences of Sleep Apnea. Surgical treatments are sometimes tried, but they are not always effective and may have undesirable side effects. Devices that fit inside the mouth and hold the jaw forward may create a larger airway but these do not work for everyone. There is no effective drug for treating Sleep Apnea, although a number have been tried. A number of other remedies have been marketed, but none have been shown to be effective.

Things to Avoid.

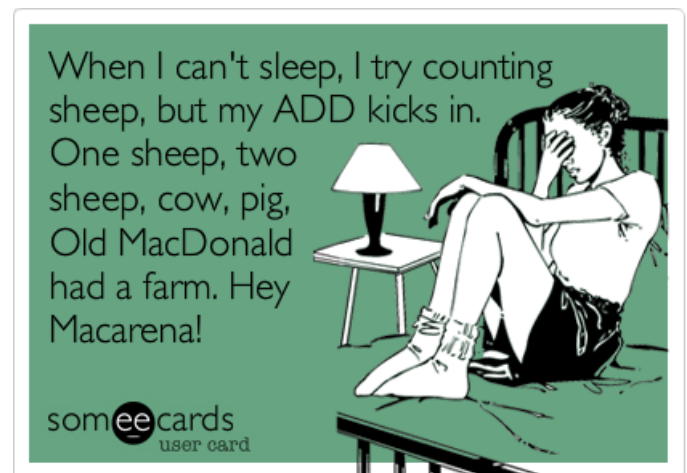
There are things that can make Sleep Apnea worse and even if you are on CPAP treatment, they should be avoided. Alcohol relaxes muscles and may worsen Apnea, as may sleeping tablets which depress the drive to breathe. A person's normal CPAP pressure may be insufficient if the person is under the effects of alcohol or sleeping tablets. Other things that disrupt sleep such as caffeine or late night eating should also be avoided.

Sources of Information.

If you are concerned about Sleep Apnea you should consult your family doctor. You will need a referral from your GP before you can consult a sleep specialist. There is an organisation called "Sleep Disorders Australia" (SDA) which has branches throughout the country and holds information sessions from time to time on Sleep Apnea and other topics. Fact sheets on a variety of sleep disorders can be found on the SDA website at www.sleepoz.org.au.

Insomnia.

Insomnia is the inability to fall asleep or to stay asleep. Sleep onset insomnia occurs at the start of the night when the person cannot fall asleep. But just as troubling are problems of waking during the night which is called maintenance insomnia. Most people experience difficulty sleeping at some time. Almost half of older adults experience insomnia on a few nights each week, but few of them seek help from the doctor.



What is Normal Sleep?

Length.

Most people sleep between 7 and 9 hours each night. Different people may need different amounts of sleep but if you sleep less than 7 hours, you may be deprived of adequate sleep.

Falling Asleep.

Some people fall asleep within a few minutes of closing their eyes but others take longer. One third of women and one sixth of men report taking longer than 30 minutes to fall asleep. Some people find this acceptable but if it is of concern, then it is classed as insomnia.

Waking at Night.

Particularly as people get older, sleep becomes more fragmented and waking up briefly during the night is quite normal. If the awakenings are brief you may not remember them, however, if you wake up and have trouble going back to sleep, then this is insomnia.



Causes of Insomnia.

There can be many different causes of insomnia. Some medical conditions may cause insomnia, particularly pain and respiratory problems. Some medications inhibit sleep as well as drugs such as caffeine (coffee and energy drinks) and nicotine (smoking). Worries or life events such as divorce, death or illness of a family member are also common causes. Conflicts or pressures at work may also be a factor, but when these are resolved, sleep should improve. Insomnia can be a vicious cycle, in that the more you worry about not sleeping, the harder it is to get to sleep.

Seeking Treatment.

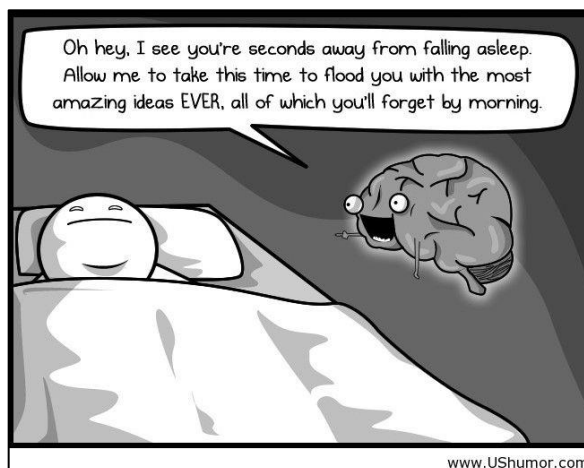
Just as there are many causes for insomnia, so there are many treatments. In most people the insomnia will get better by itself, however, if insomnia persists beyond a few weeks you should seek help from a doctor. If there is an underlying medical or psychological condition, addressing this may cure the insomnia. Psychological assistance with stress management, relaxation exercises and controlling thoughts may be helpful as may attention to environmental factors such as light, sound and temperature. Attention to simple things such as going to bed at the same time, avoiding naps, caffeine and alcohol and getting appropriate exercise may also help.

Sleeping Tablets.

The main goal of any treatment for insomnia is to break the cycle that maintains the insomnia. Sleeping tablets may be prescribed for short-term insomnia but they lose their effectiveness after a few weeks and are not appropriate in the longer term. When you stop taking sleeping pills you may have a few nights of worse sleep. This is called rebound insomnia and is a good reason to avoid prolonged use of sleeping pills. It is usually best to reduce pills gradually rather than to stop abruptly.

Risks.

Sleep disorders have been implicated as risk factors in a number of other health problems. Sleep deprivation, whether due to a reduced quantity of sleep or a disturbed quality of sleep, affects a variety of essential functions and hormone balances



and contributes to an increased risk of heart disease, high blood pressure, obesity and diabetes. It affects general mental functioning, in particular, daytime alertness, memory functions and decreased learning ability. There is some recent evidence that sleep deprivation also depresses the immune system which means the body is less able to fight off viruses and infections.

Hypertension (High Blood Pressure).

Hypertension is a serious medical condition that adversely affects many systems in the body. It is a major cause of atherosclerosis (thickened artery walls) and may lead to blood clots and strokes. Hypertension can also lead to heart attacks, kidney disease, vascular disease and retinopathy. Research has shown that insomnia sufferers who regularly get less than 5 hours of sleep per night are at a high risk for hypertension. People with untreated Sleep Apnea are also at risk for hypertension. Research has shown that when Sleep Apnea patients are treated with CPAP, their blood pressure goes down, not only at night, but during the day as well.

Heart Disease.

Sleep Apnea starves the body's vital organs of oxygen throughout the night. This puts a strain on the heart as it tries to compensate. Researchers have found Sleep Apnea to be an independent risk for cardiovascular diseases. When breathing recommences after an Apnea the heart muscles are called on for greater exertion just at a time when their own oxygen supply has been compromised. During recent research studies, when a group of patients with heart failure were tested in a sleep study approximately half had severe undiagnosed Sleep Apnea. Research is ongoing. but it seems clear that people with moderate to severe Sleep Apnea have an increased risk for heart attack, vascular disease and pulmonary hypertension.

Obesity.

Obesity contributes to Sleep Apnea and Sleep Apnea contributes to obesity. In fact, most sleep disorders can contribute to obesity. Researchers found that a group of people who were restricted in sleep had falls in their [leptin](#) levels, leading to a greater appetite. The same group also produced 30% more insulin to maintain their normal blood sugar levels. Higher insulin levels are associated with higher levels of fat storage. As lack of sleep also results in tiredness and lowered activity rates, so obesity is encouraged on three fronts:

- higher kilojoules taken in.
- lower energy given out, and
- insulin stimulating fat storage.

In the case of Sleep Apnea, the weight gain affects the fat in the neck, and the air passage collapses more easily, leading to a worsening of the Sleep Apnea which may lead to further increases in obesity.

Diabetes.

Research has shown that short sleep duration has direct effects upon the risk of diabetes, independent of its influence upon body weight and blood pressure. A study by scientists at the University of



Chicago found that after restricting several healthy young adults to only four hours sleep for six consecutive nights, their ability to process glucose had declined — in some cases to the level of diabetics.

Other studies have shown that subjects who regularly slept 5 hours or less were twice as likely to develop diabetes over the 10 year follow-up as those who slept 7 hours or more. Research statistics indicate that approximately 50% of men living with diabetes also have sleep Apnea. and 50% of sleep Apnea patients tested when attending a sleep clinic were shown to have impaired glucose intolerance. Recent studies of young healthy males showed that sleep deprivation for as little as two nights increased insulin levels, increased [ghrelin](#) and decreased leptin translating into decreased glucose tolerance and an increased appetite for carbohydrate-rich foods. One research article concluded that “if short sleep duration increases insulin resistance and decreases glucose tolerance, then interventions that increase the amount and improve the quality of sleep could serve as treatments and primary preventative measures for diabetes”.

Some people can't sleep because they have insomnia,
I can't sleep because I have an internet connection.

Brain Functioning.

There has been a lot of research looking at the effects of sleep deprivation on various brain functions. People asked to perform tasks after spending a night without sleep had impaired abilities which were comparable to people under the influence of alcohol. A lack of sleep impacts most notably on a person's attention and working memory, which can have disastrous consequences in road accidents, operating machinery, forgetting about fire hazards etc. People who are sleep deprived have impaired learning abilities, slower reaction times and poorer judgment. Severe sleep deprivation can lead to psychosis and hallucinations.

Sexual Function.

Sleep Apnea has been shown to be associated with impaired sexual function for both men and women. Excessive tiredness can contribute to a low libido, as can a reduction in hormone levels such as testosterone, which can occur as a result of Sleep Apnea. Many factors can contribute to declining erectile function, one of which is untreated Sleep Apnea. This can be due to blood vessel walls not expanding as well as they should to allow for increased blood flow, or a decline in testosterone, or impaired night time erections due to broken sleep associated with Sleep Apnea. Treatment of Sleep Apnea using CPAP has been shown to improve erectile function in about half of men who have both Sleep Apnea and erectile dysfunction. [Nocturia](#) and Overactive Bladder Nocturia can be caused by a variety of factors including inadequate functioning of the heart muscle, benign prostate hyperplasia and overactive bladder. Increased nocturia in patients with Sleep Apnea is believed to be caused by elevated night time excretion of a protein secreted by heart muscle cells in response to high blood pressure.



CPAP treatment in Sleep Apnea patients results in improvements of their nocturia. Researchers found that the overall prevalence of overactive bladder in patients with obstructive Sleep Apnea was 39%, which is considerably higher than the average. Patients with moderate and severe Sleep Apnea are more likely to present with symptoms of overactive bladder compared with the average population.



"When the experts determine that high blood pressure, heart disease and diabetes are actually good for you, you're going to feel awfully foolish!"

Two newlyweds quickly realised their marriage wasn't working and filed for a divorce. The judge asked them what the problem was. The husband replied: "In the five weeks that we've been together, we haven't been able to agree on a single thing." The judge turned to the wife. He asked, "Have you anything to say?" She answered: "It's been six weeks, your Honour."

Family Barbecues at Gallipoli Barracks.

[Some time ago](#) we went along with the Kedron Wavell RSL Sub-Branch welfare people to give a hand at the Sunday morning brunch they put on at the Army's Brisbane Gallipoli Barracks. For some years now the Army has hosted a regular Sunday morning barbecue for the families of their troops who are serving overseas and/or for the families with returned servicemen/women. Families are encouraged to come along, bring their kids and meet with other families, the kids can run and play with other kids, the wives and/or husbands left at home can meet with others in the same boat as themselves, can discuss any problems or worries they might have and realise that although their partner might be deployed overseas, they are not alone and the Army is always there to help.

(Click these pics for the HD version which you can download).

It's a wonderful concept and the Army should be congratulated for their compassion.

Three times a year, Kedron Wavell provides volunteers to put together the barbecue and we went along again on Sunday the 15th June to give a hand.



Wendy Modini and Major Graham Palmer.

Major Graham Palmer, the 7th Brigade Welfare Officer, gives up his Sunday to oversee the morning and to meet with and help any of the families as does Wendy Modini who is with the Defence Community Organisation (DCO). The DCO provides a broad range of programs and services to help Defence families make the most of the challenges and opportunities provided by the military way of life. They provide a 24 hour Defence Family Helpline, staffed by qualified human services professionals including social workers and psychologists. Time apart from families due to deployments, training or other Service requirements is an integral feature of Defence life and these days the Army provides assistance as and when it is required.

Wendy and the DCO provide partners of ADF members with access to funding for education and employment services to enhance their career options and to help them secure employment when posted with their partner. They also help partners develop stress management strategies and build on their strengths and resilience and they work with Commanding Officers to support the welfare of ADF members and their families. What a shame it was not available back in the

late 1960's, early 1970's when a heap of mixed up young men returned from Vietnam, but it is there now and congratulations must go to the Army.



Phil Lilliebridge and Elizabeth Digby.

Phil, who spent some time at Gallipoli Barracks during his Army career, is the Welfare and Ceremonial Officer with the Kedron Wavell RSL Sub-branch and he organizes the troops who come along and help with the Barbecue. A number of RSL Sub-Branches take it in turns to provide “snag-turners” for the barbecues and Kedron Wavell have the responsibility for 3 Sundays each year.

Someone told us that Phil would run 10 miles in order to have his photo taken with a pretty girl, we don't know if there is any truth in that rumour, but we did notice he was quick to volunteer to have his pic taken with Elizabeth.

We spoke with several more mums and dads, all of whom appreciate the chance to bring the kids onto the “Base” for a barby and a bit of fun.

Dear alcohol, we had a deal where you would make me funnier, smarter and a better dancer.
I saw the video, we need to talk!!



Jen Greenwood with her little ones, from left: Talian, Alice, Saskia, Isabella, Eli and little Zac taking it easy in the pusher.



Easy to entertain the kids, give them a snag in a piece of bread, a bit of tomato sauce, a glass of red cordial, a couple of biscuits in a small pack, a run around for a while then sit them all down and show them some magic tricks.



Then head them towards the jumping castle to burn off any left-over energy.



John O'Brien and Darryl Gould looking after the barby.

Whenever Kedron Wavell is rostered on as the duty barbecuer, it's woe betide anyone who thinks they can stand at the Barby. It's a well-known fact that Darryl is the undisputed king of the tongs and defends his turf like a raging bull. They say someone once tried to don the apron but was immediately met with the Gould evil eye and being an astute person, very quickly ceased his catering aspirations, moved to the rear and thereafter thought himself lucky being able to unwrap the bread with all his major limbs still intact.

People who were at Gallipoli Barracks in the past would be very surprised at the amount of work that has taken place since 2008. Defence has earmarked a total of \$788M to be spent on improvements and it shows. Rows and rows of wonderful new accommodation buildings have been built, storage sheds, workshops, messes, entertainment precincts and a fabulous new gymnasium area are already in place and still work continues. See [HERE](#).

The Army, she ain't what she used to be.



Part of the new accommodation buildings on the Base.

There were three Indian squaws. One slept on a deer skin, one slept on an elk skin and the third slept on a hippopotamus skin. All three became pregnant. The first two each had a baby boy. The one who slept on the hippopotamus skin had twin boys. This just goes to prove that... the squaw of the hippopotamus is equal to the sons of the squaws of the other two hides.

Sorry Rupe.

Richmond.

A lot of people have spent time at Richmond. In the 1960's it was one of the RAAF's major bases being home to 11 Sqn with their Neptunes, 36 and 37 Sqn with their Hercs and 38 Sqn with their Caribous and a couple of Daks. There were also major maintenance squadrons like 486 Sqn and 2AD as well as Air Movements, Comms, a major hospital and a very active Base Sqn. Base Duty Crew was very busy with a multitude of visiting aircraft dropping in most days, aircraft like the RAF's Shackletons and Vulcans and the USAF's Douglas C-124 Globemasters. Richmond back then was a very busy base.

But different times demand different assets, 11 Sqn went off to Edinburgh, 36 Sqn went to Amberley, 38 Sqn to Townsville, 486 Sqn was taken over by Qantas, 3 RAAF hospital has been demolished and 2AD just disappeared. These days it is not the busy hub that is used to be and the blue uniforms on base have been reduced considerably.



We were in the vicinity of the Base in March 2014 and MediaOps in Canberra and Flt Lt Adlai Dehal at Richmond were both very helpful in arranging for us to have a look around.

After reporting to the guard room, which like at other Bases is manned by civvies, getting photographed and being issued with a pass, we reported to the Base Head Quarters where we were introduced to WOFF Kevin Dransfield and met with Tyson Fisher who was good enough to show us around.

We left Richmond in 1971 and hadn't been back since. Externally, not a lot has changed. Richmond is not like the Army's Gallipoli Barracks in Brisbane where some-one who returned after an absence of 45 years would not recognise a thing, at Richmond everything is readily recognisable.



Tyson Fisher, our host at Richmond.

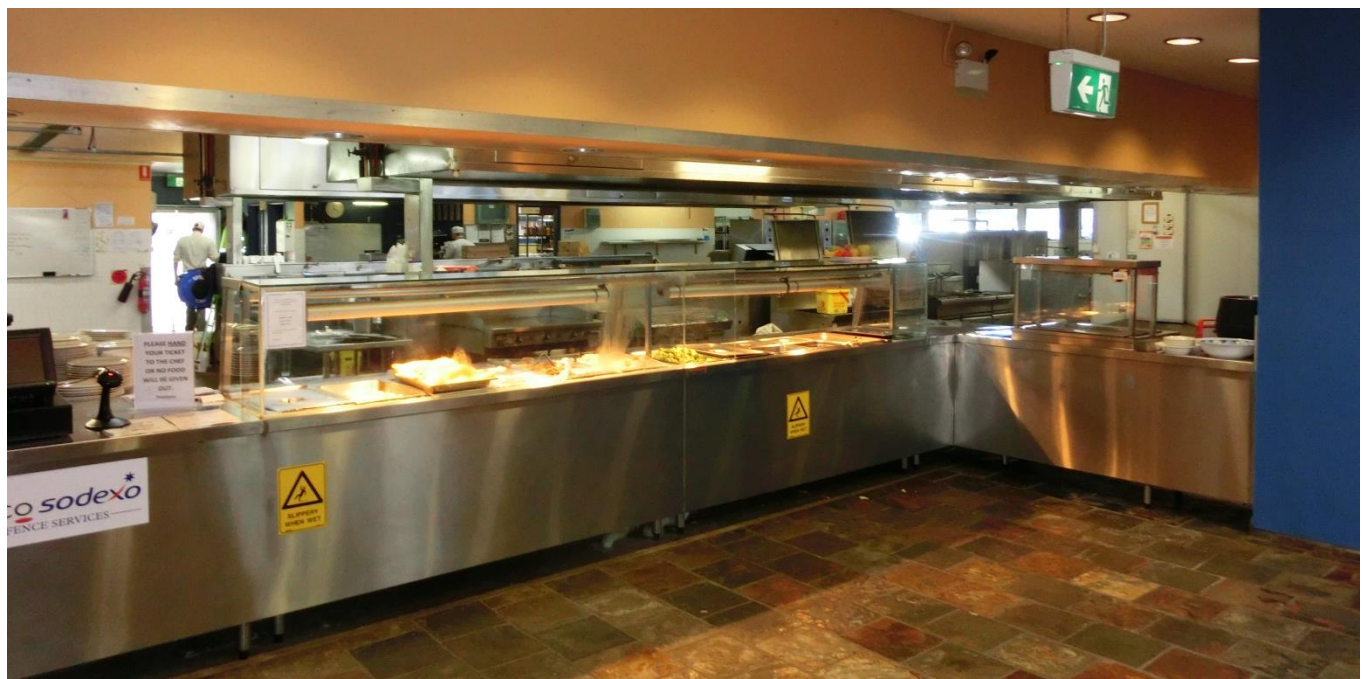
As the Mess had been one of the important buildings in our life back then, we thought it would be good to start there. In the 1970's the Airman's mess would feed thousands of people three



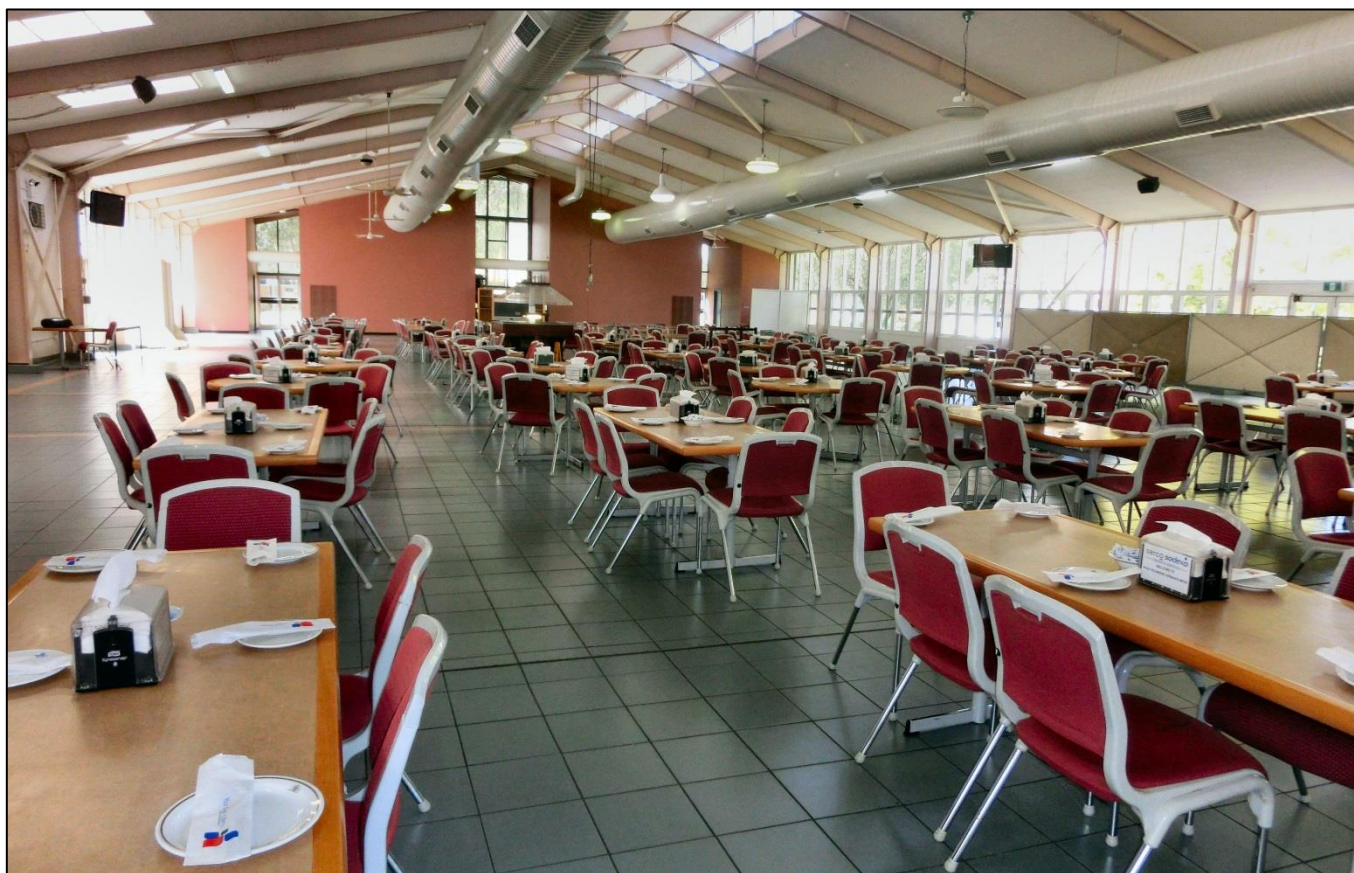
times a day and although it was “de rigueur” to grumble about the quality of the food, we were lucky as the food was pretty good and no-one went hungry. Most visiting Army blokes used to think it was 5 star!



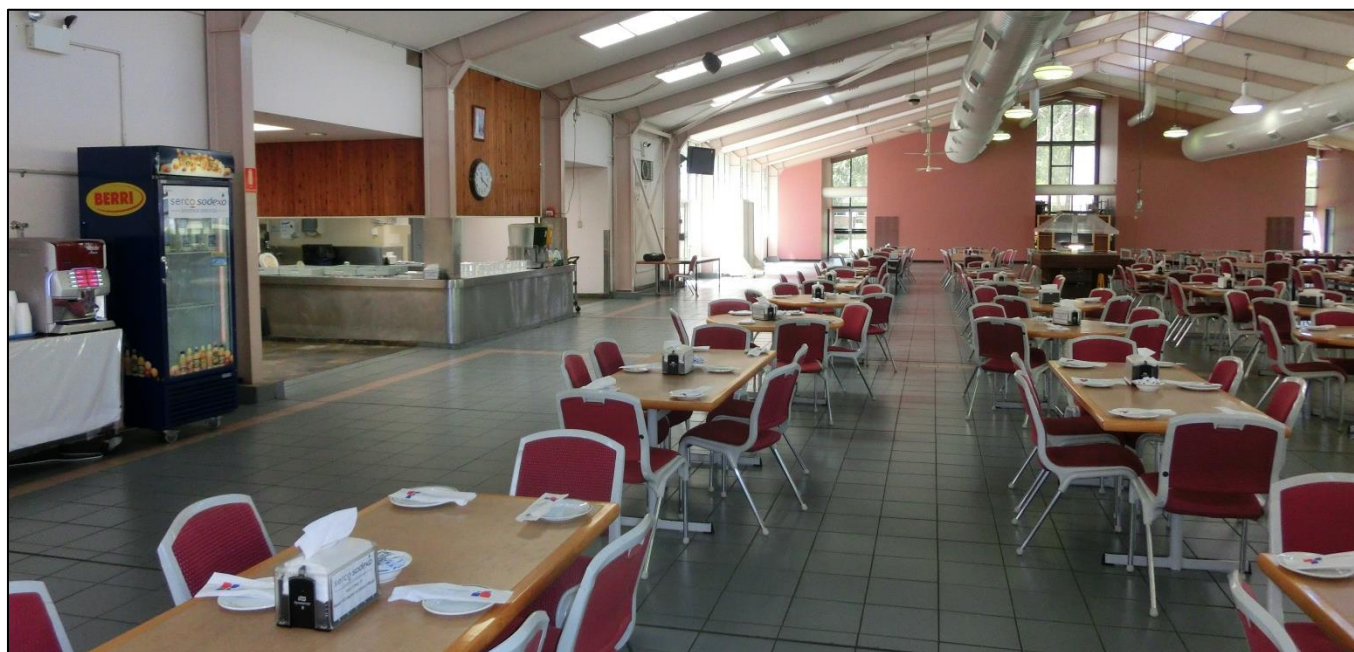
After passing “Peter’s paper shop”, out the front, blokes lined up here then filed past the hot food area where if you asked for a bit more, you got the standard reply from the RAAF cooks, “We’re here to feed you, not fatten you”.



The food serve area, still the same after all those years. Perhaps that just goes to prove they got it right way back then.



The tables and chairs are a bit better than they used to be and we can see that the mess has finally been air conditioned. It used to be rather warm in summer and the old ceiling fans just couldn't crack it. We can remember an [Airman's Ball](#) which was held in the Mess back in 1969 or 1970 when the portable tarmac air-con plants had to be towed over from the 36Sqn and cold air pumped in through the windows to make the place bearable.



Over the road from the Mess were the Airman's accommodation blocks – commonly referred to as the dongas. Back then there were 4 blokes to a room with a central toilet/shower amenities section (the ablutions) in the centre of the block. Each “block” housed 33 blokes to a floor, 32 in the 8 rooms and 1 in the floor NCO room.



These days 4 to a room would never do, though in our day I think a lot of us used to really enjoy it. It was a time when communal living helped to make some very good and long lasting friends, a time when what you owned was “pooled” along with the stuff belonging to your room mates and you could borrow from it as and when needed. Clothes, money, radio grams, records, transistors, even cars could be borrowed and often were.

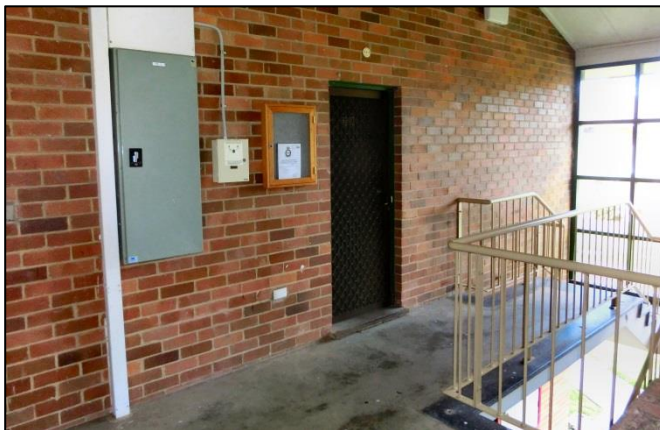


Today the entrance into the room has changed, the windows each side of the single door have been halved, two doors fitted where there used to be one and a wall positioned from the doorway to the rear wall dividing the one large room into two. Each occupant now has his/her own room and it is sad to see that they are padlocked. With 4 to a room we never had locks on the door, anyone could just walk in but I can't remember anyone ever losing anything.

Of course, panics have gone too, though perhaps that's not such a good thing, as much as everyone hated them they did ensure a high degree of cleanliness. In 1984 the Commonwealth passed the non-

discrimination act (on the grounds of sex, marital status or pregnancy) which changed things for ever. The RAAF's living in policy which required unmarried personnel to live in barracks on base was suddenly illegal. No longer could there be a different requirement or expectation that single people would live on base, any more than a married person would be required to do so. Blokes vacated the blocks in droves and when they went so did the panic.

But during the live-in stage, each week the RAAF would provide one clean sheet for its lodgers. Monday morning you would pull one sheet off your bed and place it out the front of your room. The block NCO, who used to live in his private little room in the stair well, would arrange to have all the dirty sheets collected and replaced with one clean one. (If you knew how to work the system you could get two). In the late 1960's, early 1970's, one such NCO was that tyrant John Donohue (below). John



John would constantly patrol his charges, wearing his white gloves and checking for dust on desks and window sills – or perhaps I'm getting him mixed up with someone else.



In between the two story blocks was the Airman's laundry. In an age before earth leakage circuits, this building housed about half a dozen Lightburn washing machines which would permanently sit in about half an inch of water and where blokes would

do their washing in bare feet so as not to ruin their shoes. If the weather was not favourable for drying on the outside line, clothes could be placed in the drying room which was an insulated room heated to about a million degrees and which turned all your clothes to stiff boards.



The wash rooms also housed a well-attended game of chance each pay night.

Not far from the living quarters was the ASCO canteen. ASCO has long gone, to be replaced eventually with AAFCANS, the Army, Air Force Canteen Service. Although the interior has been completely remodelled, the patronage has dropped off considerably, perhaps due to the fact that the number of people on base has also dropped or perhaps they just miss Dell running the food counter and Blue Silk churning out those [Welch Rarebits](#).



Just outside the old ASCO canteen is the Airman's "Boozer" and beer garden. Years ago it was virtually compulsory to "hit the boozer" straight after knock off and to drink there until 6.00pm



when overalls were banned. This was supposed to get the troops home and into the shower before dinner went off in the Mess. Most would come back after dinner and drink until close at 10.00pm



Long gone now are the Laminex topped tables, Namco chairs and the Bakelite ash-trays. Also long gone is the partition that used to separate the Blokes' end from the Blokettes' end. Prior to the Anti-Discrimination Act, the WRAAFs had their own section and blokes were not allowed in unless invited and signed in.



A few Blokes would work in the "boozer" after stand down, spending one week on, two off. This was to top up their income as in 1971 the gross [fortnightly pay](#) for an LAC group 15 was \$43.46 (\$1,129.96 pa) which didn't go an awful long way. Until he got his third, Bob Pearman was the boss man behind the bar!!

As everyone who spent time there knows, Richmond could be a cold and foggy place in winter but in summer it could and did get very hot. With so many people living on Base, the pool next to the old ASCO canteen was very well attended during those warmer months and it was not unknown for blokes to detour via the pool for a look-see whenever the WRAAFs were out sunning themselves.



The WRAAFs lived across the road from the Canteen area but back then these buildings were more of a prison than a living area. Although the girls had single rooms, they were severely restricted in their movements. Monday (or panic) nights it was definitely lock in and for the rest of the week there was (I think) a mid-night curfew with bed check, though we did know of a few adventurous girls who managed to circumvent this.



These buildings were strictly out of bounds to all male bodies, though it is fair to say a few blokes did manage to sneak a peek inside. Then, in about 1971 the bed checks were abolished, to the relief of many. Below, the back of the WRAAF blocks.



And finally, the powers that be came to the realisation, “if you can’t beat them.....”



On reflection, it is surprising the number of blokes and blokettes that met and married while serving at Richmond (it would probably be the same at other bases) and it is also surprising the number that are still together.

The Sergeants' Mess, built in 1932, lives just across the grass, (which was the original parade ground) from the WRAAFery, whether this was by design or just pot luck no one knows but we do know there were not too many complaints.



The pic above is part of the old mess.



The Sergeants' dining room, it was thought prudent to have the girls eat here with the Sergeants – to keep them safe from those marauding Airman.



Above, the Sergeants' bar area, and below their living quarters.



Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.

The old entrance to Richmond.



RAAF Base Richmond was the first Air Force base to be established in New South Wales and the second within Australia. In 1915 the NSW Government had set up an Aviation School on Ham Common (as it was called) at Richmond to train military pilots for the Australian Flying Corps at Point Cook. The land was reserved in 1916 to be the first government owned civil aerodrome in Australia and was purchased by the Commonwealth in 1923, becoming the second military air base in Australia, after Point Cook. In 1925 the first Air Force element in New South Wales, No 3 Squadron, which operated [Airco DH.9](#) light bombers and [Royal Aircraft Factory S.E.5](#) fighters, was formed at Richmond. From 1923 to 1936, it was also used as an alternate airport for Sydney with Sir Charles Kingsford-Smith landing the *Southern Cross* there after his trans-Pacific flight in 1928 and Miss Jean Batten landing after her solo flight from England in 1935.

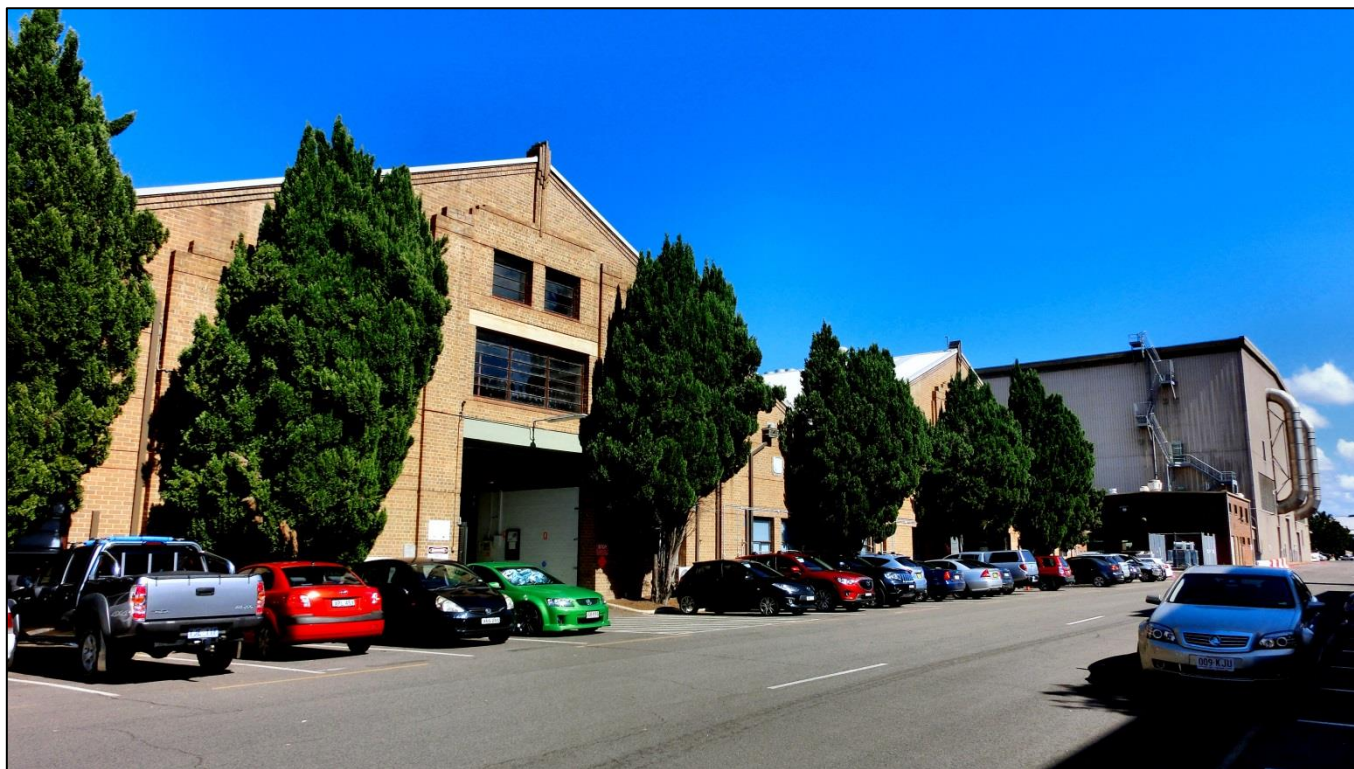
Originally the base was contained behind the brick gate way but in January 1940, with Australia at War, Richmond became No.2 Recruit Depot and a tin city was set up on the land where the Canteen, Airman's Mess and Airman's living quarters are now situated. Soon after a theatre was built to keep the troops entertained and then some time after it was relocated to its current position. During the War, Richmond developed into a base of major importance to Australia's defence then during the Cold War era of the 1960s the base facilities were expanded to twice their original size.

At the outbreak of World War 2, Nos 3, 6, 9 and 22 Squadrons were based at Richmond, together with No. 2 Aircraft Depot. No. 8 Squadron formed on 11 September 1939 and No. 11 Squadron two weeks later. It has since evolved from a combat centre to become the home of Air Lift Group. As such, the base is now the hub of logistics support for the Australian Defence Force.

In January 2013, No. 35 Squadron was re-formed at Richmond, under the control of No. 84 Wing. The squadron will expand to approximately 250 personnel by 2015, when it will begin operating the RAAF's ten C-27J Spartan transport aircraft.



The Metro theatre, situated in front of the old Main Gate – looking a little tired these days.



Situated down the back of the base, “out of sight, out of mind” is the old 38 Sqn hangar from when the Caribous were based at Richmond. The new building further along, with the two large handles stuck on the wall, is the parachute packing centre.



This grassed area, with the old 38 Sqn and parachute hangars in the background, is where 3 RAAF Hospital used to live. The hospital these days is outside the base walls on the back road from the front gate to Richmond.



This hospital doubles up as the area hospital for the civvy population of Richmond/Windsor and for the troops on the Base. A pedestrian gate in the fence around the Base opens onto the zebra crossing enabling sick parade attendees to walk to the hospital.

While we were in the area, we decided to have a look around at some of the old haunts we used to frequent all those years ago.



The main street of Windsor (George) is unrecognisable having been turned into a pedestrian mall some time back. Another change is the Fitzroy Hotel where many a cold ale was consumed on many a day.



The Wilberforce Hotel, now called the Heritage Hotel, has definitely seen better days, once the water ski hub for the area, it suffered a fire some years ago and doesn't seem to have recovered.



The Windsor RSL hasn't changed a lot over the years either.



Law of Close Encounters - The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

Going into Richmond is like going back in a time warp, apart from a Woolies shopping centre at the other end of town, not an awful lot has changed, perhaps that's why!!!



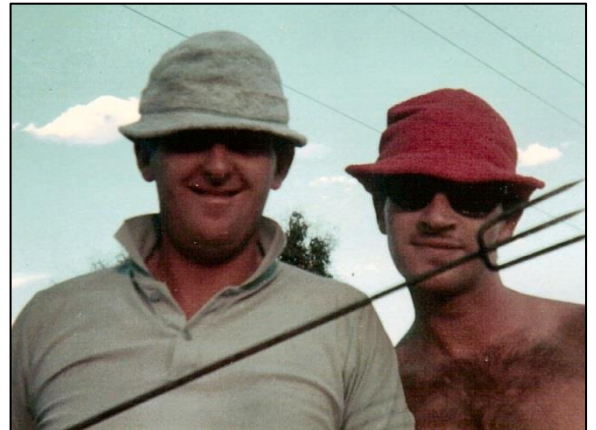
One change we did notice though is the 'beach' area under the Richmond bridge.



Unfortunately, it has now long gone. Where people used to swim or picnic or barby or just sit and enjoy has been handed back to the little green frogs and the birds and the lizards. Oxygen

producing shrubbery has been allowed to overrun the area where once those dirty CO₂ producing humans used to frolic – that's progress!!

No longer will the likes of Donohue and Lewis be able to take their dirty snags and steaks onto the river bank and defoul the atmosphere with their carbon producing fires, or drip sunscreen lotion all over the pristine sand or pollute the crystal clear waters of the Hawkesbury – thanks goodness we can now all sleep soundly with the knowledge that our environment is in safe hands.



RAAF Base Richmond comprising the main east/west 7,000ft runway, hangars, adjacent huts and cottages has historical, design and social significance. The base contains many historically significant buildings including warehouses, hangars, the old main gate, the Officers' mess, married quarters and landscape elements including Bunya Pines, Cypressess, Oleanders, Port Jackson Figs. Jacarandas and Cypress trees.

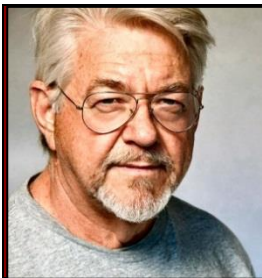
The runway is the dominant functional element of the base.

Long may it live and function.





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



It's Elementary.

Anthony Element

It Pays to Advertise... Or so they say

Yesterday, I was patronized, yelled at, assumed to be stupid and talked down to. Happened the day before too. If you own a tv set, chances are you copped a bit of the same treatment. I'm talking about advertisers.

I've never actually met one, but judging by what they produce, I figure they must be a very unusual breed. Around 147,000 different insurance companies want me to buy one their funeral plans, so every single one of them starts out by letting me know they think I'm too stupid to handle "complicated forms".

Well that's going to do it, right there. Not!

Then they imply that I'm scared of "nasty blood tests" too. From where in the world did they get the idea that patronising we... er... seniors is going to make us want to buy their plan? Listen up insurance floggers, if I'm old enough to be thinking about funeral plans, trust me, I've already been jabbed and sucked often enough to know it's nothing to be scared of.

Hang on, that doesn't sound quite the way I intended it to.

Next they compare the weekly plan cost, (they call it an "Investment". Riiiggght, an investment I pay into for the rest of my life but the return doesn't kick in until after I'm dead, WTF?), anyway, apparently the 'investment' per week is no more than a cup of coffee.

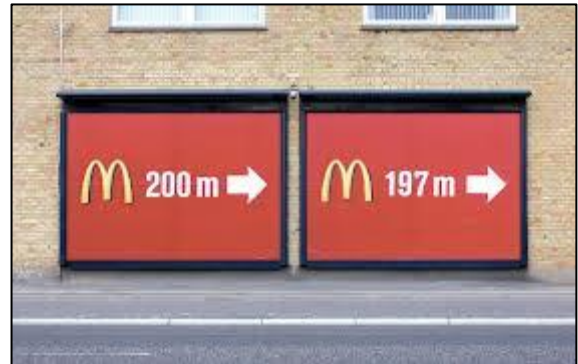
Two points. First, they're paying way too much for their coffee, and second, coffee gives me immediate and major gratification. Hell, right after a cup of coffee is probably the best I'm going to feel all day. And they're comparing that with something that gives gratification to someone else, after I've deperched. No wonder they're struggling to sell it.

What we have here is a serious case of false equivalence. Coles think that a big red hand with the finger pointing down will get my attention. Well, I suppose it could be worse, the finger could be pointing up. A different message entirely.

Just diverging a minute, I've always liked the Budget Car ad where the girl sings the Budget song with a cute French accent. So what do the idiots do? They replace her with a couple of weird aliens. (*I agree – tb*) They don't do it for me; can't explain why. They just don't. You wonder what the thought process was going on in the creative department: Alien cartoon characters, or cute French chick, alien cartoon characters or cute French chick. Gee, I don't know... Tough call.

I mean, it's not like six year olds hire cars.

And you've gotta love this strategy of targeting kids. Can't reach the parents? No problem, just turn the kids into nagging little sales rugrats. McDonalds have done this for years, and they figured out that even kids aren't that interested in a cheeseburger, a coke and fries. So now they sell Happy Meals by convincing the kids they can't live without the plastic toy, and, oh by the way, they get a burger and the other bits thrown in. Never mind that the toy has a higher nutritional content than the burger and fries. Plus it's non-fattening. By the way, did you know those grill marks on your burger aren't real. They were put there by the factory. Mmmmmmm, taaaasty!



I wonder where they got the idea that I might buy a Mazda once I know that it goes Vrooom, Vrooom! I haven't connected Vrooom Vrooom with a car since I was five years old with a dinky toy. Meanwhile, Kia have an ad out now that features some dude pretending to balance a soccer ball on his head. Sorry Kia people, you're going to have to be just a tad more specific.

On the subject of cars, I occasionally ask myself how many people saw the chicken jumping in the air and said to themselves, "Right, that settles it, got to get me one of them there Toyotas."



One ad I can see the sense in is those mini billboards above urinals in shopping malls, advertising condoms. That's sensible. I mean, as long as I have it in hand anyway...At Carindale Mall, they have the condom ad and right beside it is an ad for those drops you put in tired eyes. That kinda makes sense too, when you think about it.

I can see where if things work out well with the condom you might have tired eyes the next day. I was doing a bit of research for this piece and I came across the website of a major national advertising and marketing company. It had a list of the top twenty things you can do to lift your brand image. Number 20 was, wait for it – **Have Great Products and Services**. No kidding. I guess it never occurred to them to make that No 1 and then forget the other nineteen.

Advertising to mass markets became popular in the U.S. over a century ago. And for almost that long, researchers have been studying whether advertising works. Professor Gerard Tellis at University of Southern California and his associates summarized the findings from hundreds of prior studies through a method called "meta-analysis." This approach ascertains the average effect of advertising in past studies and why it varies across contexts. What did they find out? Well, here's the key takeaway:

The effect of advertising is quite small – a one percent increase in advertising expenditures leads to 0.1 percent increase in sales or market share.



In other words, the sales return to advertising is 1/10th of its input in terms of expenditures. So on the strength of that, you'd have to say the answer to the question is: not very well.

I just hope the advertisers never find out or we might have to start paying for our free to air TV. And who wants to have to pay to patronized, yelled at, assumed to be stupid and talked down to?

A bloke says to his mate, have you ever hunted a bear,
his mate says, no but I've fished in my undies.

Vietnam Museum.

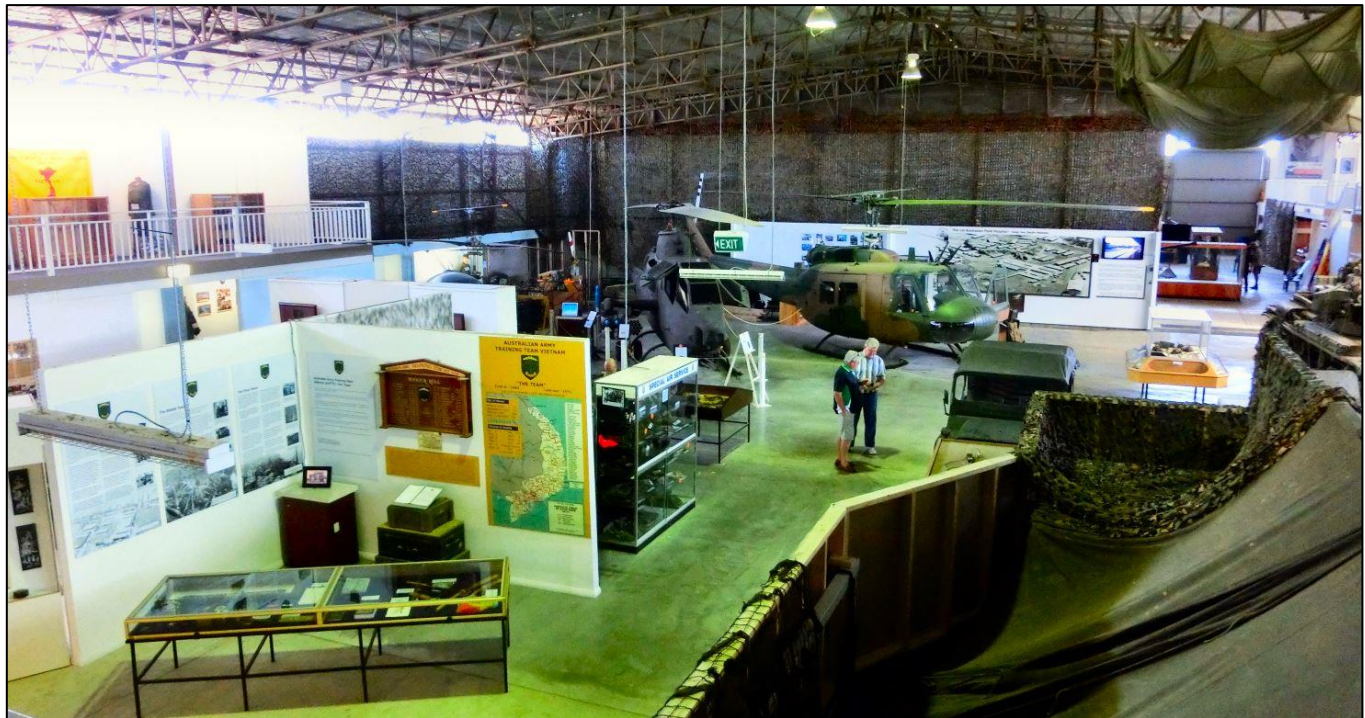
The National Vietnam Veterans Museum (NVVM) is a unique Museum. Founded and built by Vietnam veterans to help and support veterans to cope better with their experiences during the Vietnam War (1962-1975) and after their return to Australia, the NVVM seeks to remember, interpret and relate the experience of the veterans of the Vietnam era and the enduring impact of the war on society.

The museum was opened on its current site at Newhaven on the popular tourism destination of Phillip Island, Victoria, in March 2007. This followed a decade of development arising from a towed display touring Australia under the auspices of the Vietnam Veterans Association of Australia. It is the largest and most comprehensive museum of its kind in Australia, founded and built by Vietnam veterans, family members and other volunteers. Following the recent completion of a museum Master Plan, the museum now has a roadmap to take its development to 2025.



Phillip Island is 140 klms south of Melbourne, about a 1¾ hour's drive on a good multi-lane highway.

The Museum, which has four ground floor galleries, the Remembrance and Valour Gallery plus separate Air, Ground and Sea Operations galleries, continues to evolve and can thank Gary Nolan for its existence as he was one of the instigators in getting it underway.



The Remembrance and Valour Gallery.

A recent addition to the Remembrance and Valour Gallery is a plinth which will be the centrepiece for remembering the contribution not just of Australia, but the other 'Free World' forces which supported the Republic of Vietnam. National flags for the RVN, USA, Australia, New Zealand, Korea, Thailand and the Philippines will be shown on the plinth, along with plaques giving some detail of the contribution in personnel and casualties suffered. The plinth should be completed by Vietnam Veterans' Day 2014. An emotional artefact has also been recently installed – a childhood golliwog carried by a medic in Vietnam, who was subsequently lost to his mother when he died less than 10 years after returning from Vietnam.

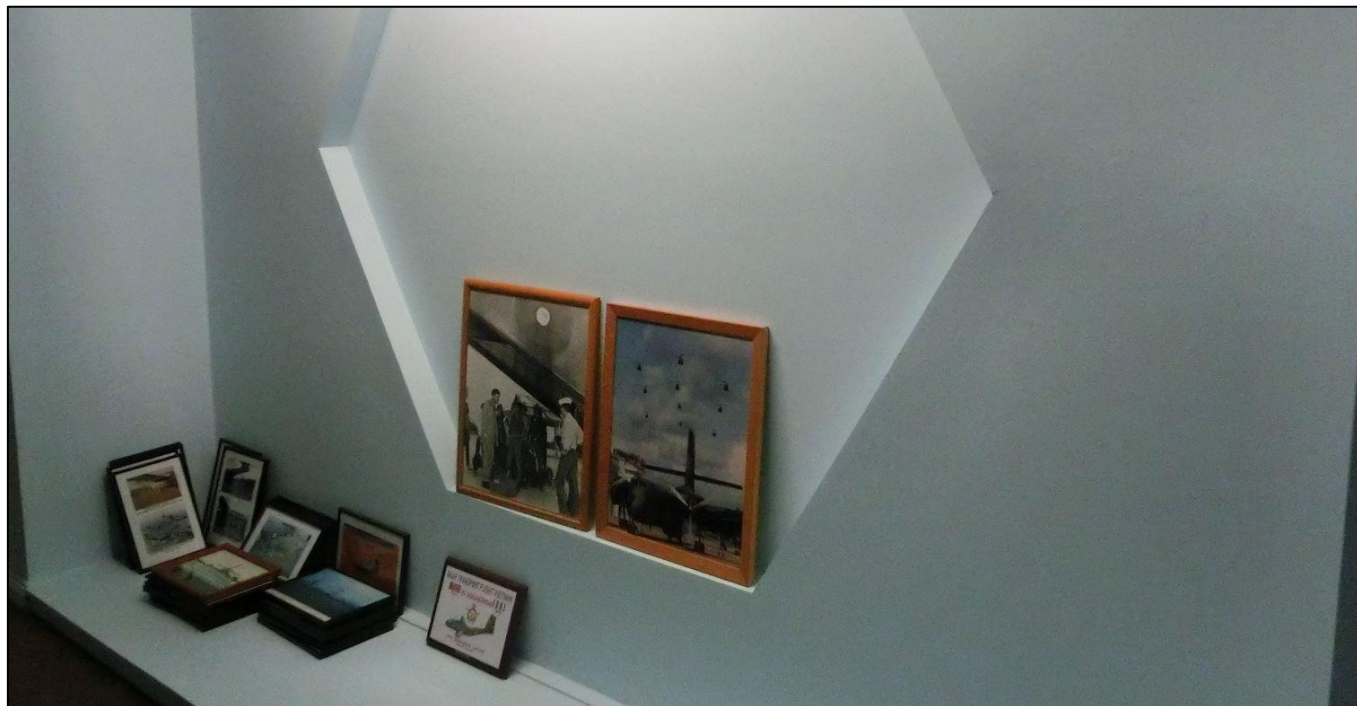
The Ground Operations Gallery has seen the addition of a touch screen display in the Australian Army Training Team exhibit and several new digital picture frames including for the 1 RAR Group, 4 RAR, 5 RAR, Provost, 131 Divisional Locating Battery and 8th Field Ambulance. New interpretive panels for 1 RAR, 131 Div Loc Bty, and Provost are with the designers to finalise layout before printing and installing. Concept drawings for a new, life sized tunnel diorama have been created and it is hoped to have this completed for the visit by the 1 RAR Group reunion in October 2014.

Discussions are also underway to begin planning for another life sized diorama – this time to convert one side of the Huey to a full recreation of the Vampire landing pad in Vung Tau, showing a casevac arrival. This will be complemented by the new interpretive panel wall for 2nd

and 8th Field Ambulance and display case showing a mannequin in full nurse's uniform, another great donation to the museum recently. The nurse exhibit should be in place by mid-2014.

Work has also begun for the development of a new exhibit area devoted to the Viet Cong /North Vietnamese Army – partly including the new tunnel diorama but also a new display case showing a life-size Viet Cong soldier.

There will also be an area devoted to the RAAF's contribution to the war, this area will be dedicated to the work carried out by 35Sqn



The MIA Remembrance Bracelets



When Australian ground forces left South Vietnam in 1972 they left behind 6 of their members who were classified as "Missing in Action".

In an act of solidarity with Australian Vietnam Veterans, the US Vietnam Vets Association presented the museum with 6 handcrafted remembrance bracelets to be displayed in the Museum in individual boxes.

Over the period 2007 to 2012 the remains of the 6 MIAs were locate and returned to Australia. As this occurred, the box for each serviceman was closed to symbolise their return.

Click the pic below to see the current President, Gary Parker describing how and when the bracelets were put on display at the Museum.



The Ground Operations Gallery with the Remembrance Bracelets centre stage.



Part of the Aviation gallery, this old Canberra definitely needs an E before she's going anywhere.



Left to right, Geoff Spackman and past Museum CEO, Gary Parker.

These two old codgers joined the Army back January 1960 as young appies and were posted to the long gone Balcombe barracks (on the Peninsula, south of Melbourne) and passed out in 1962 as qualified



plumbers. Geoff was posted to the Australian Logistics Support Company/17th Construction Squadron and sent to Vietnam in 1965 to establish the living quarters for the troops. On his return to Australia he was sent back to Balcombe as an instructor and stayed there until he took a discharge from the Army in 1969, moved to the ACT and established a successful plumbing business.

Gary went a different route, after appy school he was commissioned and he too was posted to 17th Construction Squadron in Vietnam in December 1969, but as a Captain – which meant he didn't have to get his hands dirty and as Geoff says, he'd already done all the work anyway. Gary stayed on in the Army for some years, finally retiring as a Major.

Both are now old codgers and are retired, Geoff is still in Canberra while Gary is on Phillip Island, not far from the Museum.

If you're in Melbourne and you've got the time and especially if you had a tour of Vietnam, you should check out the Museum. It is open from Wednesday to Monday from 10.00am - 5.00 pm and open 7 days a week during school holidays.

Costs are:

Adults	\$15.00
Child (5-15 years)	\$10.00
Family (2 Adults, 3 Children)	\$40.00
Concession/Aged Pensioners /Vietnam Veterans	\$12.00
Pre-booked Groups	\$10.00 per head
Pre-booked School Groups	\$8.00 per head

Contact details are: 25 Veterans Drive, Newhaven, Phillip Island, VIC. 3925
Phone 03 5956 6400

Why do people constantly return to the refrigerator with hopes
that something new to eat will have materialized?

'Using slave labour is never a good idea'

Elmer Beneliner was a navigator in a B-17 during WW2. He tells the story of a World War 2 bombing run over Kassel, Germany, and the unexpected result of a direct hit on their bomber's fuel tanks.

Our B-17 was barraged by flack from Nazi anti-aircraft guns. That was not unusual, but on this particular occasion our fuel tanks were hit. Years later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion,



our pilot, Bohn Fawkes, told me it was not quite that simple.

On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not only just one shell but 11 had been found in the fuel tanks...11 unexploded shells where only one was sufficient to blast us out of the sky. Even after 35 years, the event leaves me shaken, especially after I heard the rest of the story from Bohn.

He was told that the shells had been sent to the armourers to be defused. The armourers told him that intelligence had picked them up. They could not say why at the time but Bohn eventually sought out the answer.

Apparently when the armourers opened each of those shells they found no explosive charge. They were all clean as a whistle and just as harmless. Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scrounged the base for a man who could read Czech and eventually they found one to decipher the note.

Translated the note read “This is all we can do for you now.”

Roger Bailey sent us this story, he says it was on page 23 of the April 2014 edition of ‘Commando News.’

Why do people run over a piece of string a dozen times with their vacuum cleaner, then reach down, pick it up, examine it and then put it down to give the cleaner one more chance?

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Djinnang Reunion, 2014.

Once again the always well-attended Djinnang reunion was held at the Queensland Public Service Club in Brisbane, this time on Saturday the 31 May. The Teller for the Association, Dave Tape, told us they had 120 people at the reunion, many as usual from interstate, and even though the mustering finished in 1991, the pride in what they achieved all those years ago and the strong sense of the camaraderie that still exists amongst them is amazing.



Part of the bunch of revellers.



The Djinnang association is open to all ex RAAF Telegs, Telsops, Tprinops, Telstechs etc. In (about) 1976, the Telegs, Telsops and Tprinops musterings were amalgamated into the Commsop mustering. Some Telegs moved to the Sigsop mustering. Most operators that moved to the new CommsoP mustering retained their old mustering name until about mid 1980's where they had to all become Commsop's. Basic Commsop (**COMM**unication**S** **OP**erator) Courses were trained at Laverton between approximately 1976 until 1991 when the Edpop (Electronic Data Processor Operator) and Commsop musterings were amalgamated into what is now known as the Cision (Communications Information Systems **CON**troller) mustering

We've included a bunch of photos from the reunion and to make them load quicker we have 'crunched' them. You can see and/or download the HD version of each photo by clicking on the crunched copy.



David and Deb Tape – the gate keepers.

The Tape family has a firm grip on the Association, David is the Treasurer and Deb is the Secretary. Does make one wonder about the new 500SEL Benz parked in their driveway!!!



L-R: Billy Warren, Candy Lee, Steve Ellis.

Rumour has it, Candy brought along her three identical twin sisters, all dressed the same, as it seemed that every time one turned around there was a Lee girl.



L-R: Cathy Richards, Lorraine Neave, Jenny Bell, Glen Walton, Roslyn Smith.



Back L-R: Mary Windsor, Shirley Watson, Beth Golden, Di Webb.
Front L-R: Betty Yardley, Lalee Jagiello, Yvonne Trickey.



L-R: Billy Warren, Steve Ellis, Lynnette Roe and Andrew Berriman.



L-R: Angie and George Pollard.



L-R: Debbie and Mick Masters.



L-R: Ros Curran, One of the Lee girls and Tracey Stephens.



L-R: Noel Quarrell, Pete Wolfenden, Sandy Faber, Warren Faber.



L-R: Geoff Grebert, Bob Man, Dennis Greig.



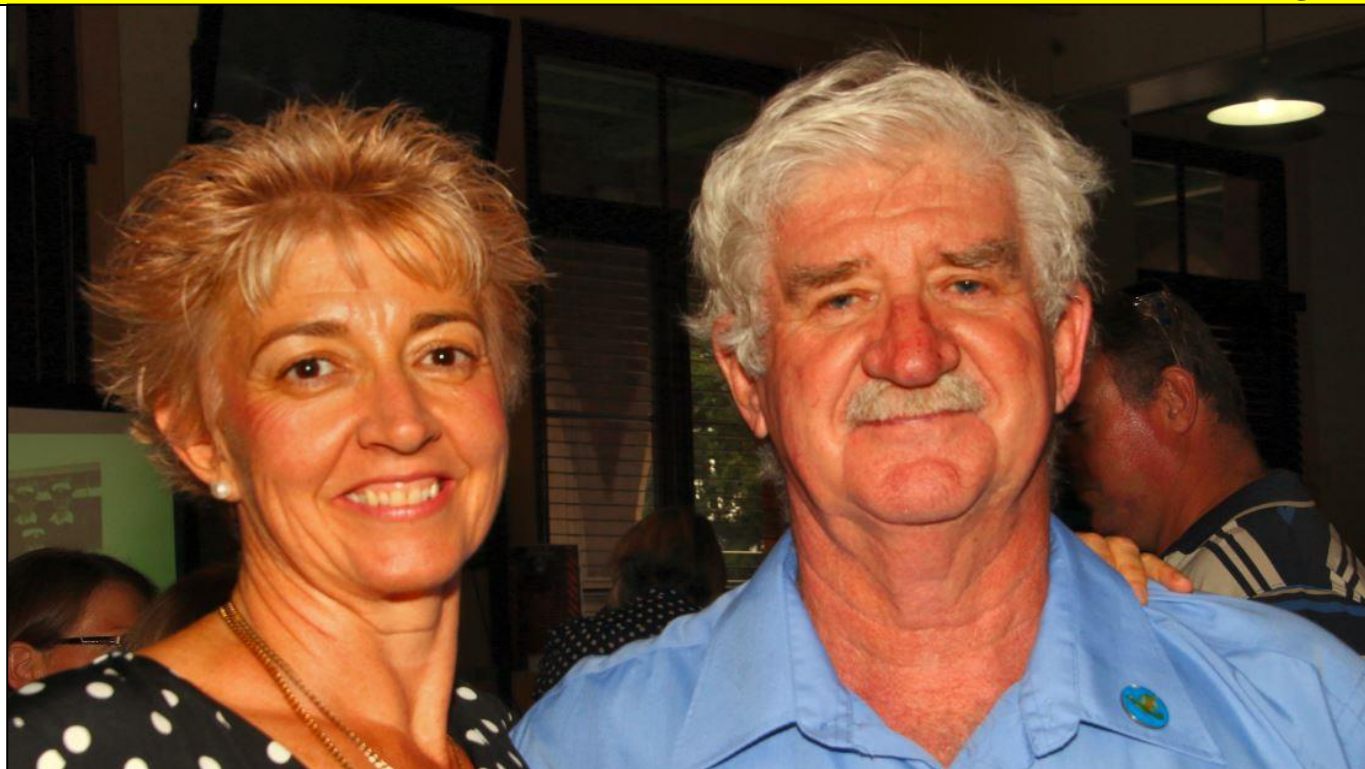
L-R: Alyn Hawkes, Trev Weisbrodt, Margaret Holmes



L-R: Desiree Addinsall, Sue Scarfe, Jane Mills.



L-R: Christine Cashman, Carolyn Wilson, Margaret Smitherman.



L-R: Another of the Lee girls with Trev Benneworth



L-R: Col and Dorothy Cliff.



L-R: Gary Francis, Joy MacPherson.



L-R: XX XX, Glen Walton.



L-R: John and Cathy Richards.



L-R: Kev Woolard, Gail McDermott, Greg McDermott.



L-R: Kim McCauley, Lisa Williams.



L-R: Lorraine Neave, Jim Neave, Cathy Richards, Jenny Bell, Roslyn Smith.



L-R: Mary Moore, Noreen Barry.



L-R: Mick Lawson, Yvonne Cain-Greer, Ron Faulkner.



L-R: Peta Brough, Gayle Roderick, Yolanda Lever.



L-R: Ray "RG" Thompson, Pat Green.



L-R: Ros Curran and another of the Lee girls.



L-R: Val Machin, Robyn Russel, Steve Ellis, Helen Daunt, Dennis Greig.



L-R: Warren Bryant, Lance Highfield, John O'Loughlin, Des Williams.



L-R: Swampy Marsh, John Quast



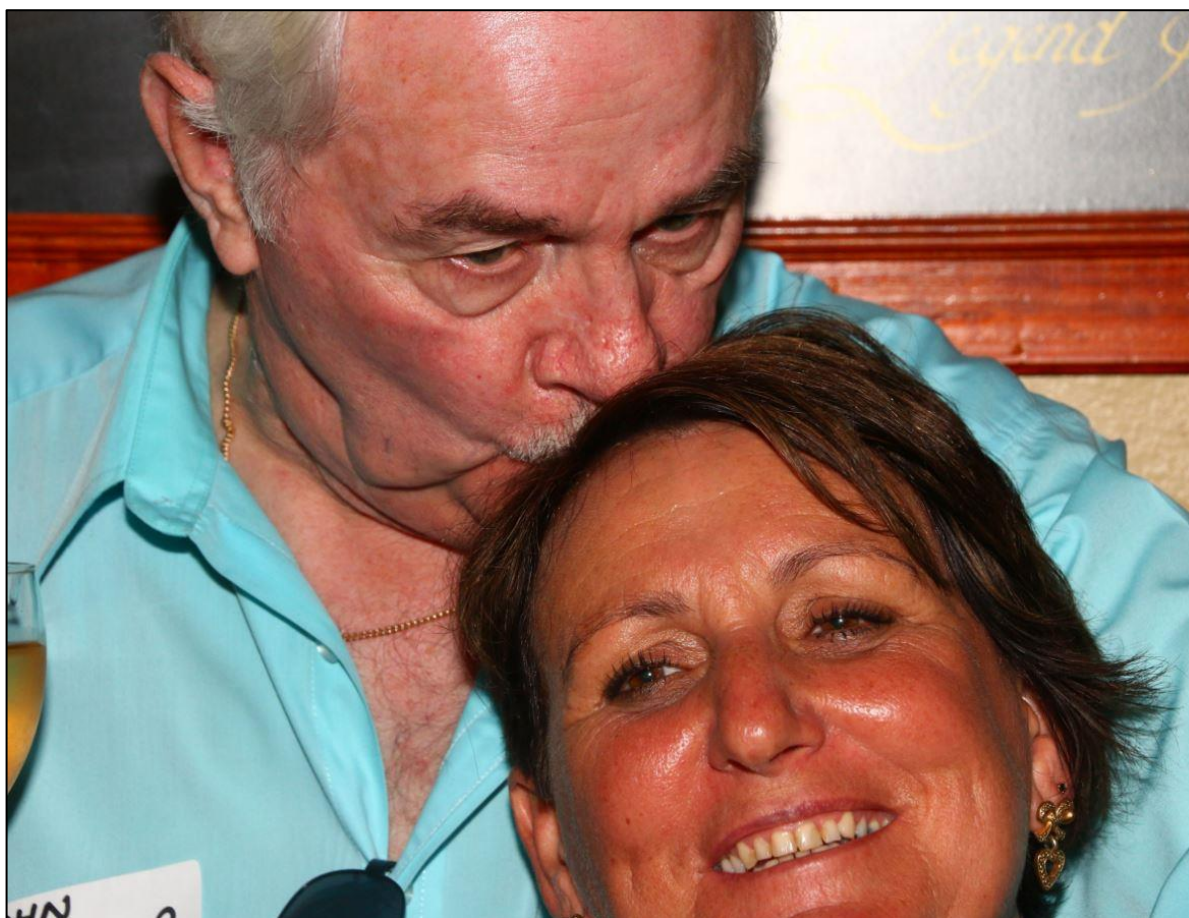
L-R: Sue Ansford, Howard "Bull" Donald.



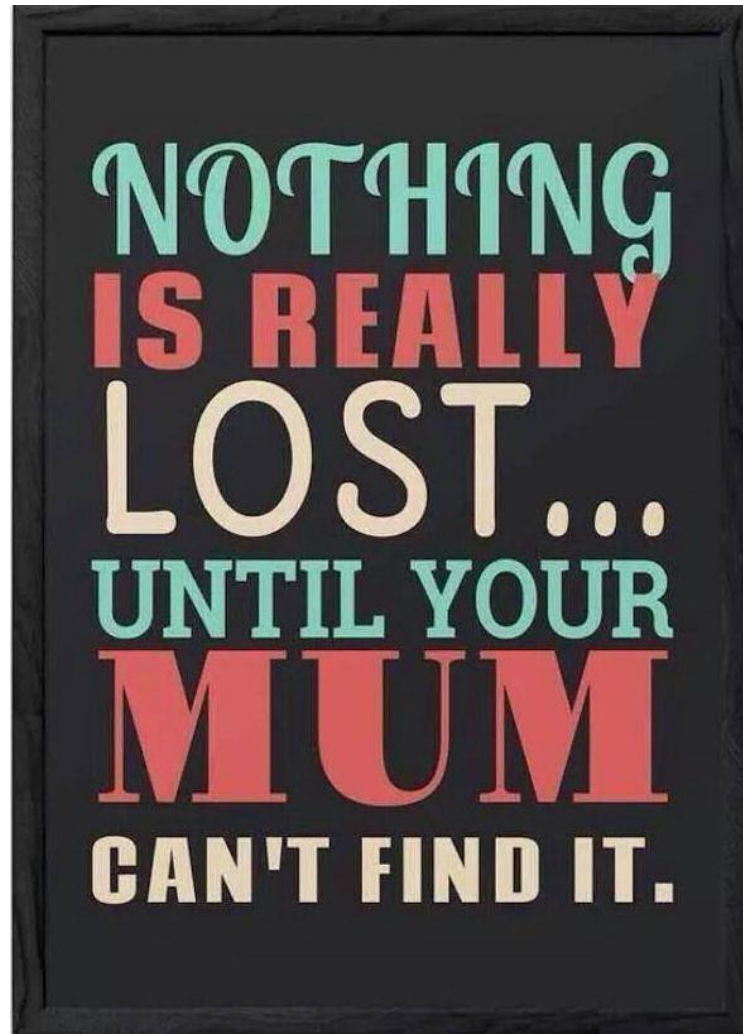
L-R: Ron "Moose" Amox, Roy Green, Ron Bellert.



L-R: Reg Maloney, June Maloney, Jim Cooney.



John McAlister, Jenny Bell.



Continued Page 15

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Djinnang Reunion, 2014 Continued.



Then at 3.30pm, Gavin Smith, being the President, which also makes him the boss, put his hand up and told the delightful little bar girl to stop serving so the Annual General Meeting could be held.



One of the Hardy girls loudly objected to the stoppage as she said she and her sisters had so far only had 30 Chardies between them, and it was Saturday afternoon after all.



But the Hardy girls were outfoxed as the taps were turned off, the till drawer closed and the Chardy was put back in the fridge. The bar girls then took 3 steps back, right dressed and stood at ease. The Hardies were last seen sobbing uncontrollably in the hallway.



L-R: Gavin Smith, Deb Tape, Brian Tape, Swampy Marsh.

The meeting was opened at 3.30pm and the President declared all positions on the committee vacant and called for nominations. Only one nomination was put forward for the position of President, was duly seconded and the nomination accepted by Gavin Smith who was re-elected unanimously. Similarly, nominations for the positions of Treasurer and Secretary were called for and both Brian and Deb Tape were also re-elected unopposed.

When the position of Publisher was called, everyone except Dave Webb, who was day-dreaming at the time, took one step backwards which left him way out front. The President declared him the winner.

The much sought after positions of Committee members were then put up for grabs. These highly paid positions were keenly contested and the winners are, Alyn Hawkes, Swampy Marsh, Yolanda Lever and Gail McDermott.

The President then declared the meeting closed at 3.47pm, reopened the bar to the hysterical shouts from the Hardy sisters.

You know you're a redneck if your home has wheels and your car doesn't.

The President then ordered everyone outside for group photos.

Commsops



Too many to name faces.

Telegs.



Back Row L-R: Brian Webb, Ron Tomkins, Bull Donald ESQ, Ken “Swampy” Marsh, Des Williams, Peter Wolfenden, Alyn Hawkes.

Front Row L-R: Jim Cooney, Ray Thompson, Lance Highfield, Glen Walton, Gavin Smith, Wayne Dalmeida, Ron “Moose” Amos (Sigsop), Roy Green (Sigsop), Ron Bellert (Sigsop)

Telstechs.



Back Row L-R: Mark Wilson, Trevor Horne, Norm Simpson, Warren Bryant, Carl Schiller, Mick Lawson, Andrew Berriman, Nipper McGilvery.

Front Row L-R: Bob Daunt, Ron Faulkner, Yvonne Greer-Cain, George Pollard, Dennis Greig, Bob May, Brian Machin.

Radtechs.

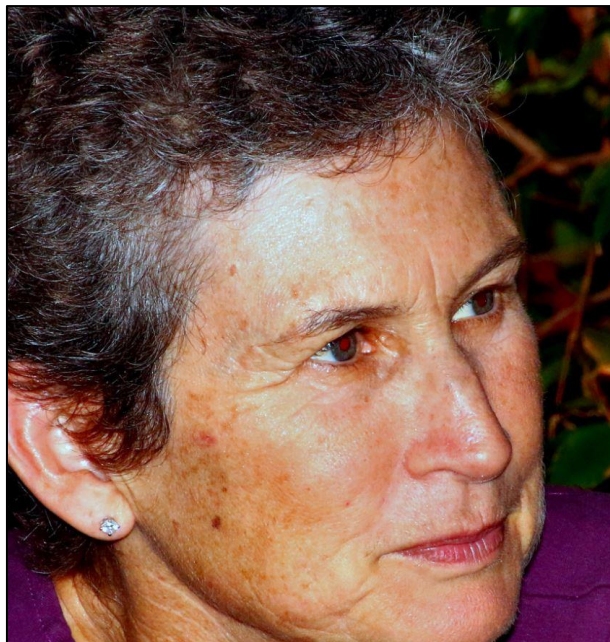


L-R: "Nipper" McGilvery, Mark Wilson, Bill Watson, Reg Maloney.

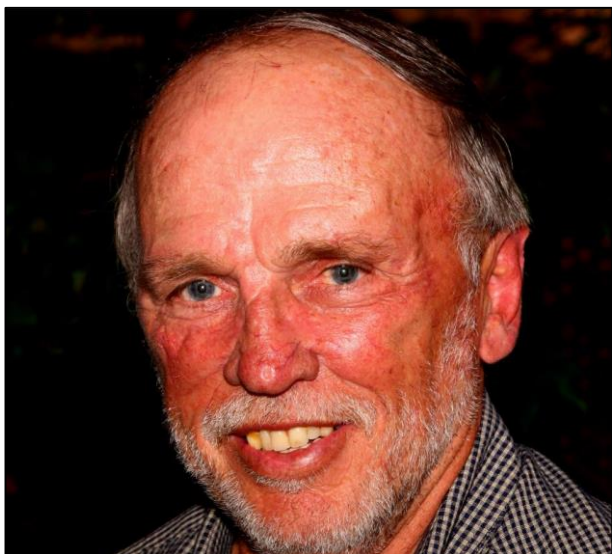
Faces in the crowd, click each for a bigger view.



Andrew Berriman.



Beth Golden



Brian Webb



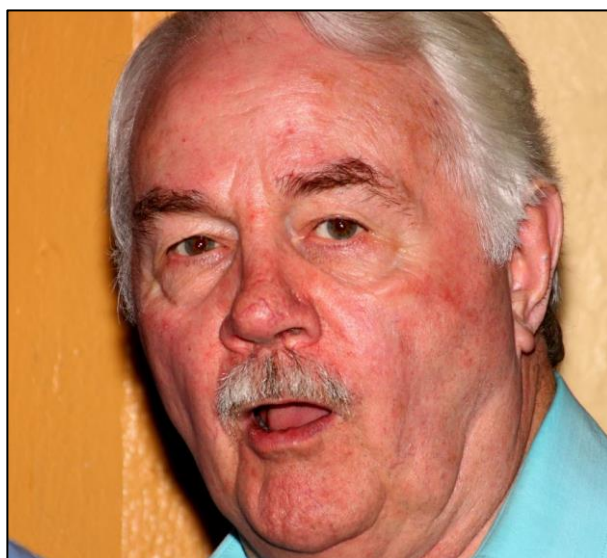
Candy Hardy



Desiree Addinsall.



Helen Daunt.



John McAlister

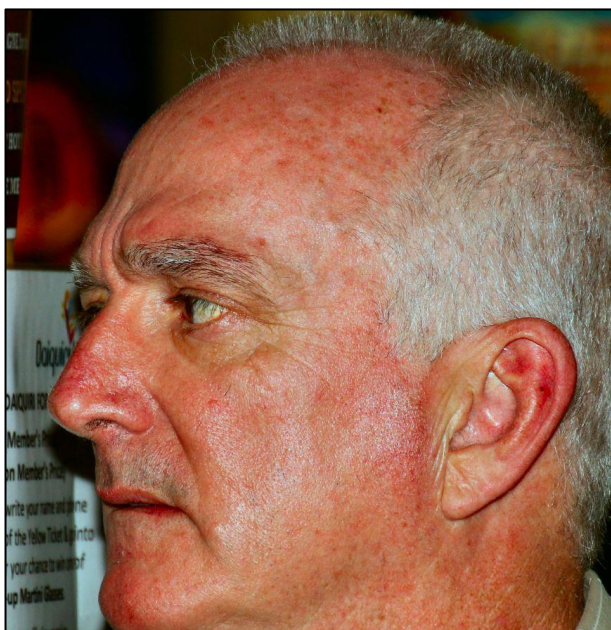
Back in the 1800's the Tate's Watch Company of Massachusetts wanted to produce other products, and since they already made the cases for watches, they used them to produce compasses. The new compasses were so bad that people often ended up in Canada or Mexico rather than California . This, of course, is the origin of the expression -- "He who has a Tate's is lost!"



Lisa Williams



Pat Green.



Steve Ellis



Val Machin.

A famous Viking explorer returned home from a voyage and found his name missing from the town register. His wife insisted on complaining to the local civic official who apologized profusely saying, "I must have taken Leif off my census.

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Smokey Blue.

[Ron Raymond](#) has been tapping away at, what he calls, “a sort of autobiography” of his long and varied career. The story so far comprises some 20 parts totalling 54,000 words and he says he thinks he’s about 2/3rds finished. He’s sent us a small part of what’s done to now which he says we can share with you.

We first met Ron in 1968 when we were posted to 38 Sqn Det A in Port Moresby where Ron was the very popular Sqn Ldr CO (Ron in shorts in the pic at right).

We left the RAAF in 1971, joined DCA as a Flight Service Officer and in 1973 was posted to Madang in PNG. In 1976 I was posted down to Moresby and ran into Ron again, he had left the RAAF and was flying the B-707 with Air Niugini. We saw him frequently in the briefing office until I left PNG in 1980 and returned to Australia. Ron stayed on with Air Niugini until he retired then moved to New Zealand where he now instructs at Massey University’s [School of Aviation](#) in Palmerstone North.



While in the RAAF, Ron was posted to RTFV in Vietnam on the 30 Sept 1964. The RAAF began its service in the Vietnam War on 8 August 1964 when three Caribou aircraft of the RAAF Transport Flight Vietnam landed at Vung Tau. The flight’s remaining three aircraft arrived on 29 August; making Ron one of the early birds.

This is his story.

“Early in the piece, we flew night flares out of Saigon. We were rostered as Smokey Red airborne to a target, Smokey Blue airborne awaiting a target and Green on immediate standby in an air conditioned trailer at Than Son Nhut. When a fort came under attack we were vectored to the target where a fire arrow was set ablaze and pointed in the direction of the VC with fire pots behind to indicate the distance to the enemy. We also carried a VNAF navigator to talk to the forts on FM PRC10 FM sets although I usually called on VHF.

Chris Sugden and I flew the first flare job, a Smokey Blue over Saigon. We droned around the outskirts of the city where to my surprise we inspired sporadic 30 calibre ground fire, not that it was very accurate but it certainly was a cheeky gesture on the

fringe of the national capital. To add further complication, we almost ran over a number of ARVN airfield guards during our pre-dawn return to Vung Tau; the soldiers found the pierced steel runway matting ideal to bed down and barely escaped a grizzly end as our darkened aeroplane rolled down the runway avoiding gallant, if prostrate, defenders. Still I assumed they would 'rise unto to the breach' when the occasion arose – or so I hoped. My second night involved a target that took offense at our presence overhead and occupied itself shooting at us by moonlight, a development justifying a call to Paris and a response that, "They are friendly," which triggered my counter, "Please tell them we're friendly too," followed by an observation from the co-pilot that remains unprintable in a family story. Of course they really weren't friendly at all for the ground fire emanated from the Viet Cong force that had overrun the outpost shortly before our arrival. At this stage it seemed that 'flying flares' was just the ticket to liven up an otherwise dull evening in Indo China.



I usually returned to the villa feeling quite weary after a night's work; often removing my shoes to flop onto the bed in my flight suit until mid-morning when I rose to shower away the smell of the evening's ops before walking to the BOQ for morning coffee; perhaps something more substantial in the village; or simply a stiff Scotch if the night had been exciting and I was not flying later that day. Nevertheless on one memorable occasion I failed to stir in an accepted fashion; rather, I was jolted awake by gunfire that seemed close enough to be in the next room - really heavy gunfire; artillery: a six inch cannon or perhaps something larger although I had never been close to anything like that let alone heard one fired. Fearing an attack, I leapt off the bed slipped on my shoes, snatched up my pistol and stumbled to the stairs to find out who or what was shooting at whom. I was aware of my isolation as the only European in the building at the time, alone and waving a .45 pistol around to counter a NVA (North Vietnamese Army) attack. I even wished for the Garand however that was safely stored at the airfield where it could not fall into the wrong hands. By the time I reached the courtyard and crept around the building patchy gun smoke, or whatever smoke sailors used to celebrate things, was drifting across the Delta in the light morning breeze.

There in splendid array was a lone gunboat close inshore bedecked with signal flags and flying the yellow of the South with its three horizontal red bands, firing salutes to the world as it existed on the Mekong River. Quite an august performance that quickly developed into a display of loyalty to General Nguyen Khan who had just seized power from Big Minh (General Duong Van Minh) during a bloodless coup in Saigon. Curiously General Minh continued as Head of State despite being placed under indefinite house arrest: If all that is hard to grasp be assured it verged on unintelligible in the context of the time and remoteness of the Mekong; so confusing I called Saigon on our airfield link to ask the TMC people what was going on 'up there'. Not that the call was much help for Chuck Case had an ARVN tank outside with its gun trained on the entrance to the building compounding a situation where

the unexpected was undoubtedly next item on the agenda, all of which led to his abrupt apology and a deafening silence when he hung up. Obviously Ton Son Nhut had already gone to hell in a handcart.

As the day developed it became obvious that air support out of Saigon was out of the question until the national leaders sorted their differences; there would be no C123s (right) out of Ton Son Nhut, no VNAF navigator, no flare 'kickers' for RTFV, no fighters and little, if any, artillery support for the forts we were supposed to defend. Nevertheless I believed we had to do something more than just sit on our hands and wait for the VC to overrun the place. We were still a going

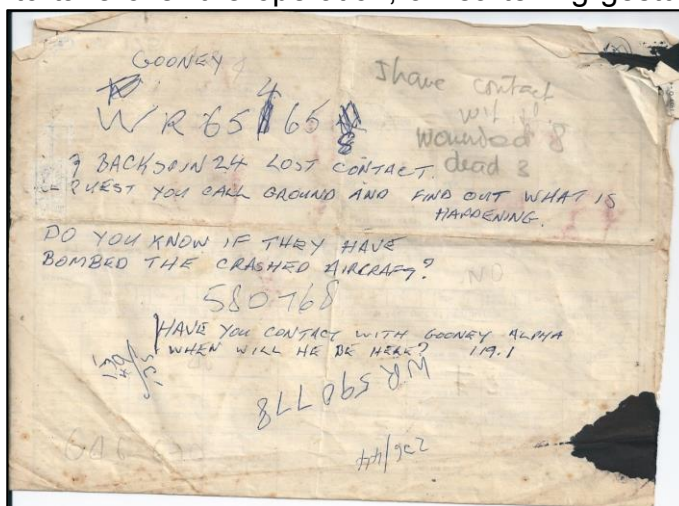


concern with serviceable aeroplanes, fuel, flares, flare-boxes, flare chute and nucleus of a crew. I turned to our friends, the local Parachute Battalion, who offered a brace of kickers and a Warrant Officer to fly with us; I prevailed on our Interpreter to come along as backup. I called TMC where the mood was merely tense, rather than grim defeatism experienced earlier, and received grateful agreement to mount a Smokey Green standby out of Vung Tau under the auspices of Paris Control. I began to feel we were becoming operational again so I moved my kit to our Headquarters on the airfield where I had access to a telephone, a radio, direct contact with air traffic control and our engineers. Not that the airfield accommodation was anything to write home about for although it exceeded whatever the grunts might have in the boonies, it lacked about every basic ingredient normal people consider essential, even providing mosquitoes, malaria and monsoon driven sand over everything. I cannot recall Chris in Vung Tau during all that: I imagine he must have been north on TDY.

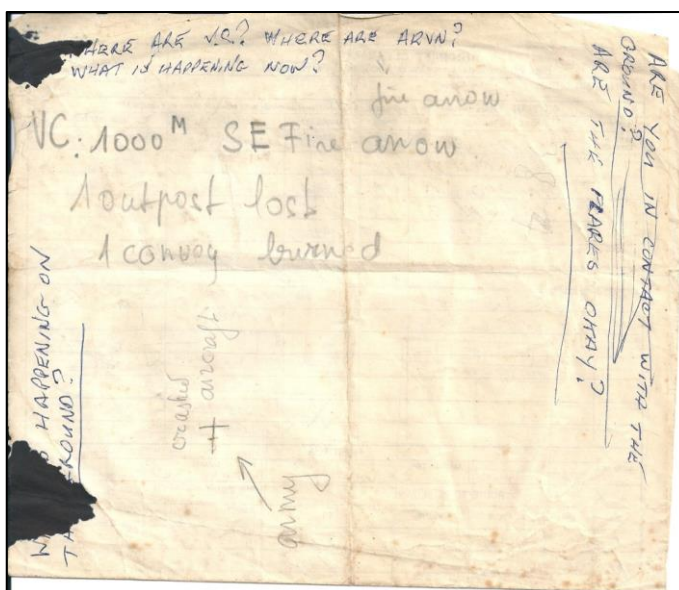
Our first call came with the night and radar vectors to a delta fort that triggered the Warrant Officer's refusal to become part of any action outside his province; a fact relayed to me by the Interpreter when the soldier refused to call the friendlies as we approached the outpost in IV Corps (Mekong Delta). The Interpreter had tried to explain the desperate situation to the man, that one aircraft had already been lost in the action and that a relief convoy was at risk. I handed control to the co-pilot, climbed out of my seat (no small feat wearing a parachute in the confines of the cockpit) and tried to reason with the Warrant Officer who continued his refusal to make the call. The Interpreter joined me in an effort to convince the man; to appeal to his decency; his compassion for the villagers; his loyalty to his country and his duty as a soldier. I felt myself reaching an emotional limit at one stage, actually trembling as I struggled to contain my frustration. Finally I returned to the cockpit, resumed control of the aeroplane and had the co-pilot call Paris to request a Gooney flare ship, a Dakota from Bien Hoa or anywhere else, to take over the mission. I really didn't care where it came from just as long as it had a VNAF person prepared to talk to the fort. In the event we found the fire arrow while all this was going on and set about establishing a race track flare pattern at 3,000ft while we waited.

The actual drop was done by eye, upwind so that the flares drifted to silhouette the VC, something that invariably irritated the communists and, if done correctly, triggered quite an aggressive response - in this case 0.50 calibre that came up in the most convincing demonstration of deflection shooting I had seen. Obviously there were professionals aiming the guns that night - or practiced irregulars who knew what they were about. The trick on encountering tracer was to evaluate its relative speed, if it soared towards us seemingly slowly, the aim was accurate; if it was random, moving fast in our general direction, it would miss: It was that simple - a tenet applicable in any collision situation for that matter. Not that the bullets actually travelled slowly but they did take a little time to reach 3,000 or 4,000 foot and appeared slower than those bound to miss. On this particular occasion, the gunner's accuracy prompted me to douse our lights and climb an extra 1,000 foot, not that I thought we would out-fox the VC, but perhaps we might make their task as difficult as ours was becoming for us.

'Gooney Alpha', was being readied to take over the operation; a heartening gesture even though the aircraft never actually arrived; despite that it provided a morsel of hope that revitalised both the paratrooper NCO and me. I hastily scribbled a note on the back of our flight plan asking if he was in contact with the ground and if the flares were satisfactory? To my delight he responded, leading to the scribbled exchange I have retained over the years and pasted here as part of my story.



Sadly the action ended when the Vietcong overran the fort, another win for the VC when I thought the 'good' guys always won. I could have wept. We tried so bloody hard to win that one, an action that lasted over six exhausting hours; hand flying; stinking of cordite and smoke from the fort; blinded by the flames and smoke from the village; the glare of the flares; sweat soaked flak vests; sweat soaked flight suits; sweat running over our faces from our helmets; sickened by a vision of the ghastly end on the ground; awed at the ground fire coming our way once the outpost fell. I climbed another 1,000ft, called Paris and turned for 'home'. Even then the night was not done with us; Home Plate (Vung Tau



airfield) could only muster the faintest glimmer of what was once a glowing flare path; something we might lose at any moment. We swept into the circuit and descended onto final approach, hardly daring to take our eyes from the apology of a flare path; the co-pilot calling height and airspeed as I lined up on the flickering lights - down, down, across the threshold, into the landing flare. Thankfully there were no aerodrome guards asleep on the runway.

The Controller called as we taxied into dispersal, it seemed his main generator had failed, the battery bank had been exhausted and the only way he could power up the flare path was to crank the generator over on the starter motor with his emergency battery. American professionals I met in Vietnam were invariably good men, 'top troops' and here was yet another: I thanked him for his help before we wished each other good luck and good night.

It was not that we lost every engagement. Viet Cong and even the NVA were reluctant to meet the combined American / ARVN forces in open combat at that time and when they did they were invariably defeated by technology and bombardment from land, sea and air. However our night operations remained a simple matter of being shot at while we orbited the scene dropping flares. In this regard we were diverted from a Smokey Blue to support a delta outpost one dark and dismal evening; an occasion when weather would normally protect the VC from flare ships. That night the weather was certainly an inconvenience, forcing us below a scrappy overcast at 2,300ft in an effort to orientate a drop pattern on the fire arrow with the flares set to ignite below 2,000 – leaving us silhouetted against the overcast by our own flares. To further complicate things the lower altitude meant the flares ignited shortly after launch and were still burning when they hit the ground – a situation requiring a tighter circuit and more frequent flare despatch to maintain illumination over the enemy. To my surprise there was no tracer fire however the fort warned the navigator that the VC was shooting at us. While there was not a lot we could do about that, the lack of tracer probably meant absence of heavy automatic weapons, so we just 'carried on' in the words of the sage. A reaction that proved appropriate when the fort advised that the VC had withdrawn and thanked us for our help. As a reward for our efforts Paris passed a typhoon warning valid for the next 48 hours.



We evacuated the aircraft to Butterworth next day. It was an uncomfortable ride through the fringe of the storm without benefit of either weather radar or navigation aids across the Gulf of Thailand. Nevertheless it was only a four hour flight and we were prepared for rough stuff anyway. Not that I care to sound blasé about it all, however I had developed an attitude towards our operations that left me indifferent to most exigencies, indifferent to anything short of structural failure or fire - two

possibilities that defied contemplation. However when it came to a simple matter of crew and aeroplane versus wind and weather, that was a piece of cake.

Our arrival at Butterworth coincided with the Officer's Mess opening. We arrived at 5PM and settled around the bar with chilled Tiger Beer; a vast improvement on our watering hole in Vietnam where we cooled our tipple with ice helicoptered in from Saigon, chopped into manageable blocks with an axe, secured in plastic bags and battered with a blunt instrument to be added in smaller lumps to glasses of warm Beer33. Something akin to a horror story for the connoisseur but God's gift to beer starved grunts and dehydrated flight crew.



Saturday night was the big night of the week, a high point of life in the village and a time when the bars, tarts and touts lay in wait for lustful and unwary soldiers. There were unspoken rules forbidding the presence of firearms but acceptance of 'bar girl' overtures to likely clients; approaches involving salacious greetings that were about as subtle as a train crash - something like, "You cherry boy, me number one – you buy Saigon tea?" Saigon tea was a cheap mix of cordial sold at exorbitant prices to line the pocket of spivs and charlatans who infected the place. It was not that Vietnamese women were immoral for like their gender worldwide they were, and are, the strength of the race.

Apart from that, the passage of the night was generally peaceful enough. I met any number of Vietnamese during my tour and although contact was fleeting I found better class women in their national dress (the Au Dai) delicate, elegant, and wise enough to remain distant from foreigners who were 'saving' their country on one hand while infecting it with virulent strains of STD on the other – all of which begged the question: just what was it all about? Was it a battle against communism or a struggle for independence that brought the whole ghastly experience on them? Unfortunately so much has been said and written about the war to no real avail that there is little point in amplification here. Most affluent women were gracious and extremely conscious of skin texture and colour – I never saw one in a swim suit either out of or in the water on Vung Tau's 'Back Beach,' South Vietnam's answer to the Riviera. In the days of French colonialism the village had been seen as the genteel holiday destination of choice for the Saigon glitterati. Sadly in pursuing the political aim to save the nation; the attrition of husbands, fathers and siblings reduced many middle and lower class women to a level of poverty and prostitution. But then such has been a by-product of military intervention for time immemorial.

Not that the male of the species should be denigrated as contemporary life in the region produced demands foreign to a European mind. I still believe reluctance to pursue an enemy into a maze of punji stakes, booby traps, ambushes and often overwhelming odds showed tactical sense rather than cowardice or reluctance to

fight. The persistent sacrifice of young men by General Giap and his henchmen later in the war exceeded any definition of callous disregard. The NVA consistently lost to American technology and methodology yet continued sending men into combat in ever increasing numbers: I suppose that was one way to win a war.

An early experience of Vietnamese dedication involved a medical doctor and a search for supplies destined for Ban Don – an airstrip with the thought provoking arrival sign:

“WELCOME TO BAN DON “
WATCH OUT FOR ELEPHANTS.

On the day, the medic approached me concerning a consignment that had not been included on the aircraft's manifest, a discrepancy that concerned us both to the point of harassing the air movements and stores people until we made sufficient impact to initiate a search. Something that seemed trivial – just one item of cargo out of all the freight carried that day - but important enough for the doctor to become deeply concerned. At one stage we were in a Da Nang cargo shed actually looking into freight containers with the shed supervisor before we checked the loaders on the ramp and staff in Air Movements. The search lasted over an hour but finally we were successful and the doctor marched triumphantly to the aircraft with his 24 inch plywood box of treasure. I left the doctor at Ban Don, clutching his supplies in case they evaporated before his eyes: “God bless you Dai Uy,” he said offering his hand and exuding gratitude from just about every pore, “You will remember me?” I smiled at his simple request, “Yes Doctor, I will certainly do that,” I replied. I have remembered him to this day although God alone knows his ultimate fate.



After two nights and a day the Typhoon Report was downgraded to Tropical Storm status and we could no longer justify a leisurely life in Malaysia. Accordingly, we planned back across the Gulf of Thailand; obtained a weather confirming the storm's decreasing intensity over Vietnam and, although the actual rain observation was still moderate to heavy, it became a simple matter of 'kick the tyres, light the fires – first one in the air is the leader.”



Alien Intelligence.

Bob Webster.

There are a lot of stars in the sky. About 9,000 are visible with the naked eye, 200,000 with a good pair of binoculars, and a couple hundred thousand stars can be seen with a small telescope. That's a lot of stars.

But with high powered telescopes and a little math, we can estimate 400,000,000,000 stars in our galaxy, the Milky Way. With around 170 billion galaxies, give or take a dozen, there may be about 1,000,000,000,000,000,000,000,003 stars in the universe. (See [HERE](#))



The law of probability says some of those would have planets and some of those planets would have environments similar to earth. It seems likely that some of those planets might have life and some of those with life would have intelligent life.

Sure, you say. Why would there be intelligent life elsewhere when there is none on earth? The fact is, not everybody is as dumb as me. Some people have a brain, and a few actually put them to use.

Let's say, for the purposes of discussion, that there are people (or something similar, such as politicians) on other planets. Why haven't we met any?

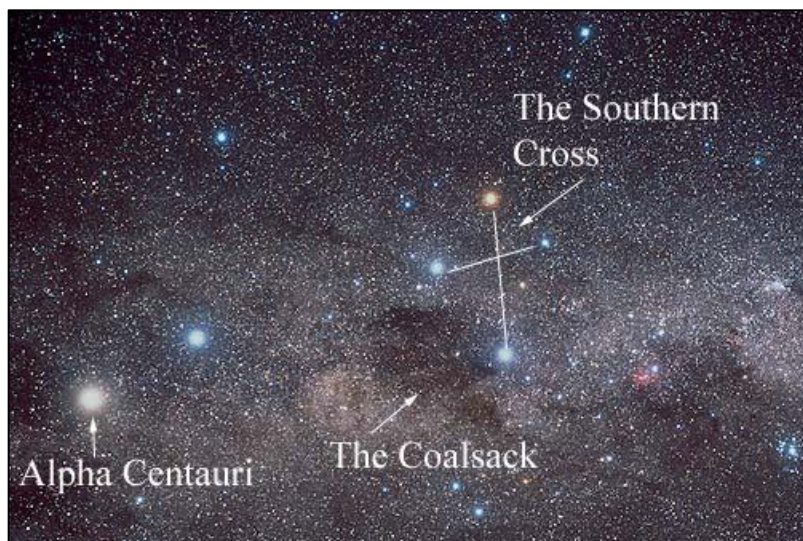
The answer is simple, they are too far away, there is a speed limit and it takes a long time and a lot of energy to get to another habitable planet.

If we could travel at the speed of light, the ultimate speed limit, it would still take over a million years to get to 99.9999999999% of the stars flying around the universe. OK, how about traveling to one of the closer stars? There are 50 stars within about 16 light years of earth. Let's pick the closest, Alpha Centauri, about 4 light years away.

We'll build a nuclear pulse rocket. We'll just send the Alpha Centaurians an ipod with some music on it. That way we won't need to worry about food, water, air, radiation shielding, or a piano for human passengers.

Making a one-way trip in a reasonable time frame (130 years) will require a spaceship of about 100,000 tons, just to deliver our ipod to Alpha Centauri. At the moment, that's a little heavier than we can lift into earth orbit in one launch. So let's give up on interstellar travel. We'd need better technology so let's just send a radio message to the 50 nearest stars. The problem is, even if they get the message, we won't "hear" the reply with our current technology. It would be far too weak.

If there is intelligent life on other planets, why don't we receive radio transmissions from them? They should be communicating somehow on the electromagnetic spectrum, and we would notice non-random modulations.



There's an organization called [SETI](#) that listens for extra-terrestrial life. They have not found any but there's a good reason. If they were sitting on Alpha Centauri listening to earth, they wouldn't hear anything either.

The best SETI experiments to date could detect earth-strength signals at a maximum distance of one light year.

They'll have to be a couple of hundred times more sensitive to detect signals from the nearest 50 star systems (or the other radio transmissions will have to be a couple hundred times more powerful.)

What about aliens detecting our radio transmissions? There has been radio on earth for about 100 years. Marconi's signals have only now reached the nearest 10,000 stars.

If there is intelligent life on other planets, why haven't they come here? It's not likely a civilization would or could send probes to the nearest 1000 planets because it's too expensive and it takes too long. If alien civilizations did explore other star systems, the odds are strongly against any of them coming to ours because of the number of other stars and the time and energy required for interstellar travel. Even with technology much more advanced than ours, the energy and time requirements would be huge.

The conclusion is that if there is intelligent life on other star systems, it would be very unlikely for us to know about them or them about us.

You might have noticed that I have not mentioned warp drive, jump drive, wormholes, or other modes of faster than light travel you can read about in science fiction novels. If they exist, that could change everything.

You can read further info [HERE](#).

**If I had a dollar for
every time I got
distracted,
I wish I had a puppy.**

Nurses.

Chrissy Martin sent us this.

A list of rules for nurses. from 1887

Whether you're a new nurse or a seasoned nurse, it's always intriguing to take a look back at the history of the nursing profession. This list illuminates the day-to-day tasks and regulations pertaining to the life of a nurse in 1887—before routine charting was even invented.



1887 Nursing Job Description

In addition to caring for your 50 patients, each bedside nurse will follow these regulations:

1. Daily sweep and mop the floors of your ward, dust the patient's furniture and window sills.
2. Maintain an even temperature in your ward by bringing in a scuttle of coal for the day's business.
3. Light is important to observe the patient's condition. Therefore, each day fill kerosene lamps, clean chimneys and trim wicks.
4. The nurses' notes are important in aiding your physician's work. Make your pens carefully; you may whittle nibs to your individual taste.
5. Each nurse on day duty will report every day at 7 a.m. and leave at 8 p.m. except on the Sabbath on which day she will be off from 12 noon to 2 p.m.

6. Graduate nurses in good standing with the director of nurses will be given an evening off each week for courting purposes, or two evenings a week if you go regularly to church.
7. Each nurse should lay aside from each payday. a goodly sum of her earnings for her benefits during her declining years, so that she will not become a burden. For example, if you earn \$30 a month, you should set aside \$15.
8. Any nurse who smokes, uses liquor in any form, gets her hair done at a beauty shop or frequents dance halls will give the director of nurses good reason to suspect her worth, intentions and integrity.
9. The nurse who performs her labours [and] serves her patients and doctors faithfully and without fault for a period of five years will be given an increase by the hospital administration of five cents per day.



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Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out.



Rob Meyer.

Rob recently had some cataract surgery on his left eye and on his way out of the hospital, and eyeing off the nurses as one tends to do, he forgot to see if the coast was clear before stepping off the footpath and down he went like a sack of spuds. He says a nice lady and a copper helped him up, took him back to the hospital for a patch up and after they had stopped the bleeding and bandaged him up he was allowed to go home.

He says it didn't hurt at the time but some time later felt like someone had got stuck into him with a piece of four-be-two. He also says it's nice to be able to see again though.

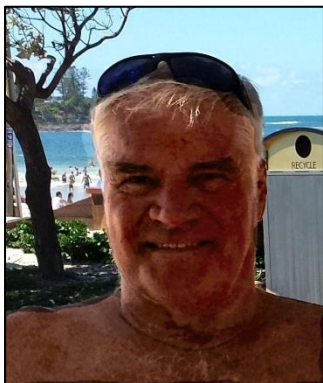


But it seems that some time in his iniquitous past, he had been a careless driver and whether by accident or design had managed to run over one or several persons of Asian descent as the health problems don't stop there. Rob recently received the bad news that he has a descent dose of prostate cancer. His GP tells him that out of a severalty of 1 to 10, with 10 being the worst, he's sitting at 7 and corrective action is urgently needed. He plans to party at Coffs Harbour in August then get back to Hobart and start the cure.

We all wish him well!!

John Broughton.

Along with a bunch of other things, John has had eye problems for a while and part of the cure involves a once a month train trip down to Sydney for an injection into one of his eyes. (*I can't even think about it without the rear section squirming - tb*). However, a recent trip didn't go according to plan. The doctor doing the horrendous cure stuffed up the anaesthetic and consequently he ended up with a burnt cornea. He says he couldn't describe the pain, it was like someone had poked a red hot poker through his eye and it left him totally debilitated for about 4 hours until the handful of Panadol Forte kicked in. While waiting for the tabs to take effect he thought he's self-administer some of the age old cure that comes in frosted glasses but the girl at Central Station public house refused to serve him thinking he was wacked out on drugs.



About this time the change of life kicked in and he thought it time to go grey nomading. He and Josie have sold the van, bought an Avan Ovation motor home and Oz is now their oyster.



When everybody on earth was dead and waiting to enter Paradise, God appeared and said, "I want the men to make two lines. One line for the men who were true heads of their household and the other line for the men who were dominated by their women. I want all the women to report to St. Peter." Soon, the women were gone, and there were the two lines of men. The line of the men who were dominated by their wives was 100 miles long and in the line of men who truly were heads of their household, there was only one man. God said to the long line, "You men should be ashamed of yourselves, I created you to be the head of your household! You have been disobedient and have not fulfilled your purpose! Of all of you, only one obeyed. Learn from him." God turned to the one man, "How did you manage to be the only one in this line?"

The man replied, "My wife told me to stand here."

Ted Ilton

Ted has had his ups and downs over the past few months but has always kept his head up and hopes high but recently received some bad news. He moved into a Nursing Home on the

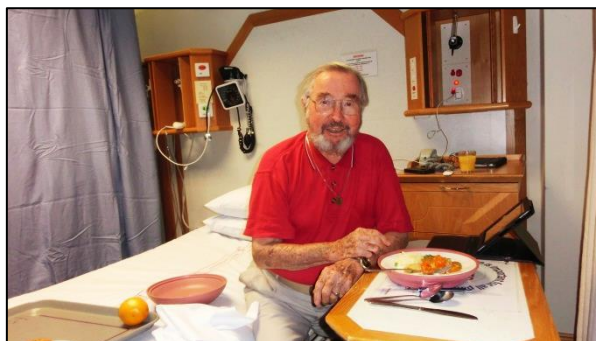


Tweed a year or so back, one he chose as it has an "in-house" doctor. For the past month he has had a few balance problems as well as continuous light headedness, he reckons it felt like his gyro had toppled, so it was off to the doc for a check-up.

After giving him a bunch of tests the doc dropped a bombshell, it seems Ted had developed a large brain tumour and something had to be done quick smart. Ted was checked into Wesley Hospital in Brisbane to undergo radiation treatment and after being booked in, it was off to the treatment room where he was measured for a full skull mask/cap. After receiving the first hot shot, he was subjected to further tests where they found the tumour had grown quicker than anticipated and would need two more blasts.

Ted tucking into one of the Wesley's hearty dinners..

After the treatment, Ted was bundled off back to the Tweed to convalesce where he says he's still pretty groggy. He says the docs at Wesley have



assured him they got it all and now it's just a matter of time before he's up and chasing the nurses again.

All the best mate!!

Roy Smeaton

Mick Lawson says he managed to track down Roy Smeaton on a mobile. Roy is not doing well and has been in hospital for several weeks and is no longer able to get around unless he is assisted due to his back problems. He does not sound very well at all. They have been trying to find him a placement in a care facility but there have been no vacancies. In addition he has not been able to see his wife Fay for many months. Fay has been in a home for several years with dementia. Roy is hoping to be able to get email back once he has been placed in a care facility. Mick says he will keep us posted.

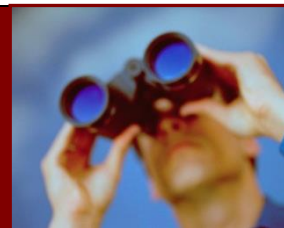


Nev Williams.

Nev says, I am being held prisoner at the Bramble Bay country Club at Brighton QLD (Old Eventide) in the re-hab unit there. a Physio ruined a perfectly good hip replacement last June, just getting it repaired now and holidaying down here until I can put full weight on the hip and walk proper like.

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Where are they now?



Doug Walker

Howdy All, first off, thanks for keeping me on the Radschool Magazine mailing list. It's a subject of great interest and from time to time something appears in the magazine that is of specific interest.

For the record, let me refresh your memory on me and my interests. My connection to the Radschool came about as a result of research I was doing with organizations that included WWII Coast Watchers in their rosters. The research was focused on possibly finding a Coast Watcher who was in the eastern Province of New Britain in January 1943 with particular emphasis on 5 Jan 43. On that date my father, Brig. Gen. Kenneth N. Walker (right) was lost aboard the B-17F *San Antonio Rose* during a bombing mission of Japanese shipping at Rabaul.



Amazingly, there is in fact no coherent official record of the events prior or during the shoot-down, nor comprehensive after-mission reports or an official assessment by GHQ 5th AF in Brisbane of the event. As Australian historian and author, Michael Claringbould, wrote in *Flightpath*, my father's disappearance remains one of Rabaul's greatest mysteries. To date, the *San Antonio Rose* is the only B-17 lost in New Britain that has not been found. (See [HERE](#) - tb??)

So, we have caste the net widely, exploring all possibilities. The Coast Watchers archives at the Univ. of California at San Diego were checked for possible mention of the loss and subsequently contact was made in Australia in the hopes of finding someone still alive that might have been in the vicinity during that time. No one ever came forward and so I stopped active pursuit. The current issue of Radschool includes a photo that is of interest because radio communications, both open and ULTRA, are sources of possible information. The photo in question is of interest because of the possibility that one of these men might have been active in '43 and might be aware of relevant information. I know it's a long-shot but didn't think it would hurt to ask:

The following photo appeared in a recent edition of the QTC, the newsletter of the Queensland Branch of the Djinnang Association.

Number 4, RAAF Wireless Unit 1945.



Back row L-R: Sgt Harold Cook, LAC Syd Plumridge, LAC John Milne, Cpl Evan Gwyther, LAC Bill Moulds, LAC Alan Tessier, Sgt Peter North (RAF).

Mid row L-R: LAC Bill Loader, LAC Snow Norman, LAC Fred Paine, Sgt Matt Lacey, LAC Kevin Lockhardt, LAC John "Blue" Cutler

Front row L-R: Flg Off B Cooper, Flt Lt Alf Davis, Flg Off Bill Henderson (RCAF)

Doug says, I sent a copy of the email I sent to you concerning Wireless Unit Number 4 to my associate, Gene Monihan, who made the observation below. Question: is there any way of finding members of either Wireless Units 1 or 2? If still with us I imagine they're along in years. Still, if you have any thoughts they'd be welcome.

"Doug, Number 4, RAAF Wireless as a unit didn't become a player until December 1944 in Hollandia, then in 1945 onto the Philippines. I doubt the unit would have been involved during our period of interest, but that is not to say some of the members may not have been around much earlier in the war. So, as to their earlier wireless experiences we would be looking for individuals who were assigned to Number 1 and/or 2 Wireless units. These units were active and in the right locations obtaining the type of signals that would be of interest to us".

gm

If anyone can help, please get in touch with us and we'll forward the info onto Doug....tb.

Peter Tippet.

WGCDR (Rtd) Kevin Kirk is trying to contact Peter Tippet - ex RAAF Engineer. Kevin was with him at JSSC in 1984 and he was then a WGCDR and posted to AIRENG3 in Air Force Office.

If anyone can help, please get in touch with us and we'll forward the info onto Kevin....tb.

Greg Ballard

Reg Wood is trying to contact Greg Ballard listed in the membership list for NSW (his email has bounced – tb) and again if he was in 3 Squadron at Williamtown and Penang from around 1968 - 1969 and comes from Ballina in NSW.

I would like his contact details if he is the one because we were good friends and I went to his wedding, he may have some good reason he doesn't want to contact and that's his call.

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Your say!



SURAD Radar Screen.

We heard from Harry Howard, who was an ATC. He is looking for a photo of the SURAD radar screen which was fitted to the Williamstown Control Tower. Specifically, he would like the photo to include the controls on the right hand side and the screen active with maps, coast, aircraft etc.

If you can help, please send your email to us and we'll pass it on

Kev Rosser

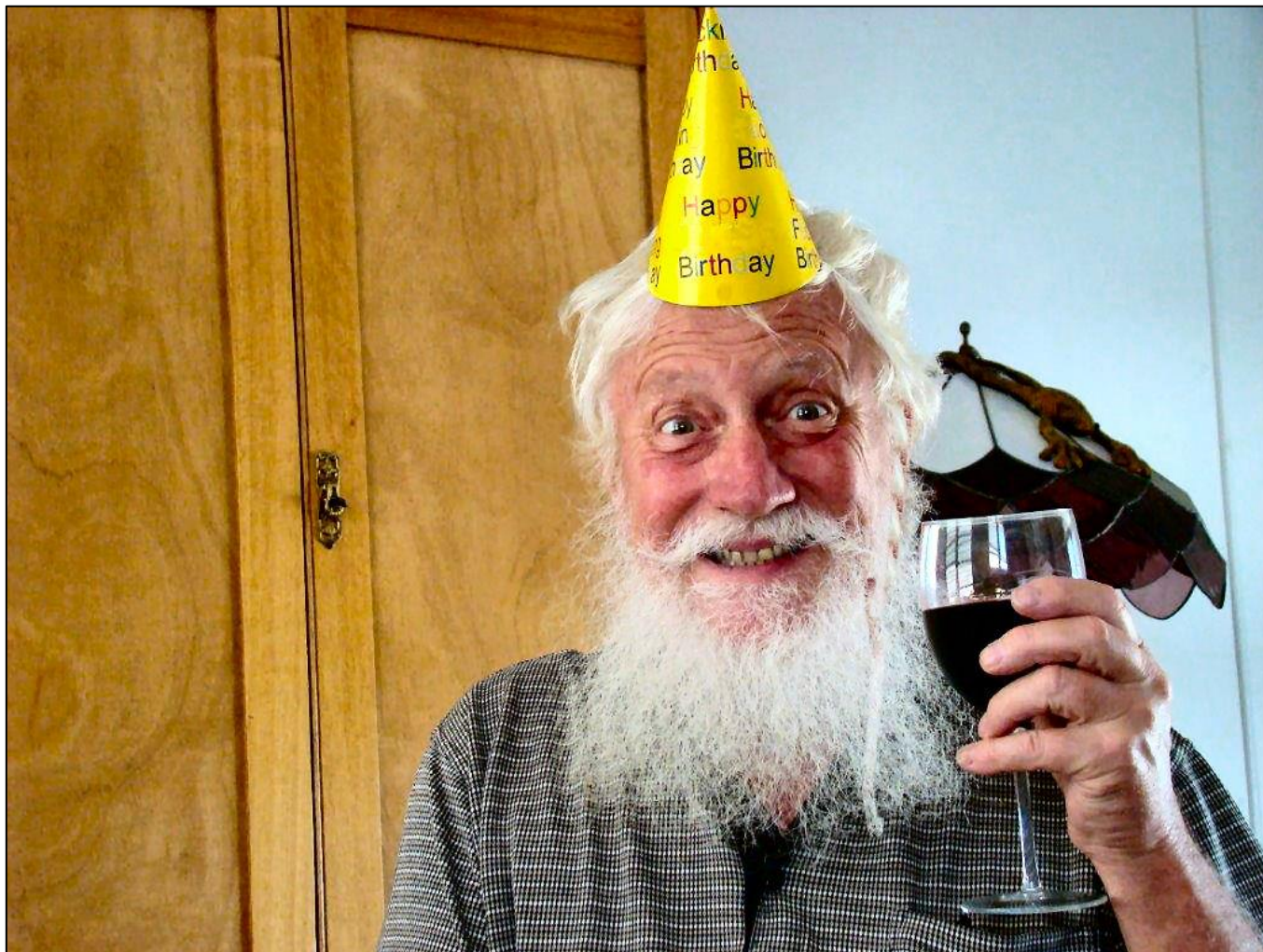
Kev Rosser got in touch, he says, howdy all, just a quick note to let you know I'm still alive! I'm at the beginning of my 6th year out at Hughendon and am going to pull the pin in July and go back to my house on the Atherton Tablelands.



I'm going to be on the road shortly after that and am driving South - at least to Beechworth in Vic to see my 93 yo mother.

Lots of people to visit in the Brisbane area, you included. There's your warning!

Had my 65th birthday on the 15th Feb – had a ball.



I have been discussing the missing 777 with a number of friends and I have put my prophecy to them. The 777 will be found on the ground in remote West Australia! Lots of abandoned WW2 airfields, lots of large flat desert areas and lots of totally uninhabited country!

There's a good chance of it not being found for years (probably never, if it did indeed fall into the ocean).

I've still got a couple of AN/ARC - 51BX sets if John Broughton is still interested. Seeing as they weigh 33LBS, it would be cheaper if I brought one with me rather than post it.

Theresa Caruso.

Theresa Caruso got in touch, she said, I'm a travel writer and recently I was inspired by my niece, Mary, to write an article about airplane history because she's learning about it in school. When we travel we take planes, trains, boats and cars and it's fun to learn the history behind it all! I wanted to create a resource that was easy for kids to understand.

During some research I came across your helpful [LINKS](#) page. You have some really good information, thanks! If you don't mind a suggestion for your page, you can check out my article [HERE](#): I think it might make a nice addition for your visitors!

Mary said that she learned a lot from it while having some fun at the same time. Not only does it teach students about the history of aviation, but also provides links to lesson plans and other learning materials. Let me know if you get a chance to add it - Mary would be thrilled to know that the article she inspired was helping other kids!

Thanks Theresa – it's there!! tb

Husband's Message (by mobile phone) Honey, a car hit me outside the office. Paula brought me to the Hospital. They have been doing tests and taking X-rays. The blow to my head doesn't seem to have caused any serious injury, but I have three broken ribs, a compound fracture in my left leg, and they may have to amputate my right foot.
Wife's response. Who is Paula?

Douglas P. Walker

We heard from Doug Walker in the US, he says, Howdy, First off, thanks for keeping me on the Radschool Magazine mailing list. It's a subject of great interest and from time to time something appears in the magazine that is of specific interest.

For the record, let me refresh your memory on me and my interests. My connection to the Radschool came about as a result of research I was doing with organizations that included WWII Coast Watchers in their rosters. The research was focused on possibly finding a Coast Watcher who was in the eastern Province of New Britain in January 1943 with particular emphasis on 5 Jan 43. On that date my father, Brig. Gen. Kenneth N. Walker was lost aboard the B-17F *San Antonio Rose* during a bombing mission of Japanese shipping at Rabaul.

Amazingly, there is in fact no coherent official record of the events prior or during the shoot-down, nor comprehensive after-mission reports or an official assessment by GHQ 5th AF in Brisbane of the event. As Australian historian and author, Michael Claringbould, wrote in *Flightpath*, my father's disappearance remains one of Rabaul's greatest mysteries. To date, the *San Antonio Rose* is the only B-17 lost in New Britain that has not been found.

So, we have caste the net widely, exploring all possibilities. The Coast Watchers archives at the Univ. of California at San Diego were checked for possible mention of the loss and subsequently contact was made in Australia in the hopes of finding someone still alive that might have been in the vicinity during that time. No one ever came forward and so I stopped active pursuit.

The current issue of Radschool includes a photo that is of interest because radio communications, both open and ULTRA, are sources of possible information. The photo in question is of interest because of the possibility that one of these men might have been active in '43 and might be aware of relevant information. I know it's a long-shot but didn't think it would hurt to ask:

Number 4, RAAF Wireless Unit 1945.

The following photo appeared in the latest edition of the QTC, the newsletter of the Queensland Branch of the Djinnang Association



Back row L-R: Sgt Harold Cook, LAC Syd Plumridge, LAC John Milne, Cpl Evan Gwyther, LAC Bill Moulds, LAC Alan Tessier, Sgt Peter North (RAF).

Mid row L-R: LAC Bill Loader, LAC Snow Norman, LAC Fred Paine, Sgt Matt Lacey, LAC Kevin Lockhardt, LAC John "Blue" Cutler

Front row L-R: Flg Off B Cooper, Flt Lt Alf Davis, Flg Off Bill Henderson (RCAF).

If you can help Doug, please get in touch with us and we'll pass on the info. tb

Then we got this- Last week you sent me an email with a picture of the No. 4 RAAF Wireless men. I checked the names under the picture against my indices and found that one member was also a member of Wireless Unit #1 and possibly #2. His name is Flt Lt Alf Davis and he is pictured in the front row, second person.

He may have been posted to Wireless Unit #1 in May 1942 when the Unit was in Darwin. In August 1943 that unit arrived in Port Moresby and took over the Army Air commitment from the Army 55 Wireless Section. The data I have on him then jumps to May 1944 when WU #1 was involved in the Biak Island operations. Flt Lt Alf Davis led a small detachment from WU #1 aboard an American ship to set up an ops room on Biak. The next entry I have on him is in 1945 when he becomes involved in ops in the Philippines.

I understand that there are gaps in the data, but it is my opinion that he could have been in the game at the right place, and at the time of our interest. Certainly won't hurt to query your Australian contact to determine if he left a diary or journal, or hopefully is still alive. What little data I have on him, shows that he has had a lot of exposure to the code, cipher and intercept business over a wide spectrum and as such he may know a thing or two.

Thomas Brownstein

Thomas Brownstein got in touch, he said, Howdy, your email address was passed on to me by Howard Campbell of the RAAF Association Radar Branch as you may have some knowledge that could assist us.



We are a group of Radio Amateurs from Swan Hill in North West Victoria who are setting up a working radio installation in the signals bunker at the site of the former RAAF flying boat repair depot in [Lake Boga](#).

To complete the station we would like to apply for a special call-sign, resembling the original, to use in our on air operation and we would like to find out the original call-sign(s) used by the depot during WW2. We have a photograph (attached) that we believe shows a call-sign but we are not sure if it is a civilian call-sign or an RAAF call. Any information regarding this subject would be much appreciated.

We also need to know what sort of antennas were setup there, really any details about the radio installation, so if appropriate perhaps include that in the request too.

So far we are setting up the bunker and aim to have it operational in a few weeks, this information regarding the original callsigns and antenna setup would certainly help us recreate the bunker ect. and preserve this fast disappearing history.

If anyone can help, please get in touch with us and we'll pass on the info. tb

Andrew Taylor.

Robert Scott got in touch, he said: I would like to contact a member I have seen in the membership list. His name is ANDREW (Andy) TAYLOR. We served at East Sale 1980-85 and as instructors at Radschool 1987-89. Like most people it seems as we get on in life, retracing our youth seems to be the thing to do. To this end as I have bought a house in Sale I have become a member of the RAAF East Sale SGTS mess. There seem to be very few ex RAAF members living in Sale that are of my vintage, like none. The SGTS mess here at RAAF East Sale is much smaller than it used to be, this may be the same across the RAAF now as more maintenance is done by civilian contractors other than serving personnel.

If anyone can help, please get in touch with us and we'll pass on the info to Rob. Tb

KC Albright, Sgt, USAF

Hello to my friends from down under...About 2 years ago, I wrote to you and several others from your group who then forwarded my request to others who had served in Thailand in the 60s. The response was over-whelming. My request was to try and see if I could document the use of agent orange in/on the airbases in Thailand and specifically Ubon, Udorn and Korat. When it was all done, no one could provide any actual documentation. Many of your mates responded several times with new ideas and new leads. But, I was never able to show/prove my agent orange case as required by American Veterans Administration requirements.

About that same period of time, our congress amended the law so that if the veteran could show he/she was on the perimeter of those Thai bases for a lengthy period of time, the veteran should be considered as "boots down in Nam" if the veteran had specific medical issues (interestingly the list is the same as the agent orange medical issues...in my case a heart attack). The law is very specific to "being on the perimeter". Between the diagram you sent me of Ubon and the Australian hooches and a diagram from one of my colleagues, I was able to show my hooch was right on the perimeter. I had my TDY orders that put me there for 120 days in "68" and "69". My colleague had a picture of a mattress from the hooch with an Australian's name and rank. I appealed the first decision and was awarded a 10% disability.....the money is very small but it gave me access to all VA hospitals for the rest of my life. The hospital access is significant.

So THANK YOU to all of you who took up my cause. No I never was able to prove the agent orange was there but our congress doesn't just to change rules just to make people feel good.

Someone knows more than they are telling the public and specifically veterans. I don't think any of this helps you with your quarrel with your government but I wanted you know you helped out this American GI. Would you please share my sincere "THANK YOU" to your members for helping me out.

Cheers!

Howie Campbell

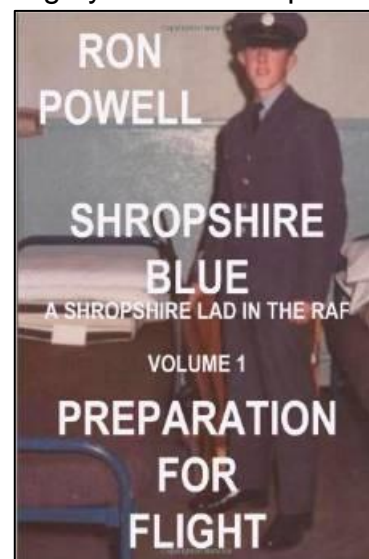
Howie Campbell wrote, he said Howdy, Sad to see a couple of people that I new, on the Vale List. Sally Nutting and Dave Cooke had their wedding reception in my married quarter at RAAF Darwin in the 1960's. Like all young RAAF people, there was very little money around so it was the pleasure of my first wife Jenny (deceased) and myself to organize that event. I also new Derek Ward as a young Techo. He was the only single living in officer at No1 Control & Reporting Unit RAAF Brookvale in 1959. I started No 7 Aircraft Plotters course on that unit in 1959.

Mark Eatts

Mark wrote, he says "Just wanting to pass on details of a book I have just about finished reading that may interest many of the association's members. It's lengthy title is 'Shropshire Blue' A Shropshire lad in the RAF Volume 1 Preparation for flight. Author is a retired RAF Goup Captain named Ron Powell.

It will be of particular interest to ex apprentices such as myself. Ron joined the RAF from rural England in 1973 as an apprentice airframe fitter/engine fitter (yes combined trade way back then!). Later he commissioned, after several attempts and became a pilot.

It is very clear that the RAAF apprentice scheme was based on the RAF model as the stories of his time at RAF Halton as an apprentice are remarkably similar to mine at Laverton and would seem alarmingly similar I am sure to ex apprentices from Wagga. It is a very honest book and had me giggling when reading about his exploits which I could completely relate to. Worth a look. Available on Kindle and it is less than \$10.



About the book: A flight with the Red Arrows sparks in Ron Powell a desire to tell the story of his early life and 32-years in the Royal Air Force, from engineering apprentice to group captain pilot. The result is "*Shropshire Blue: A Shropshire Lad in the RAF*". This first volume opens with him growing up in Ludlow, a historic town on the English/Welsh border, where his interest in the RAF is sparked by a headstone in a local cemetery. He joins the Service as a Halton apprentice, suffering under a harsh regime preparing him to parade before HM The Queen just five weeks later. It's a duty he performs another ten times during his three year apprenticeship.

On graduation, Ron works on Vulcan bombers that are poised to fly into the heart of the Soviet Union. He conveys the power and menace of these amazing aircraft, while painting a vivid portrait of life on a Cold War airbase. After selection as a potential pilot, he begins officer training. Once again, the regime is harsh, but he knuckles down, relating many, often humorous, episodes on the way to gaining his commission. You can find out more on Ron's website, <http://www.ronpowell.co.uk>.



Michael Perrott.

[Last issue](#) our lovely page 3 girl was Julie Pick and we had a photo of her pinning the wings on Navy pilot Michael Perrott. Michael saw the story and got in touch, he says, "I couldn't believe that Julie kept a copy of the Navy PR photo from 1967; let alone have it published some 47 years later in the RAAF Radschool Magazine.

It was only by chance that for the first time I decided to 'google' my name for photos. I've never given the photo to anyone and so I wondered how on earth somebody got a copy of the photo. Julie and I only met for the moment of the photo, although as a 'collector type' I somehow later managed to have Julie auto-graph my copy of the photograph.



The story behind the photo is that Naval Pilots used to where gold wire wings on the left sleeve, above the rank. Then some bright spark in 'the head shed' decided to save money and come up with the idea of cheap 'Kellogg's Cornflake' type metal wings. These photos, and there were two WRAAF models, was some sort of PR photo to show where the new should be worn. The other part of the fairy-tale is some tradition by which girlfriends were given the honour of pinning wings on graduating pilots. I never saw it practised either in the RAN or in the Royal Navy during my two years on instructor exchange with the RN, in the UK. I think the idea must be come from some Kamikaze pilot tradition?

I kept my copy of the photo in my Midshipman's scrap book.

Tis a small world, indeed

Sincerely, Mike.”

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News and Reunions!



Scootarbtor 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.

Mary Windsor, looking after the financials for the proposal.



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 will be winning hearts all across the Nullarbor on his souped up machine.

Ian has spent hours checking out the route – you can see it all [HERE](#). You can see more on the website - www.scootarborchallenge.com and you can hear an interview with one of the riders [HERE](#).

If God had intended us to fly he would have made it easier to get to the airport.

Mary Windsor.

Mary Windsor, who many moons ago was Mary Moore, has already bought her trusty horseless carriage on which she intends to smash the Nullarbor in the Scootarbor Challenge. She has also bought a great bunch of survival gear from Army disposals and has tricked up the beast as she is determined she will hit the checked flag a day or so in front of all others.

Mary says the pink woollen seat covers, white wall tyres and fluffy dice hanging from her rear view mirrors will surely give her an edge. She says the feel of the leather jacket and the sexy blue denim jeans takes her back to the 60's when she used to roar through the suburbs on her BSA Bantam. Many say years ago she trained with Evel Knievel and we know that spectators across the Nullarbor are in for a treat as Mary has let it slip she intends to complete the whole course on the back wheel.



Spitfire project.

The Friends of the RAAF Museum at Pt Cook have taken on the challenge of obtaining a fibreglass replica of a World War 2 Spitfire and then mounting it on a pole in front of the museum. The cost of the project is expected to be about \$100,000 and they need our financial support. If everyone gave just \$10, that would go a long way towards reaching their goal. If you can spare a little, please do, you can see further information [HERE](#).

Drinks on ANZAC Day.

Just prior to ANZAC Day this year we received many emails telling us about the directive from Army telling all Army Personnel that, after the ANZAC Day march and while in uniform, they are not permitted to enter a licenced premises and consume alcohol. We thought this was just another one of those urban myths that fly though the web ether every now and then so we

checked with Defence Media and as usual, they were very quick to reply to our query. They said:

“Australian Army members, both Regular and Reserve, are permitted to wear military uniform while marching or spectating on Anzac Day, whether deemed to be on duty or participating on an unpaid voluntary basis. Army personnel are not permitted to consume alcohol in a public place or licensed establishments in military uniform. After completing their duties on Anzac Day, Army members can change into their civilian attire and can then consume alcohol. The Australian Defence Force (ADF) maintains a strict policy and constantly reminds all ADF personnel on the responsible consumption of alcohol. Army continues to strongly encourage maximum Army participation and representation on Anzac Day 2014, while wearing our uniform in a proud, respectful manner in the public domain.”

This is obviously not an ADF order as, after the March, most hotels and clubs play host to hundreds of RAAF and Navy blokes and blokettes quietly enjoying a drink with their mates – as they should. It is a very serious restriction, one that Army would not have issued without a lot of consideration - there obviously has to be a reason for it. One wonders what.

We did hear from a senior RAAF officer who said

“This is no different to the approach taken by Army over the past two or so years. In respect of any flow on to Air Force, I have confirmed that the approach taken last year and prior remain. Air Force members may engage in a moderate consumption of drinks while in uniform on Anzac Day as an element of those celebrations. Moderate would mean two or three drinks. Those members who feel they may extend their involvement beyond that, should use good judgement and undertake to change from Uniform to civilian attire. Please note this is simply applying common sense and reflects the approach we have taken in the past.”

You have to feel sorry for the Army Blokes and Blokettes, does Army seriously think that their personnel would bother to take a set of civvy clothes with them in which to change after the march, it's shades of Singapore in the late 1960's all over again. ANZAC Day is a wonderful day. Most people march because they are proud of their service, of what they or their unit has done and the feeling you get when you and your mates march through the streets of your city with hundreds, sometimes thousands of people cheering and clapping. That feeling is hard to beat.



What a huge let down it is not to be able to get together after the March, over a few drinks and relive all those memories again.

It's a shame really.

Coles.

To mark its Centenary as an Australian company on 9 April 2014, Coles has pledged to raise \$5 million for the Australian Defence Force Assistance Trust to assist current and former members of the armed services and their families who are in need of the nation's help. Over the next 12 months in the lead up to Anzac Day 2015 - when the nation commemorates 100 years since Australian troops landed on Gallipoli - Coles will raise \$5 million through corporate and customer fundraising in its stores across the country.

On April 9, which was officially 100 years since GJ Coles established his first store in the Melbourne suburb of Collingwood, Coles announced its multi-million dollar Centenary Pledge and will seek customer donations to salute our heroic Australian families. Donations can be made at all Coles' supermarkets and online to the [Australian Defence Force Assistance Trust](#).



In addition to this fundraising, Coles will also provide “**Digger Discounts**” in all of its supermarkets on selected days over the next 12 months, to give all serving, returned, or retired members of the Armed Services and their families a 10% discount on their groceries. To obtain your discount all you need to do is present your valid Department of Veteran Affairs card or Defence Personnel Card. “**Selected Days**” is the small print here, we have no idea what days Coles has in mind.

Atheism is a non-prophet organisation.

Long Tan Cross.

Dave Sabben, who was a Second Lieutenant with 6 Battalion in Vietnam (08June1966 to 14June1967) where he earned the Medal for Gallantry and also an MID, maintains an excellent web site dedicated to Long Tan. You can see it [HERE](#).

In 1969, 6RAR-NZ (ANZAC) Battalion placed a concrete Cross in the Long Tan rubber plantation. The original idea of the placement of a Cross as a memorial came from a meeting in late 1968 at HQ, 6RAR, Lavarack Barracks, Townsville. Present at the meeting were the CO, Lt Col David Butler, the 2IC, Maj Leonard Johnson and the Adj,



Capt M Harris. Once in Vietnam for 6RAR's second tour, a special operation was mounted for 18 August 1969. The 6RAR Pioneer Platoon Cpl Barry McAvinue constructed the cross, supervised by Sgt Allan McLean. RAEME Nui Dat provided the brass plaque and wording by RSM, WO1 Jim Cruickshank was inscribed. It said:

"In memory of those members of D Coy and 3 Troop, 1st Armoured Personnel Carrier Squadron who gave their lives near this spot during the battle of Long Tan on 18th August 1966. Erected by 6RAR/NZ (ANZAC) 18 August 69".

The nine foot unpainted concrete cross was helicoptered in and planted in the position that 11 Platoon had defended for most of the battle. The original plaque faced south (as does the replica at the site today).

Dave says, "Landowners of the rubber plantation at Long Tan determined that the trees around the Cross had suffered damage resulting from recent Cyclones and that they would remain stunted and undersized and thus under-productive, and so needed to be replaced. They were cleared and new trees will be planted. It will be five or six years before they even start to resemble the plantation which hosted the battle of Long Tan. Pity about the timing, with the 50th anniversary in Aug 2016 bound to draw a significant crowd, but the plantation is, after all, a working plantation and needs to remain profitable. We can expect some site restrictions around the Cross in the next few years including the ANZAC Days as the trees will be young and susceptible to damage".

Childhood: That period when nightmares occur only during sleep.

Caribou Reunion, 8 - 9th August, 2014.

Stew Bonett is organizing a commemorative weekend to celebrate the 50th anniversary of the RAAF obtaining the Caribou.

The prototype aircraft first flew on 30th July 1958. Eighteen aircraft were ordered for the RAAF in May 1963 and the first aircraft, A4-134, was handed over at the DHC plant at Downsview, near Toronto, Canada, on 25th February 1964. Three aircraft were then ferried by 38 Squadron crews for the 25,700 km (16,000 miles) to Australia, via the Atlantic, Europe and Indian Ocean, arriving at Richmond on 22 April 1964.



The celebration will be held at the Opal Cove Resort Coffs Harbour (see [HERE](#)) and will include:

Always keep your words soft and sweet in case you have to eat them.

Friday, 8th August.

Commencing on the Friday, Pre Dinner drinks at 5.00pm, then a BBQ Meet and Greet, commencing at 6.00pm. Cost of the Barbecue is \$22.00 per head and tickets can be purchased on the nights.

Drink tickets will be sold in books of 5 @ \$22.50, (\$4.50 each), however, Stew will put his hand in his pocket for some freebies early in the evening.

Drink prices are:	Beer	\$4.50
	Red and White Wine	\$4.50
	Champagne	\$4.50
	Soft Drink or OJ	\$3.50

The Bar cannot give you cash change for your drink tickets, so if your order comes to an odd number eg; \$5.50, the barman will accept \$1.00 in cash plus one ticket.

Saturday, 9th August.

After pre-dinner drinks and canapés you will move in to dinner and there will be wine on the table. Additional and/or different drinks can be bought using your tickets.

If you wish to go, please complete the registration form ([HERE](#)) and email it to Stew [HERE](#). This form should be completed and sent off by the 15th June.

If you have any queries or problems, call Stew 0410 518 712.

The 2014 Federal Budget and you.

Laurie Lindsay sent us this, he wrote to Kelly O'Dwyer MP, the Federal Member for Higgins asking Ms O'Dwyer to clearly explain the benefits or costs ex-Service men and women will experience due to the recent Budget. There is always a lot of political argy bargy from the opposition following a budget and it is hard to sort the wheat from the chaff.

She wrote back:

"Hi Laurie,



Thank you for your email regarding the 2014-15 Federal Budget. The Coalition recognises the unique nature of military service and the sacrifices military personnel and their families make on behalf of all Australians. This Government will continue and strengthen vital services for veterans and their families.

Unfortunately, the Labor Party has made dishonest claims with regards to changes to veterans' affairs.

Contrary to Labor's inaccurate claims, the Abbott Government has honoured its commitment to index military superannuation pensions from 1 July this year. This is something Labor failed to do. This affects Defence Force Retirement Benefits (DFRB) Scheme, Defence Force Retirement, Death Benefits (DFRDB) Scheme superannuants and reversionary (widow) pensioners.

Department of Veterans' Affairs (DVA) Gold and White treatment card holders are not impacted by GP co-payment measures. Under DVA arrangements, the DVA fee will continue as the full payment to provider with no charge to the card holder. Veterans eligible to access the Veterans' Pharmaceutical Reimbursement Scheme will continue to receive a reimbursement for out of pocket pharmaceutical expenses, following changes to the co-payment announced in the Budget.



In addition, the Abbott Government has restored advocacy funding for the veteran community which was cut by Labor. We will provide an additional \$1 million per year to the Building Excellence in Support and Training (BEST) programme over the forward estimates. This funding will support the work of veterans' advocates, pension and welfare officers, in helping veterans to access important information and services.

There is a comprehensive service system that stands ready to meet the mental health needs of the veteran and ex-service community. The Government recognises that more effort is needed, which is why we are proceeding with the implementation of a number of mental health initiatives from 1 July 2014. This year we will spend more than \$166 million on dedicated mental health services for veterans and their families.

These mental health initiatives include:

- greater access to the Veterans and Veterans Families Counselling Service for ex-serving members and their families, for those with border protection service, service in a disaster zone either in Australia or overseas, and members medically discharged;
- greater access for eligible veterans to treatment for diagnosed post traumatic stress disorder, anxiety, and depression, without the need to establish that their mental health condition is related to service;
- from 1 July 2014, DVA will also pay for treatment for diagnosed alcohol and substance use disorders; and more categories of peacetime service will also become eligible; and
- funding under Medicare for a new physical and mental health assessment for ex-serving personnel to help their GPs identify any mental and physical health concerns early and to treat or refer appropriately to other services.

The new look Prime Ministerial Advisory Council on veteran mental health, which the Minister announced on 13 March 2014, elevates and highlights the Government's determination to address the mental health needs of the veteran and ex-service community.

The Government will deliver \$6.9 million to develop a detailed business case for the construction of an Australian Western Front Interpretive Centre at Villers-Bretonneux in France to be an enduring legacy of the Centenary of Anzac. The Centenary of Anzac is the most significant period of commemoration in our nation's history.



To support activities at the grass-roots level we have increased funding under the Anzac Centenary Local Grants Programme to \$125,000 per electorate.

Efficiencies in delivering services to veterans include aligning the indexation of DVA funded services for dental and allied health care providers with current arrangements for Medicare and DVA medical services. This will not change how veterans access these services, but will ensure consistency across health care providers.

The Government will continue to respond to the changing needs of veterans and their families. We are proud to deliver our election commitments for veterans and their families in this Budget.

Thank you again for your email. Please don't hesitate to contact me again in the future if I can be of assistance.

Yours sincerely,"

Kelly O'Dwyer MP
Federal Member for Higgins.

Rolling Thunder.

We received the following from Defence Welfare.



A powerful new Australian concert drama “**Rolling Thunder Vietnam**” will world premiere in Brisbane on 14 August 2014 prior to a national tour.

Set in the Vietnam War era, the evocative and stirring production showcases some of the greatest rock songs ever produced performed by some of Australia’s greatest singer-actors and musicians.

The Vietnam War was the world’s first televised war. More than any other conflict it produced some of the most popular and enduring songs of the 20th century. The show features the music of **Steppenwolf, Joe Cocker, Buffalo Springfield, Creedence Clearwater Revival, Gladys Knight, Billy Thorpe, The Rolling Stones** and **Curtis Mayfield** just to name a few.



Rolling Thunder Vietnam brings to the stage a new generation of young musical talent under the esteemed music direction of **Chong Lim** (*Dancing With The Stars, John Farnham Band*).

Hot and stormy nights in the jungle reveal the dangers of combat, comradeship, the importance of letters, temptations of the flesh and questions of faith. The stories of country boy Johnny, his girlfriend Sarah, fellow digger Andy and the US marine Thomas, evoke a raw and immediate world of love, fear, courage, moral uncertainty and loss.

“**Rolling Thunder Vietnam** is set in the late ‘60s, a period of immense cultural and political change, but its stories are universal and resonate at a time when the cost of war continues to be counted.”

Rolling Thunder Vietnam is generously offering a special discount for all ADF staff (\$20 off Adult price in Capital Cities and \$10 off in Regionals Toowoomba / Caloundra). Click [HERE](#) to see the dates the show will feature in your town and to find the links to purchase discounted tickets.

Click [HERE](#) for further and better particulars.

Radar Banner.

This is the new Radar Banner which NSW people marched under on ANZAC Day in Sydney.

It will be used for all further marches and for other formal occasions.


AIR
DEFENCE

RAAF RADAR

AIR TRAFFIC
CONTROL

WORLD WAR 2

- FIGHTER SECTORS / AIR DEFENCE HQ UNITS
- RADAR WINGS
- ZONE FILTER UNITS
- RADAR STATIONS
- FIGHTER CONTROL UNITS
- MOBILE FIGHTER CONTROL UNITS
- RADAR INSTALLATION & MAINTENANCE UNITS



POST-WORLD WAR 2

- GROUP HQ UNITS
- WING HQ UNITS
- CONTROL & REPORTING UNITS
- MOBILE CONTROL & REPORTING UNITS
- AIR TRAFFIC CONTROL SQUADRONS / FLIGHTS
- OVER THE HORIZON RADAR
- RADAR SUPPORT UNITS

1942-45 PACIFIC - MALAYA - MAINLAND AUSTRALIA - NEW GUINEA - CORAL SEA - DUTCH NEW GUINEA
 BISMARCK SEA ISLANDS - MOROTAI - BORNEO | 1946-48 BCOF JAPAN | 1958-60 MALAYA
 1963-66 MALAYSIA | 1964 CONFRONTATION - DARWIN | 1967-72 VIETNAM | 1982-86 SINAI PENINSULA
 1993-94 SOMALIA | 1999-2001 EAST TIMOR | 2003-05 IRAQ | 2007-09 AFGHANISTAN

Veterans' Ex-Service and Services Expo.

We cordially invite your group/organisation to take part in the 2014 VETERANS' EX-SERVICE AND SERVICES EXPO. "All things Military – Now and Then" is the theme for the 2014 EXPO.

WHEN: Saturday 18th October 2014

WHERE: Australian Army Infantry Museum, Lone Pine Barracks, Singleton

TIME: 9:00 am – 2.00 pm (Access for exhibitors from 8.00am)

Further info can be found [HERE](#)

Onion breath is only a problem for others.

East Sale Reunion.

Lyn Mitchell would like everyone who was East Sale during their RAAF career to know that a reunion is planned for the 7th – 9th November 2014.



A meet and greet is planned for the Friday (7th) at the Criterion Hotel in Macalister St. For those who haven't been back to Sale for a while, the Criterion has had a total facelift and is now a quality eating spot. A Bistro Dinner and drinks will be available but not organised so if you wish to partake, it is at your own leisure.

The organisers are still working on activities for the day light hours of the Saturday and would welcome any suggestions. Some may wish to tour some of the favourite sites from the old days. There are the parking spots around Lake Guthridge that will most certainly bring back memories of watching the 'wildlife' well into the night as will the Swing Bridge, which also involved a good deal of wildlife and is now a designated as a "Historic Site".

The reunion Dinner will be held at the Criterion Hotel on the Saturday Night. These dinners usually turn into an opportunity to tell a few "truths" about our early days and it is certain that this one will be no different.

On Sunday morning there will be the usual farewell Breakfast sick parade at the hotel. Further details will be made know as they are finalised.

There is plenty of accommodation around Sale and the surrounds. The Caravan Park on the highway to Melbourne and the Stratford Motel do not seem to have changed since 1967.

A good cheap place to stay is the Gippsland Hotel, below, it's close to everything and although it's not 5 star, the beer's cold, counter lunches are great, the beds are comfy and the rooms are clean and cost only \$40/night, though we reckon it would be a good idea to book as there aren't a lot of them.



If you want to know more, contact Jim Birrell at jim.birrell@bigpond.com

75th Anniversary Celebrations for RAAF Rathmines. NSW

Howard Campbell would like everyone to know that the Friends of Rathmines Inc, a local volunteer community group, are organizing the 75th Anniversary of the formation of RAAF Rathmines, a WW2 flying boat base, and the Anniversary of 100 years of Military Flight.

This event will take place at Rathmines Park on 27 and 28 September 2014.



The Friends of Rathmines Inc, together with Lake Macquarie Council and Land Care have been slowly clearing the bush from the site on the edge of Lake Macquarie. They also do talks in local schools re this WW2 Flying Boat Base and run free tours of the base. They are interested in people who did Officer Training there and people who did the Junior Equipment & Administrative Courses there.(JEAT's). If you have any knowledge, photos, or memorabilia (we will copy photos and return other items) regarding these times, please contact Alec Howard via email [HERE](#) or by phone 02 4975 1973