The RAM.

Sept 2014

Vol 47

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www.radschool.org.au

The Magazine by and for Serving and Ex-RAAF people – and others.

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

See Page 2

Our lovely Page 3 girl this issue is Robyn Pedrina and we remember Joan Wotton.

See Page 3

Viruses are a real pain, Sam has a look at them and can you get a virus on an Apple computer, Sam says yes.

See Page 4

We've got lots of photos of different courses and different units

See Page 5

Ted's got the latest Pension rates and advice on how to get cheap airfares.

See Page 6

The lovely Lisa Williams tells us here story.

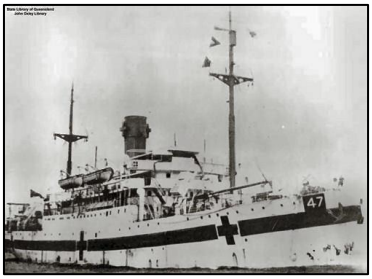
See Page 7

Bob Webster takes his Air Cam flying, an Iroquois arrives at the Bull Ck museum and the NBN you say??

See Page 8

The mighty Boeing 707 is 60 years old this year, read its story.

See Page 10



The hospital ship Centaur was sunk by the Japanese 71 years ago.

See Page 12

A lot of people got together at Coffs to celebrate the 50th Anniversary of the Caribou.

See pages 14, 15 and 16

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

Page 18

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

Page 20

Allan finds some amazing new materials.

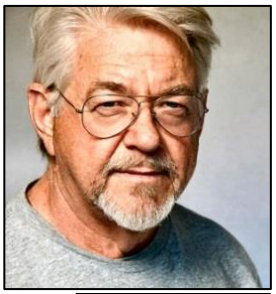
See Page 9

Retirement Villages are in the news and there are too many Vet health myths.

See Page 11

Anthony's mate Harvey has his say on terrorism and we look at some amazing aircraft.

See Page 13

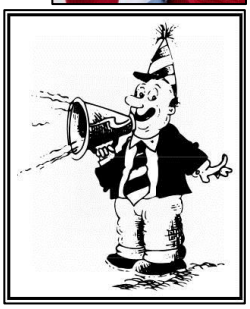


A couple of blokes have been a bit crook and could do with a bit of a cheer up.

See page 17

This is where you have your say.

Page 19



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.

RAM thought for the day.

Discharge is the great leveller.

Membership.

We've changed the membership rules. From here on anyone can join. If you're RAAF (serving or Ex) you're now a full member, everyone else is an Associate Member. We'll change the membership application and the list of members soon. We stopped being just Radschoolites a long time ago,

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.

New Look.

With the above in mind, we've decided to call oursleves the RAM from here on and if you can come up with a far better mast than what we have at the moment, please do.

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.

Sav Rebecchi, a friend of Terry's got in touch with us, he says, "We received the news of Terry's passing on the 15th July 2014. He was a loyal friend, grand performer and one heck of a guy! His work for us on The Record was of someone who truly cared about open government, for the people and from the people. Even though his mother land was Australia he loved our form of governing. We'll miss you mate." Sav says, "I remember him talking about the Air Force and his radio work... often. He was diagnosed with Leukaemia 5 years ago and had been doing pretty well in slowing down the advancement. Unfortunately a recent infection got the best of him but he put up one hell of a fight. He has been enjoying his forced retirement by performing in local singing groups and Community Theatre. He worked with me on an Open Government project that videos local government meetings and posts them on the web for public access."

"Terry had been admitted to hospital to deal with an infection and was due to start chemotherapy. Things took a turn for the worse and resulted in a rapid decline. He fought a good battle and was singing throughout, much to everyone's delight, including medical staff and other patients. Even in his last days everyone was touched by his good humour and beautiful voice and engineering skills to let the staff know how to run their equipment."

We knew Terry from Radschool, we were on 62 RMC back in 1966 and then 41 RTC with him in 1967 and although we were posted to different parts of the planet after that and didn't see each other again, he was one of those blokes you never forgot. Being a Melbourne boy he knew where all the good "spots" were and as Melbourne was in the grip of 6 o'clock closing back then, he also knew where all the sly groggers were. His favourite haunt back then was the old London Hotel in Elizabeth St where he was on first name basis with most of the staff. We remember going into town with him in his old FJ in what we reckon would have been record time – a record that we reckon would still stand today. He could make an FJ sing – though we don't remember much of the trip as we had our eyes closed most of the way.

Sadly, God takes all the good blokes first.

Terry leaves a son Geoff, daughter Toni and partner Carolee.

Ronald Martin Christie.

Colin Lacey got in touch, he says, “The Canberra Times has listed the Funeral Notice for Ron Christie who died on Sunday 13th July in Canberra. I have spoken to Ron's wife, Heather Christie, who has agreed that I pass on the notice for you to advise our people of Ron's death and funeral arrangements. I ask that you might post the following details as you normally do, Wing Commander Ronald Martin Christie (retired) was born on the 10th August 1930. He was the loved and loving husband of Heather Anne, much loved father of Dawn, Scott and Malcolm, loving father-in-law of Joan and Lisa, Grandpa of Alan and Pa of Kya.

Laurie Lindsay says “I first met Ron when he taught one of the RAAF equipments to my apprentice course in 1962. He was a sergeant RADTECHG and was commissioned in the early sixties. I became firm friends with him in the mid sixties when he was in charge of the RAAF Athletics Club”. Ron did a tour of Vietnam from April 1968 to April 1969 as the Flt Lt RADO at 1 OSU, Vung Tau.

Ron’s funeral service was held in the Chapel of Norwood Park Crematorium (ACT) on Monday 21st July 2014.

Ray Arlott.

Bevan Delaney, advises that Ray Arlott passed away on the 16th July 2014 in Canberra. Bevan says, “Raymond John Arlott was a Teleg and served in Ubon and Butterworth. He had been unwell for some time and we were toying with the idea of attending the Rathmines Reunion later this year”.

Keith Bosley

John “Sambo” Sambrooks advises that Keith passed away on the 13th August.

Keith was a framie, turned Loadmaster on the Caribou and did a tour of Vietnam from April 1966 to December 1966. On returning to Australia he was posted to 37 sqn and went back to Vung Tau on 6 occasions between May 1968 to June 1970. He left the RAAF in 1971 and joined Cathay Pacific.

A Requiem Mass for the repose of his soul was offered at St. Monica's Catholic

Church, Tugun (Qld) on Tuesday 19th August 2014 after which he was buried at the Kyogle Lawn Cemetery, Kyogle, NSW on Wednesday 20th August 2014.

Erica Faulkner.

Geoff Brand advises the passing of Erica Faulkner on the 12 August after a courageous battle with melanoma. Erica was the wife of former Djinnang Treasurer and committee member Ron Faulkner. Erica gave tirelessly in assisting Ron with the affairs of Djinnang.

She was buried at the Mt Thompson Crematorium (Brisbane) on Wednesday 20 August.

John Loulias

Brian Gilchrist got in touch, he says "We have lost a good friend. John Loulias passed away on Sunday night 31st August.. John and his family have been living in Newcastle since his discharge.

Barry Walker.

Barry Walker, Lately the Caloundra RSL Sub Branch Secretary, passed away peacefully on the 2nd September 2014, aged 69 years. Barry's funeral was held at the Gregson and Weight Chapel in Caloundra on Friday 5th September 2014.
As a mark of respect the RSL flew their flags at half-mast from 2.45pm on theFriday.

Peter Critchley.

Ross Martin advises that Peter, who joined the RAAF in 1966 and was a Clerk Admin at Radschool Apprentice Squadron, Laverton, passed away on the 19th August. He had retired in 1987 as Squadron Leader Critchley, serving at Point Cook OTS.

Peter was born on the 31st October 1946 at Bundaberg Qld and died in Melbourne on the 19th August 2014 – at age 67, far too young. His far too early death was due to Pulomonary Fibrosis which was diagnosed 5 years ago. He suffered a rapid and terminal deterioration early in August.

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Page 3 Girl.

Our lovely page three girl this issue is Robyn Pedrina.

Robyn Pedrina is married to Jeffrey (Pedro) Pedrina.

She was born in Sydney and attended Holy Cross College for her school years. After this she completed a secretarial course and then it was off to work for Caltex Oil in their Organization and Planning and Advertising departments.

After work, she did a 3 year art course at East Sydney Technical College, studying Oils and water-colour. This involved walking from Caltex House in Kent Street to Darlinghurst 3 nights a week - saving the bus fare to pay for paints etc.

She met Jeff at a Legacy function in September 1962 when her father was helping arrange a younger set bbq to raise funds for Legacy to buy an historic old home "Glen Mervyn" in Coogee Bay Road, Coogee (right). Her photo was in the paper advertising the event and invited people to come along. Well, as it happens, some guys in the bar at RAAF Richmond elected one of their own, namely John (Ding) Staal to telephone and find out the details of the event. A meeting place was arranged at a Mobil service station in Anzac Parade Kensington and everyone piled into whatever vehicle that had a spare seat. Somehow Robyn was given a lift home by Jeff and the rest is history!

Robyn and Jeff were married in the chapel at RAAF base Richmond on 5th December, 1964 and this coming December 5th celebrate 50 years of marriage. Jeff's postings have taken them to Sale, where their daughter Danielle was born and then Pearce where son Paul arrived only 2 weeks after Jeff ejected from a Macchi aircraft. The crash made front page of The West Australian paper on 2nd October, 1969.

There were 3½ years living on the base at Point Cook which daughter Danielle still remembers.

After Air Force life the family moved to Doncaster, Melbourne. It was during the years in Doncaster that Robyn learned the fine art of China Paining. It was a passion she enjoyed, and took her on to be a member of the Association of Porcelain Art Teachers (APAT) and the International Porcelain Artists and Teachers (IPAT). She became a teacher and exhibited in many exhibitions including the Naval and Military Club in Melbourne. She won the Helen Walker trophy for the magnificent portrait of a Berber tribesman (right) which took 3 weeks to complete followed by many firings in her kiln and which now takes pride of place on her lounge-room wall.

Robyn and Jeff now live in Toowong (Qld) and enjoy life as much as possible as Jeff has been diagnosed with Parkinsons and relies on Robyn to do any driving these days. All the family are close by and grand-children are regularly at the apartment to stay with Nana and Pa.

2AD Stock Control Golf Day at Bungool – 1968.

(Near Pitt Town.)

L-R: Jan Fraser, John Perkins, Cheryl Brown and Bob Harper

A "Tulips" reunion at Wagga which we believe was in 1990. It was a 30 year reunion although a handsome, intelligent and modest Radio bloke (Ted McEvoy) managed to infiltrate himself into the pic.

Can anyone ID any of the faces??

Rookies Course, 1960

Back Row L-R: T Backhouse, V Boston, R Hogno, N Taylor, R Hennessy, T Chubb, ? Kristianson.
Middle Row L-R: N Carter, W Wurm, Ron Thompson, B Charlton, T Darcy, B Batty, B Gilham.
Front Row L-R: H Everingham, J Byrnes, B Passfield, J Ravell, J Bloakly, ? Herron, D Jefferies.
Out the front. L Callaghan.....Instructor

Michelle Robins sent us this pic which she says is of your dad's, (Rod Thompson) Rookies course, about 1960. She doesn't know the number, can anyone help?? Michelle says "Upon leaving the RAAF, dad went into small business, owning an orange juice manufacturing facility and at one stage (among other things), the Smoked Salmon Lunch Bar on Hay St, West Perth. He's happily retired now and living in Coodanup, a suburb in Mandurah, WA.

He is still in relatively good health but has never really been in contact with past squadron mates as he said he was shipped around a bit after Penang and used as a "fix it" guy? Not sure what that means really as getting info out of him is a hard task."

Ted the Mac sent us this, he says, “This is a pic of Cpl Ralph Abercrombie (DI) taken with members on 14 Course at "Frognall" in 1960. "Aber' went on to become a well-respected WOD” (a what??? – tb) .

Sgt App HJ Dower, Radio Appy on the 14th intake, being awarded the Governor General's Medal from the Minister for Air, the Honorable D.E. Fairbairn DFC, MHR – Graduation Day, 1962. Looking on, AVM CD Candy (left) and Wg Cdr CV Smith.

Marriage is the process of finding out what kind of man your wife would have preferred.

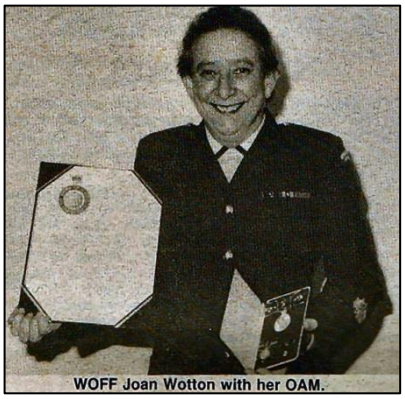
Wagga – as it was in 1961.

Joan Wotton.

The name Joan Wotton is one that a lot of our female readers will remember well. Joan was born in Texas (NSW) in 1933 and at age 29 decided she needed a change and so joined the WRAAF. In October 1962 she was off to Point Cook and joined WRAAF Recruit Course 126 after which she was mustered as a General Hand. Some time after she remustered to Drill Instructor and in March 1966, with the rank of Sergeant, joined WRAAF Recruit Course 157 at Edinburgh as one of the DI's. In July 1970 she was promoted to Flight Sergeant and in July 1975 she was promoted to Warrant Officer after which she had a brief spell while some courses were held at 1SD at Tottenham.

Then in 1977 when the WRAAFs were disbanded and the girls incorporated into the RAAF, all female recruit training was moved to Laverton and Joan took over as the WO.

On the 10th June 1985, she was Gazetted with the Order of Australia Medal for service to the Royal Australian Air Force and was presented with the medal by the Governor of South Australia, his Excellency Sir Donald Dunstan, at the SA Government House on the 26th September.


WOFF Joan Wotton with her OAM.

Shortly after, in December 1985, she was discharged after 23 years' service and retired to Toowoomba.

Joan died on the 18th September 2005, at age 72 and was laid to rest in the Toowoomba Garden of Remembrance.

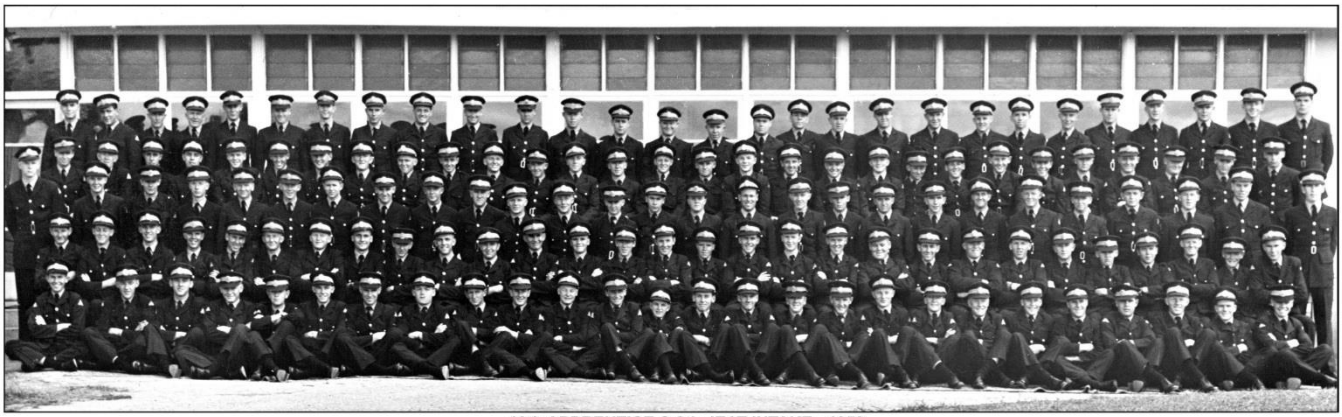
109RTC (1977-1978)

Ken Benson sent us this pic, he says, "I came across our old course photo and hope you might be able to publish it. I have all of the guy's names with their nicknames in brackets. The ones marked with # were the original starters".

Back Row L-R: Mike Hunter (Dad), John Damen (JD) #, Bob Callaghan, Steve Offer (Soffer) #, Pete Faulkner #
Middle Row L-R: Allan Hocking (Al), Tim Corcoran (Corks) #, Henry Kanoniuk (Herbert) #, Mick Wojtynski (Ski) #, Graham Le Lievre (Doc), Pete Moore
Front Row L-R: Dave Macklin #, Wayne Martinsen (Marty), Russ Icardi (Ike) #, John Darling (JJ) - Course Horse & Ex 89TELEG #, Ken Benson (KB) #. Wally Allcorn, Chris Hawker (Monty).

A car hit an elderly Jewish man. The paramedic says, "Are you comfortable? "
The man says, "I make a good living."

13th Wagga Appy Intake (Oysters, 1959 – 1961)



13th APPRENTICE & 8th JEAT INTAKE - 1959

Back Row L – R: Louez, Petersen, Leo, Ruming, Bawcombe, Rolls, Boileau, Shoobridge, Inch, Schwartz, King, Wiffler, Elliott, Gray K., Hancock, Horder, Leahey, Greaves R., Kendall, Neatherway, Bateson, McGowan, Cook, Moorhead, Crowther, Sankey, McAullay, Kilah.
Fourth Row L – R: Palma, Livingstone, Tisdell, Bleakley, Laidlaw, Wilkes, Tracy, McCann, Milton, Murray, Northover, Bywaters, Beckey, Winchester, Greaves A., Reczek, Stockwell, Harrison, Wainwright, Lord, Howie, Wilcox, Power, Spence, Doyle, Lovell, Blanche, Franks, Corcoran.
Third Row L – R: Slavik, Sweeney, Martin R, Haines, Best, Butler M.J., Reading, Martin N.H., Dick, Brierly, Hall, Prentice, Wade, Barney, Green, Stewart, Deaves, Kelleher, Cornell, Bown, Hartigan, Fitzgerald, Roy, Broom, Burns, Waghorn, Burzacott.
Second Row L – R: Parfitt, Lawler, Holsken, Meier, Gray I., Baillie, Ziebell, Mueller, Tehan, Wallace, Williams, Webb, Bucknell, Eades, Mudge, Swanson, Wright M.J., Hind, Gumbrell, Seagrim, Cartlege, Baxter, Lindores, Dawson, Lee, Davis, Montgomery, Minchin, Harvey.
Front Row L – R: Windsor, Lanham, Klasups, Bucktin, Rentell, Baldwin, Watts, Dunkeld, Wilson, Lehane, Johnson, Jackson, Harris, Wright R., Durie, Pickering, Cramond, Walsh, Mewburn, Butler P., Smith, Philips, Branson, Martin J.A., Shields, Wright D.R.

Click the pic for a clearer view.

1 Flight, (13 Appy - Oysters)

Back Row L-R: Kelleher, DJ Harris, WN Hancock, MJ Butler, Staff, AR Wiffler, WW Reading.
Middle Row L-R: RG Northover, KW Baldwin, AR Burns, KD Corcoran, MJ Butler, Marr, GG Pickering.
Front Row L-R: Haggerty, RE Lawler, Reddacliffe, JAN Lanham, McAullay, Webb, Webley.

3 Flight, (13 Appy - Oysters)

Standing L-R: Clark, KC Haines, G Stewart, Inch, AE Greaves, Hartigan, AP Windsor, RL Wright, Bradshaw, EG Cornell, Livingstone, Sweeney, KN Walsh.
Seated L-R: AG Murray, P Klasups, BJ Dick, IJ Gray, Baillie, NH Martin, Louez, Malt, Parfitt.

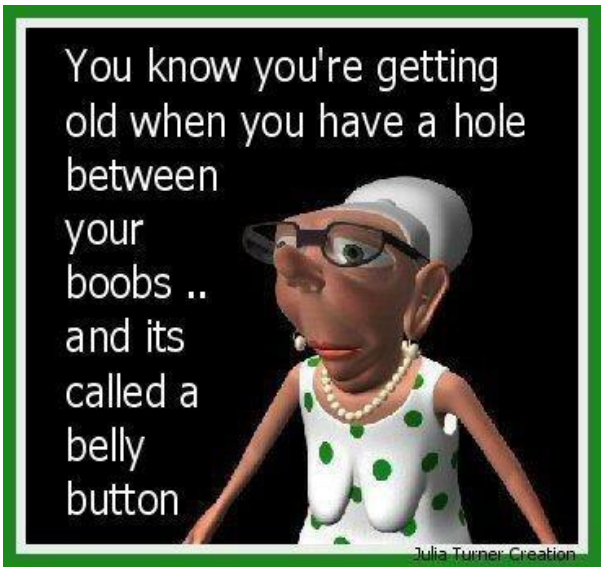
2 Flight, (13 Appy - Oysters)

Back Row L-R: JA Martin, K Bucktin, BW Rolls, RD Wilkes, PE Williams, RJ Ziebel, BJ Bawcombe, RG Burzacott, LC Watts.
Middle Row L-R: RT Davis, Christophers, Phillipson, RT Harrison, JE Green, Cartledge, DK Leo.
Front Row L-R: SRC Deaves, Elliott, Mewburn, Reczek, IJ Gray, K Howie.

My wife and I always hold hands. If I let go, she shops.

4 Flight, (13 Appy - Oysters)

Back Row L-R: JE Mueller, KA Durie, S Palmer, Bown, TY Dawson, Laidlaw, PH Thuel.
Middle Row L-R: Moorhead, JA Franks, RS Gumbrell, GD Fisher, M Wright, AJ Hind, IG Meier.
Front Row L-R: HH Holsken, Rentell, Brierly, Beckey, PL Winchester, BM Lovell, FMG Sankey.



5 Flight, (13 Appy - Oysters)

Back Row L-R: JW Stockwell, RG Kendall, NC Bywaters, DJ Cook, JJ McCann, WR Shoobridge, RE Horder, JB Leahy, EG Cornell.
Middle Row L-R: J Neatherway, DG Bucknell, LD Bleakley, DG Fitzgerald, King, RG Milton.
Front Row L-R: RH Ruming, KP Doyle, JA Martin, PM Tracy, JR Peterson, PF Tisdell.

37 Appy (Radio).

73 Future WRAAFS – 1969.

These 73 girls joined the WRAAF in June 1969, and 40 of them came from Queensland. That large number from Queensland was the biggest intake in one day since the war years.

I've been in love with the same woman for 49 years.
If my wife ever finds out, she'll kill me!

Colts “A” Rugby Union Minor Premiers, 1962.

Back Row L-R: M Ryan, John McDougal, V Reynolds, A Adamson, Flt Lt JR Bartram (coach), P Wildish, J Mustard (V Capt), B Hogg, R Lewis.
Front Row L-R: F Rankin, H Skinner, J Spalding, M Magner, A Hays (Capt), B Scott, P McBain, J Fitzpatrick, L Stanley.

A drunk was in front of a judge. The judge says, "You've been brought here for drinking."
The drunk says, "Okay, let's get started."

O

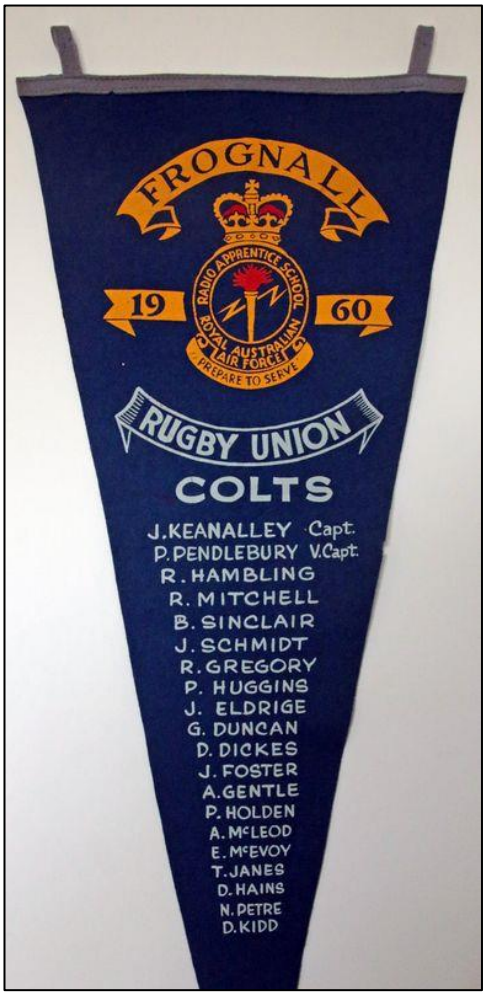
14 Radio Appy

Len Triplett, Dick Chambers, Gordon Charlton, Alf Smith, Ted McEvoy, Tom Harrington, Laurie Lindsay.

Since the snows came all the wife has done is look through the window.
If it gets any worse, I'll have to let her in.


FROGNALL
19
60
RADIO APPRENTICE SCHOOL
ROYAL AUSTRALIAN AIR FORCE
PREPARE TO SERVE
14 COURSE
P. KIRKPATRICK
P.A. GUSTAFSON
F.J. PRITCHARD
G.A. CHARLTON
L.R. FRANKLIN
R.R. HAMILTON
B.J. SINCLAIR
R.J. DENNETT
L.M. LINDSAY
P.S. HUGGINS
F.S. BAXTER
B. DUDMAN
A.H. GENTLE
H.J. MEMERY
E.G. McEVOY
K.B. PORTER
R.J. BUBNER
B.R. HOOPER
T.D. HARRINGTON
A.C. ANNANDALE
R.I. CHAMBERS
C.J. ELDRIDGE
L.R. TRIPLETT
R.J. MITCHELL
R.E. BRADLEY
I.D. GUTHRIE
S.L. HANBURY
S.J. LINDSAY
M.L. DEECKE
D. DICKES
P.A. HOLDEN
B.R. MESSER
C.K. POWLES
D.I. RIPPER
R. GARNER
A.L. LARSEN
T. BRINE
G.D. CHEER
H.J. DOWER
I.C. HILLS
E.E. PERRY
J.E. WHITE
D.E. BEGG
T.D. DENT
D.J. KIDD
M.W. POPE
J.W. BEER


FROGNALL
19
60
RADIO APPRENTICE SCHOOL
ROYAL AUSTRALIAN AIR FORCE
PREPARE TO SERVE
AUSTRALIAN
RULES
J. ELLIS Captain
N. ASHMAN V. Capt.
R. TREFFENE
R. MITCHELL
A. ANNANDALE
J. TOWNSEND
R. HAMBLING
P. SILCOCK
L. LINDSAY
P. HUGGINS
B. HARRIS
G. DUNCAN
C. HEWETT
K. LESLIE
R. BESSEN
K. PORTER
K. POWLES
H. MEMERY
E. McEVOY
A. SMITH
R. BEAN
G. SIMS
M. POPE


FROGNALL
RADIO APPRENTICE SCHOOL
19
60
ROYAL AUSTRALIAN AIR FORCE
PREPARE TO SERVE
RUGBY UNION
COLTS
J.KEANALLEY Capt.
P.PENDLEBURY V.Capt.
R.HAMBLING
R.MITCHELL
B.SINCLAIR
J.SCHMIDT
R.GREGORY
P.HUGGINS
J.ELDRIGE
G.DUNCAN
D.DICKES
J.FOSTER
A.GENTLE
P.HOLDEN
A.McLEOD
E.McEVOY
T.JANES
D.HAINS
N.PETRE
D.KIDD


14 COURSE
P.KIRKPATRICK
P.A.GUSTAFSON
F.J.PRITCHARD
G.A.CHARLTON
L.R.FRANKLIN
R.R.HAMILTON
B.J.SINCLAIR
R.J.DENNETT
L.M.LINDSAY
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R.I.CHAMBERS
C.J.ELDRIDGE
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S.L.HANBURY
S.J.LINDSAY
M.L.DEECKE
D.DICKES
P.A.HOLDEN
B.R.MESSER
C.K.POWLES
D.I.RIPPER
R.GARNER
A.L.LARSEN
T.BRINE
G.D.CHEER
H.J.DOWER
I.C.HILLS
E.E.PERRY
J.E.WHITE
D.E.BEGG
T.D.DENT
D.J.KIDD
M.W.POPE
J.W.BEER


FROGNALL
RADIO APPRENTICE SCHOOL
19
60
ROYAL AUSTRALIAN AIR FORCE
PREPARE TO SERVE

R

Standing L-R: Kym Maslen, Unknown, Kym Floyd
Seated L-R: Unknown, Unknown, Adele Murray, Dave Edwards.

We're missing a few names here, can anyone help??

2 TAC

Clinton Lawrence sent us this pic of 2 Technology Apprentice Scheme (RadTech Air), unfortunately he's a bit short on the names, can anyone help??

Back Row - all unknown.
Front Row L-R: Doug Campbell, Blake Barrett, Steve Bulter, Adam Duberal, Chris Frith, Greg Scott, Clinton Lawrence.

21 COMMSOP.

Standing L-R: Kym Maslen, Unknown, Kym Floyd
Seated L-R: Unknown, Unknown, Adele Murray, Dave Edwards.

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Computers and Stuff.

Sam Houliston.

Can you get a virus using Apple computers?

This has been the topic of discussion for a long time and there has even been talk about suing Apple for false claims. Imagine this scenario, your grandparents want to buy a computer and you (and Apple) tell them that Apple is completely safe. Then they get one phishing email and their life-savings are gone! That could be very interesting!

The story about there being no viruses that attack Apple is one of those rumours spread around the Internet by a bunch of fan boys. It is NOT true. If you don't believe that, go to any major website that lists details of viruses and look for one affecting Apple MACs. You'll find enough there. Go to the NIST website and look up vulnerabilities. If Apple users have not been patching their machines, they could be in for a big surprise. Apple does release security patches.

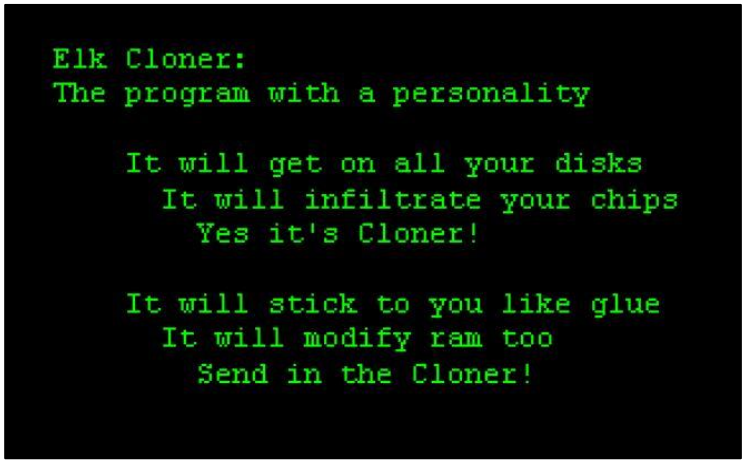
Apple products are generally more secure than Windows though much of this has been attributed to hackers not wanting to bother with Apple, as a while ago Apple ran second and a long way back in numbers in use compared to PC. There was a Russian group that specialized in Apple mischief but they were all arrested a few years ago. But Apple is catching up and the hackers are starting to notice.

HERE is just one Apple Virus, You will find a lot more.

Don't be blinkered, always keep your Apple device up to date with the latest patch otherwise you could be in for a big bad shock.

History of Viruses.

The term “computer virus" was formally defined by Fred Cohen in 1983 while he performed academic experiments on a Digital Equipment Corporation VAX system. Viruses are classified as being one of two types: “Research” or “In the Wild." A Research virus is one that has been written for research or study purposes and has received almost no distribution to the public. On the other hand, viruses which have been seen with any regularity are termed “In the Wild." The first Research computer viruses were developed in the early 1980s and the first viruses found In the Wild were Apple II viruses, such as Elk Cloner, which was reported in 1981.



Viruses have been found on the following platforms:

- Apple II
- IBM PC
- Macintosh
- Atari
- Amiga

The overwhelming number of virus strains were initially IBM PC viruses. Viruses “evolved" over the years due to efforts by their authors to make the code more difficult to detect, disassemble, and eradicate. This evolution has been especially apparent in the IBM PC viruses since there were more distinct viruses known for the DOS operating system than any other.

The first IBM-PC virus appeared in 1986. This was the *Brain* virus. *Brain* was a boot sector virus and remained resident. In 1987, *Brain* was followed by *Alameda* (*Yale*), *Cascade*, *Jerusalem*, *Lehigh*, and *Miami* (*South African Friday the 13th*). These viruses expanded the target executables to include COM and EXE files. *Cascade* was encrypted to deter disassembly and detection. Variable encryption appeared in 1989 with the *1260* virus. Stealth viruses, which employ various techniques to avoid detection, also first appeared in 1989, such as *Zero Bug*, *Dark Avenger* and *Frodo* (*4096* or *4K*). In 1990, self-modifying viruses, such as *Whale* were introduced. The year 1991 brought the *GP1* virus, which is “network-sensitive" and attempted to steal Novell NetWare passwords. Since their inception, viruses have become increasingly complex.

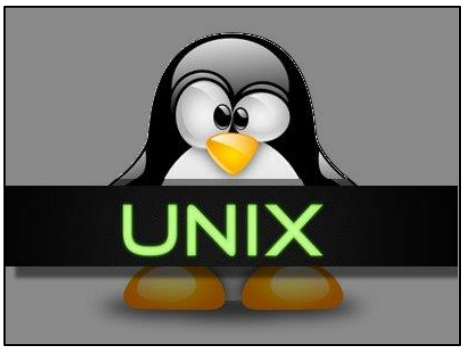
Examples from the PC family of viruses indicate that the most commonly detected viruses vary according to continent, but *Stoned*, *Brain*, *Cascade*, and members of the *Jerusalem* family, have spread widely and continue to appear. This implies that highly survivable viruses tend to be benign, replicate many times before activation, or are somewhat innovative, utilizing some technique never used before in a virus.

Personal computer viruses exploit the lack of effective access controls in these systems. The viruses modify files and even the operating system itself. These are “legal" actions within the context of the operating system. While more stringent controls are in place on multi-tasking,

multi-user operating systems, configuration errors, and security holes (security bugs) make viruses on these systems more than theoretically possible.

This leads to the following initial conclusions:

- Viruses exploit weaknesses in operating system controls and human patterns of system use/misuse.
- Destructive viruses are more likely to be eradicated.
- An innovative virus may have a larger initial window to propagate before it is discovered and the “average" anti-viral product is modified to detect or eradicate it.



It has been suggested that viruses for multi-user systems are too difficult to write. However, Fred Cohen required only 8 hours of expert work' to write a virus that could penetrate a UNIX system. The most complex PC viruses required a great deal more effort.

Yet, if we reject the hypothesis that viruses do not exist on multi-user systems because they are too difficult to write, what reasons could exist? Perhaps the explosion of PC viruses (as opposed to other personal computer systems) can provide a clue. The population of PCs is by far the largest. Additionally, personal computer users exchanged disks frequently. Exchanging disks is not required if the systems are all connected to a network. In this case large numbers of systems may be infected through the use of shared network resources.

One of the primary reasons that viruses have not been observed on multi-user systems is that administrators of these systems are more likely to exchange source code rather than executables. They tend to be more protective of copyrighted materials, so they exchange locally developed or public domain software. It is more convenient to exchange source code, since differences in hardware architecture may preclude exchanging executables.

The advent of remote disk protocols, such as NFS (Network File System) and RFS (Remote File System) have resulted in the creation of many small populations of multi-user systems which freely exchange executables. Even so, there is little exchange of executables between different “clusters" of systems.

Current protection against Viruses.

Although many anti-virus tools and products are now available, personal and administrative practices and institutional policies, particularly with regard to shared or external software usage, should form the first line of defence against the threat of virus attack closely followed by keeping your software, particularly operating system software, up to date. Users should also consider the variety of anti-virus products currently available.

There are three classes of anti-virus products: Detection tools, Identification tools, and Removal tools. Scanners are an example of both detection and identification tools. Vulnerability monitors

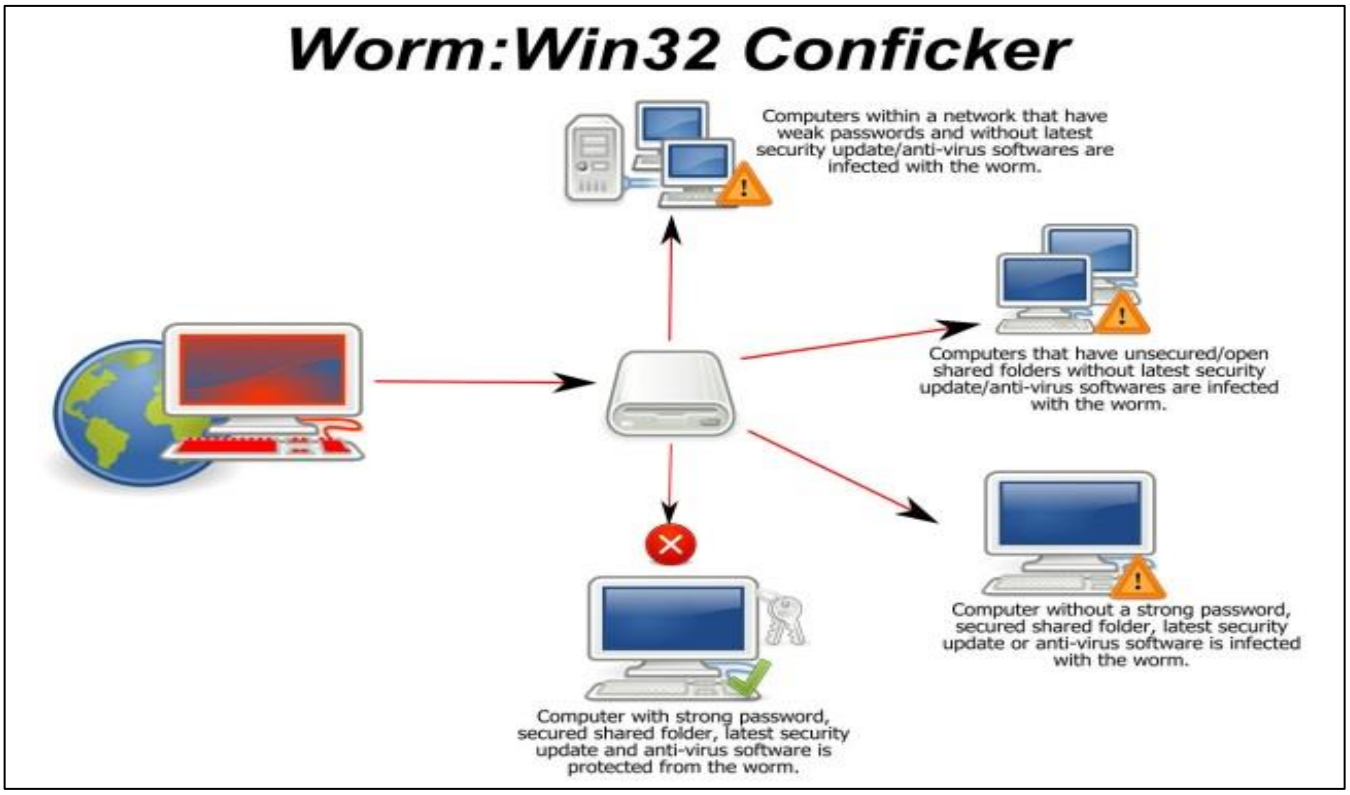
and modification detection programs are both examples of detection tools. Disinfectors are examples of a removal tools.

Scanners and disinfectors, the most popular classes of anti-virus software, rely on a great deal of *a priori* knowledge about the viral code. Scanners search for “signature strings" or use algorithmic detection methods to identify known viruses. Disinfectors rely on substantial information regarding the size of a virus and the type of modifications to restore the infected file's contents.

Vulnerability monitors, which attempt to prevent modification or access to particularly sensitive parts of the system, may block a virus from hooking sensitive interrupts. This requires a lot of information about “normal" system use, since personal computer viruses do not actually circumvent any security features. This type of software also requires decisions from the user.

Modification detection is a very general method, and requires no information about the virus to detect its presence. Modification detection programs, which are usually checksum based, are used to detect virus infection or Trojan horses. This process begins with the creation of a baseline, where checksums for clean executables are computed and saved. Each following iteration consists of checksum computation and comparison with the stored value. It should be noted that simple checksums are easy to defeat; cyclical redundancy checks (CRC) are better, but can still be defeated; cryptographic checksums provide the highest level of security.

Worms.



The following are necessary characteristics of a worm:

- replication
- self-contained; does not require a host
- activated by creating process (needs a multi-tasking system)
- for network worms, replication occurs across communication links

A worm is not a Trojan horse, it is a program designed to replicate and may perform any variety of additional tasks as well. The first network worms were intended to perform useful network management functions. They took advantage of system properties to perform useful action, however, a malicious worm takes advantage of the same system properties. The facilities that allow such programs to replicate do not always discriminate between malicious and good code.

History of Worms.

Worms were first used as a legitimate mechanism for performing tasks in a distributed environment. Network worms were considered promising for the performance of network management tasks in a series of experiments at the Xerox Palo Alto Research Center in 1982. The key problem noted was “worm management;" controlling the number of copies executing at a single time. This would be experienced later by authors of malicious worms.

Worms were first noticed as a potential computer security threat when the *Christmas Tree Exec* attacked IBM mainframes in December 1987. It brought down both the world-wide IBM network and BITNET. The *Christmas Tree Exec* wasn't a true worm. It was a trojan horse with a replicating mechanism. A user would receive an e-mail Christmas card that included executable (REXX) code which if executed the program claimed to draw a Christmas Tree on the display. That much was true, but it also sent a copy to everyone on the user's address lists.

The *Internet Worm* was a true worm. It was released on November 2, 1988. It attacked Sun and DEC UNIX systems attached to the Internet (it included two sets of binaries, one for each system). It utilized the TCP/IP protocols, common application layer protocols, operating system bugs, and a variety of system administration flaws to propagate. Various problems with worm management resulted in extremely poor system performance and a denial of network service.

The *Father Christmas* worm was also a true worm. It was first released onto the worldwide DECnet Internet in December of 1988. This worm attacked VAX/VMS systems on SPAN and HEPNET. It utilized the DECnet protocols and a variety of system administration flaws to propagate. The worm exploited TASK0, which allows outsiders to perform tasks on the system. This worm added an additional feature; it reported successful system penetration to a specific site.

This worm made no attempt at secrecy; it was not encrypted and sent mail to every user on the system. About a month later another worm, apparently a variant of *Father Christmas*, was

released on a private network. This variant searched for accounts with “industry standard" or “easily guessed" passwords.

The history of worms displays the same increasing complexity found in the development of PC viruses. The *Christmas Tree Exec* wasn't a true worm. It was a Trojan horse with a replicating mechanism. The *Internet Worm* was a true worm; it exploited both operating system flaws and common system management problems. The DECnet worms attacked system management problems, and reported information about successful system penetration to a central site.

Several conclusions can be drawn from this information:

- worms exploit flaws (i.e, bugs) in the operating system or inadequate system management to replicate.
- release of a worm usually results in brief but spectacular outbreaks, shutting down entire networks.

A Jewish mother gives her son a blue shirt and a brown shirt for his birthday. On the next visit, he wears the brown one. The mother says, "What's the matter already? Didn't you like the blue one?"

Yes Script, No Script.

Bob Webster.

It really irritates me when I'm reading something on the internet and a flyover window comes across and blocks my view. I also am not a fan of animated sliders for ads and menus. They can be good as an integral part of a site however, it's really dumb in a menu or advertisement when text scrolls away while you're reading it, or if you have to wait on it to scroll away when you're ready for the next page.

Companies use these things a lot because:

(a) they're easy to implement on a web site,
(b) they look cool in a presentation to management, particularly when management doesn't use the site, and
(c) some companies don't care what users think because their customers are not their users. Their customers are companies to whom they sell their users' data.

I started to go on a rampage and destroy all the web sites I found offensive. Well, offensive in design, not content. I do have a limited lifespan so I opted to leave the internet intact and change my web browsers instead.

With Firefox, I use Yesscript (you can get it HERE). Yesscript gives you a button you can click to disable Javascript on a site. Javascript is the source of most of the over-animated slideshows and flyover windows. Whenever one of those things intrudes onto my screen, I zap Javascript for the site, and it remembers not to load Javascript on that site any more.

Javascript is necessary on some sites such as e-commerce sites, financial sites, and chess.com, so it's useful not to disable it in the browser entirely. In fact, a few months ago Firefox removed that option.

I also use Ghostery and Adblock Plus on both Firefox and Chrome. These trim down the web traffic considerably and keep the display, for the most part, static. A significant side effect is that web pages load a lot faster when they don't have to load all the extra trash.

You can block the majority of the garbage -- ads, marketing scripts, etc., using the Firefox or Chrome extensions Adblock Plus and Ghostery. I don't use Internet Explorer or Safari, but there is probably something similar for them.

Adblock Plus is particularly useful. I hear people complain about ads on Facebook, for example, but I've never seen one. Slashdot offers me a checkbox to stop ads, as some kind of valued user, but I don't see any ads to begin with.

One of life's greatest mysteries is how the boy who wasn't good enough to marry your daughter can be the father of the smartest grandchild in the world.

E-Mail Good Sense!

By now, I suspect everyone is familiar with snopes.com and/or truthorfiction.com for determining whether information received via email is just that - true/false or fact/fiction. Both are excellent sites. Sometimes it is a good idea to check out something on one of the two sites before forwarding to check validity!

1. Any time you see an email that says "forward this on to '10' (or however many) of your friends", "sign this petition", or "you'll get bad luck" or "you'll get good luck" or "you'll see something funny on your screen after you send it" or whatever --- it almost always has an email tracker program attached that tracks the cookies and emails of those folks you forward to. The host sender is getting a copy each time it gets forwarded and then is able to get lists of 'active' email addresses to use in SPAM emails or sell to other Spammers. Even when you get emails that demand you send the email on if you're not ashamed of God/Jesus

that is email tracking and they are playing on our conscience. These people don't care how they get your email addresses - just as long as they get them. Also, emails that talk about a missing child or a child with an incurable disease "how would you feel if that was your child" is nearly always email tracking. Ignore them and don't participate!

2. Almost all emails that ask you to add your name and forward on to others are similar to that mass letter years ago that asked people to send business cards to the little kid in Florida who wanted to break the Guinness Book of Records for the most cards. All it was, and all any of this type of email is, is a way to get names and 'cookie' tracking information for telemarketers and Spammers -- to validate active email accounts for their own **profitable** purposes.

You can do your Friends and Family members a great favour by sending this information to them. You will be providing a service to your friends. And you will be rewarded by not getting thousands of spam emails in the future!

You can do yourself a favour and **STOP** adding your name(s) to those types of listing regardless how inviting they might sound or make you feel guilty if you don't! It's all about getting email addresses and nothing more. You may think you are supporting a great cause, but you are NOT!

Instead, you will be getting tons of junk mail later and very possibly a virus attached! Plus, you will be we are helping the Spammers get rich! Don't make it easy for them!

And another important point is to delete all previous names from your emails before forwarding!!! Send emails to your entire address list BC (Blind Copy) then everyone after you doesn't get your friend's email address. Search the help if your email program doesn't list this.

Telemarketing.

Most of us hate receiving telemarketing calls or junk mail, either in the letter box or the email in-box and when someone comes out with a "fix" we're prepared to give it a go – but are these "fixes" any good??

You have probably read somewhere that the best way to stop receiving telemarketing calls is to use these three little words!! - 'Hold On, Please...' You would have read that "Saying this, while putting down your phone and walking off (instead of hanging-up immediately) would make each telemarketing call so much more time-consuming that sales would grind to a halt. Then when you eventually hear the phone company's 'beep-beep-beep' tone, you know it's time to go back and hang up your handset, which has efficiently completed its task."

And,

“Do you ever get those annoying phone calls with no one on the other end? This is a telemarketing technique where a machine makes phone calls and records the time of day when a person answers the phone. This technique is used to determine the best time of day for a 'real' sales person to call back and get someone at home. What you can do after answering, if you notice there is no one there, is to immediately start hitting your # button on the phone, 6 or 7 times as quickly as possible. This confuses the machine that dialled the call and it kicks your number out of their system.”

And,

“When you get ads enclosed with your phone or electricity bill or some other bill, return these ads with your payment. Let the sending companies throw their own junk mail away. When you get those 'pre-approved' letters in the mail for everything from credit cards or similar type junk, do not throw away the return envelope. Most of these come with postage-paid return envelopes, right? It costs them more than the regular postage, 'IF' and when they receive them back. It costs them nothing if you throw them away! And why not get rid of some of your other junk mail as well and put it in these cool little postage-paid return envelopes. Send an ad for your local chimney cleaner to American Express. Send a pizza coupon to Citibank. If you didn't get anything else that day, then just send them their blank application back!

If you want to remain anonymous, just make sure your name isn't on anything you send them. You can even send the envelope back empty if you want to just to keep them guessing! The banks and credit card companies are currently getting a lot of their own junk back in the mail, but folks, we need to OVERWHELM them. Let's let them know what it's like to get lots of junk mail, and best of all they're paying for it...Twice!”

If enough people follow these tips, it will work I have been doing this for years, and I get very little junk mail anymore.”

Don’t believe a word of it, it’s all rubbish!!!!

If you want to stop receiving annoying telemarketing calls the only way is to put your name and phone numbers (land-line and mobile) with the Do Not Call Register administered by the Australian Communications and Media Authority (ACMA). You can do that HERE – and it’s free.

If you want to stop receiving advertisements tucked away in legitimate mail, (via the Post), you can register with the Association for Data-driven Marketing and Advertising Association (ADMA). You can do that for free HERE. Registering with ADMA will not stop all marketing, but it will stop a lot.

It will **not stop** or reduce the amount of addressed mail you receive from:

- Companies of which you are a current customer
- Companies that are not members of ADMA
- Businesses that market themselves to your business
- The delivery of unaddressed mail, including brochures, letterbox drops and flyers.

Intellectuals solve problems; geniuses prevent them.

Underused tools hiding in Windows 7 and Windows 8.

Back in Windows' younger and simpler days, its coders hid small programs and features, called Easter Eggs, in the OS for others to find.

Microsoft declared a ban on Easter eggs as part of its 2005 Trustworthy Computing policy but there are still some relatively hidden features in Win7/8 that users find helpful. In Oct. 2005, Microsoft developer Larry Osterman gave various reasons for the ban on unofficial code in the company's products but security was likely the main concern. The undocumented code in an Easter egg might be a benign bit of fun, but it might also allow malware into Windows or another MS application.

Easter eggs, and any other unofficial code, were finally eliminated with Windows 7. Even so, there are still some stealth productivity tricks buried in Win7 and Win8.1 which are activated by various methods such as digging deep into menus or cutting and pasting random phrases. Here are some that are hiding in plain sight.

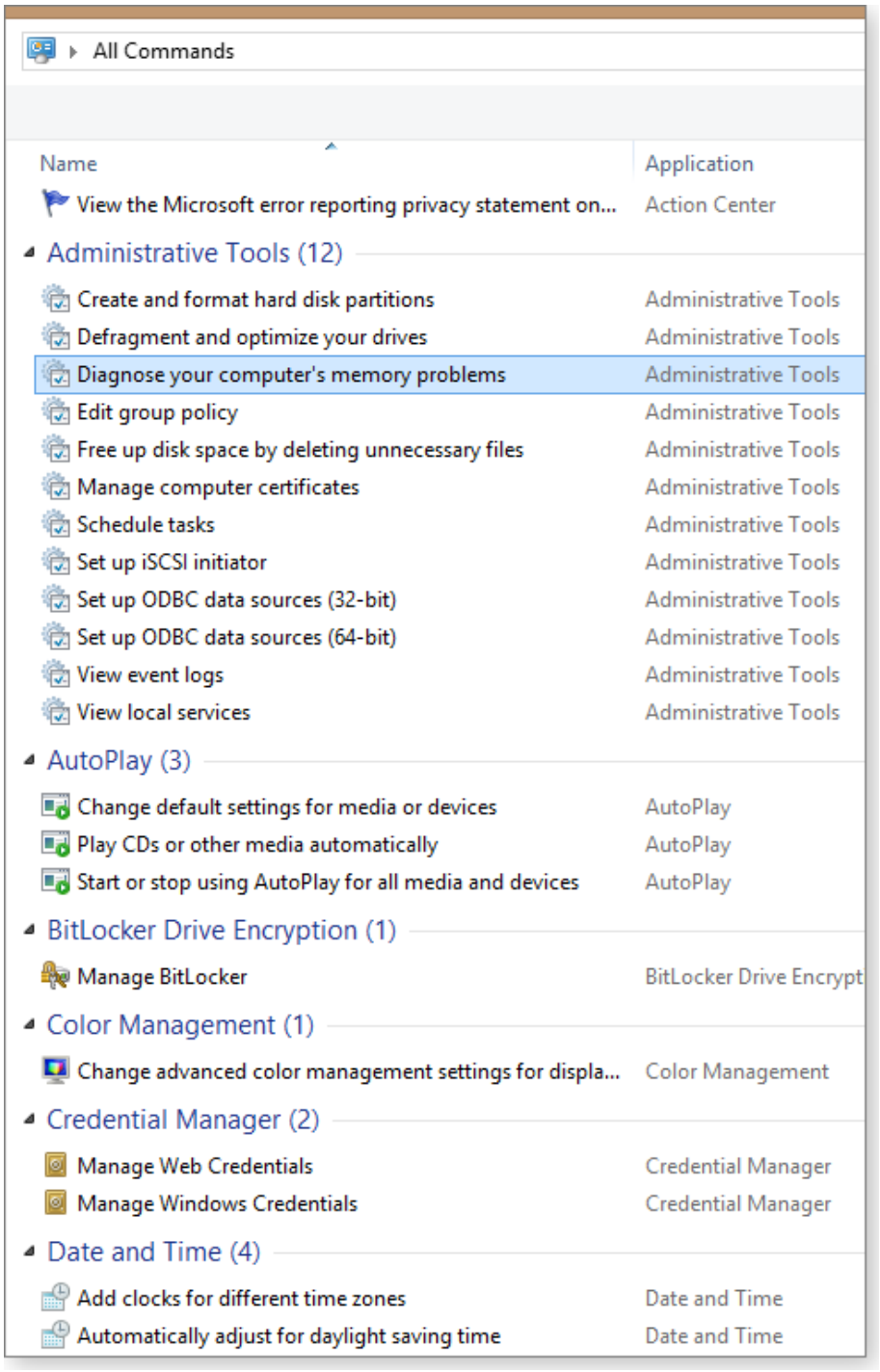
Command Central: Windows functions in one place.

How did an essentially undocumented trick, designed for IT administrators and commonly called GodMode, go viral on the Internet? Certainly the all-powerful connotation of the name aroused interest but it's this function's one-stop list of Windows tools that wins over most users.

Whatever you wish to call this function, it conveniently consolidates into one folder a veritable switchboard of configurable Windows options and commands. The 256 items (sorted into 45 categories) are typically buried under layers of Control Panel menus or in right-click submenus or otherwise submerged in the vast number of admin tools in Windows.

To create this folder, take the following steps:

- Right-click a free spot on the desktop and select New/Folder.
- Give the new folder any name you wish, as long as it's followed by a period and the following string of characters: **{ED7BA470-8E54-465E-825C-99712043E01C}** (Example: **All Commands.{ED7BA470-8E54-465E-825C-99712043E01C}**
- Double-click to open the folder, and you will see more than 250 functions, as below.



Of course, any one of these functions can be called up from the Windows search bar but if you don't recall a specific function's name, good luck with that route. Your new all-commands folder should make a needed tool quick to find and easy to launch.

Pin folders and icons to the Win8 Start screen.

As with many long-time Windows users still tied to a keyboard and mouse, I rarely venture into Windows 8's Modern User Interface. But the Win8 Start screen can be a good place to organize

folders and other frequently used sites and apps. Sure, with Win8.1 you can now pin native Win8 apps to the Desktop taskbar, but that's extremely limited real estate.

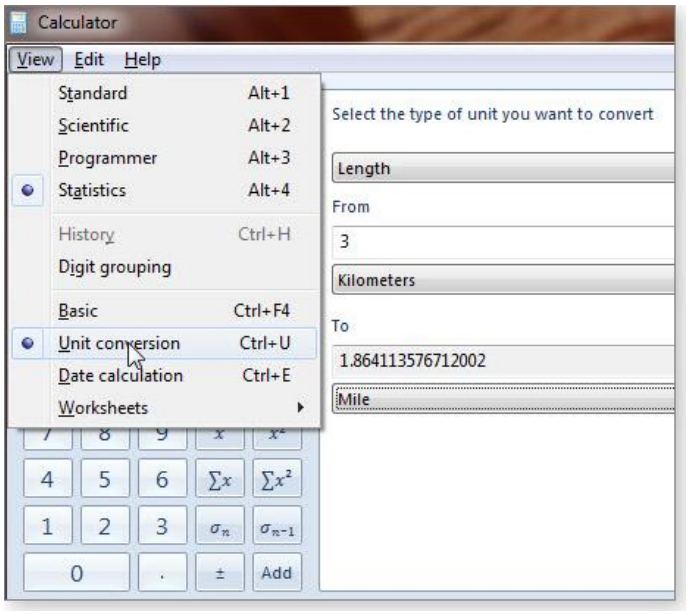
So the **Pin to Start** function, available by right-clicking any folder or application icon, can be particularly handy. As an example, right-click the aforementioned All Commands (GodMode) folder you created on the Win8 Desktop and click Pin to Start. You'll now find on the Start screen a new movable tile labeled All Commands. Clicking the tile instantly returns you to the Desktop, with the All Commands folder open, no need to clutter up your Desktop or taskbar.

A related trick is one that's often overlooked. You easily create shortcuts to frequently visited websites. For example, you can easily create a shortcut to the Radschool web site, just right-click anywhere on the desktop, select New/Shortcut, and then type www.radschool.org.au into the location box. Click Next and give the shortcut a name. Click Finish when you're done.

Keep in mind that the shortcut can live only on the desktop. Unlike apps, shortcuts for websites can't be pinned to the Start screen or the taskbar (although files, folders, and website shortcuts can be pinned to associated apps that are pinned to the taskbar).

Calculator: Do much more than simple arithmetic

Another overlooked Windows 7/8 tool is the seemingly simple Calculator. It does much more than add/subtract/divide/multiply; Microsoft has effectively hidden the app's many advanced functions under the View menu. There you'll find options for scientific, programming, and statistical calculations. Even less known is a units-conversion screen associated with each type of calculator (see right). You can make quick conversions in 11 different units of measurement, ranging from Angle to Weight/Mass. There is also a related **Date calculation** which quickly gives you the number of days or the years/months/weeks/days between any two calendar dates, starting with the year 1700.



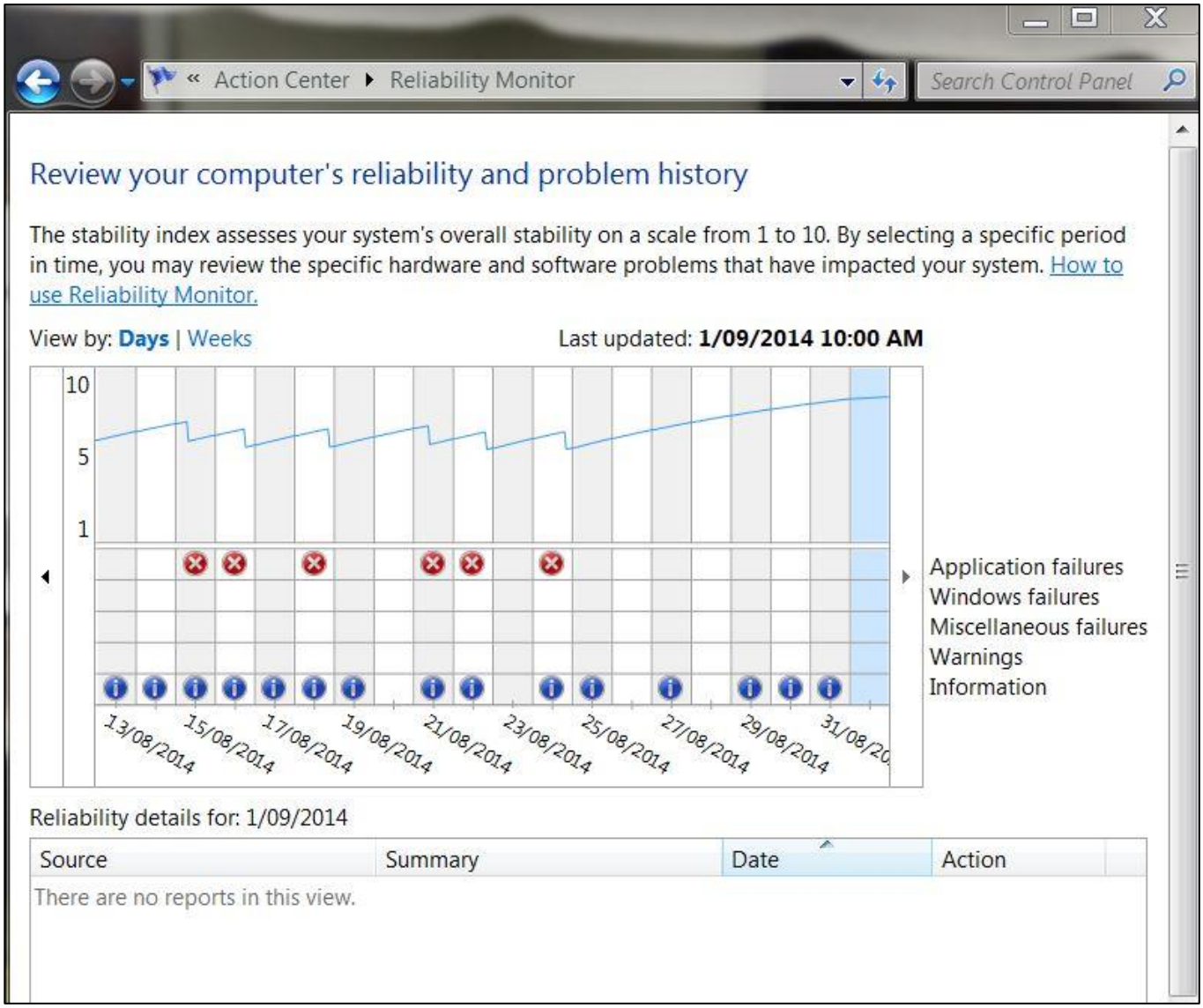
Clicking the Worksheets option lets you calculate mortgages, vehicle leases, or fuel economy.

Track Windows problems with Reliability Monitor.

When Windows freezes or an application suddenly stops working, the event is logged by the operating system. It can be difficult to troubleshoot those failures, but Windows' built-in Reliability Monitor can help. The Reliability Monitor resides under Windows' Action Center, but the easiest way to find it is via Windows' search bar. (It's included under the Action Center

section of the All-Commands folder we created earlier but oddly you won't find it in Windows' Administrative Tools folder.)

Click the **View reliability history** link to launch Reliability Monitor. After you click the link, the application will take a few seconds or minutes to generate a report. It then displays a graph based on date and a stability scale of 1 to 10. Below the graph, a details section lists events, failures, warnings, and other information triggered by applications and Windows. The Action column in the details list includes links to possible solutions.



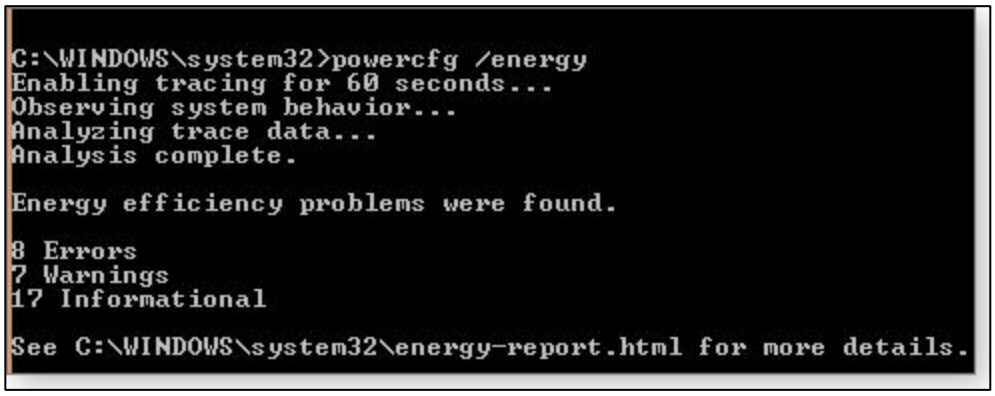
Here's a real-world application. After a recent update, my Windows 8.1 laptop kept freezing. The only solution was a hard reboot. A check with Reliability Monitor pinpointed Microsoft OneDrive as the culprit. Although the solutions link did not provide an answer, at least I knew the source of the problem — which gave me a starting point for possible fixes.

Powercfg utility traces laptop power woes

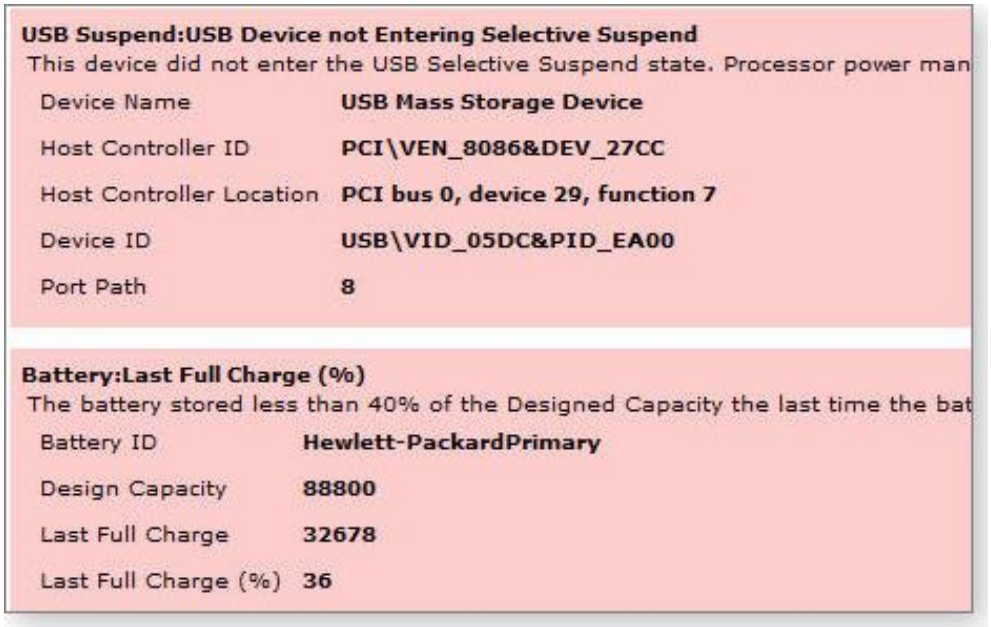
About 95 percent of the time, my work laptop is plugged into AC power. But recently, whenever I take it on the road, I invariably lose battery power quickly. (An HP portable, it can't be switched to hibernate mode.)

Activating Win7/8's **Power Efficiency Report** can help detect the root of power-management issues. Even if you don't think there's a power problem, running this report periodically is a great forewarned-is-forearmed strategy. To run a report, start at an administrator-level Windows command prompt. (Type **command** into the Windows search box. Right-click Command Prompt and select **Run as administrator.**)

Enter **powercfg /energy** at the prompt (include a space before the slash) and press Enter. Windows will take about a minute to assemble the report and then save it as **C:\Windows\System32\energy-report.html** (see right). Use Explorer's search box to locate the file quickly.



The report will open in your default browser. Part of my report, which shows heaps of stuff, is shown below and provided the answer to my battery issue. The battery was charging to just 36 percent of its original capacity. No wonder I had to be near an AC outlet wherever I traveled with the machine. In addition to the aging battery, the report listed eight other errors and seven warnings. Most of those were remedied via adjustments to Windows' power-management tools.

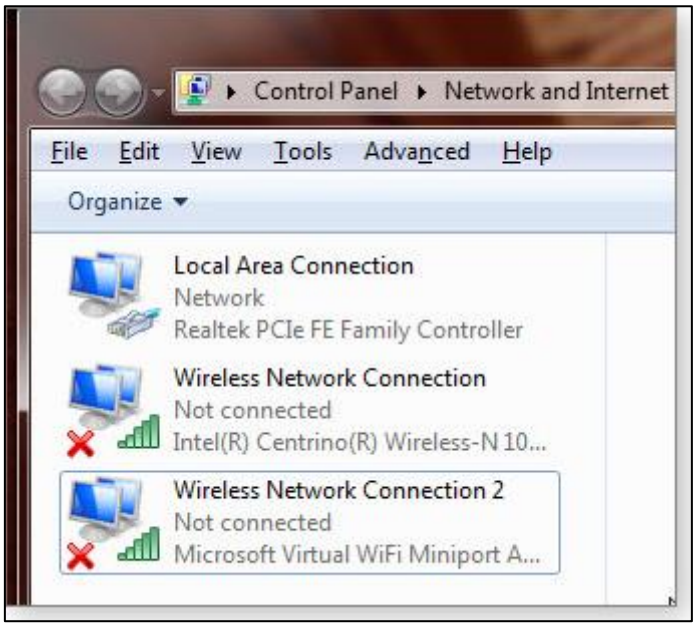


Win7's Virtual WiFi creates a free hotspot.

Most Windows 7 systems include the inconspicuous Microsoft Virtual WiFi Miniport adapter. It's a software-based access point that uses a wired or wireless connection to create a local hotspot.

This lesser-known feature is particularly handy, and economical, in locations in which

you're charged for each Wi-Fi connection. With Virtual WiFi, multiple mobile devices can share one Internet connection.



To check whether your version of Windows supports virtual Wi-Fi, type **view network connections** into the Windows search box. Click the **View network connections** link and see whether **Wireless Network Connection 2** is listed. (The listing will also say **Microsoft Virtual WiFi Miniport Adapter.**)

Next, you'll need a third-party program to configure your hotspot. A popular application is Virtual WiFi Router (VWR) which you can get for free HERE. VWR is free however, to cover their costs they try and get you to download quite a few other programs. You can easily decline these.

O

A woman runs a red traffic light and crashes into a man's car. Both of their cars are demolished, but amazingly, neither of them is hurt. After they crawl out of their cars, the woman says; "Wow, just look at our cars! There's nothing left, but fortunately we are unhurt. This must be a sign from God that we should meet and be friends and live together in peace for the rest of our days." The man replies, "I agree with you completely. This must be a sign from God!"

The woman continues, "And look at this, here's another miracle. My car is completely demolished, but my bottle of wine didn't break. Surely God wants us to drink this wine and celebrate our good fortune." She then hands the bottle to the man. The man nods his head in agreement, opens it, drinks half the bottle and then hands it back to the woman. The woman takes the bottle, immediately puts the cap back on, and hands it back to the man.

The man asks, "Aren't you having any?" The woman replies, "Nah. I think I'll just wait for the police."

Adam ate the apple, too. Men will never learn...

162 RTC.

20 June 1984

Back Row L-R: Tom 'Mudguts' Williamson, Phil Keays, Mike Mount, Al Plummer.
Middle Row L-R: Alan 'Cherry' Campbell, Pete Bivard (dec), Shayne 'Robbo" Robinson, Paul 'Frenchie' DeAndrade, Mark 'Flash' Burton.
Front Row L-R: Andrew Burns, Sgt Myer, Peter Gepp, Phil Patterson.

Dance like no one's watching
because as everyone is on their phone so no one is watching!

Barry Carlier sent us these two pics. Unfortunately, Barry can't remember all the names, if you can help, please do.

58 RMC (July 1965)

20RMTA.

64 RMC

16 Feb 1966

Back Row L-R: Mick Lowe, Kev Fietz, Garey Sprigg, Phil Penny (Deceased), Stew Gribbon, ? Morton, John Upton, Kev Peterson.
Centre Row L-R: Trev Morphew, Geoff Atkinson, John Strybosch, Steve Lane, ? Roebig, ? Barlow, Terry Hogan, Alan Hair.
Front Row L-R: ? Stephenson, ? Clarke, ? Tooth, Lester Donkin, Tim Procter, Geoff Ross, ? Jorgenson, Pete Griffiths.

Rookies mates from 246 course Laverton 1977. The last WRAAF course.

L-R: Cathy "Flower" Flaherty, Liz "Froggy" Marodi, Doris "Beatle" Beattie, Heather "Limbo" Christie and Aileen Bell "Ding Dong"

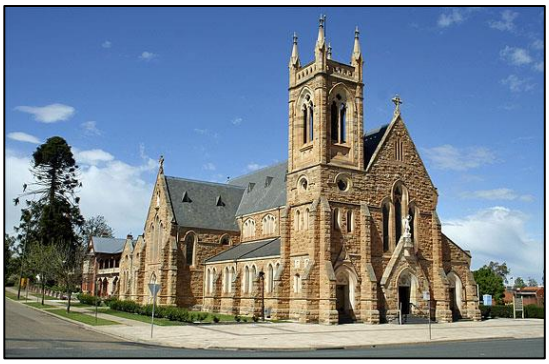
C

Jack Mullins

Last issue we reported that Jack Mullins had passed away on the 25 April. Jack was obviously a well-respected and a much-liked bloke as we were contacted by many people who all had nice things to say about him. We were also sent quite a few photos, which you can see HERE.

John Mullins was born on the 23 September 1930 in Dulwich Hill, Sydney. He and his family lived in Hurlstone Park. Throughout his life he was known as "Jack", his mother and sister called him Jack from an early age. On completion of Year 10 and with World War 2 coming towards an end, the Civil Constructional Corps were recruiting heavily and with his good results in technical drawing, Jack received a letter drafting him as an apprentice carpenter.

In 1950 he joined the RAAF as a Carpenter Rigger and was posted to Richmond. He was then posted to Wagga where he met his life partner Shirley Valerie Macauley. They met at the Postal Institute dance in Fitzmaurice Street Wagga and were married in St Michael's Cathedral in Wagga on the 28 May 1955. On the 23 June 1958 Jack and Shirley became parents for the first time with the birth of their son Allan Michael at Wagga Base Hospital On the 19 April 1962 in Blacktown Sydney Jack and Shirley introduced their first daughter and second child to the world with the birth of Tanya Maree.



Jack was proud of the 33 years' service he gave to the RAAF. The friendships made became an important part of his life. He could not go anywhere without running into someone who he knew. On holiday with Shirley, Tanya and son in law Roger, at Heathrow Airport in London a voice came out from the crowd "Hey, Jack Mullins", a stunned, Roger, who was new to the family at the time, said, "You've got to be kidding".

Jack's face would light up when recalling the many stories of his time in the service, with the introduction of new grandchildren over the years and their partners, he had a captive audience. He often spoke of his posting to Butterworth and the social camaraderie that came with it and his time unaccompanied in Indonesia. His many years at RAAF Wagga held special memories and he could still name many of the apprentices who passed through during his time there from 1955 to 1961. He was proud to return in 1976 as Officer-in-Charge of Mechanical Trades Squadron.

The Air Force was his life and he could not have been prouder when his two children, Allan and Tanya, followed in his footsteps and joined the RAAF. It was not surprising that in September 1983 Jack returned to Wagga to retire. He was involved with many community activities including:

Chairman Wagga Community Resource Centre
Coordinator Wagga Charities
President Tidy Towns
Australia Day Committee

Vice President Wagga RSL Club
Committee member Wagga RSL Sub Branch
Wagga representative Regular Defence Force Welfare Association
Volunteer curator Wagga War Graves Cemetery
Foundation member of Aircare
Wagga Committee of Australia Remembers

Click HERE to read Jack's RAAF CV.

A computer once beat me at chess, but it was no match for me at kickboxing.

14 Radio Appy, Frognall

Back row L-R: Dave Begg, Stan Hanbury, Bob Mitchell, Laurie Lindsay, Ray Garner, R Bubner, Alan Larsen, Len Triplett, Frank Pritchard, Bruce Dudman, Jim White, Peter Gustafson, Alan Annadale, Jim Beere, Kingsley Porter.

Middle row L-R: Gordon Charlton, Mark Pope, Tom Harrington, Rex Bradley, Stan Lindsay, Mick Deecke, Keith Powles, Rick Dennett, Harry Memery, Don Ripper, Doug Kidd, Ian Hills, Ted Perry, Herb Dower, Ed McEvoy

Front row L-R: R Hamilton, Dick Chambers, Chris Eldridge, Fred Baxter, Peter Kirkpatrick, Phil Holden, Barry Messer, Arthur Gentle, Trevor Brine, Barry Sinclair

The German for "contraceptive" is Schwangerschaftsverhütungsmittel.
By the time you've finished saying it, it's too late.

We got the following 3 pics from John Siviour – they are of the Officer's Mess in Butterworth as it is today. These will bring back some fond memories for a few – no doubt!!

A single healthy human male produces enough sperm in two weeks
to impregnate every fertile woman on the planet.

We were sent the following by Dennis Craig – it's Radschool back in the1960's, when it had soul!!.

Dennis says that "Mo" sent these to him, and he thinks:

“Re the photo above - am thinking it was taken from the top floor of the ‘at the time’ new three story block across the road from the ‘ASCO canteen - circa late 60’s - I was there 68/70 so my memory cells could be a bit faded. The main body of Nissen’ huts (aka Igloos) - centre of photo- were training blocks, the ones fronting the street RHS were course Admin Huts.

Far left of these, and possibly out of photo some were used for accommodation. Bottom right of photo and continuing out of photo are
the ‘Kinstrand’ huts - closer to the road for tech training and continuing further away were the typing and morse training huts. Once again out of photo at the top - having tried zooming - but not clear enough to discern, would be Radschool HO with parade ground behind that.”

Here are a few more pics of that era….

The ASCO Block.

The F-35.

In July this year, Australia's second F-35 (AU-2) was unveiled to the Press by Lockheed Martin at their Fort Worth complex. Neither AU-1 nor the this aircraft will see Australian shores for a number of years, both will remain in the US for initial training of RAAF pilots at the Luke Air Force Base in Arizona.

Michelle Kroll,(right) who was a RAAF photographer, sent us this wonderful pic of 4 of the RAAF's finest being towed by Singapore Air Force KC-135 over Darwin. This pic has been crunched to enable it to open more quickly but you can get a HD copy by clicking HERE. (It makes an excellent desktop pic)

K

ARDU - 1973

Barry Carlier sent us this pic.

DMOVT (1983).

(Directorate of Movement and Transport Air Force).

Standing L-R: Peter Daley, Pete Harem, Dominic North-Coombes, Graham Pollard, Al Thurecht, Wilbur Ryan, Doug Peak, ??
Squatting L-R: John Perkins, Geoff Piddington, Bill Zwirs, Brook Scarlett.

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Out in the shed with Ted.

Ted McEvoy

This page is brought to you compliments of the Kedron Wavell Services Club, Brisbane's superior Club.

Cheap Air-fares.

Did you know that you can search for flights by cost, rather than destination? If you're working to a budget, why not discover how you can find the cheapest flights to anywhere in the world?

Some people have particular destinations in mind when they start planning a holiday. But for others, it can be a real adventure to explore somewhere new and unexpected. If you are working on a tight budget, a little flexibility can go a long way. Being prepared to travel during off-peak times, or take flights during the working week can significantly reduce the cost of your flights. Similarly, if you are flexible with your destination, you can search for the lowest cost airfares to anywhere in the world, letting you see your options and work to a budget, rather than a location.

So how does it work?

The Skyscanner website has a couple of nifty hidden features which will allow you to perform this search. When you get to the Skyscanner homepage, there is a box for you to search for flights. Put your nearest airport into the 'From' field, but instead of typing a destination into the 'To' field, type the word 'Everywhere'.

Next, when choosing departure dates, click the arrows to arrive on a month, and then look below the calendar. Select the option 'Whole month'. There is also an option for 'Whole year', but the further into the future you search the less likely you are to pick up on a flight sale. Select

the number of passengers and then click ‘Search’. What you end up with is a list of countries, and the cheapest possible return tickets to those destinations. For example, my search showed that I could fly from Melbourne to New Zealand return for $250, to Singapore for $267 or to the USA for $786.

These prices will only be available on limited days, but they are almost half the price of standard flights and this can be a great way to go somewhere unexpected at a very low cost.

Helium Sounds.

The speed of sound in helium is almost 3 times faster than that in air which is why you sound funny when you breathe helium. The resonance changes because the speed of sound changes. Our vocal cords create sound by vibrating in the air we exhale, making the air molecules vibrate, too. The speed at which the vocal cords vibrate determines the pitch of the sound. Two things determine the speed of vocal cord vibrations: how tightly they are stretched and what type of gas in which they are vibrating.

The difference with helium is its density, Vocal cords vibrate faster in gasses, such as helium, that are less dense than air. When vocal cords vibrate faster, the pitch of the sound goes up. Your vocal chords don't change. Listen HERE.

Two Tasmanians were sitting around talking one afternoon over a cold beer. After a while the first Tasmanian says to the second, "If I was to sneak over to your house and make love to your wife while you was off fishing, and she got pregnant and had a baby, would that make us related?” The second Tasmanian crooked his head sideways for a minute, scratched his head, and squinted his eyes, thinking real hard about the question. Finally, he says, "Well, I don't know about related, but I reckon it’d make us even."

Pamela Murphy.

Audie Murphy's wife — Dennis McCarthy,
What a beautiful Lady... — Los Angeles Times

Audie Murphy was only 46 years old when he died in a helicopter crash into the Virginia Mts in 1971. He was bothered all his life when he came back from the war and it really affected his life. He never got the medical help he should have received.

Not many young people would know Audie Murphy or how big a war hero he was. Two or three of the medals he earned would make most service men proud, but to have earned his decorations in battle is truly unbelievable.

List of Decorations for Audie Murphy.

His most famous movie was “To Hell and Back” You can see a preview of the movie below.

C

Murphy married actress Wanda Hendrix in January 1949, however they were divorced in April 1951. Four days later he married former airline stewardess Pamela Archer. After Audie's death she established her own distinctive 35 year career as a patient liaison at the Sepulveda Veterans Administration hospital, treating every veteran who visited the facility as if they were a VIP.

Any soldier or Marine who came into the hospital got the same special treatment from her. She would walk the hallways with her clipboard in hand making sure her boys got to see the specialist they needed. If they didn't watch out. Her boys weren't Medal of Honor recipients or movie stars like Audie, but that didn't matter to Pam. They had served their Country. That was good enough for her. She never called a veteran by his first name. It was always "Mister." Respect came with the job.

"Nobody could cut through VA red tape faster than Mrs. Murphy," said veteran Stephen Sherman, speaking for thousands of veterans she befriended over the years. "Many times I watched her march a veteran who had been waiting more than an hour right into the doctor's office".

She was even reprimanded a few times, but it didn't matter to Mrs. Murphy. "Only her boys mattered. She was our angel."

Audie Murphy died broke in a plane crash in 1971, squandering millions of dollars on gambling, bad investments, and other women. "Even with the adultery and desertion at the end, he always remained my hero," Pam said. After Audie's death, she went from a comfortable ranch-style home in Van Nuys where she raised two sons to a small apartment - taking a clerk's job at the nearby VA to support herself and start paying off her faded movie star husband's debts. At first, no-one knew who she was, soon, though, word spread through the VA (Hunter Holmes McGuire VA Medical Center - Richmond, VA) that the nice woman with the clipboard was Audie Murphy's widow. It was like saying General Patton had just walked in the front door. Men with tears in their eyes walked up to her and gave her a hug.

"Thank you," they said, over and over.

The first couple of years, it's possible the hugs were more for Audie's memory as a war hero. The last 30 years, they were for Pam.

One year she was asked to be the focus of a Veteran's Day column for all the work she had done. Pam just shook her head no. "Honor them, not me, “she said, pointing to a group of veterans down the hallway. "They're the ones who deserve it." The vets disagreed. Mrs. Murphy deserved the accolades, they said. Incredibly, in 2002, Pam's job was going to be eliminated in budget cuts. She was considered "excess staff." "I don't think helping cut down on veterans' complaints and showing them the respect they deserve should be considered excess staff," she said.

Neither did the veterans. They went ballistic, holding a rally for her outside the VA gates. Pretty soon, word came down from the top of the VA. Pam Murphy was no longer considered "excess staff."

She remained working full time at the VA until 2007 when she was 87.

"The last time she was here was a couple of years ago for the conference we had for homeless veterans," said Becky James, coordinator of the VA's Veterans History Project. Pam wanted to see if there was anything she could do to help some more of her boys.. Pamela died peacefully at her home on the 8th April, 2010, she was 90 when she died. What a lady”.

A mechanic who worked out of his home had a dog named Mace. Mace had a bad habit of eating all the grass in the mechanic’s lawn, so the mechanic had to keep Mace inside. The grass eventually became overgrown. One day the mechanic was working on a car in his back yard and dropped his wrench losing it in the tall grass. He couldn’t find it for the life of him so decided to call it a day. That night Mace escaped from the house and ate all the grass in the back yard. The next morning the mechanic went outside and saw his wrench glinting in the sunlight. Realising what had happened he looked up the heavens and proclaimed ..."A grazing Mace, how sweet the hound, that saved a wrench for me!"

And the name’s McEvoy and I don’t care what you say!!!!

Car Speedos.

Manufacturers place a plate on a vehicle to indicate that it complies with Australian requirements for vehicle safety, standards, Australian Design Rules, etc, and as such the requirements for accuracy of the speedometer is disclosed to the public. If an owner changes the configuration of their vehicle which alters the required specifications, it is their responsibility to ensure they have a way of knowing the correct speed of their vehicle.

The Australian Design Rules are available on the internet for people to ascertain the permitted tolerance for their car. The compliance with the design rules ensures a driver will not exceed the tolerance levels if they stay within the speed limits according to their speedometer.

There are various ways a motorist is able to check their vehicle's speedometer for specific accuracy or gross error. A person can request a check (at their cost) from their auto club (NRMA/RAC) or have their motor mechanic do a test or use a GPS device. There are usually speedo checks on the highway too (set distances) but these require a bit of maths to work out time over distance.

The accuracy of vehicle speedos is covered by Australian Design Rule 18. Until July 2006 this rule specified an accuracy of +/- 10 percent of the vehicle's true speed when the vehicle was travelling above 40km/h. That is, at a true vehicle speed of 100km/h the speedo was allowed to indicate between 90km/h and 110km/h. An odometer accuracy of +/- 4 percent was also a requirement.

From 1 July 2006 *newly introduced models* of a vehicle available on the market must comply with ADR 18/03 and on the 1st July 2007 the rule was changed to include any newly manufactured vehicle (excluding mopeds). This new rule requires that:

- the speedo must not indicate a speed less than the vehicle's true speed or,
- a speed greater than the vehicle's true speed by an amount more than 10 percent plus 4 km/h.

Significantly, this change means that speedos must always read 'safe', meaning that the vehicle's true speed must not be higher than the speed indicated by the speedo.

That is, at a true vehicle speed of 100km/h the speedo must read between 100km/h and 114km/h. An alternative way to look at it is; at an indicated speed of 100km/h, the vehicle's true speed must be between 87.3 km/h and 100km/h.

Significantly, this change means that speedos must always read 'safe', meaning that they are not permitted to read lower than the actual speed of the vehicle. Now you have no excuse!!!

Additionally, there is now no requirement to have an odometer, and therefore there is no accuracy requirement. This change was made to align Australian vehicle rules with those already in place in Europe.

Speed is the measurement of distance over time. But a car speedometer doesn't actually measure how fast you travel from Point A to Point B, they usually work by measuring the speed of rotation of the car's driveshaft, axle or wheel. They then use some basic maths to extrapolate that rotation and determine how fast you are travelling.

However, if the diameter of the wheel/tyre alters, the extrapolation calculation will be incorrect. For example, the diameter will increase if you put new tyres on the car (more tread, which wears down over thousands of miles) or you increase the tyre pressure. This means that, for each revolution of the wheel, the car is travelling further, meaning your speed is greater. If the diameter decreases (eg – worn tyres, less air in the tyres, a different brand of tyre with slightly

different dimensions, more load in the car weighing it down and compressing the tyres), then the car will be travelling a shorter distance for each revolution of the wheel, therefore you will be going slower.

The differences in wheel diameter resulting from the above circumstances could be tiny (maybe a few millimetres), but at 30mph your car wheels are rotating 6-7 times every second, so it can quickly make a difference of a few miles per hour. This margin for error is taken into account in how the law is applied, and how manufacturers calibrate their car speedos.

Satellite navigation units (either portable or integrated into the car) calculate your car's speed by measuring actual distance travelled over time using GPS satellite tracking. They repeatedly locate your exact position on earth via satellite and calculate how far you have travelled, then divide by the time it took for you to travel that distance. Satnav accuracy is determined by satellite signal quality and is unaffected by your car's tyres. Many satnavs are unable to account for changes in vertical direction, so may be less accurate if you are travelling up or down a steep hill. They are also inherently more accurate at higher speeds, as a larger distance over time reduces rounding errors, but a satnav will usually be much closer to a car's true speed than the speedometer. Some factory satnav systems will also use data from the car to integrate with the GPS signal to improve overall accuracy.

Dan was a single guy living at home with his father and working in the family business. When he found out he was going to inherit a fortune when his sickly father died, he decided he needed to find a wife with whom to share his fortune. One evening, at an investment meeting, he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away. "I may look like just an ordinary guy," he said to her, "but in just a few years, my father will die and I will inherit $200 million.". Impressed, the woman asked for his business card and three days later, she became his stepmother. Women are so much better at financial planning than men.

Life Magazine.

Life magazine was an American pictorial magazine which ran weekly from 1883 to 1972, then intermittently until 1978, then monthly until it folded in 2000. In March 1967 it did a story on the Army's involvement in Vietnam – you can see it HERE.

Pensions.

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

The first full pension payments at the new rates will be on 02 October 2014.

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

Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	$1,293.20	$1,311.30	$18.10	1.4%
Extreme Disablement Adjustment	$714.20	$724.20	$10.00	1.4%
100 per cent General Rate of Disability Pension	$459.60	$466.10	$6.50	1.4%
50 per cent General Rate of Disability Pension	$229.80	$233.00	$3.20	1.4%
Intermediate Rate Disability Pension	$877.80	$890.10	$12.30	1.4%
Service Pension - Single	$842.80	$854.30	$11.50	1.4%
Service Pension - Couples	$1,270.60	$1,288.00	$17.40	1.4%
War Widows/ers Pension	$856.20	$868.00	$11.80	1.4%
Income support Supplement	$252.40	$255.95	$3.55	1.4%

Vets retreats.

If you're ex-Service and you like to hook up the van or load up the motor home and travel around a bit there are many camp sites all over the country that will welcome you and will give you a generous discount off the standard price. All you have to do is ring and book and mention you're ex-Service.

John Broughton – on the road again!!

If you're interested, you can download a 12 page brochure outlining a few sites HERE.

Sign at a pub:
If you think our bar-maids are attractive – don't drive!!

VEA Amendments.

Amendments to the Veterans' Entitlements Act 1986 and the Military Rehabilitation and Compensation Act 2004, which impact on the VRB came into effect on 28 July 2014. The amendments were contained in the Veterans' Affairs Legislation Amendment (Mental Health and other Measures) Bill 2014. The changes will allow the VRB to make significant improvements to service and will enhance the operation of the VRB. The changes include the use of modern and effective alternative dispute resolution processes and improved case management powers, administrative and business procedures.

The general practice direction, ADR guidelines and a guide to understanding your decision, has been amended to reflect some of these changes. Two new practice directions regarding oral reasons and the composition of VRB panels have also been issued.

Please note that in respect of ADR, a trial using the new legislative framework for ADR will commence in NSW only, from 1 January 2015. The VRB will continue to offer ADR as outlined in the ADR guidelines, available on the VRB website, until the trial commences and for all states other than NSW, after the trial commences.

Please click on the following links to view recent updates to the VRB website.

http://www.vrb.gov.au/publications.html#practice_dir_guidelines

http://www.vrb.gov.au/publications.html#_practice

Brisbane's newest restaurant.

On Thursday 04 Sept, Kedron Wavell Services Club opened their new buffet style restaurant - Restaurant Thr3e.

Restaurant Thr3e is open for Lunch and Dinner 7 days a week,

Monday – Thursday
Lunch 11.30am – 2pm | Dinner 5.00pm – 9pm

Friday & Saturday
Lunch 11.30am – 2pm | Dinner 5.00pm – 10pm

Sunday
Lunch 11am – 2pm | Dinner 5.00pm – 9pm

You can either take your chances and walk in or pre-book and be sure of being seated at a time of your choosing. You would be well advised to pre-book as it is sure to be very popular. You can book by phoning 07 3350 0900 or log on HERE and eBook.

Click HERE for the menu.

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

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

K

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The RAM.

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My Story.

Lisa Williams.

My father was a RAAF man through and through. It was his only dream, first joining the CAF (Citizen's Air Force) and then transferring across to the RAAF and so it became a way of life for mum, my younger brother and me. Our family enjoyed many postings including 3 years in Butterworth, Malaysia from March 1968 until February 1971 where I attended RAAF School Penang from Grade 3 through until Grade 5. We did the whole RAAF Brat thing every 2 or 3 years and accepted that way of life as the "norm" just as did many others.

I left Chandler High School (Noble Park, Vic) in April 1978 after becoming very disenchanted with putting in many hours of study towards my HSC but seemingly getting nowhere.

Not knowing exactly what I wanted to do with my life, I can still remember my dad's insightful "You are not going to lie around here all day, I am taking you into RAAF Recruiting"!

I was first offered something known as "Category 2B Trainee" which I now think was a very political job for a female at the time – they were looking to push girls into that stream to show equal opportunity etc. It was, however, pointed out to me that it would be quite competitive against the guys and that they would not put me through without at least 1 more female as a "buddy". Obviously, they could not sell it all that well to others and so I waited and waited and waited some more to be "called up".

By this time, my best friend, Jenny, had also left the same High School and had a change of heart from being a teacher to coming around to my way of thinking that joining the RAAF together would be a good plan and would help us to escape the clutches of our domineering mothers! She still calls it "running away from home with permission".

And so, it began.

We went to see Recruiting again and at that time there was a push towards the Communications and Signals Operator Musterings. We were interviewed separately, me thinking she would take Commsop because of the better posting possibilities and her thinking that I would take Sigsop – I'm still not sure if it was the higher pay level or the thought of being some sort of spy that appealed

to her. Once we discovered that we had chosen differently, we tried to have it changed but the guy in charge at the time wouldn't have a bar of it. As her "trade" training was longer than mine and starting sooner, she was called up in January and I followed later on 19th February 1979.

At that point in time, female recruits were trained at the Women's Training Unit (WTU) located at Laverton and it was 5 fun filled weeks of RAAF Law, PT, marching around on the tarmac amongst "dead" Hercules aircraft and much shoe shining and "panics".

I can remember having to go back to Block 100 after lunchtime to pour methylated spirits over your feet to harden them up (God help you if you already had blisters) and to check to see if your bed had been "humped up" due to poor bed making skills. There were often lumpy bits as the mattress covers were made of thick vinyl and where your behind sank into the mattress would cause a sort of ripple effect which would leave your sheets and "counterpane" with lumpy bits showing through on the top. It would also follow to check the notice board to see if you had to "re-panic" your designated area for that week.

The smaller the girl, the harder it was for her to handle those big industrial floor polishers. A few good laughs were had when one of those things took off with someone too light to be in control of it!

The weeks passed quickly and before long it was the weekend before Graduation. Unfortunately for me and one other girl, there were no celebratory drinks that weekend as we had both been caught in the "boozer" at Point Cook at the "off pay night disco". Jenny had convinced me to go and that it would be fine as it was away from Laverton and none of the Service Women's NCOs or any of the 5 or 6 trainee ones assigned to Course 259, Repanic Reputation, would be there. Needless to say, Jenny was wrong and I received the tap on the shoulder suggesting that I should collect my things and leave – which I did, thinking that would be the end of it. I might add here that there were more than just 2 of us there, a couple more escaped by one of the windows, 2 of which were friendly with 2 of the trainee SWNCOs. So the old adage "it's not what, but who you know" is very true!

The next day during class, the other girl and myself were both summoned to WOFF Joan Wootton's office. After a severe dressing down by Maam Wootton, during which I tried my best to convince her that I thought it was only a disco and not the "boozer". This story was at best rejected by her with a very loud "BULLS@#T" and the end result was CB (Confined to Barracks) for the weekend and having to report to the "Course Horse" every hour on the hour until bed time. Lesson learnt – don't get caught next time!

My Commsop Course (17 Comms – 1 guy and 10 girls, I'm front row, second in from the right) finished in about October 1979 and we were sent to various locations as replacements for

those that were proceeding on the Kangaroo Exercise and then proceeding to our various postings around Australia.

I was posted to Townsville which was going to be quite close to my parents who had taken up residence in Mt Isa following dad's discharge from the RAAF after 21 years, oddly enough the same year that I joined – not sure of any co-incidence there.

Townsville was considered to be a prime posting and a part of the "Northern Air Force". The base was small and the people were friendly and the weather was warm, the pool cool and there was a Combat Survival School. After a few months, I met my future husband, Peter (better known as Parra and not because he had parachuted or followed the Parramatta eels). We were married 26th April 1981 at the Tropic Forest Garden Estate in Townsville. Life was good, I loved my job, the people that I worked with and the location.

In the latter half of 1983, Parra was posted from 35SQN Townsville to Base SQN Butterworth for 2 years with effect 05 January 1984 and so I approached my Orderly Room for a posting as well. I was practically laughed out of the place as it was unheard of unless you were a Nursing Sister as there was not the accommodation or toilet facilities in places of work for female members. I then asked for "Leave With-out Pay" and was subsequently told that I would only be

entitled to 12 months but could not apply for that because my husband was posted overseas. I should've had the forethought to ask someone in authority for advice to help me gain a posting overseas and possibly set a precedent but time was fast running out as the cell in Canberra that governed that area wanted to know what I was doing. My choices at the time were:

- discharge or
- stay in Townsville and let my husband go to Asia unaccompanied for 2 years.

Needless to say, I discharged and diligently followed my husband overseas for what I call a "working holiday", that is, he worked and I had the holiday. The first females were in turn posted to Butterworth 6 months later.

There were not many jobs for spouses as the RAAF had an agreement in place to employ locally employed civilians. There was much sport to be played, shopping and eating to be done over the course of the next 2 years. I did do 1 round as a Bus Escort, as local buses were used, spouses were employed to supervise the children on the buses to and from school in the mornings.

After moving from Penang to Butterworth about 8 months after our arrival, I began volunteering at the Voice of the Royal Australian Air Force in Malaysia, RAAF Radio Butterworth (RRB). Becoming a Radio Announcer was in my sights, just as both my parents had been during our time there in the late 60's/early 70's.

Upon completion of my training, they let me loose on the air waves. The first shift that you were allowed to do was late from midnight to early morning so that if you did something wrong, the repercussions would be minimal. There was an extensive list of songs that were on the "banned" list and one had to be mindful of these songs. I think from memory I only ever breached this once following a quick trip to the ladies. The offending song was "Kiss The Bride" by Elton John and it followed an earlier track which was allowed, but I just didn't quite make it back in time. You could play Madonna's "Like a Virgin" but you could not say the title, you could only announce the song as "Here's Madonna's new single".

RRB was a fun place to be with lots of social activities including a fundraising Lamington Drive where we made over 130 dozen lamingtons. The first ones we made resembled house bricks once coated in chocolate and coconut and so the size of the sponge to be dipped had to be rethought. If anyone remembers "Eimmy" the station's secretary, she had been my family's Amah during our stay there. Imagine working with a

woman who had bathed you as a child and taken you to the Starlight Cinema on a Saturday afternoon to see whatever was showing.

As with all good things, our time in Butterworth came to an end and we were posted back to another part of the Northern Air Force, Darwin. During our 3.5 years in Darwin I worked as a shop assistant in a newsagency, as an express courier driver for Australia post and finally as a bank teller with Westpac. Finding work wasn't all that easy contrary to my belief that having learnt to type at 35 words per minute would help gain me a job. Unfortunately not much else learnt or used during the course of being a Commsop could be utilised in civvy street. Not many places used encryption, voice radio skills or telex. A lot of businesses also did not like to employ spouses of military personnel as they knew that they would be posted in 2 to 3 years. Nowadays in high transient areas such as Darwin and Katherine (Tindal), businesses now readily take on spouses as they know that they will have those employees for at least 2 – 3 years, far beyond the 3 – 6 months of other travellers.

During my career with Westpac as a bank teller and after only being on the counter serving for a couple of months, I was robbed by a female at 2.40pm on a Tuesday afternoon. She said that she had a gun. The bank had taught us that you believe the offender and do not put yourself, other staff or customers at risk and so I complied and she made off with a little over $11,000. The gall of the woman! She was captured the following Saturday attempting to board a bus to leave Darwin.

I remained with the bank until the RAAF asked if we would be interested in having a second posting to Butterworth as at that time they were having trouble with a lot of people going over there and suffering "culture shock", not enjoying their posting and asking to come back to Australia earlier than their scheduled posting return date. After about a 2 second consideration we were to return to Malaysia in July 1989.

The second time around was totally different as there were now only approximately 110 serving members plus their families as opposed to the 3,000 odd that were there during our first posting. 77SQN had returned to Australia taking the bulk of personnel with it. The RAAF Centre (Hostie) had moved to a much smaller one on Gurney Drive, Penang and we were now living on the 22nd floor of an apartment building as opposed to the Tan Sai Gin "squash courts" on the mainland of Butterworth.

Once again it was time for a "working holiday" although I did a small stint as the Commanding Officer's Secretary (firstly under Graham O'Brien or more affectionately known as "Obie" and later on Jim Farquhar).

After much partying, shopping, eating, trips to Haatyai etc we decided that it was family time. Keely Rae Williams was born in the Penang Specialists Centre under Dr Kelvin Loh 26th August 1991. Having a baby in an Asian country is definitely an experience.

Our next posting was to 2SD, Villawood. I returned to part-time work with Westpac at Flemington Markets branch which was very busy. Almost every single customer (mostly fruiterers or fish mongers) banked $10,000.

Parra by now had been promoted to FSGT and mostly relegated to a desk, which he hated and so the opportunity arose to buy into a business in Katherine, NT. He was keen and so off we went in 1993. I did not want him to leave the RAAF and struggled with life in Katherine and being “permanent”, I transferred with the bank and worked with them for about a year before leaving to work within the businesses.

We had bought into 3 businesses, tree lopping (with DHA contracts), a motor vehicle service workshop and a panel beating shop. There were 2 other partners that wanted out eventually which left Parra and me to run the 2 remaining businesses (the panel beating shop was shut down). Anyone who has or is in business will understand how hard it is with staff and their belief that you take home every single cent made within that business.

Katherine was flooded on Australia Day in 1998 and was all but our demise. All of the tree lopping gear had been covered by 1.2 metres of water and insurance was not covering anything as most people did not have “flood cover”. This flood was a 1 in 100 event. Katherine had not flooded past knee height since 1957. The Katherine River peaks at 19 metres and the river broke its banks at 21.5 metres.

We had gone to Darwin for the weekend to visit friends and now could not get home to Katherine. We lived in a high set house (16 steps front and back) and my parents had to go to our place by boat and pick up our 2 dogs from up the back stairs and take them back to their place in Katherine East, which had not flooded. I forgot to mention that dad had gained a job with the Defence Housing Authority and that they were now living in Katherine as well. Another reason for our move to Katherine.

I was about 3 months pregnant with our second daughter at this point in time. Leanna Rae Williams was born 3rd August 1998.

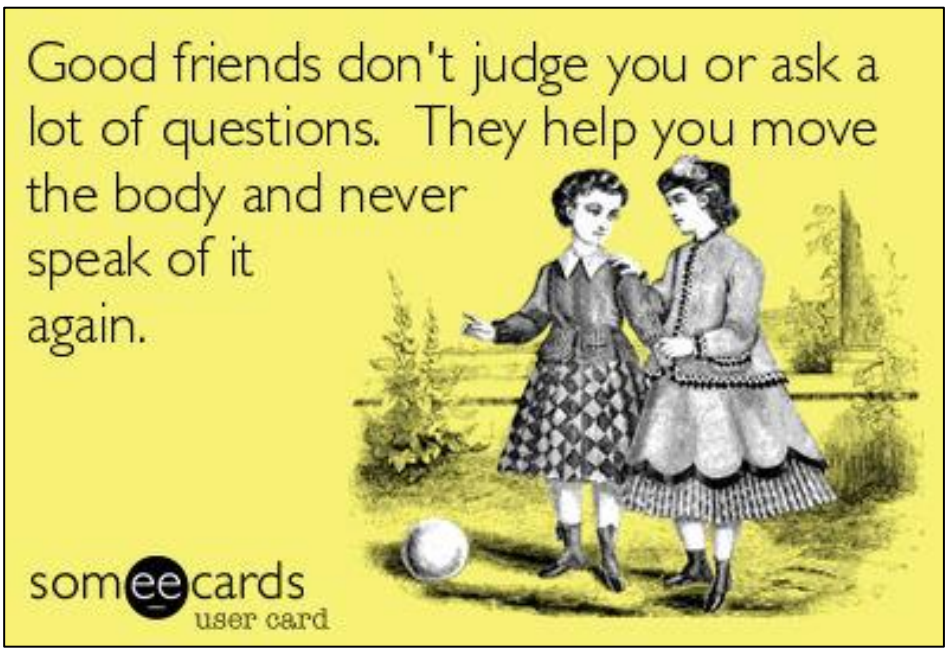
In April 2004, and after 11 years in Katherine, we sold just about everything, packed what was left into a sea container and moved west. Dad had transferred to Perth a couple of years earlier and so they were keen for us to move closer with their only grandchildren.

Dad had come over for work purposes and took the 2 girls back with him by plane. I drove up to Darwin (310 kilometres) and put the 2 dogs and 2 cats on a flight west and then drove back again. The poor car was packed to the hilt. We left just after my 44th birthday and have never been back.

Living firstly in Rockingham, Parra gained a job as a mechanic with the Mandurah Nissan/Mitsubishi dealership and me with a supermarket as their cashier – ordering all of the required change for the tills and counting the shop takings and preparing for banking. All of my years working for a bank finally paid off. We remained in that area until I was then offered a job in Mandurah as a training co-ordinator within the oil and gas industry and so we found a nice house to move to and packed up and moved yet again.

Several jobs late, I now work in a similar role for a great firm that is a contract company to Western Power - we lay underground power cable. It's a bit further north from where I was. I am now receptionist, training co-ordinator (for about 40 employees), data entry operator, accounts clerk with some health and safety also thrown in – a far cry from my first love as a Communications Operator which will always be a very special time of my life with great memories.

If I had all my time over – I most definitely would join the RAAF again – I loved it!



John "Jackson" Greer.

I'm writing this on behalf of my dear Dad, Jackson Greer, who passed away on the 9th of February 2014. This is just a part, of Jackson's story…

Jackson was born in Brisbane on the 24th of March 1932, the youngest of 9 children. He lost his mother to pneumonia when he was only a baby of 17 months, leaving his father with a large family farm and 9 children to care for on his own. Jackson was sent to Brisbane to be raised by his grandmother, before returning to the family farm in Eumundi at the age of 5. When he was 10 years of age, he tragically lost his father in a fatal farming accident. With 4 of the older children involved in the war effort, there was no one available to manage the farm, so it had to be sold. Jackson was once again separated from his beloved siblings and sent to live with his aunt in Brisbane. During the time at his new school, he excelled in academia and developed a passion for rugby. He was selected to represent the Queensland schoolboy rugby team, but unfortunately his aunt wouldn't allow him to travel down to Sydney with the team. The denial of this opportunity proved too much, so he left school and Brisbane as soon as he was old enough.

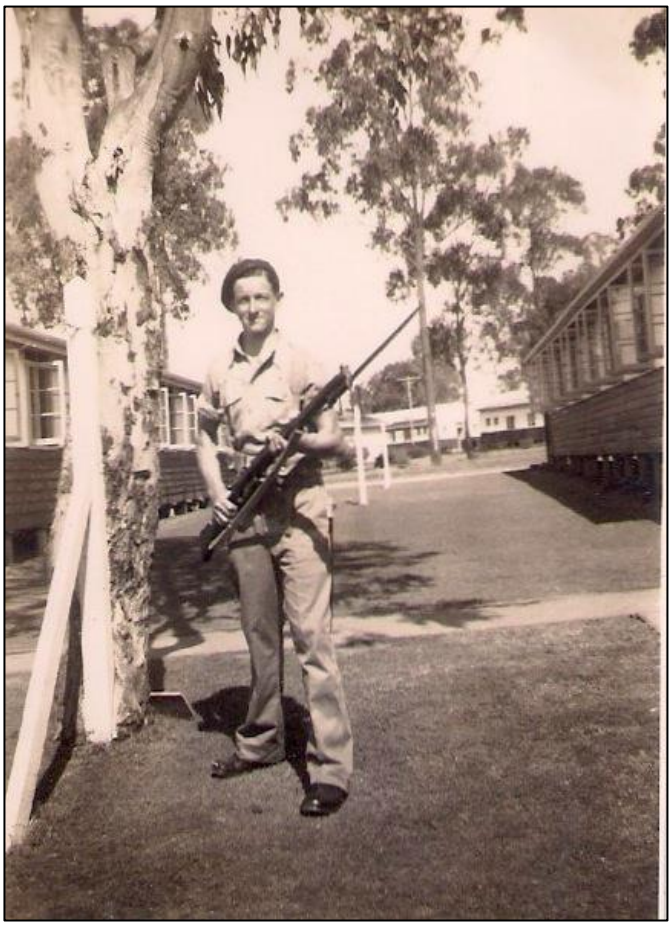
Jackson worked at a variety of jobs. He only managed one shift at an abattoir before realising he couldn't stand the sight of blood. To satisfy his spirit of adventure, he followed the long family tradition and applied to enlist in the Navy. This was a far too protracted process for an eager young Jack, so in the meantime he enlisted in the RAAF. During his recruitment, he required a birth certificate, which he'd never seen before. It was then revealed to him for the first time in 19 years, that his name was actually John Greer.

In 1951, Jackson completed his rookie training at Base Squadron Amberley (BSAMB). He spoke of how he heard some of the recruits crying during their first night, feeling very homesick, Jackson however, felt like he was finally at home. He thrived in the RAAF, growing a whopping 10 inches in his first year of service. His passion for rugby continued and it was his defensive pressure on the field likened to a stonewall, that lead to the extension of his name from Jack to Jackson in reference to the famous civil war general, Stonewall Jackson. The nickname was to stick for life.

Early in 1952, he was posted with Roy Smeaton and Jim Hanratty, to the first and only Radio Servicemen (Ground) Serial 3 course at Air and Ground Radio School in Ballarat. This was a unique and demanding course, specialising in automatic telegraph and cryptographic equipment.

Of the 27 students enrolled, only 9 graduated, and consequently the course was never repeated. At the time, the PMG had refused to Service RAAF equipment, since their technicians were not trained in servicing the tape relay system installed by the RAAF.

As a result the 9 graduates were each posted to separate locations (having said this, the RAAF techs had no training on this equipment either and had to pick it up as they went along). Jackson was posted back to Amberley, Roy was posted to what was then, Eastern Area Headquarters at Glenbrook, whilst Jim remained in Ballarat to become an instructor.



All nine of the original group of graduates came back together again for a technician's course at the PMG College at Annandale, inner Sydney, in 1953. Living in Bankstown, they all spent a great few months renewing their comradeship.

In 1955 Jackson was posted to Melbourne Telecommunications Unit (MTU) RAAF Frognall in Mont Albert Road, Canterbury where he worked as a Circuit Control Technician and operated and maintained Auto Teleg equipment. Here he met his lifelong mates George Kleinig, Des Gilliland, Roy Barney and my Godfather, Harold 'Snowy' Winfield. So close was Snowy and Jackson's bond, Snowy named his son 'Jackson Greer Winfield.'

From May 1960 to August '63 he was posted to 3 Telecommunications Unit (3TU) or the 'hush-hush' unit as he referred to it, before being posted to Base Squadron Pearce (BSPEA). It was here in Perth in 1960 when he met Mary. Upon seeing Mary for the first time at a Perth nightclub, he told his friend and fellow airman John Woods, "I'm going to marry that girl one day" (the rest is history). The following year, Mary and Jackson were involved in a near fatal car accident. Mary suffered minor injuries, whereas Jackson had a broken neck. The doctor informed Mary that Jackson might not make it through the night, or possibly walk again should he survive. He spent several weeks in hospital, and nine months in a plaster cast that encased his body from head to hip. After extensive rehabilitation and numerous surgeries, he made a full recovery, although never to play rugby again (a small sacrifice in the scheme of things). He married Mary, the love of his life, and together they had four children - two boys and two girls.

In June of 1964, Jackson and family were posted to No.1 Aircraft Depot, Telecommunications Engineering Flight, Telecommunications Installation and Maintenance Squadron (1AD-TEF-TIMS) in Laverton. Mary surrendered her Dutch Nationality, becoming an Australian Citizen in order for Jackson to gain clearance for classified projects. As a senior NCO, part of Jackson's job entailed mentoring the newly graduated technicians from Radio School.

No 1 Elmux course 1962.

Back L-R: Snow Pendelbury, Mac McLeod, Johnny Bowkett, Bill Greer, Col Collyer, Jerry Carlisle, Nev Petre, Bob Alum.
Front L-R: Jock Brown, Neil Swanson, Jackson Greer, Rod Harris, Eddie Collas, Peter Denham, Roy Barney.

"The posting to 1AD was by far the best posting I ever had with the RAAF. This was the result of a certain Flight Sergeant Jackson Greer. He made all of us new technicians welcome. He was down to earth and gained respect from us all. Day one, after clearances and finally finding the old roller door at 1AD (Tels Eng Flt) we were introduced to Jackson; no frills, just beret and overalls. G'day Jackson Greer." - Ron Faulkner

"Jackson, your expectations were high, our looming had to be straight and tight, our wire loops uniform in size, and even the screw heads on the 7 foot racks had to be lined up, but you always made us feel good about the work we completed. The skullduggery that took place whilst we undertook work of a very high standard, was testament to the leadership skills that came naturally to you guys." - Graeme Brownrigg (Brownie)

In 1969, Roy Smeaton was posted to 1AD, closely followed by Jim Hanratty. Three of the original old and bold (graduates from Ballarat, 1952) were now reunited, in one place, and in charge.

"Our paths didn't cross again until I was posted into 1AD at the beginning of 1969 as a brand new flight sergeant, and I was very pleased to find Jackson there ahead of me and pretty au fait

with the shocking conditions there. No names, no packdrill, but the Warrant Officer in charge attempted to stir up trouble between his senior NCOs' and in particular between Jackson and I (he picked the wrong pair there, because we were as thick as thieves and kept one another abreast of what was going on). Luckily, the 'gentleman' reached retiring age and was replaced by a new Warrant Officer, Jim Hanratty, so the three senior NCOs' were all from that original nine." - Roy Smeaton

There was a time when Squadron Leader Jim Beer paid a visit to see the CO of School of Radio. He wanted to know how the School selected techs to become Telstechs, rather than Radtechs. The CO of RADS answer was along the lines of "Those who seem to be struggling, a nuisance, or a troublemaker etc get to be Telstechs, while the better class of successful trainees become Radtechs. Why do you ask?" "Well," said Jim Beer, "explain to me why I get twice as much work done, that is twice as good, from half the number of workers, in half the time." This success was attributed to the leadership skills displayed by Jackson, Jim and Roy. – Val Robinson

In 1971, the 1AD Telstechs were tasked with installing the new Communications Centre in Butterworth, Malaysia. Due to the size of the project, a large number of techs were required. A Telstechs course was just being completed at Radio School, so a large number of techs were posted in from that course.

"The techs were all raw with no field experience at all and no knowledge of a working Communications Centre. Jackson took them all under his wing and moulded them into a great team of techs. Advising them all as they refurbished into as-new condition all forms of consoles and Teletype machines. I am sure all of them would say that they turned into competent techs, solely as the result of Jackson's mentoring and advice." - Mick Lawson.

Eventually all the equipment was crated up and loaded into two Hercules aircraft for the long haul to Butterworth. The techs travelled with the load, seated along the outer hull of the Hercules.

"Jackson found a comfortable seat inside a new Land Cruiser that was thrown into our Herc, to complete the full load." - Mick Lawson

Arriving in Butterworth, they set about the huge job of cabling. Jackson and Roy taught the crew the correct cabling methods, how to lace in cable looms and terminate correctly. The group remained in Butterworth for over three months, working long hours and playing hard in their leisure time.

"If Jackson wasn't satisfied with the work being done by the appropriate trade, he'd go and learn how to do it himself. He worked out how to make the noisy six gang tape transmitters about 60% quieter. The refurbished equipment Jackson had prepared for the new communications centre in Butterworth was far better than the equipment when it was brand new." - Roy Smeaton

Butterworth Comm Centre, 1971.

L-R: Jackson Greer, Newton Klaebe, Ron Faulkner.
(Newton & Ron were pallbearers at Jackson's farewell service)

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1AD Christmas 1971.

L-R: Ron Faulkner, Norm Ellis, Jackson Greer, Kev Ambrust.

In 1972, Jackson was awarded the British Empire Medal in recognition of his outstanding achievements in the telecommunications field, particularly in respect to the Butterworth installation, and for his selfless and devoted service during his long tour of duty at No 1 Aircraft Depot.

BEM Award 1972.

Seven members of the RAAF from Victorian units received awards from the Governor of Victoria, Sir Rohan Delacomnbe, at Government House, Melbourne, on the20th April, 1972.

Pictured in the grounds of Government House after the investiture are L-R:
Sqn Ldr DC White, 1FTS Pt Cook (DFC), Flt Lt JA Landale, 1FTS Pt Cook (AFC), WOff G Dennis, East Sale (MBE), Wg Cdr AR Jans, Pt Cook, (OBE), FSgt J Greer, 1AD (BEM), Sgt AA McLeod, BSqn Laverton (BEM), and WOffWR Walters, HQSC (MBE)

The consummate professional also had a mischievous streak with his energy, charisma and larrikinism sometimes causing strife.

“There was a time at Sutton’s hotel in Footscray when Jim (Hanratty) and Jackson set me up as the middle-weight champion of Australia. That was ‘interesting’ for a while.” - Val Robinson

“I recall when Jackson took the whole crew into the Sergeant’s mess. We all had plenty, but Jackson told the mess staff that we’d all just been made up to Sergeants, and he was buying us a congratulatory drink.” - Mick Lawson

Occasionally, even a run-in with authority. “A certain Wing Co in Butterworth would certainly remember him, as would a certain young Flying Officer.” - Mick Lawson.

L-R: 1AD CO John Swales and FSGT J Greer, 1972.

In November 1973 after a nine and a half year tour of duty with 1AD, Jackson was promoted to Warrant Officer and posted to Staff Officer Telecommunications Engineering (SOTELENG) in the then Headquarters Support Command at Victoria Barracks, Melbourne. He was employed as a technical specialist, advising project officers across Australia on how best to address the myriad of problems that arose with the RAAF ground based telecommunications equipment. He also worked on project tasks such as the Secure Telex design and other major computer installation tasks. Before the Secure Telex project, the RAAF had telex machines in all communications centres, but could only handle unclassified traffic.

A special system was developed by Defence in conjunction with Telecom to make this system operate using encryption devices, so that no third party could read the messages sent from one telex machine to another. This allowed classified messages to be sent across a commercial network.

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1AD's 51st Anniversary.

L-R: FSGT Greer, F/O Jacobsen, SGT Morley, LAC Klaebe.

"Jackson worked with me on the development of the Secure Telex project and his was a major contribution to the practical design of the equipment console. He had such a flair for the practical aspects of telecommunications engineering projects. Some aspects of his design work bordered on art, they were so elegant." - Russ Walker

Jackson (Dad) and family lived in Laverton for 11 years. During this time we saw many RAAF families move in and out of Studley Court. Dad requested a posting with the hope of moving to Perth so Mum could be closer to her extended family. A posting wasn't available so in 1975 after 25 years of service, Dad retired as a Warrant Officer. Soon after, we moved Perth where we still reside to this day. Dad worked as a Telecom Technician from 1975 to '89 and later worked at the West Australian Newspaper for 7 years, before retiring in 1996 at the age of 64. He was highly regarded by his colleagues, enjoying many good times and friendships in these roles, however it was no substitute for the camaraderie of the RAAF.

L-R: Jackson and Mary Greer, Jim and Barbara Hanratty, Roy and Fay Smeaton.

In his retirement, Dad spent many hours in the garden tending to his ferns and prized elkhorns, “my little piece of Queensland,” he used to say. He also loved reading, researching history and completing cryptic crosswords. His role as patriarch of the family meant he spent a lot of his time renovating houses. When not lending a helping hand to family or friends, he would always have a project of his own on the go. His greatest source of joy was spending time with family and friends who adored him. Mum and Dad enjoyed a modest lifestyle, yet Dad always claimed he was ‘rich’ having been blessed with four healthy children (and seven beloved grandchildren).

Jackson's farewell service.

L-R: Ron Faulkner, Val Robinson, and Newton Klaebe

The RAAF played a significant role in Dad's life. He would often reminisce about his escapades and the wonderful friendships he formed. We received many emails and phone calls from his RAAF mates upon them learning the news of his illness and subsequent passing. Wherever he went, he made friends. His strength, humour and humility endeared him to all he met.

As Dad maintained throughout, he "lived a blessed and fortunate life."

Yvonne Greer – Cain

The People I meet.

Pictured left to right are: Bonnie Allen, Codi Rysdale, Radtech Person, Rebecca Richards, Sophia Hui.

Recently I was in Coffs Harbour for the Caribou 50th Anniversary Bash and decided to take a break during the celebrations to catch my breath. I found a nice comfy lounge on which to sit for a few quiet minutes but alas, it was not to be. It seems I was oozing Radtechitis as I was spied by several of the Resort's girls who couldn't resist the opportunity to drape their lovely selves upon one's person no doubt endeavouring to absorb some of that alluring Radtechitis that radiates from one's body.

For what seemed an eternity I fought the good fight to repel these lovely girls but alas, my stamina faded and I had to acquiesce to their desires. Fame is such a burden….

My Wife was at the beauty shop for two hours. That was only for the estimate.
She got a mudpack and looked great for two days. Then the mud fell off.

Balus bilong Bob.

Bob Webster, (right) a friend of ours who lives in the US and who, from time to time, helps us sort out our unsortable problems, has had one of these delightful little aircraft for some years and regularly trusts it to take him all over the place. He recently did a trip from Oklahoma to California and overflew the Amedee Army Airfield and took a few pics – you can see them HERE.

Amedee has a 10,000ft strip which was built about 1942 and was known as the Reno Army Air Base Auxiliary Flight Strip. It was built as an emergency airfield for military aircraft on training flights and after the war was retained by the Army and is now part of the Sierra Army Depot. The word PART is the definitive word, have a look at the size of the place and the huge amount of equipment housed there. Our bases look like toys (see HERE) when compared, everyone based there would need their own private jeep just to get around. I'd like to see one of their main bases.

Bob's little aircraft, which is build and sold in kit form by Lockwood Aviation in the US is known as the Air Cam. It is powered by 2 X 100HP Rotax engines mounted in a pusher configuration and has a useful load of 640kg. It stalls at only 63 km/h and can be comfortably flown at any speed between 80km/h and 160km/h but the airframe starts to rip itself apart at 180km/h. Its 105 litre tank holds enough fuel to keep you in the air for 6 hours after which you could have covered 550 kms. That's enough to get you to Canberra from Melbourne. It requires only 200 ft to get airborne and 300 ft to put it back down again and should you lose an engine on

departure, it will climb out on one at a respectable 300 ft/min. A great and very safe little aeroplane. You can see it in action HERE.

Chopper's last ride.

The Perth RAAF Association's Aviation Heritage Museum finally got its long awaited Iroquois helicopter. The ex RAAF/Army/RAAF UH-1H Iroquois (A2-296) arrived at the Bull Creek Museum in July and was placed on static display on the site that had been patiently waiting its arrival.

This aircraft was first delivered to 35 Sqn at Townsville in November 1973. It was then transferred to 5 Sqn at Fairbairn then in 1990 when all the RAAF's rotary aircraft were handed to the Army, 296 joined 171 Sqn at Oakey Army Base, west of Toowoomba.

In August 2007 it once again joined the RAAF and was off to the Aircraft Research and Development Unit (ARDU) which had moved to Edinburgh from Laverton then it was flown back east to Archerfield on the 12th December 2007 where it was prepared for storage in the Meeandah Army Base near Brisbane Airport. In 2012 it was promised to the RAAFA's Aviation Heritage Museum at Bull Creek.

The prepared site at the Bull Creek Museum – waiting for its chopper.

The helicopter is in immaculate condition and seemingly complete down to grey lamb's wool seat covers, seat belts, instrumentation etc. It wears the green/tan/black camouflage scheme and has the RAAF ARDU emblem in black on the nose and black ARMY titles on the fuselage as it last served in dual markings with ARDU. Although it was born after peace had broken out in Vietnam, while at the museum it will become the centre-piece of a Vietnam era exhibition and will be displayed in a replica sand-bagged revetment with a large background mural of Hueys flying over the jungle.

60s music and the occasional distinctive "wokka wokka" sound playing over loud speakers will really complete the scene.

Click the pic (above) to see an ABC report of the arrival of the aircraft.

Pete Robinson, who headed up the blokes who put the aircraft back together and then on display, was a sumpie brat on the 14th intake at Wagga.

Pete did a tour of Vietnam with 9 Squadron from April 1969 to Feb 1970.

TV Commercial.

Some TV commercials are funny, some are informative, some just bore the socks off you. Yet, every now and then one is released which is worth keeping so you can replay it over and over again. This is one of them – have a look HERE.

Short summary of every Jewish holiday: They tried to kill us, we won, let's eat.

More aircraft for Amberley.

The Magazine, Australian Aviation, recently reported that the Defence Minister, Senator David Johnston has flagged the acquisition of further Airbus KC-30 tanker-transports and Boeing C-17 airlifters for the RAAF.

Speaking to News Limited's Ian McPhederan last week, Minister Johnston suggested the next Defence White Paper, due for release next year, will propose the acquisition of two extra KC-30As and one or two additional C-17s. One of the KC-30s would also feature a VIP interior for international travel by the prime minister.

"When you get good service from a platform it prompts you to say, why don't you get some more?" the Minister was reported as saying during an interview aboard a KC-30 bound for Darwin. "It [the KC-30] allows us to go anywhere in our region and far and away beyond that." The report also quotes the Minister as saying acquiring additional C-17s is a "no-brainer". The RAAF currently operates five KC-30A tanker-transports with 33SQN and six C-17s with 36SQN, with both Sqadrons based at Amberley.

Acquiring additional KC-30As "makes sense", the KC-30 program is coming good, the boom and pod hardware and software remediation development is wrapping up, a new software load is expected to fix many of the minor idiosyncrasies and work-arounds of the original design, and the aircraft has proved its strategic reach in recent ALS (air logistics support) taskings to the US and Europe, and on long-endurance tanking missions in Australia.

Separately, Minister Johnston remarked in Darwin last week that "I am optimistic this aircraft will soon be removed from the Projects of Concern". (The KC-30 acquisition is being managed under the Defence Material Organisation's 'Projects of Concern' process due to issues with the aircraft's refuelling boom system, which are close to being rectified.)

As well as Australia, the KC-30 (known outside Australia as the A330 Multi Role Tanker Transport [MRTT]) has been ordered by Qatar, Saudi Arabia, Singapore, the United Arab Emirates, and the United Kingdom.

Australia has a unique, but limited, opportunity to secure additional C-17s. Boeing has commenced assembly of its 269th and last C-17 at its Long Beach, California plant, with production due to wind up next year. However, the company is building 15 “white tail” aircraft without a customer to date. India (which already has 10 on order) is reportedly interested in six of these, and Boeing remains in ongoing discussions with existing C-17 operators and potential new customers regarding the remaining aircraft.

Scootarbor.

Ex-RAAF bods and bodettes ride across the Nullarbor to raise funds for Beyond Blue.

Vietnam vet Ted McEvoy motors through some basic training at the Army Museum of WA in Fremantle.

Ted, who many say was not a very good RadtechA, joined a group of veterans to raise the profile of mental health and lend a hand to those now returning from war. A group of old

buggers, 40 men and women aged 65-75, rode 20 scooters across the Nullarbor aiming to raise $300,000 for Beyond Blue. The 2,400km trip took the 50cc scooters 10 days.

Mary Windsor, one of the intrepid mighty bike riders, boarding the Overland for the trip to Adelaide, with her secret turbo charger hidden in the carton.

Ted and others have told us they will record the event and we'll bring you pics and a story next issue.

You can't solve problems by using
the same kind of thinking you used when you created them.

Boring Cars.

These days all cars are designed in the wind tunnel. Cars have to be "slippery" – they have to power through the air with a minimum of fuss with the buzz word being co-efficient of drag

(CD). Numbers like a CD of between 3.0 and 3.5 are the holy grail but these numbers don't mean a lot as a cars' total drag is its CD multiplied by its cross sectional area. So a large car with a low CD could still have more drag than a small car with a high CD.

When a shape is designed and refined in a wind tunnel there has to be a time when it becomes the ultimate shape. Aeroplanes are a classic example – they all look the same, they are designed to slip through the air with a minimum of drag and to do that they all have to be the same ultimate shape. What happened to aeroplanes has now happened to cars, they all look pretty much the same, the only differences being in wheels and head lights – which is boring. Have a look at the pics below:

Ford Falcon

Mercedes-Benz C-200

Honda Accord

Hyundai Geneses

There's lots more and from a distance you can't pick them apart. And it's not just the sedans that are the same, the SUVs are the same too, have a look:

Honda CR-V

Kia Sportage


Mazda CX-7


Nissan Murano

It's all to do with how many kilometres they can extract from a litre of fuel which is a bit silly really. Fuel has always been the lowest cost associated with running a car. If fuel costs $1.50 a litre and a car does 15,000 klms per year, a car that uses 10 lt/100km would cost (in fuel) $2,250 in a year whereas a car that uses 9 lt/100klm would cost $2,025 – a saving of 2.8 litres or $4.30 per week, less than the cost of a cup of coffee, yet everyone makes a huge fuss about that 1 litre saving.

Back in the 1950's, when fuel wasn't the main concern and building cars that people would and could admire was, manufacturers came up with some wonderful machines. Have a look at THESE. Even though they are concept cars, it shows that designers were determined to build cars that had soul – had character.

Bring back the gas guzzlers I say!!

America is the only country where a significant proportion of the population believes that professional wrestling is real but the moon landing was faked.

NBN

We recently received a request from a reader asking us if we could check with the powers that be whether it was preferable to have cable to the home instead of copper to the home. This reader had been told by someone that when the NBN was rolled down the street you had the option of choosing either. And as he had the Optus Cable bundle (internet and phone) he also wanted to know what would happen to that when NBN came calling.

We sent off an email to Mr NBN and had a chat to them via phone and eventually we received the following sanctimonious reply:

"An NBN Co spokesperson said:

- *NBN Co is building and operating Australia's largest national infrastructure project. The goal of the National Broadband Network (NBN) is to bring better broadband to Australians.*
- *Due to the nature and size of our country, the NBN is being rolled out in stages using a mix of technologies best suited to each area.*
- *NBN Co has been tasked with providing download data rates of at least 25 Megabits per second to all premises as soon as possible.*
- *As at 4 September 2014 there were more than 251,000 homes and businesses connected to the NBN across all technologies (fixed line, fixed wireless and satellite).*
- *NBN Co is currently trialling different technologies in order to roll out the NBN quicker, more efficiently and at least cost to taxpayers. One of these technologies is fibre to the node (FTTN) which marries fibre optic cables with Telstra's copper lines in a street-side node cabinet to deliver fast broadband to homes and businesses.*
- *As the NBN rolls out across Australia, we will inform the community and update the rollout maps on the NBN Co website. Maps of areas covered by the NBN rollout are available at http://www.nbnco.com.au/when-do-i-get-it/rollout-map.html "*

We spoke with them again after receiving the above and we were told the following.

- If you live in a densely populated city suburb, odds on you will get cable to your home.
- If you live in a small town you will probably get cable to the node then copper to your home.
- If you live in the country you will probably get cable to a centralised WiFi transmitter and will have to cope with a WiFi connection to your home.

And when NBN comes rolling down your street, if you're on Optus cable (or any other system) that will go and Optus (and the other providers) will pump the data down the NBN pipe. There will be no optioning - you get what you get!

This seems to be the complete opposite to what we were told prior to the election, I was under the impression that fibre to the home was too expensive (a Labor initiative) and that the LNP was going to water this down by connecting fibre to the node then copper to the home.

Seems this just isn't so and we're going to get the Labor plan afterall!!!

Allan George's Gems.

Aerogel.

Aerogel is a synthetic porous ultralight material derived from a gel, in which the liquid component of the gel has been replaced with a gas. They are the world's lightest solid materials, composed of up to 99.98% air by volume and as a result are a solid with extremely low density and low thermal conductivity. Nicknames include frozen smoke, solid smoke, solid air, or blue smoke owing to its translucent nature and the way light scatters in the material. They feel like fragile expanded polystyrene (Styrofoam) to the touch. Aerogels can be made from a variety of chemical compounds.

Aerogel was first created by Samuel Stephens Kistler in 1931 as a result of a bet over who could replace the liquid in "jellies" with gas without causing shrinkage. They are produced by extracting the liquid component of a gel through supercritical drying which allows the liquid to be slowly dried off without causing the solid matrix in the gel to collapse from capillary action, as would happen with conventional evaporation. The first aerogels were produced from silica gels. Kistler's later work involved aerogels based on alumina, chromia and tin dioxide. Carbon aerogels were first developed in the late 1980s.

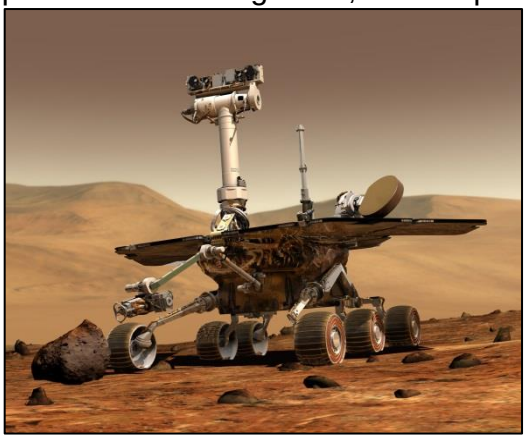
In the pic at right, a flower is placed on a piece of aerogel which is suspended over a flame from a Bunsen burner. Aerogel has excellent insulating properties and the flower is protected from the flame. Despite their name, aerogels are solid, rigid, and dry materials that do not resemble a gel in their physical properties, the name only comes from the fact that they are made from gels. Pressing softly on an aerogel typically does not leave even a minor mark but pressing more firmly will leave a permanent depression. Pressing extremely firmly will cause a catastrophic breakdown in the sparse structure, causing it to shatter like glass – a property known as friability; although more modern variations do not suffer from this. Despite the fact that it is prone to shattering, it is very strong structurally. Its impressive load bearing abilities are due to the dendritic microstructure, in which spherical particles of average size (2–5 nm) are fused together into clusters.

Aerogels are good thermal insulators because they almost nullify two of the three methods of heat transfer (convection, conduction, and radiation). They are good conductive insulators because they are composed almost entirely from a gas and gases are very poor heat conductors. Silica aerogel is especially good because silica is also a poor conductor of heat (a metallic aerogel, on the other hand, would be less effective). They are good convective inhibitors because air cannot circulate through the lattice. Aerogels are poor radiative insulators because infrared radiation (which transfers heat) passes right through silica aerogel.

So what are we going to do with it??

In their earliest days, aerogels were marketed as thickening agents and used in everything from makeup and paint to napalm. They were also used as cigarette filters and insulation for freezers.

Not long ago scientists developed a process that made the production of aerogels less toxic by using a safer alkoxide compound. They also made it less dangerous by replacing supercritical alcohol with supercritical carbon dioxide in the drying process. These developments reduced the time spent drying the aerogels and reduced the hazardous and flammable nature of their production. As aerogel's production was made less complicated and dangerous, its unique properties have made aerogel popular with a range of industries. Silicon manufacturers, homebuilding materials manufacturers and space agencies (they were used in the Mars lander) have all put aerogel to use. Its popularity has only been hindered by cost, though there is an increasingly successful push to create aerogels that are cost-efficient. In the meantime, aerogels can be found in a range of products:



Wetsuits.
Firefighter suits.
Skylights.
Windows.
Rockets.
Paints.
Cosmetics.
Nuclear weapons.

Because of aerogel's unique structure, its use as an insulator is a no-brainer and companies are racing to find a way to bring production costs down, but for now, aerogels are more affordable for NASA than the general public. Perhaps when it's more affordable, aerogel will achieve that A-list status.

From Earth to space, aerogels undoubtedly have a place in our future.

The Salary Theorem states that "Engineers and Scientists can never earn as much as Business Executives and/or Sales People." This theorem can now be supported by a mathematical equation based on the following two postulates:

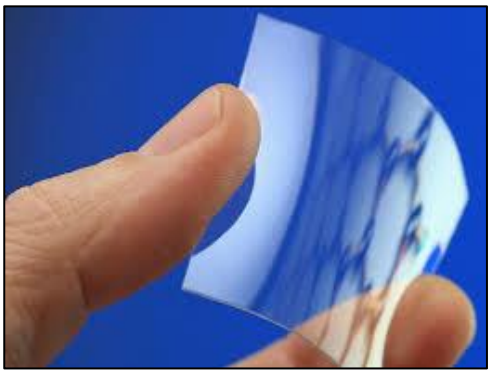
1. Knowledge is Power.
2. Time is Money.

As every engineer knows: Power = Work / Time. Since: Knowledge = Power, and Time = Money, it follows that: Knowledge = Work/Money. Solving for Money, we get: Money = Work / Knowledge. Thus, as Knowledge approaches zero, Money approaches infinity, regardless of the amount of work done.

Conclusion: The less you know, the more you make.

Graphene.

In simple terms, graphene is a thin layer of pure carbon; it is a single, tightly packed layer of carbon atoms that are bonded together in a hexagonal honeycomb lattice. It is the thinnest compound known to man at one atom thick, the lightest material known, the strongest compound discovered so far, between 100-300 times stronger than steel, the best conductor of heat at room temperature and also the best conductor of electricity known (so far). Carbon is the second most abundant mass within the human body and the fourth most abundant element in the universe (by mass), after hydrogen, helium and oxygen. This makes carbon the chemical basis for all known life on earth, so therefore graphene could well be an ecologically friendly, sustainable solution for an almost limitless number of applications.

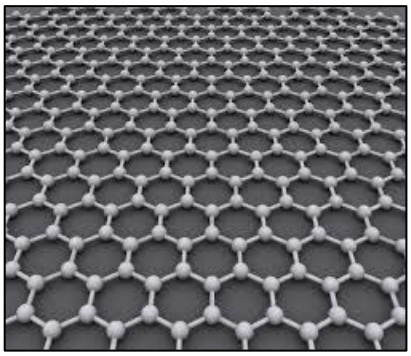


Since the discovery of graphene, advancements within different scientific disciplines have exploded, with huge gains being made particularly in electronics and biotechnology already. The problem that prevented graphene from initially being available for developmental research in commercial uses was that the creation of high quality graphene was a very expensive and complex process, also, it was previously impossible to grow graphene layers on a large scale. This severely limited its use in electronics as it was difficult, at that time, to separate graphene layers from its metallic substrate without damaging the graphene.

However, studies in 2012 found that it is possible to effectually separate graphene from the metallic board on which it is grown, whilst also being able to reuse the board for future applications theoretically an infinite number of times, therefore reducing the toxic waste previously created by this process. Furthermore, the quality of the graphene that was separated by using this method was sufficiently high enough to create molecular electronic devices successfully. While this research is very highly regarded, the quality of the graphene produced will still be the limiting factor in technological applications. Once graphene can be produced on

very thin pieces of metal or other arbitrary surfaces then we will start to see graphene become more widely utilized as production techniques become more simplified and cost-effective.

Being able to create super-capacitors out of graphene will possibly be the largest step in electronic engineering in a very long time. While the development of electronic components has been progressing at a very high rate over the last 20 years, power storage solutions such as batteries and capacitors have been the primary limiting factor due to size, power capacity and efficiency (most types of batteries are very inefficient, and capacitors are even less so).



Graphene is now being used to boost not only the capacity and charge rate of batteries but also the longevity. Currently, while such materials as silicone are able to store large amounts of energy, that potential amount diminishes drastically on every charge or recharge. With graphene tin oxide being used as an anode in lithium ion batteries for example, batteries can be made to last much longer between charges (potential capacity has increased by a factor of 10), and with almost no reduction in storage capacity between charges, effectively making technology such as electronically powered vehicles a much more viable transport solution in the future.

This means that batteries (or capacitors) can be developed to last much longer and at higher capacities than previously realised. Also, it means that electronic devices may be able to be charged within seconds, rather than minute or hours and have hugely improved longevity.

Consumers can already purchase graphene-enhanced products to use at home. One company already produces and offers on the market conductive ink. This is made by effectively mixing tiny graphene flakes with ink, enabling you to print electrodes directly onto paper. While this was previously possible by using organic semi-conductive ink, the use of graphene flakes makes the printed material vastly more conductive and therefore more efficient.

Another use for graphene along similar lines to those mentioned previously is that in paint. Graphene is highly inert and so can act as a corrosion barrier between oxygen and water diffusion. This could mean that future vehicles could be made to be corrosion resistant as graphene can be made to be grown onto any metal surface and due to its strength, graphene is also currently being developed as a potential replacement for Kevlar in protective clothing, and will eventually be seen in vehicle manufacture and possibly even used as a building material.

As graphene has been proven to be much more efficient at conducting electrons than silicon, and is also able to transfer electrons at much faster speeds (30 times faster than silicon), in the next few years you will begin to see products from consumer electronics companies, such as Samsung based on flexible, robust, touchscreen devices such as mobile smartphones and wrist watches.

This could mean foldable televisions and telephones and eventually electronic flexible newspapers containing all of the publications you are interested in that can be updated via wireless data transfer. Being extremely translucent, in the coming years you can also expect to

be able to fit intelligent (and extremely robust) windows to your home, with (potentially) virtual curtains or displaying projected images of your choice. Combining a few of these aforementioned potential uses, can you imagine car security systems that are connected to the paint on your vehicle? Not only would your car alarm be able to tell you if someone is touching your vehicle, it would be able to record that information and send it to you via your smartphone in real-time. It could also be used to analyse vehicle accidents to determine initial contact patches and resultant consequential energy dispersion.

Soon we will begin to see clothing containing graphene-enhanced photovoltaic cells and super-capacitors, meaning that we will be able to charge our mobile telephones and tablet computers in a matter of minutes (potentially even seconds) whilst walking to school or work. We may possibly even see security-orientated clothing offering protection against unwanted contact with the use of electrical discharge.

What all this means is that this discovery, made by a physics professor and his PhD student in a laboratory in Manchester, using a piece of graphite and some Scotch tape has completely revolutionised the way we look at potential limits of our abilities as scientists, engineers and inventors. The possibilities of what we can achieve with the materials and knowledge we have, have been blown wide open, and it is now conceivable to imagine such amazing prospective situations as lightning fast, yet super-small computers, invisibility cloaks, smart phones that last weeks between charges, and computers that we can fold up and carry in our pockets wherever we go.

Have a look at this short VIDEO.

<iframe width="560" height="315" src="//www.youtube.com/embed/WFacA6OwCjA?rel=0" frameborder="1" allowfullscreen></iframe>

The next few years are going to see some wonderful and exciting changes in the way we live and communicate – I can hardly wait!!

Now, if only we can sort out those religious and territorial problems we have……..

The Mighty Airbus A-380

It is incredible how manoeuvrable an aircraft like the A380 is when you have no passengers or cargo and a not much fuel on board and you toss the keys to two former French Navy pilots and you tell them to “give it heaps”.

These two ex-Military pilots have been working as test pilots for Airbus for some years and knew their aeroplane well. It is very impressive to see such a big bird gliding through the skies as if it would be a small Cessna.

See it HERE.

British Soldier's Kit.

Over the past 1000 years (or so) the British solder's kit has changed considerably, as you would expect. But not all – a few items have remained the same over all that time – have a look HERE.

The doctor says to his elderly patient, 'How long have you been bedridden?'
After a look of complete confusion she answered, '
Why, not for about twenty years - when my husband was alive.'

World War 1

One hundred years ago, in the summer of 1914, a series of events set off an unprecedented global conflict that ultimately claimed the lives of more than 16 million people, dramatically redrew the maps of Europe, and set the stage for the 20th Century. HERE are some wonderful photos taken at that time.

Cross Wind Landing.

Aircraft in flight are subject to the direction of the winds in which the aircraft is operating. For example, an aircraft in flight that is pointed directly north along its longitudinal axis will, generally, fly in that northerly direction. However, if there is a wind from the west, the actual track of the aircraft will be slightly to the east of north. If the aircraft was landing north on a north-south runway, it would need to compensate for this easterly drift caused by the west crosswind.

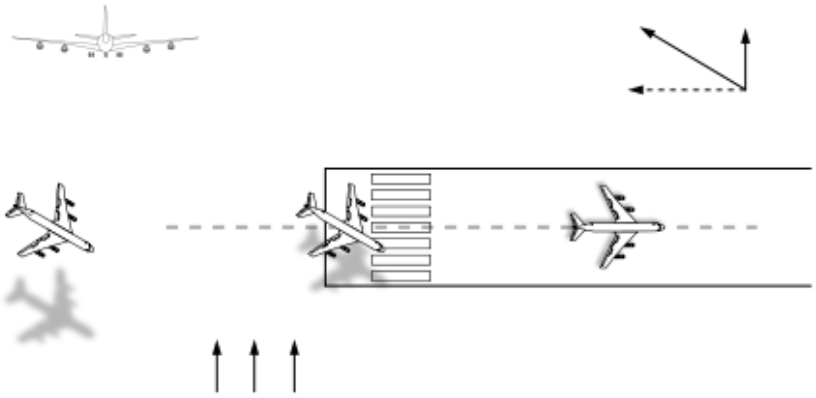
In situations where a crosswind is present, the aircraft will drift laterally as it approaches the runway. This drift poses significant safety issues because safe operation of the undercarriage requires the body and track of the aircraft to be aligned with the runway at touch down. The landing gear designs of the "pioneer era" 1909 Bleriot XI, and the much later Cold War B-52 strategic jet heavy bomber, were designed and each built with an unusual feature to counteract the problem: with the B-52, all four of its landing gear bogies could be steered, allowing the aircraft to land with the wheels facing the direction of travel even if the nose was not pointed in the same direction. The Bleriot XI had pivoting main gear legs, which passively allowed the

main gear wheels to castor together about each of their vertical axes as a unit to allow small-angle crosswind landings, with bungee-cord loaded rigging members between the lower ends of the main wheel forks, to bring the wheels back to a "directly-ahead" orientation after touchdown.

If the crosswind landing is not executed safely, the aircraft may experience wingstrike, where a wing hits the runway.

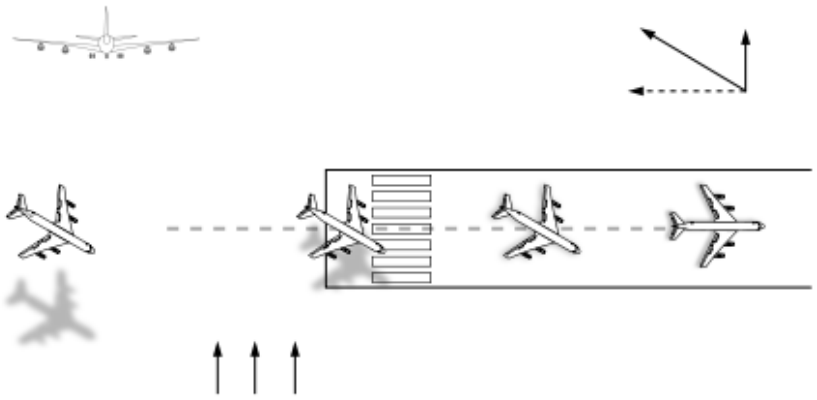
The following guidelines are advised by Boeing for a crosswind landing. These guidelines assume steady wind (no gusting). These winds are measured at 10 m (33 feet) tower height for a runway 45 m (148 feet) in width. Basically, there are 3 landing techniques which may be used to correct for cross winds: de-crab, crab, and sideslip.

De-crab.



The objective of this technique is to maintain wings level and the aircraft position near the runway centerline during approach. The nose points into the wind so that the aircraft approaches the runway slightly skewed with respect to the runway centerline (crabbing). This gives the impression of approaching the runway flying sideways, which can be disorienting for the pilot. Position is maintained by balancing the crosswind component, or more accurately the drag force arising from it, with engine thrust. Wings are maintained level throughout the approach. Just before the flare, opposite rudder (downwind rudder) is applied to eliminate the crab, with a simultaneous application of opposite aileron to maintain a wings-level attitude, so that at touch down, the body, velocity vector, and bank angle are all aligned with the runway, and the aircraft is positioned near the center.

Crab

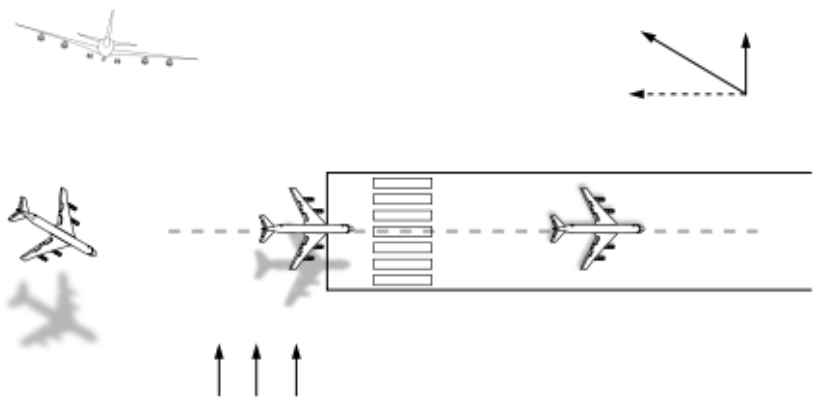


The airplane can land using crab only (zero side slip) up to the landing crosswind guideline .On dry runways, upon touchdown the airplane tracks towards the upwind edge of the runway while de-crabbing to align with the runway. Immediate upwind aileron is needed to ensure the wings remain level while rudder is needed to track center line. The greater the amount of crab at touchdown, the larger the lateral deviation from the point of touchdown. For

this reason, touchdown in a crab only condition is not recommended when landing on a dry runway. On very slippery runways, landing the airplane using crab only reduces drift towards the downwind side of a touchdown, and may reduce pilot workload since the airplane does not have to be de-crabbed before touchdown. However, proper rudder and upwind aileron must be applied after touchdown to ensure directional control is maintained.

Sideslip.

This sideslip crosswind technique is to maintain the aircraft's heading aligned with the runway centerline. The initial phase of the approach is flown using the Crab technique to correct for drift. The aircraft heading is adjusted using opposite rudder and ailerons into the wind to align with the runway. This places the aircraft at a constant sideslip angle, which its natural stability will tend to correct. Sufficient rudder and aileron must be applied continuously to maintain the sideslip at this value. The dihedral action of the wings has a tendency to cause the aircraft to roll, so aileron must be applied to check the bank angle.



With a slight residual bank angle, a touchdown is typically accomplished with the upwind main wheels touching down just before the downwind wheels. Excessive control must be avoided because over-banking could cause the engine nacelle or outboard wing flap to contact the runway/ground. In strong crosswind conditions, it is sometimes necessary to combine the crab technique with the sideslip technique. This technique is also called a forward slip and is used whenever the aircraft is too high on approach, and there needs to be a rapid reduction of altitude without a gain of airspeed in order to conduct a safe landing.

There are some wonderful examples of cross-wind landings HERE though I must admit I am glad I wasn't on any of them.

A woman and a baby were in the doctor's examining room, waiting for the doctor to come in for the baby's first exam. The doctor arrived, and examined the baby, checked his weight, and being a little concerned, asked if the baby was breast-fed or bottle-fed. 'Breast-fed,' she replied... 'Well, strip down to your waist,' the doctor ordered. She did. He pinched her nipples, pressed, kneaded, and rubbed both breasts for a while in a very professional and detailed examination. Motioning to her to get dressed, the doctor said, 'No wonder this baby is underweight. You don't have any milk.' 'I know,' she said, 'I'm his Grandma, but I'm glad I came.'

"Impossible" Electric Airplane Takes Flight

The recent Berlin Air Show witnessed a silent, clean test flight by Airbus's E-Fan two-seater aircraft, which is entirely propelled by electricity

When a Panavia Tornado blasted into the clouds above the Berlin Air Show before swooping back down toward the Earth, the grounds below shook from the roar of the fighter bomber's twin engines.

When the next aircraft took to the sky, the air show went eerily quiet.

The fully electric E-Fan aircraft, engineered by the Airbus Group, made one of its first public demonstrations following it's first-ever flight in France in March. The novel two-seater aircraft was designed from the outset for electrical propulsion, from its energy management system to safety features

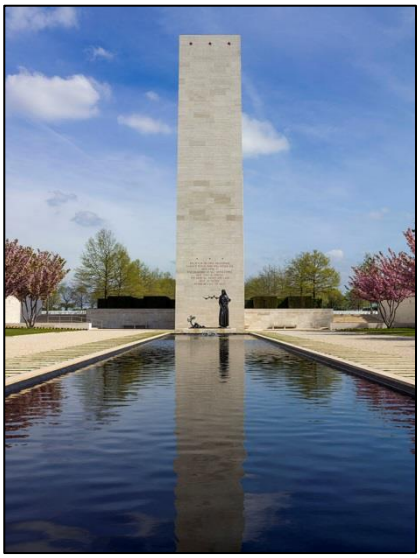
"It's a very different way of flying," said Jean Botti, chief technical and innovation officer at Airbus Group, "absolutely no noise, no emissions." A series of lithium-ion batteries fitted into the wings of the plane are the sole power source for the E-Fan's two 30-kilowatt electric motors. A 6 kW electric motor in the main wheel provides extra power during acceleration and taxiing to reduce electrical power consumption on the ground.

But despite its highly energy efficient design, the E-Fan only has a one-hour range, which means it cannot leave the vicinity of an airport. To combat range anxiety, the plane is outfitted with a backup battery for landing purposes and a parachute that can be deployed as high as 2,000 feet.

Like an electric car, a gauge on the dashboard tells the pilot how much energy is in the batteries and the plane is plugged in when it needs to recharge. "We're trying this. It's not to enter the business of small aircraft," Botti said. "It's to learn to make a new business."

Airbus Group's ultimate goal is to make a 70 to 80 person hybrid-electric commuter jet with three hours of range in the 2050 time frame. Initial designs of the E-Thrust aircraft show the plane with six electric-powered fans that will be powered by a gas-fueled energy storage unit during the ascent and cruise phase and then glide using electric power alone while descending. In the next step toward achieving this, Airbus will make a next-generation two-seater electric plane, set for launch in 2017, and a four-seater electric plane with a gas-powered range extender, set for launch in 2019.

US War graves, Maastricht.



About six miles from Maastricht in the Netherlands lie buried 8,301 American soldiers who died in "Operation Market Garden" in the battle to liberate Holland in September 1944. Everyone of the men buried in the cemetery, as well as those in the Canadian and British military cemeteries, has been adopted by a Dutch family who mind the graves, decorate, and keep alive the memory of the soldier they have adopted. It is even the custom to keep a portrait of "their" American soldier in a place of honour in their home. Annually on "Liberation Day" Memorial Services are held for "the men who died to liberate Holland."

The day concludes with a concert. The final piece is always "IL Silenzio", a memorial piece commissioned by the Dutch and first played in 1965 on the 20th anniversary of Holland's liberation. It has been the concluding piece of the memorial concert ever since.

Recently the soloist was a 13 year old Dutch girl, Melissa Venema, backed by André Rieu and his orchestra (the Royal Orchestra of the Netherlands). This beautiful concert piece is based upon the original version of taps and was composed by Italian composer Nino Rossi.

You can watch it HERE – volume up and go full screen.

At the beginning of his shift the doctor placed a stethoscope on an elderly and slightly deaf female patient's anterior chest wall.
'Big breaths,' he instructed. 'Yes, they used to be,' she said!

The Boneyard.

You have to wonder why the US of A would want to keep all those old aircraft out in the desert as they do, it's not as if they are going to fly them again, most are so old they could vote and the money (you would think) wasted in hibernating them could be spent elsewhere, surely?? You wonder why they haven't been melted down and turned into pots and pans – has to be a very good reason you would think…..

Have a look HERE.

New initiative linking injured veterans to employment

Recognising the unique nature of military service, Senator the Hon Michael Ronaldson said today, “I am pleased to announce a new trial initiative that will help wounded, injured or ill veterans achieve employment opportunities as part of their recovery.

As a nation, we owe a great debt to the men and women who have served in our Defence Force. It is incumbent upon us to do everything we can to facilitate the rehabilitation of those who have been injured and to help them transition to post service employment.

This trial Veterans Employment Assistance Initiative builds on the traditional approach to rehabilitation and brings a greater focus in linking veterans to employment opportunities.

Under the trial Initiative, veterans who have identified that they wish to return to work will undergo early assessment of their vocational rehabilitation needs. This will include aligning the skills they have developed in the Australian Defence Force (ADF) to potential civilian employment opportunities. Participants will also undertake employment focused training in line with their abilities and aspirations.

Those who have served in the ADF bring to future employment a unique range of skills and experiences. I am sure that every Australian will join with me in wanting those veterans who need assistance, and their families, to improve their wellbeing, restore their independence, realise their skills and capabilities, and secure meaningful employment.

Today I presented *Downer EDI Works* with a certificate of appreciation, in recognition of their employment of a former ADF member.

I have asked my Department to work closely with employers to match employment opportunities with veterans and ensure the best outcome for all. The Veterans Employment Assistance Initiative will broaden the vocational and non-vocational assistance and support available to former ADF members.

This initiative will further strengthen our already world-leading repatriation system by assisting those who wish to return to employment following injury.

The Veterans Employment Assistance Initiative is being undertaken as a trial in Queensland involving up to 50 participants and will help inform a future national approach.

For more information visit www.dva.gov.au/rehabilitation

Velly Intelesting – but stupid!!!!

The Australian Defence Industry.

Most of us see or read the headlines about major defence purchases, F-35 Joint Strike Fighter(JSF), Air Warfare Destroyers and new Submarines, Tanks and Vehicles, but who knows or cares, about whether Australian companies, especially SMEs (Small to Medium Enterprises) are getting a slice of the pie? More importantly is our defence dollar being used to ensure that Australia maintains and further develops, a viable defence industry which will be able to support our war fighters in times of crisis.

The majority of 'high value' defence contracts go to Prime contractors. This, in effect, means foreign owned multinational companies. This is a fact of life, as there is little incentive or capital available to support indigenous Defence companies hence, the truly Australian defence companies fall into the SME category. However; because of the desire and need to equip our forces with the latest and best equipment, the multinationals are essential, given that most of them are the OEMs (Original Equipment Manufacturers).

Australia, unlike most countries, does not have a broad based Industry Involvement plan, which mandates that Australian industry be included in any procurement of foreign manufactured military equipment. The only program that comes close is the Australian Industry Capability (AIC) plan, which mandates the inclusion of Australian industry in capital equipment purchases exceeding AUD20 million. This, of course, means that purchases under that threshold can originate from offshore companies with no Australian content. Even in the case of procurements above the $20mil threshold, the supplier can be relieved of Australian industry involvement, on a 'Value for Money' judgement by the bean counters! Such decisions can be made without any consideration of collateral effects such as tax revenue, jobs and in country capability development.

Many countries seek and achieve 100% direct offset against foreign purchases. One of the best examples is Canada, a country comparable in population and military assets to Australia. Canada has successfully achieved their offset goals over a period of thirty years or more. Principally, Canada procures directly from the OEM. This allows Canada to negotiate with the supplier and achieve the best deal on price and offset, whereas, with respect to most purchases from the US, Australia uses the Foreign Military Sales (FMS) avenue. In doing so,

Australia forfeits any opportunity to negotiate prices, terms and conditions. Additionally, there is no competitive evaluation and no Australian industry involvement. FMS is, of course, easy, let the US take care of all the details and then pay whatever is asked.

Defence and government people will justify the use of FMS by claiming it is the most cost effective. This is not necessarily so as the US FMS agency applies a fee of a minimum 15% and there is no direct flow on to Australian industry.

Free Trade Agreements and Defence Treaties are often used to justify government to government purchases. The term 'level playing field' is frequently used. Once again, in the case of the US, there is a significant bias! Before goods, military or civil, can be purchased from a foreign country, there are many requirements that must be satisfied, Buy America Act, Small Business Set Aside, Service-Disabled Veterans, Women Owned Small Business etc, etc. All exempt from the Free trade Agreement, whereas Australian agencies, especially Defence, are not subjected to any such restrictions.

So, what can we do ? Tough question!! Over the past 20 years, regardless of the political brand of government there has been no initiative to offer preference to Australian companies. When taken to task on this subject, the Government/Defence response is 'Offsets Don't Work' !! This completely ignores the fact that dozens of countries, small and large, are demanding and achieving offsets of up to 100% of contract value. Previously, Australian offset programmes, P-3C, F-18, failed because they were poorly constructed and badly managed. The fact was they had no 'teeth', in that suppliers committed to offsets but didn't deliver and received no penalty. Meaningful offsets can only be guaranteed if there is a contractual requirement with penalties for failure to deliver.

As mentioned, the key players in the Australian defence industry, apart from multinationals, are the SMEs which are innovative, resourceful and responsive. However; in order to stay in business, retain, and develop capability, they need continuing income which can only come by giving preference and consideration to local businesses before going offshore.

Some 20 years ago a group of SMEs who had provided products to the ADF, saw their R & D and work ignored when Defence made an initial purchase from these companies and then went offshore for the follow on and future purchases. This group, with the assistance of what was the ISO, now ICN (Industry Capability Network) and the NSW Government formed an organisation then known as the Australian Small Business Defence Network (ASBDN). This organisation soon became the Australian Industry & Defence Network (AIDN) a national body which is now represented in all States and Territories. Membership now comprises some 850 companies. The role of AIDN is to assist members in their dealings with Defence and to attempt to influence Defence and defence industry policy. Much has been achieved over the past 20 years. Achieving preferential treatment for Australian defence companies is still a primary goal, but continues to be elusive.

The key issue is to convince government that Australia's future security and ability to build and maintain a largely self-sufficient defence industrial complex, must be recognised and supported by appropriate 'whole of government' action.

Having been on both sides of the equation, in uniform and in industry, I am passionate about Australia's defence industry and future sovereign security. If you have waded through the foregoing and feel the same way, make sure to take the opportunity to make the situation and your feelings known to your local member and any other politicians you may come across.

Kev Carroll
Executive Officer
AIDN-Qld
www.aidn.org.au

A few minutes before the church services started, the congregation was sitting in their pews and talking. Suddenly, Satan appeared at the front of the church. Everyone started screaming and running for the back entrance, trampling each other in a frantic effort to get away from evil incarnate. Soon the church was empty except for one elderly gentleman who sat calmly in his pew without moving, seemingly oblivious to the fact that God's ultimate enemy was in his presence. So Satan walked up to the man and said, "Do you know who I am?" The man replied, "Yep, sure do." "Aren't you afraid of me?" Satan asked. "Nope, sure ain't." said the man. "Don't you realise I can kill you with one word?" asked Satan. "Don't doubt it for a minute," returned the old man, in an even tone. "Did you know that I can cause you profound, horrifying AGONY for all eternity?" persisted Satan. "Yep," was the calm reply. "And you're still not afraid?" asked Satan. "Nope," said the old man. More than a little perturbed, Satan asked, "Why aren't you afraid of me?" The man calmly replied, "Been married to your sister for 48 years."

The F-35.

When this thing eventually arrives at Willytown, half of Australia could, for one reason, be saying "I told you so" and the other half "I told you so" for the exact opposite reason. Of those that care one way or the other, half say it is the best thing since sliced bread, the other that it is like an ash tray on a motor bike – but who is right?? - only time will tell. There has been so much written about it by arm-chair experts that we don't know what to expect – our suggestion, take heed in the old saying, "horses for courses!!!'

Brains immeasurably more powerful than ours have designed and then built this thing and they reckon it will do the job so we're prepared to accept that it will. Seems it's a fact of life these days that no matter what someone suggests or comes up with, there is always a bunch of

people out there ever-ready to knock it and a compliant press which always gives the knockers more exposure than they gave to the originators.

Recently Aviation Week got on the band wagon with this story….."The F-35 Joint Strike Fighter (JSF) program will certainly recover from the embarrassment of missing its intended international debut in the U.K. last month after an engine fire grounded the fleet for 13 days. But numerous questions remain to be answered before we can be equally confident that the most costly weapons procurement in history is back on course. The engine-related grounding—the program's fourth since January 2013—must not be approached merely on narrow technical grounds if, as we fear, there prove to be lessons to be learned about program management, as well.

The stealthy, single-engine fighter has returned only to limited flying and the JSF program office and engine contractor Pratt & Whitney have yet to provide a detailed explanation of the June 23 fan-stage breakup that caused the grounding and what steps are being taken to assure it does not happen again.

Pratt cancelled a recent public briefing on the engine failure and there has been scant information since the middle of July on the source of the problem. The silence is disappointing but perhaps understandable, given that the accident investigation is still ongoing. But at some point, taxpayers are owed a full and open accounting of what went wrong and what steps are being taken to make sure such failures cannot happen again.

What is more, there are larger issues than technical details of the mishap itself. The most disturbing aspect of the grounding is that the F135 engine had completed engineering and manufacturing development (EMD) apparently without key issues being discovered. Unless it is truly a one-off, this sort of engine failure is normally the kind of fundamental design issue that engineers are expected to catch early in development and deal with long before flight tests even begin. That certainly raises questions about what else may have been missed during the EMD phase.

Not surprisingly, the failure of the Pratt engine has generated "I told you so" talk of whether an international development effort of this scope should have had an alternate engine as a backup. GE and Rolls-Royce were developing an advanced turbofan, dubbed the F136, as an alternative for powering JSF but the Pentagon was not enthusiastic because of the added expense of a second engine program. Some of the additional cost could be recaptured via competition between suppliers, but only some. For several years Congress funded the alternate engine after the Pentagon left the project out of its budget requests then finally, in 2011, the Obama administration and partisans of Pratt succeeded in killing the F136, after an especially nasty political battle. Pratt

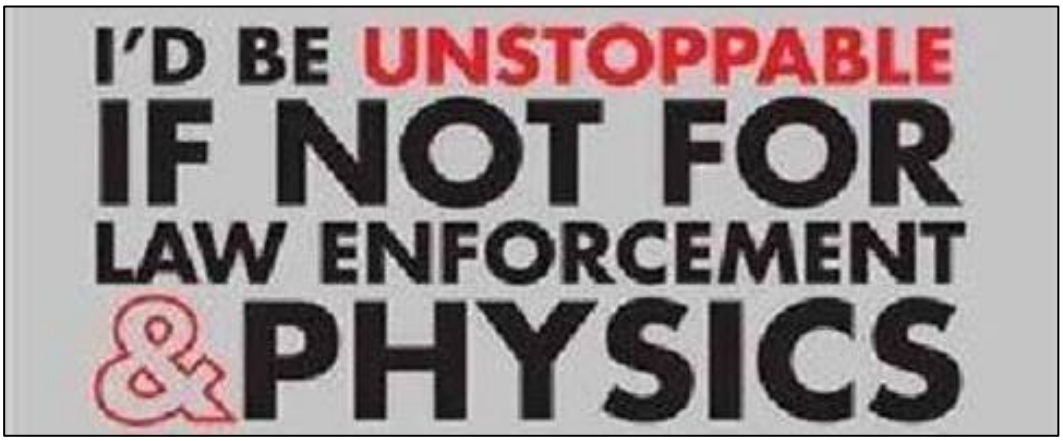
dismissed as a scare tactic the argument that a second engine was needed to mitigate the threat of a fleet-wide grounding, and the F136 was derided as a pork-barrel initiative.

After the latest grounding, the Senate Appropriations Committee recommended to the Pentagon that it reconsider an alternate engine program but it is probably too late to unscramble the omelet. Pentagon acquisition chief Frank Kendall argues that the further downstream the program gets, the weaker the case for an alternate engine becomes. There is no free lunch; two engines cost more but a single source presents higher risk. However, program officials should at least consider whether there is a case for a mid-life alternative engine if it can draw on advances in commercial technology to keep the cost down.

For its part, Pratt should stop concealing the cost of the taxpayer-funded engine. What rings hollow is the company's claim that the price of an engine on which it holds a monopoly is a competitive secret.

The JSF, for which Lockheed Martin is the airframe prime contractor, has not been riding waves of good news in recent years. Initial operating capability dates have finally been set for the three variants, beginning with the short-takeoff-and-vertical-landing F-35B by next December, followed by the F-35A for land-based air forces a year later and the F-35C for aircraft carriers in February 2019. But since the program began in 2001, the average unit cost has doubled and the date to begin full-rate production has slipped seven years to 2019. Most recently, in addition to the engine fire, problems include late software deliveries and serious questions about how much it will cost to maintain the fighter.

The F-35 program director, Air Force Lt. Gen. Christopher Bodgan, has been blunt in his displeasure about the performance of JSF contractors. The question now is whether the JSF can be kept from further schedule slips and cost overruns. The issues that caused this failure need to be identified and addressed. If they are, those lessons ultimately can drive better stewardship of other defense and space procurements".



The Boeing 707.

Robert Bogash

The 15th July, 1954, was a Day of Monumental Change. Aviation change, that is. World change. That is the Anniversary of an event that changed the course of commercial aviation, the world, and certainly of the Boeing Airplane Company.

That was the 60th Anniversary of the First Flight of the 707 Prototype, the Dash 80. The product of a bunch of engineers who probably lived in Bellevue, Washington, wore wing-tipped shoes with argyle socks, white shirts with pocket protectors and carried K & E slipsticks (slide rules.) They produced a machine that - on a dozen levels - changed the world.

But the first flight of this matriarch of Boeing's long line of descendant jet transports, as advanced as it was, might have led to a *very* different outcome. And, a *very* different Boeing. The story of the $16 million gamble of building the 707 with Boeing's own funds and no customers, has been told often. But, there was more to the story.

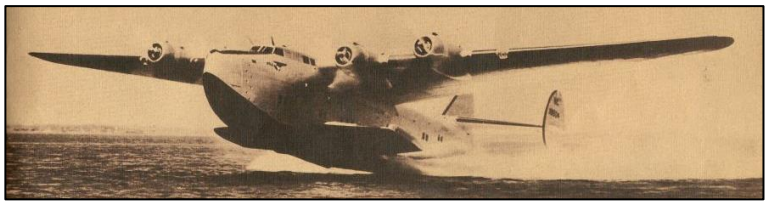
The success of Boeing's jet transport line was not the designing and building and flying of the 707, it was something else, a subtle but profound attitude change inside Boeing. And the critical event was not the kick-off order for the 707 from Pan Am, but rather the later order from American Airlines.

Although involved in designing and building commercial airliners for 25 years, Boeing had never really hit the jackpot when it came to putting their technical genius into widespread service with the airlines. Instead, they had proceeded, in fits and starts, with genuine technical marvels that seemed destined for great things, yet became somehow stuck in the starting blocks of their development cycle. Body Stretches, newer engines, more payload and range, these all seemed to not have happened.

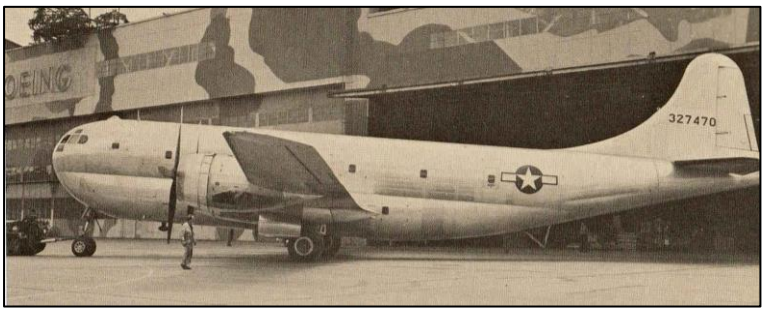
In 1933, the 247 (right) was, following the Model 40 and 80, a mould-breaking leap into the future, truly the world's first modern airliner. And yet, only 75 were ever built. The design never really went anywhere. The competing Douglas DC2 sold almost 200, and, with a new body, morphed into the B-18 Bolo bomber. And, of course, the DC-2 became the DC-3, with a wider cabin, increasing capacity by 50% and with the addition of a cargo door morphed into the the legendary C-47 of which more than 10,000 built. It *also* got a new body becoming the B-23 Dragon bomber.

The 1934 the Lockheed Electra was quickly offered with shorter and longer bodies and then yet bigger fuselages and wings as the Hudson and Ventura patrol bombers, ultimately selling almost 7000 airplanes. Boeing continued to lead the way (*technically)* with the 307 Stratoliner, the world's first production pressurized airliner but only ten were ever built and only nine entered service. The somewhat competing unpressurized DC-4, became the military C-54, then the DC-6 and DC-7 series, selling thousands of airframes.

The Boeing 314 flying boat, the *Clipper,* again revolutionized air travel, this time on long range over-ocean routes but only 12 were ever built, all for essentially one customer - Pan Am. Despite the production of thousands of flying boats for WW II, many large like the Clipper, the 314 never saw a bomber or reconnaissance or follow-on transport development.



When the B-29 sprouted a new body called the C-97, a civil version was produced called the Stratocruiser. Douglas's evolving line of DC-6s and Lockheed's Constellations, kept getting bigger and longer and faster while the Stratocruiser languished with just a few customers and little change from its roll-out configuration. Its future lay with the Air Force, as only 56 Strats were ever built for a few airlines while over 800 were built for USAF.



That *COULD* have been the future of the Dash 80 too. An instant replay of the KC-97 experience with a few commercial airplanes built for a few customers and the bulk becoming KC-135s for USAF. Once again, Boeing could have been first with the most, but last at the commercial dance. And, in fact, it almost *DID* play out that way.

There was divided opinion within Boeing as to whether the commercial market, which had eluded the company for so long, was even worth pursuing. Many thought selling to the government was just fine. Others, looking at the success of Lockheed and Douglas, felt the company needed the balance of a dual customer base. The decision ultimately

came down to just a few inches. Would we, or wouldn't we? Was it to be Henry Ford's way, or the highway?

After the 707 began flying, there was a lot of interest by the airlines in the airplane, and certainly interest by the competition. A couple of twists of fate, like football blockers, had served to allow Boeing to slip through the line and gain a jump of several years on the other guys. Lockheed had won the transport competition that ultimately resulted in the C-130 Hercules. That tied up their resources during the Dash 80 design and build window. And, ironically, C.R. Smith, President of American Airlines, had twisted Donald Douglas's arm long enough, and hard enough, until Douglas agreed to build a follow-on to the popular DC-6 series, that became the DC-7. With their engineers all tied up, Douglas had to play catch-up football after the 707 rolled out and began flying. Their entrant was the DC-8 and it was badly behind the 707.

Still, the DC-8 (right) had several possible advantages, on paper anyway, a bigger wing, more powerful engines and greater range. It also had the unshakable confidence of most of the world's airlines, which had decades of experience with Douglas and their airplanes and knew the Douglas's, Senior and Junior intimately. And it also had one other advantage - which turned out to be a big one - it was wider.

Not by much, but enough for the airlines to put in six-abreast seating. They wanted that. Boeing didn't. Boeing had already changed the body diameter once.

With the Dash 80, they had started out at the Stratocruiser cabin width, 132 inches, good for four abreast. They had designed it, built it, and test flown it. The drawings were released and the tooling was under construction. But then the Air Force, which became the first customer with an order for 29 airplanes, wanted it 12 inches wider, 144 inches, Boeing reluctantly agreed, and that was the 707 that Pan Am bought. Five abreast.

But the DC-8 was 147 inches. United wanted wider. Boeing was *already* re-doing all the engineering and tooling for the Air Force. Pan Am, Boeing's traditional kick-off customer, bought into 144 inches. Why not United? It was the Henry Ford moment for Boeing and Boeing said **No**. Any colour as long as it's black. Or 144 inches. United bought the DC-8.

After Tex Johnson rolled the Dash 80 over the hydro races, Eastern's President, Eddie Rickenbacker, had told the upset Boeing prez Bill Allen *"He just sold your airplane for you."* Maybe, but Capt. Eddie also bought the DC-8. Actually, so did Pan Am. After buying 20 707s

with great fanfare in Seattle to kick off the jet age, Juan Trippe went down to L.A. the next day, shocking Boeing, and bought 25 DC-8s, making it clear that the DC-8 was the preferred future airplane for PAA - the 707 would be just a short term interim machine. For Trippe, it had only one advantage, timing. It allowed Pan Am to beat the rest of the world with jets. But, it didn't have the range. It was too small.....and it was too narrow.

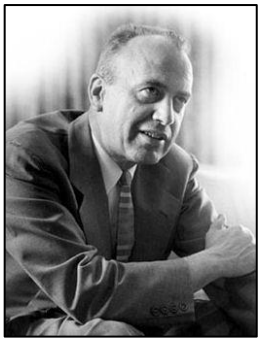
Dual Rollout - the Last KC-97 and the First KC-135.

When a man opens a car door for his wife,
it's either a new car or a new wife.

Boeing had a big jump on the competition, time wise and technology wise, but it was starting to look like the 247, and the 307, and the 314, and the Stratocruiser all over again. The 707 appeared destined to be another KC-97 story, an Air Force tanker with a couple of commercial customers and a short, sweet production run. Douglas seemed destined to continue their dominance of the commercial airplane business.

That's when the *real* turning point came. Boeing's Ed Wells went to Tulsa, Oklahoma to try to sell the 707 to American, a long time Douglas customer that flew everything they ever made. American was 90% sold on the 707, they really liked the fact that Boeing had all this B-47 and B-52 multi-engine jet experience and that the Dash 80 was flying. They liked everything about the 707, except for one thing. They wanted it wider. 4.5 inches wider. They wanted it to be 148.5 inches wide, wider even than the DC-8.

This was *gut check* time. Everything that followed, all of Boeing's commercial business over the next half-century hung in the balance although the participants could not have known that. The dominance that would de-throne Douglas and make the word *Boeing* a generic dictionary term for jetliner.



Boeing had the right two guys involved, engineer Ed Wells (right) and company president Bill Allen. Maybe they sensed that everything was slip-sliding away anyway, Boeing blinked and became a whole new company. American got their 148.5 inches. They ordered 50 airplanes.

Having jumped into the pool, Boeing now went hog-wild in customer responsiveness. The DC-8 had a bigger wing and more range. Boeing designed a new bigger wing and called it the -320 Intercontinental. The 707 was too small so Boeing stretched it. The DC-8 had the more powerful JT-4 engines so Boeing installed the more powerful engines. Pan Am ordered 15. Seems the DC-8 might not be their airplane of the future -- after all.

Boeing now actually had *TWO* 707 airplanes, a smaller, shorter range one (-120) and a bigger, longer range one (-320.) The Henry Ford contingent inside Boeing had clearly lost their argument - *Big Time* - now it was ANY colour the customer wanted, and then some.

Things even started to get out of hand but the *NEW* Boeing agreed to anything an airline wanted. Braniff said we *like* the small airplane, but *want* the big engines from the big airplane. Boeing said **"Sure"**. The -220 was born. Only five were ever built. The financials must have been mind-boggling. QANTAS said, we like the small airplane, but it's TOO big - make it shorter. Boeing said **"Sure"**, and the -138 was born. Only 13 of those were ever built. BOAC said we like the -320, but we don't want those "Yank" engines from Pratt & Whitney. We want good old Rolls-Royce engines.

Boeing said **"Sure"**, and the -420 was born.

Eventually, a lighter shorter range airplane seemed needed, maybe to cut Convair off at the Pass with their new, smaller 880 (right). So the 720 series was born. And United and Eastern bought it. So did DC-8 operator Northwest, who eventually converted into an all 707/720 fleet.

New Fan engines came out, and were installed. Myriad revisions were made to leading and trailing edge flaps, the vertical fin, assorted ventral fins, horizontal stabilizers, cargo doors and floors, for convertibles, freighters. Boeing was *reborn.* In two years, Douglas had lost the lead, for good in the airliner business, never to regain it. Boeing responded to nearly every customer request and niche. The accountants might have not liked it, but the airlines sure did.

Within just a couple of years, the 727 trijet came along, essentially uncontested in the marketplace, and then the 737, and the jumbo 747. In the 10 years from 1956 to 1966, Boeing had remade itself, *and* the commercial airplane world, *and* Planet Earth.

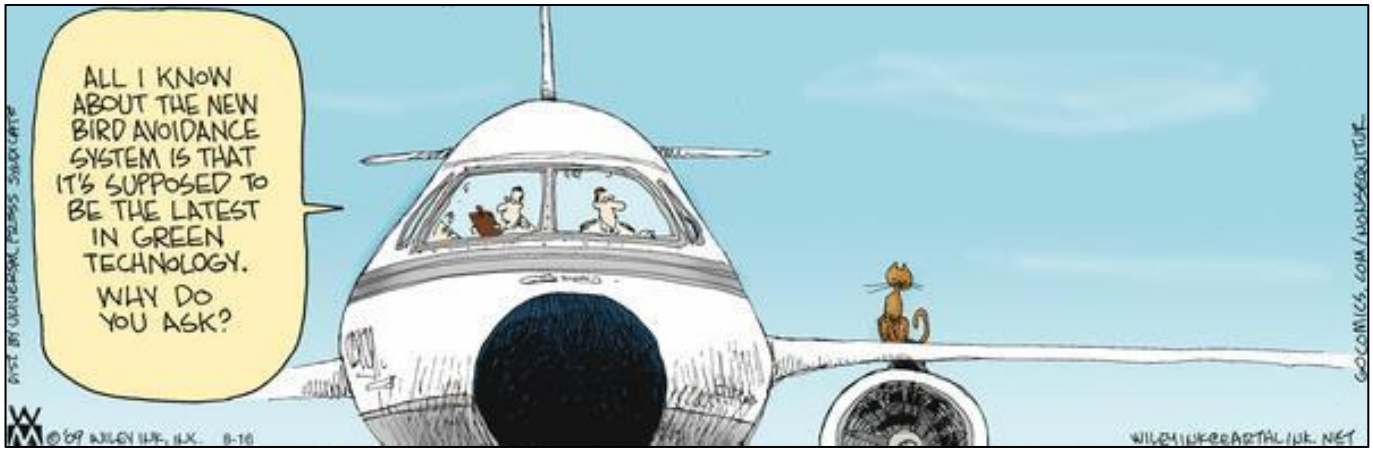
A new King had been born and although the first flight of the 707 Prototype - the **Dash 80** - 60 years ago could be viewed as the seminal event, in fact this technical triumph had to be matched by a paradigm shift in customer responsiveness.

And, it all came down to Ed Wells, and Bill Allen, ... and 4.5 inches.

Two well-dressed ladies happened to start up a conversation during an endless wait in the Brisbane Airport Terminal. The first lady was an arrogant Victorian married to a wealthy business man. The second was a well-mannered elderly woman from Mount Isa, Queensland. After a little while Victorian woman started by saying, "When my first child was born, my husband built a beautiful mansion for me." The lady from Mount Isa commented, "Well, isn't that precious?" The first woman continued, "When my second child was born, my husband bought me a beautiful Mercedes-Benz." Again, the lady from Mount Isa commented, "Well, isn't that precious?" The first woman went on, "Then, when my third child was born, my husband bought me this exquisite diamond bracelet." Yet again, the Mount Isa lady commented, "Well, isn't that precious?"

The first woman then asked , "What did your husband buy for you when you had your first child?" “My husband sent me to charm school," declared the Mount Isa lady. "Charm school?" the first woman cried, "Oh, my Lord! What could they teach you??"

The Mount Isa lady responded, "Well as an example... instead of saying, "Who gives a stuff?", I learned to say, "Well, isn't that precious?".



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Health and Life style.

Retirement Villages.

Each Australian State and Territory (and New Zealand) has enacted specific legislation that regulates the operation of retirement villages. The main purpose of the legislation is to protect the interests of residents and prospective residents. This is generally achieved by:

- imposing a heavy disclosure burden on operators,
- prescribing various matters that either must or must not be included in the legal documentation,
- regulating some (but by no means all) financial matters,
- establishing mechanisms for resolving disputes.

The legislation in each jurisdiction is different and has its own definition of what is and what is not a retirement village. This is important because a village that falls outside the definition will generally not be regulated by the legislation. The definitions generally exclude hostels and nursing homes and may exclude other facilities that are generally thought of as retirement villages, such as over 50's manufactured home villages and rental villages for seniors. Even where the legislation does apply, it may apply differently to different legal structures and contractual arrangements.

Particular legal structures and contractual arrangements may also attract the application of other legislation, such as strata title, community title, companies and securities, manufactured home or tenancy legislation.

Other legislation may also be relevant. For example, most jurisdictions have "fair trading" legislation that regulates general trading matters, including advertising and marketing. Some jurisdictions also have:

- specific residential dispute resolution legislation that applies to retirement village disputes,
- contract review legislation that allows unfair and unconscionable contracts to be modified or set aside.

The legislation and documentation can be quite complicated, so you should consider obtaining legal and financial advice from qualified professionals in appropriate circumstances.

The following links will take you to some of the relevant legislation on various online legal resource websites, but please note that you should satisfy yourself that it is current and up-to-date:

Australian Capital Territory:	Retirement Villages Industry Code of Practice
New South Wales:	Retirement Villages Act 1999 and Regulations
Northern Territory:	Retirement Villages Act 1995 and Regulations
Queensland:	Retirement Villages Act 1999 and Regulations
South Australia:	Retirement Villages Act 1987 and Regulations
Tasmania:	Retirement Villages Act 2004 and Regulations
Victoria:	Retirement Villages Act 1986 and Regulations 1 & 2
Western Australia:	Retirement Villages Act 1992 and Regulations
New Zealand:	Retirement Villages Act 2003 and Regulations

Evidence has been found that shows William Tell and his family were avid bowlers. Unfortunately, all the Swiss league records were destroyed in a fire, ...and so we'll never know for whom the Tells bowled.

Sorry Rupe!!

Shingles.

Shingles can be recognised by an outbreak of a painful rash or blisters on the skin which are isolated to one side of the body. It is caused by a reactivation of the virus that causes chicken pox (the varicella-zoster virus).

Whilst for many, the shingles rash resolves within a couple of weeks without complications, for others, shingles can lead to more than just a rash. Older Australians are more likely to bear the brunt of shingles, as the frequency and severity of complications increase with age.

A common yet little known complication of shingles is postherpetic neuralgia (PHN), a debilitating form of nerve damage pain, which is difficult to treat and may persist for years, long after the rash has healed. You can see more on that HERE.

Luckily there is a vaccine available which will help prevent you from getting shingles. It's called ZOSTAVAX and is given to adults 50 years of age and older and is available only with a doctor's prescription. What must be stressed though, this vaccine is a preventative measure, it is not a cure. If you have shingles you have missed the boat.

Dr Graeme Killer, the resident doctor in the Vat Affairs magazine had an article in the March edition, you can see that HERE.

The vaccine is free to DVA Gold Card holders but will cost everyone else $225. Gold Card holders go to their GP who firstly phones DVA for approval and then writes a prescription. Chemists normally don't hold the vaccine in stock, but will order it, you then take it back to your GP who injects it into your arm.

DVA and Alcohol dependency.

Earlier this month, the Department of Veterans' Affairs (DVA) announced that, in addition to paying for treatment for diagnosed Post Traumatic Stress Disorder (PTSD), anxiety and depressive disorders, they will now also pay for treatment for diagnosed alcohol use disorder and substance use disorder.

Eligibility has also been extended to include a greater number of members with peacetime service only. DVA will pay for treatment for these mental health conditions before, during, or after a compensation claim is made, or if a compensation claim is never made.

A new YouTube video titled ‘Start the journey back to good mental health’ was launched at the Victorian RSL Congress in Melbourne by the Minister for Veterans’ Affairs, Senator the Hon. Michael Ronaldson, who said: “From 1 July 2014, veterans with certain mental health and other conditions are able to access treatment for these conditions regardless of their cause and link to service. Importantly, no compensation claim is required in order to access these services.”

You can see the video below

<iframe width="560" height="315" src="//www.youtube.com/embed/h8bR09aIRAk?rel=0" frameborder="0" allowfullscreen></iframe>

“DVA has, for many years, been able to pay for treatment for diagnosed Post Traumatic Stress Disorder, anxiety and depressive disorders for veterans and some personnel with peacetime service, without the need for the condition to be accepted as related to service. This arrangement has now been expanded to include treatment for diagnosed alcohol use disorder and substance use disorder. Eligibility has also been extended to include a greater number of members with peacetime service only.”

“DVA will pay for treatment for these mental health conditions before, during, or after a compensation claim is made, or if a compensation claim is never made”.

“The key to good mental health is to take action early, I encourage you to let your members know about the new YouTube video and to contact DVA or to visit the DVA website if they would like to discuss their individual circumstances.”

“I encourage all veterans, and particularly veterans’ advocates, to familiarise themselves with the new arrangements and seek help that is available when it is required.”

Veterans and Veterans Families Counselling Service (VVCS) and Veterans Line can be reached 24 hours a day across Australia for crisis support and free and confidential counselling.

Phone 1800 011 046 (international: +61 8 8241 4546).

Common Myths.

Recent research with veterans has shown that there are a number of myths about veterans' mental health. Let's look at the real facts.

Myth:
People with mental health problems are malingerers and unreliable.
Fact:
Many individuals with mental health problems can have difficulty coping with day to day living. Just as the symptoms of a physical health problem may affect the ability to do things, so may the symptoms of a mental health problem. This does not make someone a malingerer or an unreliable person.

Myth:
People with mental health problems never get better.
Fact:
With the right kind of help, most people do recover and lead healthy, productive, and satisfying lives.

Myth:
'Real men' don't talk about their problems or ask for help – counselling is for wimps.
Fact:
Men and women of all ages and all walks of life seek effective help from a variety of mental health professionals; including counsellors, psychologists and psychiatrists. Finding and accepting help are signs of coping and of preventing situations getting worse.

Myth:
Alcohol works better than medication.
Fact:
People with mental health problems need to be extremely careful with alcohol and stay within the low risk guidelines (see DVA's 'The Right Mix: Your Health and Alcohol'). The fact is, alcohol may make problems with mood and sleep worse. Also, it may interact in harmful ways with medication prescribed for mental health problems. Where to go for more information or help

Myth:
There is no connection between physical and mental health.
Fact:
The relationship between physical and mental health is real. People with chronic mental health problems often suffer from poor physical health, while many mental health problems can be linked to an individual's response to a physical illness.

Myth:
PTSD is the most significant mental health problem of veterans.
Fact:
While PTSD has received a lot of attention over the last decade, alcohol and drug related problems, along with depression
and anxiety, also have a significant impact on veterans, their families and the wider community. Many veterans experience more
than one mental health problem at any given time.

Myth:
All the mental health problems of veterans develop because of their military experience.
Fact:
Mental health problems of some veterans are directly influenced by their military experience. Veterans are also subject to all the same varied influences that affect others.

Myth:
People with mental health problems are violent and dangerous.
Fact:
Overall, people with mental health problems are no more violent than others.

Myth:
People with mental health problems are “crazy”.
Fact:
Labelling people with mental health problems as “crazy” or “psycho” promotes an unhelpful and misleading stereotype and stigma. Such words belittle and offend people with mental health problems. Those affected need help and support, not negative labels and discrimination.

Myth:
Mental health problems are caused by personal weakness.
Fact:
Mental health problems are not character flaws. It has nothing to do with being weak or lacking will-power. Although people with mental health problems can play a big part in their own recovery, they did not choose to become unwell, they are not lazy and they cannot just “snap out of it.

There is more information here:

www.bluepages.anu.edu.au
www.beyondblue.org.au

Or you can call the VVCS (Veterans and Veterans Families Counselling Service) 1800 011 046

Tanker.

The newly appointed American manager tells the Qatari supervisor to ensure that the fuel tanker is clearly labelled: Diesel Fuel in Arabic and No Smoking in Arabic. This is what he got (See photo).

An aspirin a day could save your life.

Taking just one low-dose aspirin a day could decrease dramatically people's chance of getting cancer and dying from the disease, according to a new British study.

London's Queen Mary University's cancer prevention centre has concluded the biggest study ever into the benefits of long-term aspirin use and found the drug has the ability to save 130,000 lives over 20 years, according to *The Guardian*.

The study, which was published in *the* Oxford Annals of Oncology, found that if people aged between 50 and 65 took an aspirin tablet a day for 10 years they could drastically reduce the risk of developing certain cancers.

"Prophylactic aspirin use for a minimum of five years at doses between 75 and 325 mg/day appears to have a favourable benefit–harm profile; longer use is likely to have greater benefits," the study's authors concluded.

Professor Jack Cuzick, who headed up the study, told British journalists that an aspirin a day "looks to be the most important thing we can do to reduce cancer after stopping smoking and reducing obesity, and will probably be much easier to implement". According to the new research a regular low-dose aspirin dose could reduce bowel cancers by approximately 35 per cent and bowel cancer deaths by 40 per cent. It could also decrease stomach and oesophageal cancers by about 30 per cent and deaths from those diseases by up to 50 per cent.

Breast cancer risk could also be slashed by 10 per cent, with five per cent less deaths, and lung cancer cases could come down by five per cent, with deaths reduced by 15 per cent. While aspirin has long been hailed a 'wonder drug' and its bloodclot-busting qualities are well known to lessen the risks of heart attacks and strokes, the UK study found there was still risks of bleeding in older people who took regular doses.

Professor Cuzick told the *Annals of Oncology* that people should consult their doctor before embarking on an aspirin-a-day regime. He did add, however, that he had been taking an aspirin each day for the past four years.

Exercise Physiology.

Exercise physiology is a specifically designed physical activity program that assists people to recover from major injury or illness and manage chronic disease. DVA introduced funding for exercise physiology treatment in 2007. In recent months, a number of questions have been received by DVA In relation to exercise physiology treatments and gym memberships for DVA health card holders.

If you have a Gold Card. DVA will pay for your exercise physiology treatment based on your clinical need. For White Card holders. DVA will pay for exercise physiology if it is a clinically necessary treatment for an accepted disability - for example: following knee surgery.

In order to access this service, you will need a referral from your GP who will determine the services you require. Exercise physiology is not intended to be an ongoing form of treatment, but rather, it is designed to give you the skills to independently manage your health condition through an appropriate exercise regime. If you feel you would like to continue with a generalised exercise regime following your treatment cycle, it becomes a private arrangement between you and your gym or exercise physiologist. DVA does not pay for general gym programs or gym memberships under Gold and White Card arrangements.

For more information see Factsheet HSV30 Exercise Physiology available on the DVA website, or contact DVA on 133 254 or from regional Australia Call 1800 555 254

The other day my neighbour, who is blonde, came running up to me in the driveway jumping for joy! I didn't know why she was jumping so excitedly but I thought, "what the heck", and I starting jumping up and down along with her. She said, "I have some really great news!" I said, "Great. Tell me why you're so happy." She stopped jumping and breathing heavily from all the jumping up and down, told me that she was pregnant. I knew she'd been trying for a while so I told her, "That's great I couldn't be happier for you!" Then she said, "There's more" I asked, What do you mean there's more? She said, "Well, we are not having just one baby. We are going to have TWINS!" Amazed at how she could know so soon after getting pregnant, I asked her how she knew. She said.... Well, that was the easy part. I went to K-Mart and they actually had a home pregnancy kit in a TWIN-pack. Both tests came out positive!"

The Vietnam War.

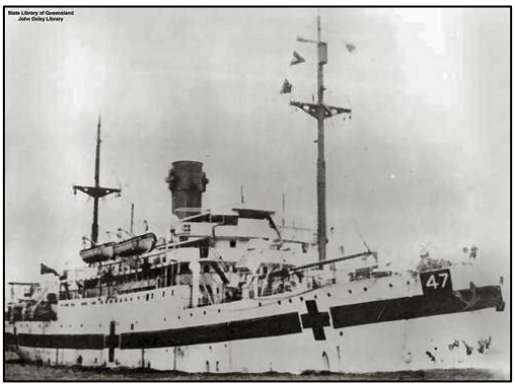
Did the United States win or lose the Vietnam War? We are taught that it was a resounding loss for America, one that proves that intervening in the affairs of other nations is usually misguided. The truth is that our military won the war, but our politicians lost it. The Communists in North Vietnam actually signed a peace treaty, effectively surrendering, but the U.S. Congress didn't hold up its end of the bargain. In just five minutes, learn the truth about who really lost the Vietnam War – according to . **Bruce Herschensohn**

Australian Hospital Ship “Centaur”.

On 12 May 1943 the *Centaur* sailed unescorted from Sydney carrying her crew and normal staff, as well as stores and equipment of the 2/12th Field Ambulance but no patients. On 13 May 1943, the RAAF’s No. 23 Radar Station, which was located at Fort Lytton near the mouth of the Brisbane River plotted a surface vessel which was located about 40 miles off the coast of Moreton Island. The blip was characteristic of a surfaced submarine. W.A.A.A.F. Operators P. Woodward, K. Rae and M. Hess reported the plots to the No 8 Fighter Sector Headquarters in

Brisbane. The plots were verified by the Commanding Officer of No. 23 Radar Station, Pilot Officer W. Fielder-Gill.

At approximately 4.15am (Brisbane time) on Friday 14th May 1943, the hospital ship A.H.S. Centaur, ablaze with lights, with a compliment of 332 persons on board, was torpedoed by a Japanese submarine while south east of Cape Moreton. The Centaur was struck in an oil fuel tank on the port side. She caught fire immediately and sank within two or three minutes. At the time of the attack, all its lights were on except for two floodlights right forward which were used for floodlighting the bows. These had been switched off because they affected sight from the bridge.



"Centaur" made no signals and there was no time to launch any boats although two boats broke adrift from the ship as she sunk.

268 persons died and only 64 survived this tragic event. Of the 12 Army Nurses on board, Sister Ellen Savage was the only survivor.

At 2.00pm the next day, an Avro Anson from 71 Squadron RAAF based at Lowood Airfield, (about 25Klms NW of Amberley) spotted survivors in the water and radioed the USS Mugford, to "rescue survivors in water ahead". USS Mugford had been escorting the British Steamer "Sussex" on a voyage across the Tasman Sea and a lookout on board Mugford had spotted something on the horizon at the time of the attack. The Anson had been providing anti-submarine visual protection for Mugord and Sussex.

Survivors in the first group of rafts recovered, told Lieutenant Commander H.J. Corey, the Captain of USS Mugford, that they were from the hospital ship "Centaur". The Naval Officer in Charge in Brisbane, Captain Edward Penry Thomas, received a signal from the USS Mugford that afternoon (at 0506pm Brisbane time) stating they were picking up many survivors from H.M.A. Hospital Ship "Centaur" at a position about 40 miles east of Cape Moreton. This was the first official indication on the mainland of this tragic event.

The Captain of USS Mugford requested the Anson to protect the "Sussex" while they continued to rescue the survivors of the "Centaur". A number of false alarms were reported on board USS Mugford of periscopes and torpedo trails. This caused a number of unnecessary distractions to the rescuers.

The Mugford rescued 63 men and 1 woman, including 4 who were seriously injured. The survivors were mostly found on rafts within a 2 mile radius of the main oil slick and wreckage and three of them stated that early on the Saturday morning they saw the Japanese submarine on the surface near the "Centaur's" boats..

Corporal Maurice Peter Thomas a member of Centaur's medical staff escaped from the sinking ship and managed to locate a piece of planking at daybreak. Cpl Thomas and Privates Jones, McCosker and Taylor and three of the ships' crew all clambered on this piece of planking and just before daybreak the next day (Saturday) they heard the sound of engines about 3/4 mile away. Two emergency flares were lit by some survivors on two other rafts but they could not see anything. A crew member of Centaur indicated that it was a submarine engine that they could hear and he instructed the survivors on the rafts to extinguish the flares. The engines stopped soon after this.

Mr R. G. Rippon, the Centaur's Second Officer also indicated that he had heard the engines of a surfaced submarine early on Saturday as did Able Seaman J. Cecich and Seamen's Cook F. Martin.

The Mugford arrived in Brisbane on Saturday 15th May with the survivors. Further searches of the area were completed USS Helm, HMAS. Lithgow, and four motor torpedo boats without success.

The Centaur had been appropriately lit and marked to indicate that it was a hospital ship and its sinking was regarded as an atrocity. The Australian Government delivered an official protest to Japan over the incident but the Japanese did not acknowledge responsibility for the incident for many years and the War Crimes Tribunal could not identify the responsible submarine. However, the Japanese official war history makes clear that it was submarine 1-177, under the command of Lt Commander Nakagawa who had sunk the *Centaur*. Lt Commander Nakagawa was convicted as a war criminal for firing on survivors of the *British Chivalry* which his ship had sunk in the Indian Ocean.

If you have ever been to Caloundra you will probably know that the Caloundra City Council, in conjunction with the Caloundra RSL, has established a memorial for the Centaur on the headland just around from King's Beach.

The Council and the RSL have dedicated the headland as a War Memorial and serving persons may be remembered by a plaque set in the footpath.

For many years people have pushed to locate the *Centaur* as a way of providing some solace to those family and friends who had lost loved ones, and to possibly answer some the unresolved questions surrounding its sinking.

A search led by David Mearns, who had previously lead the team that found the wrecks of HMAS *Sydney* and HSK *Kormoran*, discovered *Centaur*'s wreck on 20 December 2009. *Centaur* was located about 30 nautical miles off the southern tip of Moreton Island, off Queensland's south-east coast.

The wreck was in one piece although it appears as though the hull broke in at least one, and maybe two, places. *Centaur*'s approximate position is 27˚ 16.98'S, 153˚ 59.22'E at a depth of over 2,000 metres. The ship's location is less than 1 nautical mile (1.85 kilometres) from that calculated by the navigator, 2nd Mate Gordon Rippon, who was on the bridge taking regular bearings the night *Centaur* was torpedoed.

Now that the wreck is found, it will be protected by the Australian government's Historic Shipwrecks Act 1976. The site will therefore become a memorial to the lives that were lost.

Click HERE for the list of names lost on the Centaur.

An old farmer had a wife who nagged him unmercifully. From morning 'til night she was always complaining about something. The only time he got any relief was when he was out plowing the fields with his old mule. He plowed a lot. One day, when he was out plowing, his wife brought him lunch in the field. He drove the old mule into the shade, sat down on a stump, and began to eat his lunch. Immediately, his wife began nagging him again. Complain, nag, complain, nag - it just went on and on. All of a sudden, the old mule lashed out with both hind feet, caught her smack in the back of the head. Killed her dead on the spot! At the funeral several days later, the minister noticed something rather odd. When a woman mourner would approach the old farmer, he would listen for a minute, then nod his head in agreement; but when a man mourner approached him, he would listen for a minute, then shake his head in disagreement. This was so consistent, the minister decided to ask the old farmer about it. So after the funeral, the minister spoke to the old farmer, and asked him why he nodded his head and agreed with the women, but always shook his head and disagreed with all the men. The old farmer said, "Well, the women would come up and say something about how nice my wife looked, or how pretty her dress was, so I'd nod my head in agreement." "And what about the men?" the minister asked. "They wanted to know if the mule was for sale.

The Next big thing in Aviation is small.

Associated Press

With some no bigger than a hummingbird, the hottest things at this week's Farnborough International Airshow are tiny compared with the titans of the sky, such as the Airbus 380 or the Boeing Dreamliner.

What's got aviation geeks salivating at Farnborough, this year's biggest aviation jamboree that features participants from 40 countries, are the commercial possibilities of unmanned aerial vehicles — drones to most of us.

Drones are more commonly known for their use in conflict areas. This week Hamas launched for the first time an unmanned drone into Israeli airspace that was shot down.

But drones, which can weigh less than an ounce, have potential commercial applications that are vast. The industry, military and non-military, is growing and could according to some see investments of nearly $90 billion over the next ten years.

Experts say they can be adapted to fly over fields to determine when crops need watering, fly into clouds in hopes of offering more precise predictions on twisters, track endangered rhinos, spot wildfires and search out vast stretches of land for missing children.

And like the dawn of the era of aviation a little over a century ago, innovations are often being conducted by individuals with an idea and endless enthusiasm. They won't find it easy though as the big players in the markets, such as Boeing and Airbus, are also getting involved.

A lot of the research has been taking place in big flat places such as the Plains States, where a broad expanse of land combines with universities near military bases with air space exclusions to make research possible.

Where California had Silicon Valley to drive its high-tech industries, America's central belt from North Dakota to Texas could become a new research and commercial centre for the aviation industry — the Silicon Plains.

"This is open country for entrepreneurs," said Stephen McKeever, Oklahoma's secretary of science and technology. "There will be a Steve Jobs."

But things are a bit on hold at the moment for the American makers of unmanned air vehicles, or UAVs, as they await rules from the Federal Aviation Administration. Under current rules, you can legally fly drones for "recreational purposes," as long as you comply with certain basic guidelines — such as keeping well clear of airports.

Commercial operations are only allowed near airports with special authorization, the obtaining of is a cumbersome process and which the government intends to streamline. Once they are able to do this, McKeever suggests the situation will be akin to the land rush that sent land-hungry settlers scurrying to his state in 1889.

The FAA is developing regulations to permit the widespread commercial use of drones while protecting privacy and preventing interference with larger aircraft. As part of this process, the FAA in December selected six test sites around the country where research on drones will be conducted in a variety of environments.

North Dakota is one of them, and Brian Opp, manager of aerospace business development for the North Dakota Department of Commerce, is at Farnborough, promoting the virtues of the weather. In other words, if your drone can work in the midst of a freezing North Dakota winter or its scorching summer, it will work anywhere.

"That's good news for us," Opp said cheerfully.

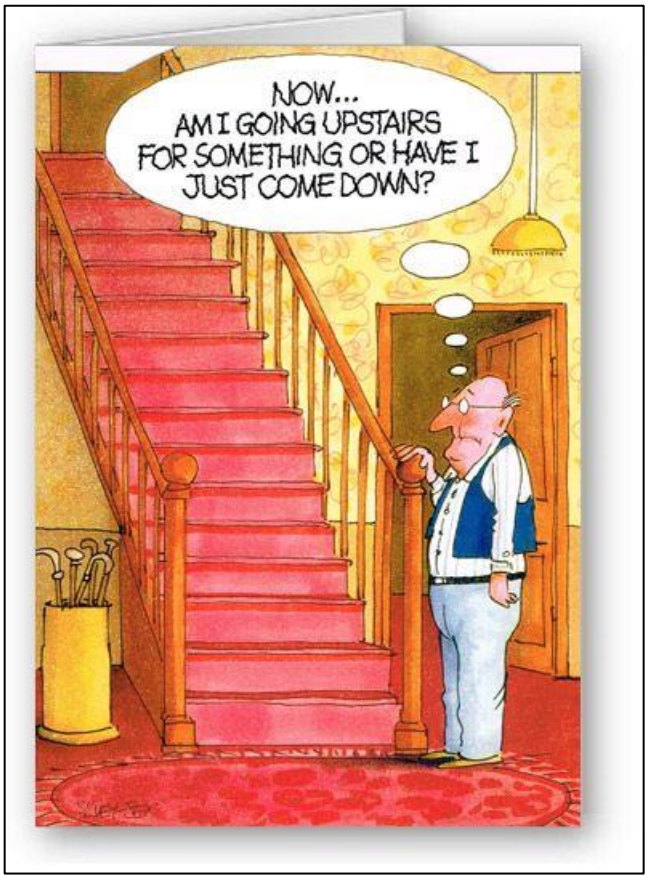
The Teal Group, which offers analysis of the aviation industry, estimates that $89.1 billion will be spent on drones in the next decade, the bulk of which will still be military. Philip Finnegan, director of corporate analysis for the group, said commercial UAVs need to test to see what is possible. "It's pretty clear it will work, but it's going to depend on application, and at this point the companies can't even test that," said Finnegan.

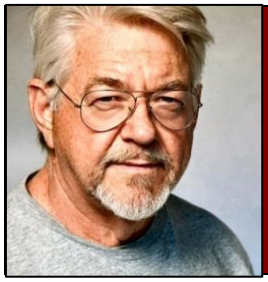
Areas such as the Great Plains will face tough completion, not least from Australia, where regulators have been more forgiving of research than their U.S. counterparts. Japan, also, is a big user of drones, particularly in agriculture.

When, and if, the U.S. regulations relax, companies such as AeroVironment of Monrovia, California, which have been making military drones, have said they are ready to pounce. In the meantime, researchers are experimenting with ideas such as a drone that looks like a hummingbird, hovers like one and weighs about as much as a Triple A battery. "It's just fun," said Roy Minson, the company's senior vice president. "It's the sort of thing we used to dream about as kids."

Those interested in commercial aspects of such vehicles or systems have hesitated to even call their products drones for fear of association with those used for military purposes but they seem to be coming around to the fact that drone slips off the tongue a bit easier than unmanned vehicle system.

"I think we need to redefine the word drone," McKeever said. "The public will embrace it."





It's Elementary.

Anthony Element

Reflections on Terrorist Alerts.

We were sitting in Harvey's garage. I've told you about Harvey; Vietnam Vet, thousand yard stare, a homespun philosopher with a greying ponytail and more than his fair share of tats. He tends to think for a while before he speaks. And he reckons he does his best thinking while listening to the Grateful Dead at volumes that blister the paint on his garage walls.

Fortunately, he's got extremely tolerant neighbours.

We'd just cracked our first tinnies of the day and were watching out the door as the sun eased down towards the horizon, tinting a few streaky clouds crimson and gold. Alongside Harvey stood his immaculate, gleaming Harley and beside that stood his equally gleaming, perfectly laid out tool board. I don't have a tool board at my place. In fact, I don't even have any tools. My wife says I'm dangerous with a tool in my hand. I don't really know what to make of that… but on the plus side it does get me out of a fair few home maintenance chores. (See, I'm not as stupid as I look; well, not quite.)

Anyway, we watched nature's light show for a bit, then Harvey says, "What do you make of this heightened terrorism alert." "Well," I replied, "I'm not expecting anything too exciting in our street any time soon." "I guess," he said, "life must seem fairly simple to anyone who thinks the solution to every problem is to blow something up."

I took a long drink while I thought about it. "I wonder what makes this week any more dangerous than last week." "Nothing," said Harvey. "I reckon politicians only jack the alert up so if some idiot does inject the excrement into the air moving device, they won't be held responsible and they can say, 'Well we warned you'."

"Probably," I said. "I came back from Sydney last night and the airport security was just the same pain in the arse as it always is. No worse."

Harvey looked down at the half drunk can of Fosters almost hidden in his huge paw. "Listen, mate, if the terrorists had any brains, which mostly they haven't, they'd ignore the airports and go for a brewery. Now that could really hurt a man. I know it'd annoy me." I shuddered at the horrible image Harvey had just conjured up. "They keep saying we should be alert, not alarmed," I said. "Well, they got it half right 'cos I'm not especially alarmed. But I can't figure out what we're supposed to be alert for."

"Suspicious characters, I guess," Harvey opined.

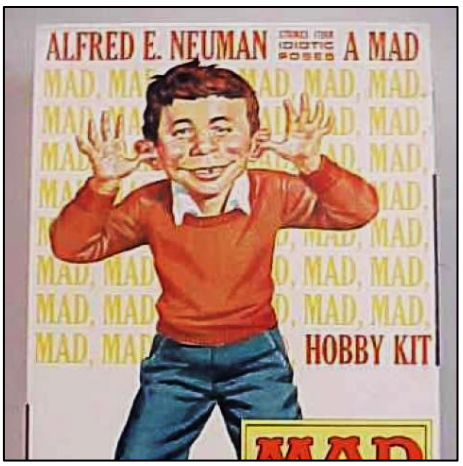
"Well they're easy to find," I replied. "All I have to do is go stand at the front door of the ICAC hearings. Every second person looks like a suspicious character, and that's just the journos." "Yeah," said Harvey, "but we're supposed to be on the lookout for someone who might have a bomb strapped to their butt." "No worries in that case. I look at lots of butts. In fact, I fancy myself a bit of a butt connoisseur."

He gave me a look. "Mate, I think they're more likely to be male butts."

"Oh," I said. After a minute, I added, "I don't look at them very often." Harvey sighed and reached into his fridge for a couple more tinnies. "So what do you reckon we ought to do about these terrorists?" I asked. Harvey flicked the ring pull off his can into a recycling bin parked conveniently next to his garage door and settle back into his favourite, tattered old deck chair. "Well," he said, "we could start by taking the piss."

I waited while Harvey thought about what he wanted to say next.

"I'm not saying we shouldn't have sensible precautions, but if we take these wankers too seriously we just give 'em oxygen. So we should take the piss at every opportunity." "What do you mean?" I asked.



"Well, we should have terrorist joke competitions. And any time we want to portray a terrorist, we should use a picture of Alfred E. Neuman. You know, the character with the freckles and the missing front tooth that used to be on the cover of Mad Magazine."

Harvey emptied his tinnie. "See, we should be on the lookout, but we shouldn't be scared of these dopey bastards. And it's hard to be scared of someone when you're too busy laughing at them. Plus, if the only response the terrorists ever get is a giant piss take, eventually, maybe even those morons'll start

to figure they might not be on a winning strategy."

He reflected for a moment, released an almighty belch, scratched his capacious gut, and then continued. "Not that blowing yourself up ever seemed to me like much of a winning strategy anyway."

"Why do you think they do it then?"

Harvey stroked his beard. "Well," he said, "they're not giving that much up, when you come to think about it. They've got no beer, no pubs, no radio, no television, no Playboy or Penthouse, no fishing, no cricket, no footie, no surf, no pies with sauce, no dancing, no music, no bikinis on the beach, no miniskirts, and no decent motor bikes. I mean, what've they got to live for anyway?" "And," Harvey said, after a moment's more reflection, "They got no imagination."

"How do you know that?"

"Well, take that Underpants Bomber. Listen mate, any bloke that can stick a bomb in his tackle bag has definitely got no imagination. I mean… just think about it. Because he certainly didn't. Brrrhhh!" He shivered visibly. "And, what's more…" Clearly Harvey was warming to his subject. "They've completely ruined it for a lot of people."

"What do you mean?"

"Well," he said, "You take my mate Sido. There was a time when, if he saw a bag left on the train, his first thought would've been, I'll have that. But now… well, he'd probably leave it there." After a moment, he shook his head slowly. "It's a sick world, when you come to think about it."

We sat for a bit, watching the last of the sun's rays slip behind the hill on the other side of the valley behind Harvey's house.

"So, is there anything you reckon'd be worth blowing yourself up for?" he asked.

I thought for a while.

"Well," I said, as I scrunched up my empty. "I was going to say, a life time's supply of the good stuff. But now I think about it, that's not such a good deal. How about you?"

"Nah mate," Harvey said. With his now empty tinnie, he pointed out the garage door. "See tomorrow evening, there's probably going to be another sunset just as pretty as the one we just watched."

"And nothing's worth missing out on that."

Solar song??

Ron Shannon sent us this, he says!!

I'm not sure if what follows would be suitable for inclusion in the Magazine, but here goes .... Thirteen years ago I installed a solar power system on my home and we haven't had an electricity bill since. Not only that, but it has also paid our rates and phone bill, too. In the course of doing the battery maintenance on the system one day, these thoughts came to mind:-

Sing a song of sixpence,
The battery's full of amps,
Four and twenty solar panels
Lighting up the lamps.

A little sunshine comes along,
The system goes berserk!
Capturing all that energy
So I don't have to go to work.

Technology is wonderful,
It lets us get quite lazy
And memories of hard work days
Begin to seem quite hazy.

Is the system a slave to us?
Or are we all short-sighted?
Expanding waistlines should tell us
We are, instead, benighted.

Hollywood must be the only place on earth where you can be fired
by a man wearing a Hawaiian shirt and a baseball cap.

Weird Aircraft.

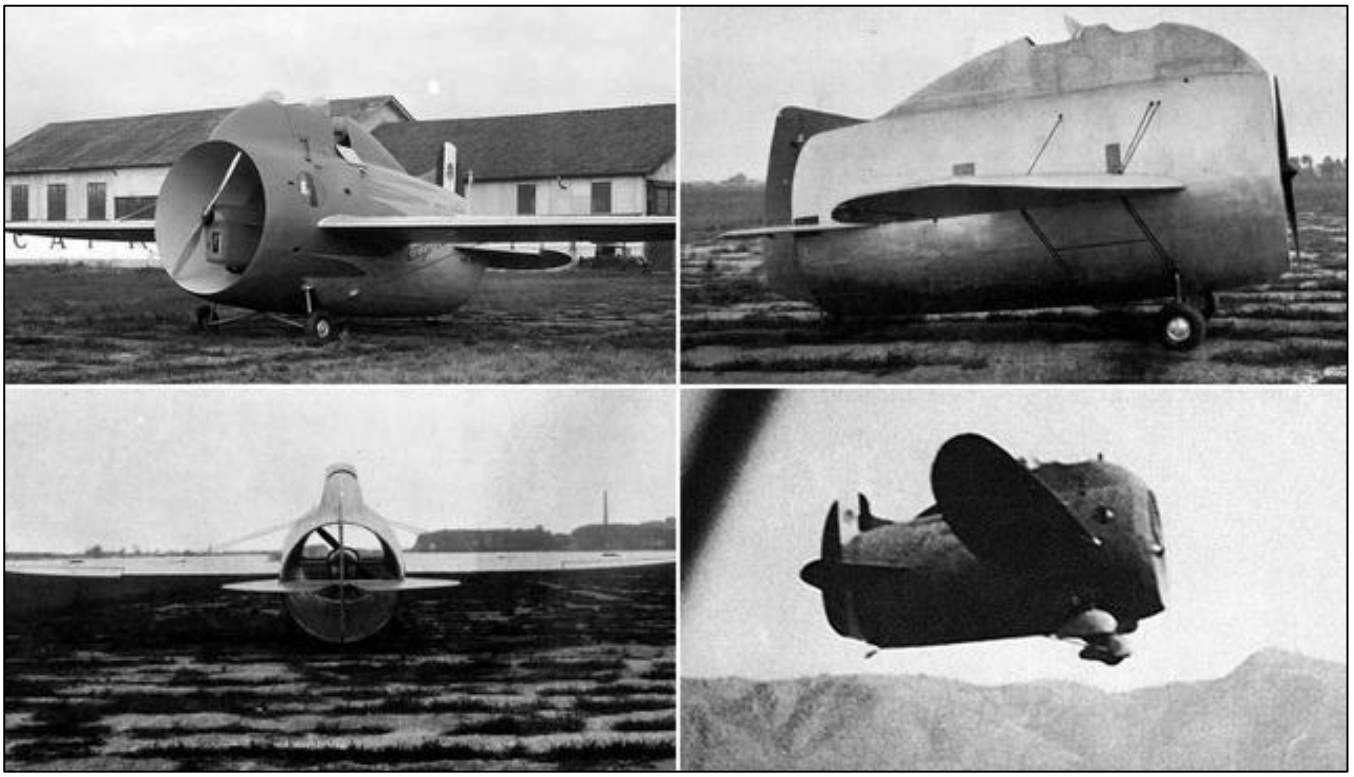
Aerospace engineers have come up with some revolutionary forward-thinking amazing straight-up (insane??) designs. Sometimes these dreams never make it off the drawing board, but sometimes, some wonderful times, they become real and when these alien bodies lift off into the sky, it's like watching a spaceship transporting the human race directly into the future.

Check these amazing planes out:

Stipa-Caproni, an experimental Italian aircraft with a barrel-shaped fuselage (1932).

The principle of ducted fans is well understood now. They require a duct with correct tapering at each end and a low drag but powerful engine at its core. Multiple-bladed propellers, or a fan as on a modern high-bypass turbofan are needed for efficiency. Placing a Tiger Moth engine

inside a fat tube doesn't cut it. An Italian government engineer, Luigi Stipa, convinced the Caproni Company to build an aircraft to test his theory that a tubular fuselage gave significant extra thrust to a conventional engine and propeller. The resulting Caproni-Stipa aircraft had a corpulent annular fuselage which concealed a Gipsy engine and two-bladed propeller. All this achieved was high drag and low noise, although the landing speed was reduced to 68km/h. Performance was otherwise lower than a conventional airframe with the same power plant.

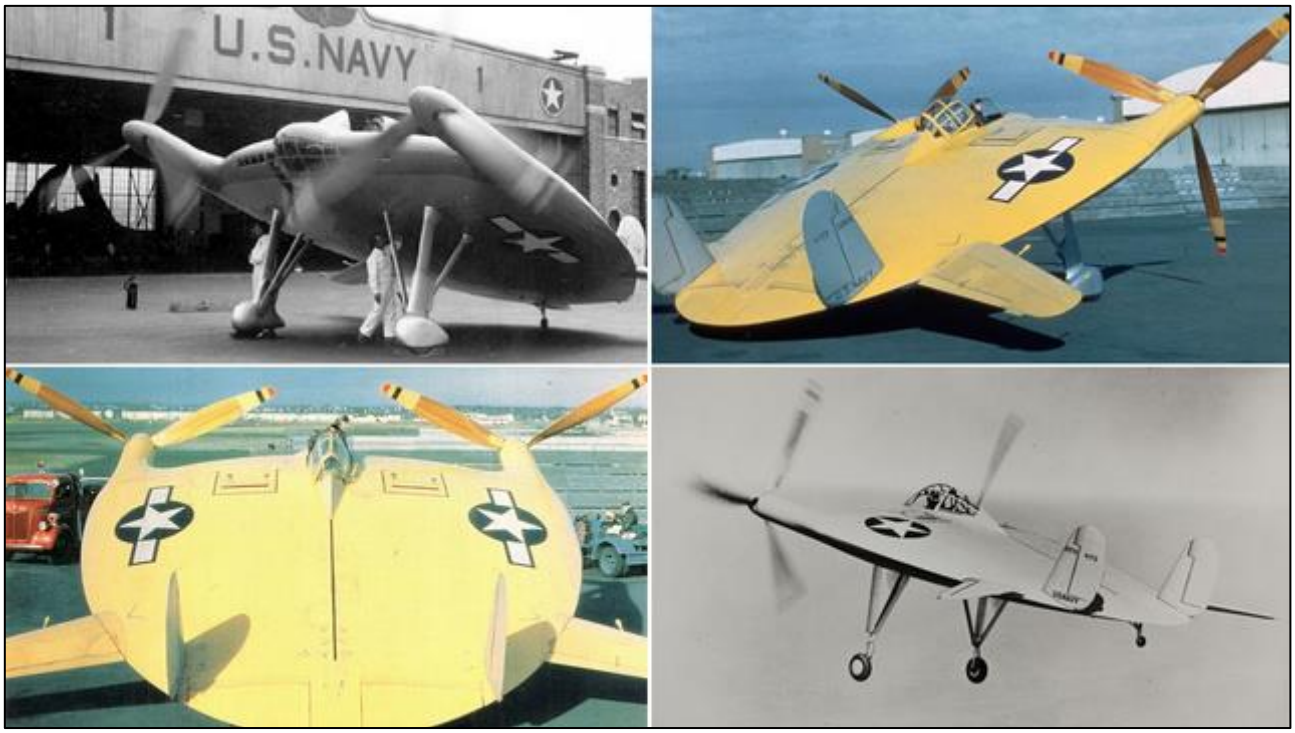


Stipa claimed that the outer fuselage was profiled to generate lift. It was said that this contributed 37% of the total. The Stipa's pilot and passenger had to sit in cockpits perched atop the fuselage. An inherent flaw in the design is that there is little room for any payload. Humped surfaces around the cockpits would have seriously impeded the view of pilot and passenger unless they leaned to one side, which would have been essential during take-off and landing.

It actually flew too, see HERE

Vought V-173, the "Flying Pancake.

The Vought V-173 "Flying Pancake" was an American experimental test aircraft built as part of the United States Navy fighter aircraft program. The aircraft featured an unorthodox "all-wing" design consisting of a flat, somewhat disk-shaped body (hence its name) serving as the lifting surface. Two piston engines buried in the body drove propellers located on the leading edge at the wingtips.

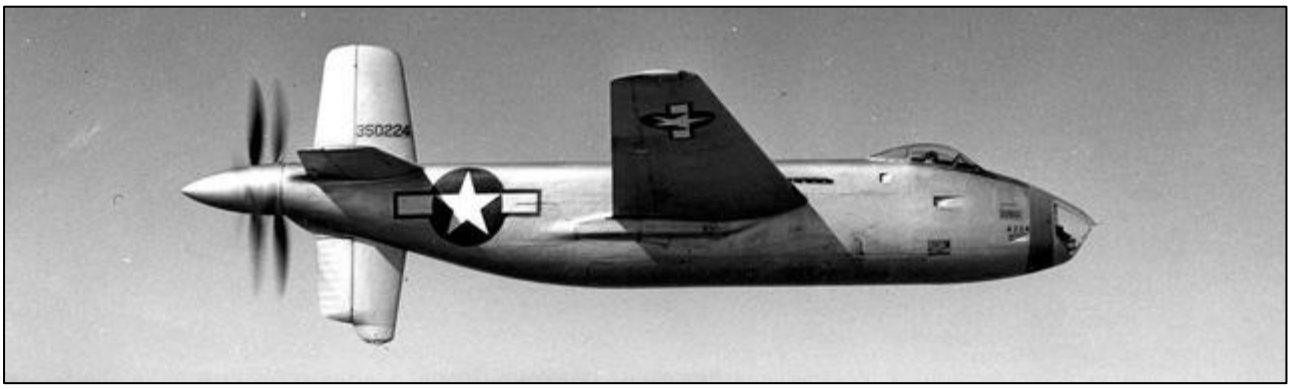


Blohm & Voss BV 141, a World War II German tactical reconnaissance.

The Blohm & Voss BV 141 was a World War II German tactical reconnaissance aircraft. It was notable for its uncommon structural asymmetry. Although the Blohm & Voss BV 141 performed well, it was never ordered into full scale production for reasons that included the unavailability of the preferred engine and competition from another tactical reconnaissance aircraft, the Focke-Wulf Fw 189.

Ever since she read THAT book, I've had to buy all kinds of ropes, chains and shackles. She still manages to get into the shed, though.

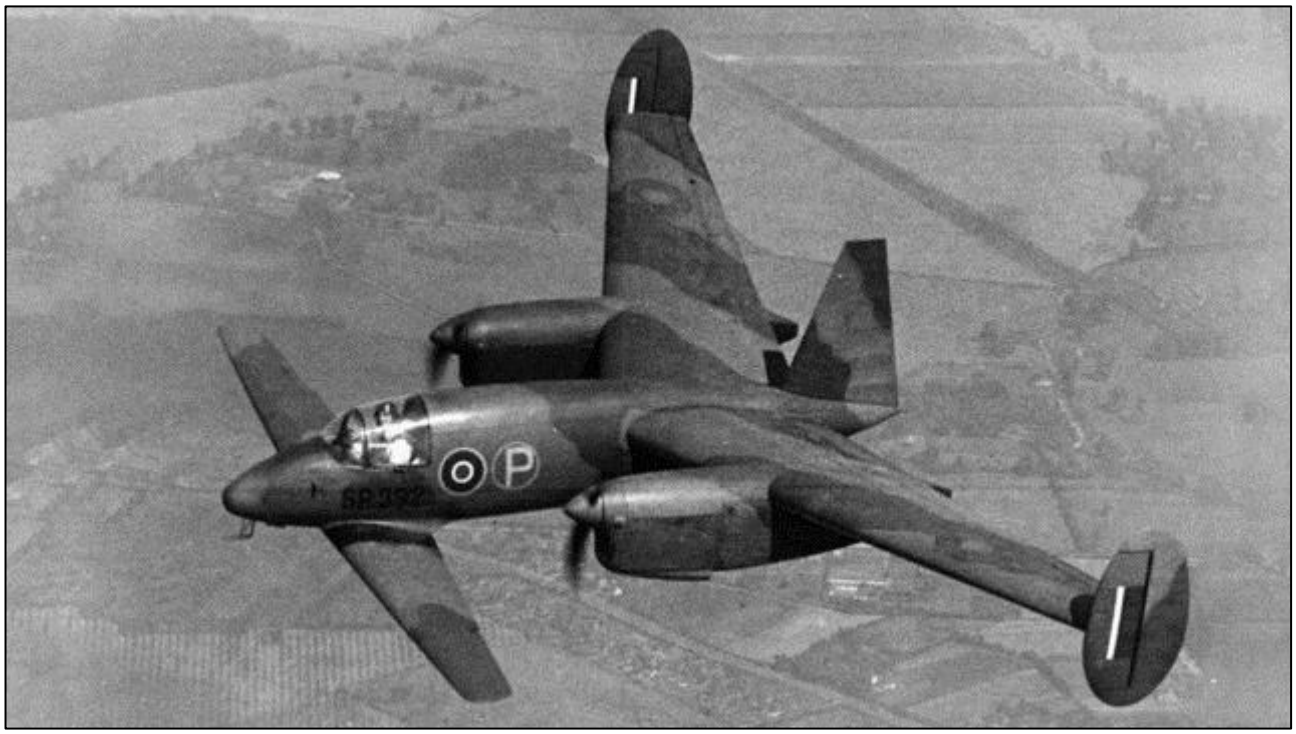
Douglas XB-42 Mixmaster



The Douglas XB-42 Mixmaster, which was first flown in 1944, was an experimental bomber aircraft, designed for a high top speed. The unconventional approach was to mount the two engines within the fuselage driving a pair of contra-rotating propellers mounted at the tail in a pusher configuration, leaving the wing and fuselage clean and free of drag-inducing protrusions.

Two prototype aircraft were built, but the end of World War II changed priorities and the advent of the jet engine gave an alternative way toward achieving high speed.

Libellula.



The Libellula M39B was a tandem-winged and twin-engined British experimental plane which was designed to meet a specification requiring a fast bomber and which would give the pilot an excellent view for landing on aircraft carriers (1945. The project was cancelled at the end of the war and the airframe broken up.

North American XF-82.

Stitch together two P-51 Mustangs and you get this long-range escort fighter (1946). The North American F-82 Twin Mustang was the last American piston-engine fighter ordered into production by the United States Air Force. Based on the P-51 Mustang, the F-82 was originally designed as a long-range escort fighter in World War II; however, the war ended well before the first production units were operational.

In the postwar era, Strategic Air Command used the planes as a long-range escort fighter. Radar-equipped F-82s were used extensively by the Air Defense Command as replacements for the Northrop P-61 Black Widow as all-weather day/night interceptors. During the Korean War, Japan-based F-82s were among the first USAF aircraft to operate over Korea. The first three North Korean aircraft destroyed by U.S. forces were shot down by F-82s, the first being a North-Korean Yak-11 downed over Gimpo Airfield by the USAF 68th Fighter Squadron.

Initial aircraft retained both fully equipped cockpits so that pilots could fly the aircraft from either position, alternating control on long flights, while later night fighter versions kept the cockpit on the left side only, placing the radar operator in the right position

Northrop XB-35

The Northrop XB-35 was an experimental flying wing heavy bomber developed for the United States Army Air Forces during and shortly after World War II. The airplane used the radical and potentially very efficient Flying Wing design in which the tail section and fuselage are eliminated and all payload is carried in a thick wing. Only prototype and pre-production aircraft were built, although interest remained strong enough to warrant further development of the design as a jet bomber, under the designation YB-49.

McDonnell XF-85 Goblin.

The McDonnell XF-85 Goblin was an American prototype jet fighter, intended to be deployed from the bomb bay of the Convair B-36 (1948). Built by the McDonnell Aircraft Company, it was

intended to be deployed from the bomb bay of the giant Convair B-36 bomber as a parasite fighter. The XF-85's intended role was to defend bombers from hostile interceptors, a need demonstrated during World War II. Two prototypes were constructed before the program was terminated.

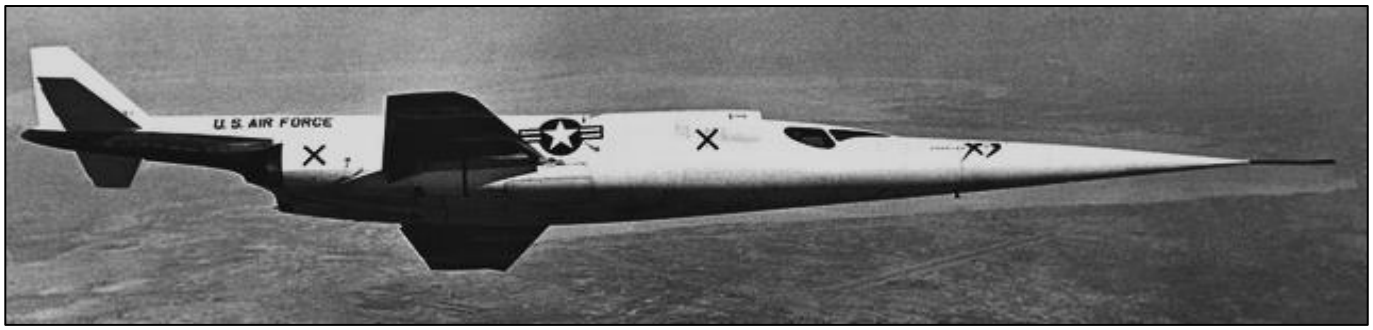
The XF-85 was a response to a United States Army Air Forces (USAAF) requirement for a fighter to be carried within the Northrop XB-35 and B-36, then under development. This was to address the limited range of existing interceptor aircraft compared to the greater range of new bomber designs. The XF-85 was a diminutive jet aircraft featuring a distinctive egg-shaped fuselage and a forked-tail stabilizer design. The prototypes were built and underwent testing and evaluation in 1948. Flight tests showed promise in the design, but the aircraft's performance was inferior to the jet fighters it would have been facing in combat and there were difficulties in docking. The XF-85 was swiftly canceled, and the prototypes were thereafter relegated to museum exhibits

Martin XB-51.

The Martin XB-51 was an American "tri-jet" ground attack aircraft. Designed with one engine at the tail, and two underneath the forward fuselage in pods, it made its maiden flight in 1949. It was originally designed as a bomber by the United States Army Air Forces and was designated XA-45 but the "A" classification was eliminated and the XB-51 designation was assigned instead as the requirement was changed to low-level bombing and close support. The XB-51 lost out in evaluation to the English Electric Canberra which entered service as the B-57.

Douglas X-3 Stiletto.

The Douglas X-3 Stiletto was a 1950s United States experimental jet aircraft with a slender fuselage and a long tapered nose, manufactured by the Douglas Aircraft Company.

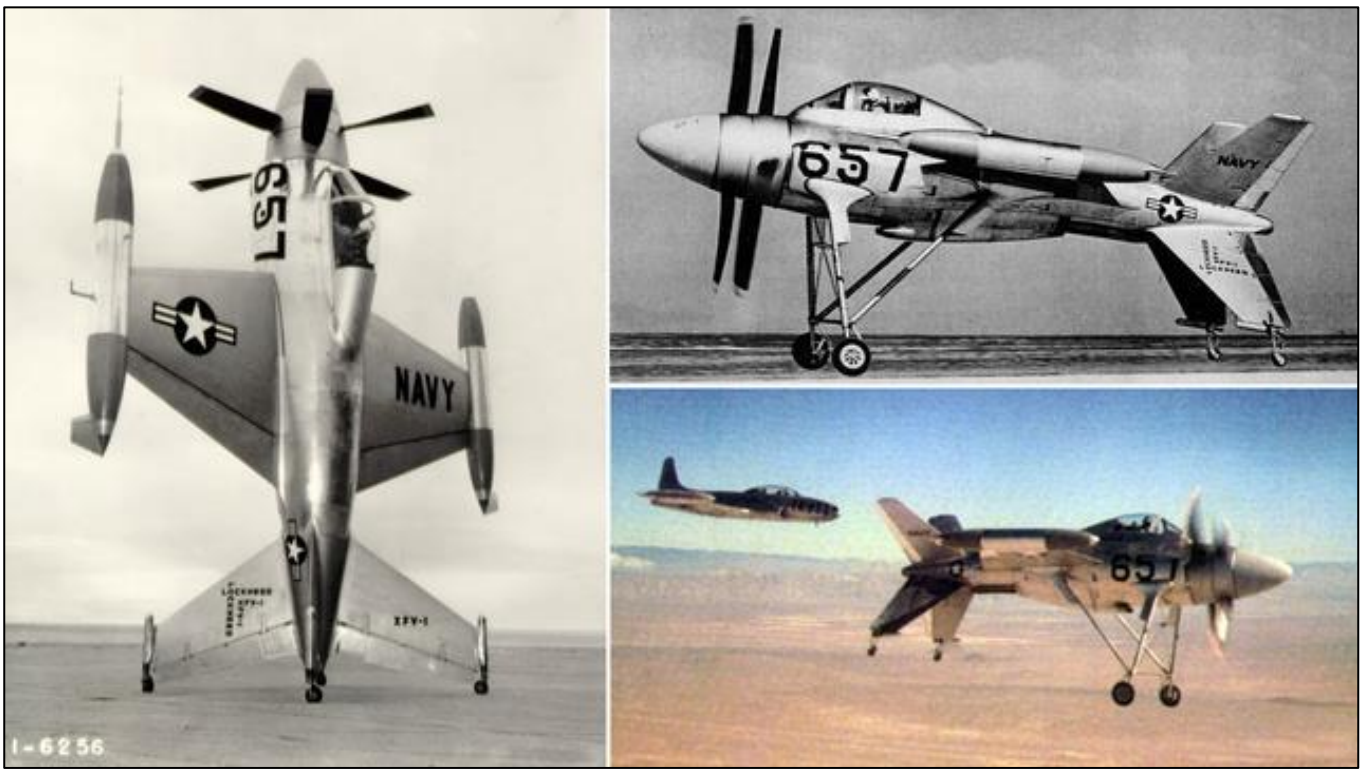


Its primary mission was to investigate the design features of an aircraft suitable for sustained supersonic speeds which included the first use of titanium in major airframe components.

Douglas designed the X-3 with the goal of a maximum speed of approximately 2,000 mph but it was, however, seriously underpowered for this purpose and could not even exceed Mach 1 in level flight. Although the research aircraft was a disappointment, Lockheed designers used data from the X-3 tests for the Lockheed F-104 Starfighter which used a similar wing design in a successful Mach 2 fighter.

Lockheed XFV.

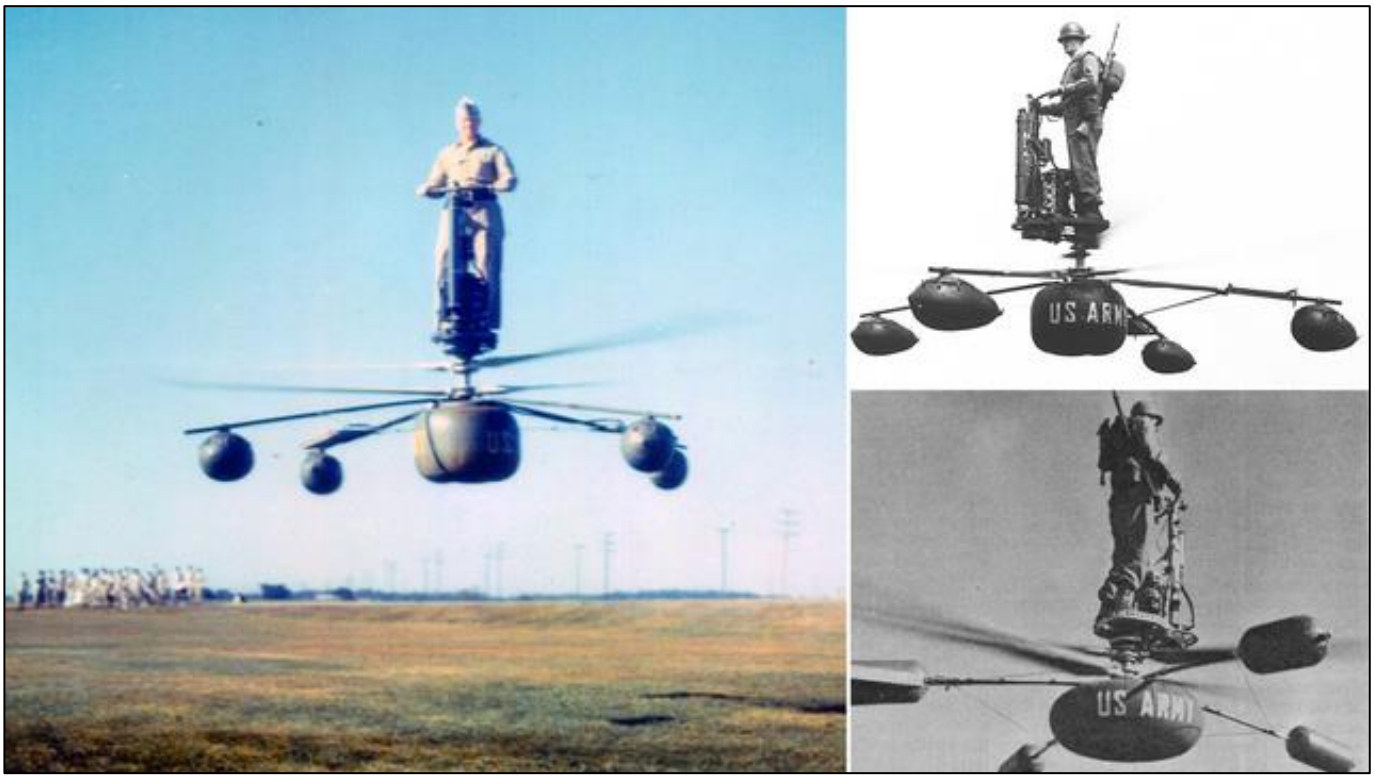
The American Lockheed XFV (sometimes referred to as the Salmon) was an experimental tail sitter prototype aircraft built by Lockheed in the early 1950s to demonstrate the operation of a vertical take-off and landing fighter for protecting convoys from platforms mounted on the afterdecks of conventional ships..



It was powered by a 5,332 hp Allison YT40-A-14 turboprop engine driving two three-bladed contra-rotating propellers. The tail surfaces were a reflected cruciform v-tail (forming an **x**) that extended above and below the fuselage. The aircraft had an ungainly appearance on the ground with a makeshift, fixed landing gear attached.

De Lackner HZ-1 Aerocycle.

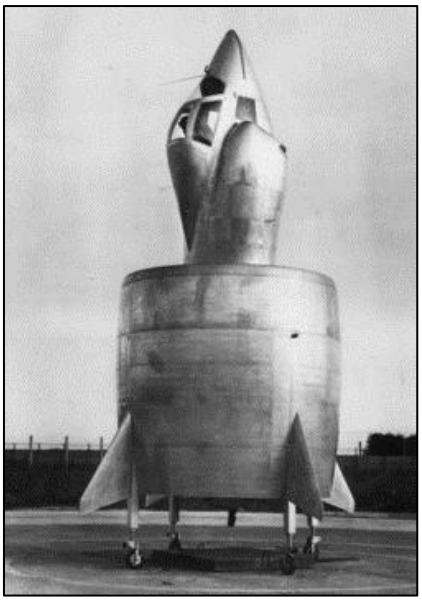
The HZ-1 Aerocycle was an American one-man "personal helicopter" developed by de Lackner Helicopters in the mid-1950s. Intended to be operated by inexperienced pilots with a minimum of 20 minutes of instruction, the HZ-1 was expected to become a standard reconnaissance machine with the United States Army.



Although early testing showed that the craft had promise for providing mobility on the atomic battlefield, more extensive evaluation proved that the aircraft was in fact too difficult to control by untrained infantrymen and after a pair of crashes the project was abandoned.

Snecma Flying Coleoptere (C-450)

The Snecma Flying Coleoptere (C-450), developed by the French company SNECMA in the 1950s was a French experimental, annular wing aeroplane, propulsed by a turbo-reactor, able to take off and land vertically. It was a single-person aircraft with an annular wing designed to land vertically, therefore requiring no runway and very little space to take-off. There were



several prototypes developed and tested, however the design proved to be very unstable and flying it was dangerous.

The pilot sat on an ejection seat attached to the front of the aircraft. More or less normal control surfaces directed the aircraft in horizontal flight and thrust vectoring was used to make manoeuvres while vertical. The difficulty with tail-sitting aircraft is landing them, with the pilot looking downwards over his shoulder. Transitioning to and from the horizontal to the vertical is also fraught with danger.

So it was on only the Coléoptère's ninth flight, when it failed to hover and began to plummet instead, oscillating about all three axes for good measure. The pilot ejected and the Coléoptère shot off at about 50 degrees before crashing, bringing an end to the program.

Avro Canada VZ-9 Avrocar.

The Avro Canada VZ-9 Avrocar, a VTOL disk-shaped aircraft developed by Avro Aircraft Ltd. (Canada) as part of a secret U.S. military project (1959).

The Avrocar intended to exploit the Coandă effect to provide lift and thrust from a single "turborotor" blowing exhaust out the rim of the disk-shaped aircraft to provide anticipated VTOL-like performance. In the air, it would have resembled a flying saucer.

Originally designed as a fighter-like aircraft capable of very high speeds and altitudes, the project was repeatedly scaled back over time and the U.S. Air Force eventually abandoned it. Development was then taken up by the U.S. Army for a tactical combat aircraft requirement, a sort of high-performance helicopter. In flight testing, the Avrocar proved to have unresolved thrust and stability problems that limited it to a degraded, low-performance flight envelope; subsequently, the project was cancelled in September 1961.

HL-10.

The Northrop HL-10 was one of five heavyweight lifting body designs flown at NASA's Flight Research Centre (FRC—later Dryden Flight Research Centre), Edwards, California, from July 1966 to November 1975 to study and validate the concept of safely manoeuvring and landing a low lift-over-drag vehicle designed for re-entry from space. It was a NASA design and was built to evaluate "inverted air foil" lifting body and delta planform. It currently is on display at the entrance to the Dryden Flight Research Centre, Edwards Air Force Base, California.

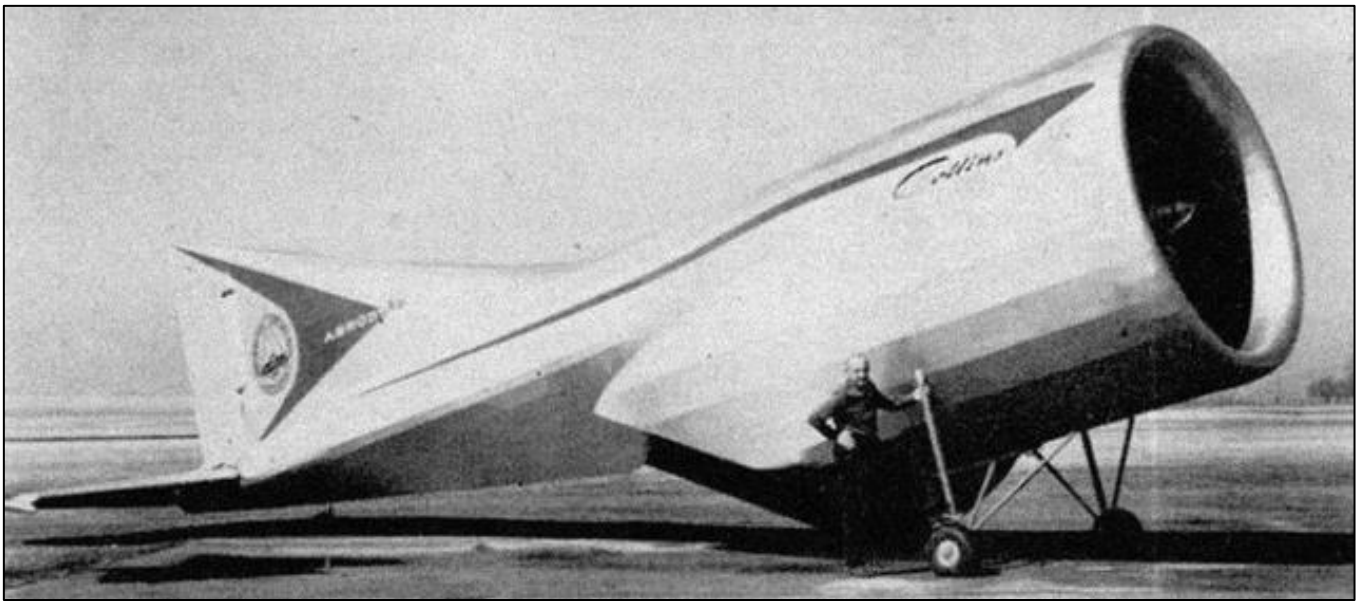
Dornier Do 31.

The Dornier Do 31 was a West German experimental VTOL jet transport built by Dornier in 1967. The Do 31 was designed to meet a NATO specification for a tactical support aircraft for a

VTOL strike aircraft but the project was cancelled in 1970 due to high costs, technical problems and a change of requirement.

Alexander Lippisch's Dornier Aerodyne.

The Dornier Aerodyne was the designation of an unmanned "wingless" VTOL aircraft. Conceived by Alexander Lippisch, it was developed and built by Dornier on behalf of the Federal German Ministry of Defence. Lippisch was part of the team. The first flight took place on 18 September 1972. The development ended on 30 November 1972 after successful hovering-flight testing with the aircraft. Experimentation did not continue due to lack of interest in the Bundeswehr (German Armed Forces), and/or the desire to undertake plans for manned helicopters. The propulsion was generated by two co-axial shrouded propellers.



"Harder!" she cried, gripping the work-bench tightly. "Harder!"
"Okay," I said. "What's the gross national product of Nicaragua?"

Hyper III

The NASA Hyper III was an American unpowered full-scale lifting body remotely piloted vehicle designed and built at the NASA Flight Research Center at Edwards Air Force Base, California. The Hyper III was designed to help in the M2 lifting body program, it had a flat bottom and sides, and a simple straight wing with no control surfaces that was designed to simulate a pop-out wing that had been proposed for a re-entry vehicle. The Hyper III had twin fins and rudders canted at 40° from the vertical, and hinged elevons on the horizontal surface. The landing gear was a fixed tricycle type, using spring steel legs from a Cessna aircraft. It was fitted with an

emergency parachute system and controlled by 5-channel radio link; instrument data was downlinked using a 12-channel radio.

On 12 December 1969 the Hyper III was launched from a helicopter at 10,000 feet. It glided 5 km, turned round, came back and landed. After the three-minute flight it was not flown again as the Centre cancelled the program

Bartini Beriev VVA-14.

The Bartini Beriev VVA-14 (Vertikal`no-Vzletayuschaya Amphibia) was a vertical take-off amphibious aircraft which was developed in the Soviet Union during the 1970s. Designed to be able to take-off from the water and fly at high speed over long distances, it was to make true flights at high altitude, but also have the capability of 'flying' efficiently just above the sea surface, using ground effect. The VVA-14 was designed by Robert Bartini in answer to a perceived requirement to destroy United States Navy Polaris missile submarines.

Bartini, in collaboration with the Beriev Design Bureau intended to develop the prototype VVA-14 in three phases. The VVA-14M1 was to be an aerodynamics and technology test-bed, initially with rigid pontoons on the ends of the central wing section, and later with these replaced by inflatable pontoons. The VVA-14M2 was to be more advanced, with two starting engines to blast into the cavity under the wing to give lift and later with a battery of lift engines to give VTOL capability, and with fly-by-wire flight controls. The VVA-14M3 would see the VTOL vehicle fully equipped with armament and with the Burevestnik computerised ASW (anti-submarine warfare) system, Bor-1 MAD (magnetic anomaly detector) and other operational equipment.

After Bartini's death in 1974, the project slowed and eventually drew to a close.

Ames-Dryden (AD)-1.

The NASA AD-1 was both an aircraft and an associated flight test program conducted between 1979 and 1982 at the NASA Dryden Flight Research Center, Edwards California, which successfully demonstrated an aircraft wing that could be pivoted obliquely from zero to 60 degrees during flight.

The unique oblique wing was demonstrated on a small, subsonic jet-powered research aircraft called the AD-1 (Ames Dryden-1). The aircraft was flown 79 times during the research program, which evaluated the basic pivot-wing concept and gathered information on handling qualities and aerodynamics at various speeds and degrees of pivot.

Of course, the big question is WHY????

B377PG - NASA's Super Guppy.

The Aero Spacelines Super Guppy, which first flew in its outsized form in 1980, is a large, wide-bodied cargo aircraft that is used for hauling outsized cargo components. It was the successor to the Pregnant Guppy, the first of the Guppy aircraft produced by Aero Spacelines. Five were built in two variants, both of which were colloquially referred to as the "Super Guppy". These aircraft began life as 1940's and 50's-vintage Boeing Model 377 (C-97) Stratocruiser airframes, and were fitted with Alison turbo-prop engines.

Grumman X-29.

The Grumman X-29 was an American experimental aircraft that tested a forward-swept wing, canard control surfaces and other novel aircraft technologies. The aerodynamic instability of the airframe required the use of computerized fly-by-wire control. Composite materials were used to control the aeroelastic divergent twisting experienced by forward-swept wings, also reducing the weight. Developed by Grumman, the X-29 first flew in 1984; two X-29s were flight tested over the next decade.

McDonnel Douglas X-36.

The X-36 was built to 28% scale of a possible fighter aircraft, and controlled by a pilot in a ground station virtual cockpit with a view provided by a video camera mounted in the nose of the aircraft. For control, a canard forward of the wing was used as well as split ailerons and an advanced thrust vectoring nozzle for directional control. The X-36 was unstable in both pitch and yaw axis, so an advanced digital fly-by-wire control system was put in place to stabilize the aircraft.

First flown on May 17, 1997, it made 31 successful research flights. It handled very well, and the program is reported to have met or exceeded all project goals. McDonnell Douglas merged with Boeing in August 1997 while the test program was in progress; the aircraft is sometimes referred to as the Boeing X-36. The X-36 possessed high maneuverability that would be ideal for use as a fighter. Despite its potential suitability, and highly successful test-program, there have been no reports regarding the X-36's development.

Are you sure you want this?" I asked. "When I'm done, you won't be able to sit down for weeks." She nodded. "Okay," I said, putting the three-piece lounge suite on eBay.

Beriev Be-200 Seaplane.

The Russian Beriev Be-200 Altair (1998), of which 9 were built, is a multipurpose amphibious aircraft designed by the Beriev Aircraft Company and manufactured by Irkut. Marketed as being designed for fire-fighting, search and rescue, maritime patrol, cargo, and passenger transportation, it has a capacity of 12 tonnes of water, or up to 72 passengers. These aircraft are now being successfully used as fire-fighting water bombers across Europe.

Proteus.

The Proteus, a tandem-wing, high endurance, twin-engined research aircraft, built by Scaled Composites in 1998 to investigate the use of aircraft as high altitude telecommunications relays. The Proteus is actually a multi-mission vehicle, able to carry various payloads on a ventral pylon. An extremely efficient design, the Proteus can orbit a point at over 65,000 feet (19,800 m) for more than 18 hours. It is currently owned by Northrop Grumman.

I lay back exhausted, gazing happily out of the shed window.
Despite my concerns about my inexperience, my rhubarb had come up a treat.

The Lancaster Squadrons.

Richard Harcourt, a friend of ours who is an ex-RAF radio bod, sent us a link to a YouTube movie which shows what life was all about being posted to a Lancaster Squadron during World War 2.

The movie runs for about an hour and if/when you've got the time, we suggest you watch it, you have to admire the courage of these blokes, stumping up day after day for this sort of work.

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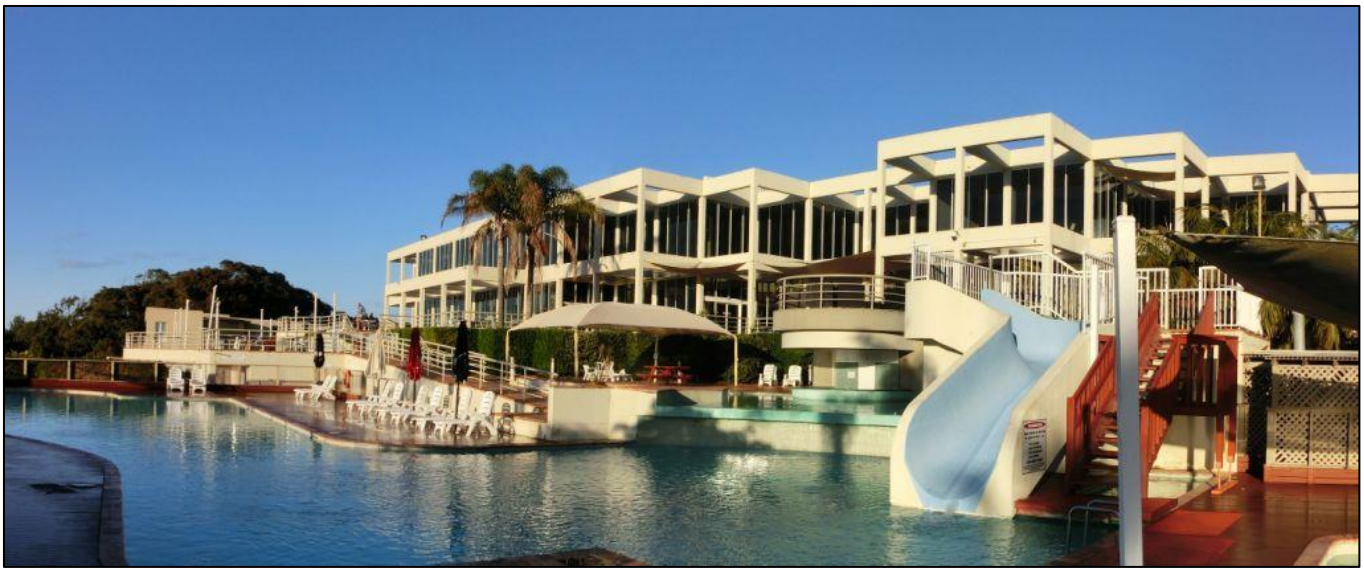
The Caribou 50th Anniversary Bash.

Over the weekend of the 8th to the 10th August, 2014, Stew Bonett, (ex Caribou loady) with help from his lovely wife Valia, organized a wonderful and well attended get together at Coffs Harbour. The theme for the weekend was to commemorate the arrival of the first Caribous to land at 38 Squadron at RAAF Richmond on the 22nd April 1964, fifty years ago. It was also to commemorate the arrival of the first Caribous commencing operations in Vietnam as `RAAF Transport Flight Vietnam' on the 8th August 1964. (In June 1966, 35 Squadron was reformed to take over from RTFV.)

This was the third "Bash" Stew and Valia have organised, the first was back in 2004 to commemorate the 40th anniversary and again in 2009 to commemorate the 45th. We're all looking forward to 2019 for the 55th. Got another one in you Stew???

The weekend started with a Meet and Greet on the Friday night when about 220 people got together in the Resort's ball-room to meet old mates, to enjoy a barbecue dinner, to have a drink, to take up a conversation that was put on hold some 5 years previously and to marvel at how old those other blokes have got since the last "do".

The "Bash" was held at the 135 room Opal Cove Resort which is about 5 klms north of Coffs, on the Highway.



The Resort is right on the beach and has all the facilities you could possibly need. Once settled in, there is no real reason to leave until that terrible check out time arrives. The food is great,

there's 9 holes of golf if you're that way inclined, tennis courts, swimming pool and spa, a gym, a secluded beach to explore, a well-stocked bar and best of all, a wonderful and friendly staff that can't do enough for you.

On arrival and after checking in at Reception, everyone was met by both Valia and Stew and given their weekend "Pack". This consisted of a name tag with identified you to the Resort Staff in order to obtain drinks at discount prices, free drink vouchers, information on activities and amenities available at the Resort and seating arrangements for the Saturday night dinner.

All proceedings ran like clockwork and it was immediately evident that both Stew and Valia had spent an awful lot of time in preparation for the event – a bit like a military operation you could say.

We're all very grateful for your efforts Bonetts – and we're looking forward to the next one…

A doctor held a stethoscope up to a man's chest.
The man asks, "Doc, how do I stand? "
The doctor says, "That's what puzzles me!"

After registration, the troops were invited to use the downstairs bar facilities prior to being mustered to the official Meet and Greet later that evening, though it's fair to say a lot didn't need a lot of coaxing.

A little girl asked her father, "How did the human race start?" The father answered, "God made Adam and Eve and they had children, and so all mankind was made." Two days later the girl asked her mother the same question. The mother answered, "Many years ago there were monkeys from which the human race evolved." The confused girl returned to her father and said, "Dad, how is it possible that you told me the human race was created by God, and Mom said they developed from monkeys?" The father answered, "Well, dear, it is very simple. I told you about my side of the family and your mother told you about hers."

Jim Cameron, Jim Maguire, Wayne Oldfield.

John McDougall, Lorraine Slattery, Sheena Miller.

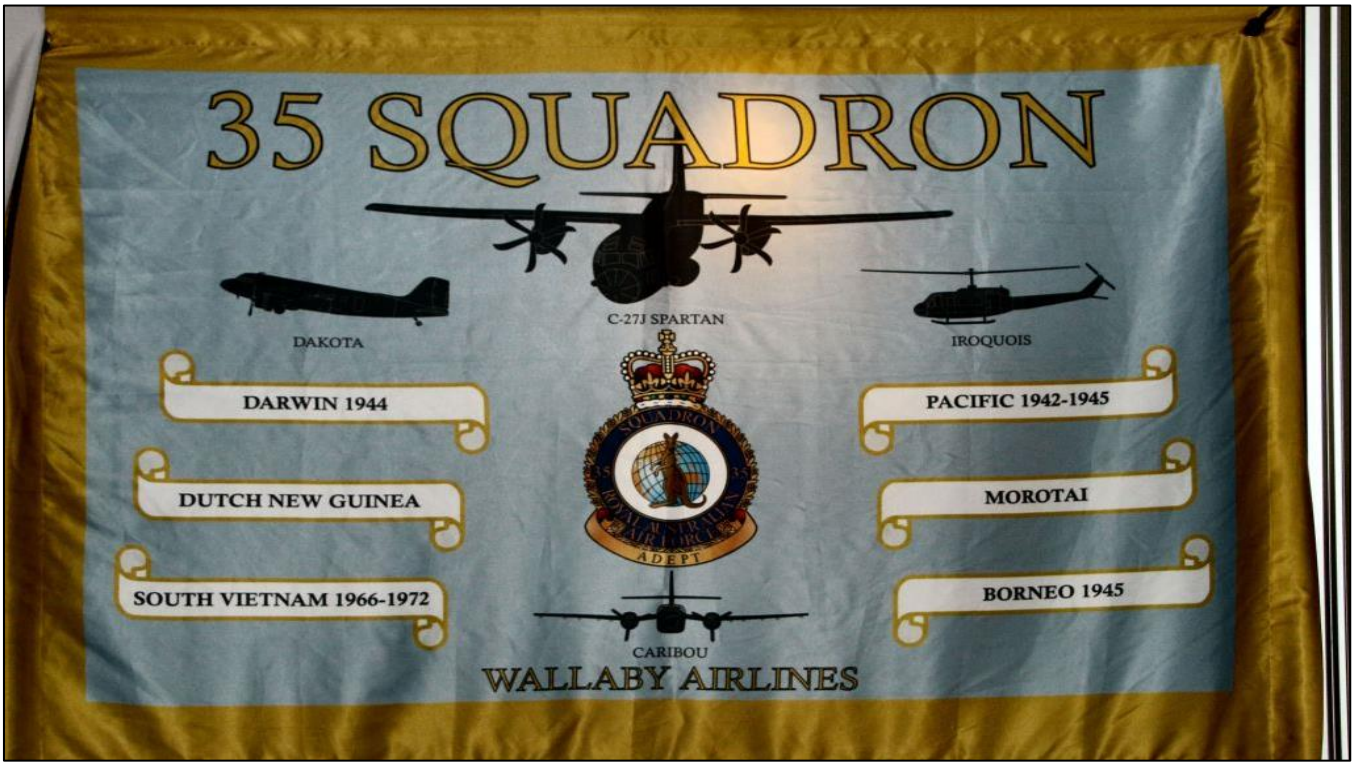
Rob Meyer, Don Payne, Lyn Payne.

Neville King, Peter Bolton, Mark Royle.

Serving members from both 35 Sqn and 38 Sqn were invited and they sent along a bunch of people to help celebrate the occasion and as 35 as yet doesn't have any aeroplanes of its own, they conned 37 Sqn into giving them a ride. Given the choice of either staying and working on base or spending the weekend at a resort on the mid coast of NSW, these people reluctantly agreed to volunteer their time and come along - and we're glad they did.

38 Sqn people from Townsville, L-R: W/O Craig Thomas, FOff Luke Duffey, Sgt Emma Kay, WngCdr Michael Burgess-Orton (CO) and out the front, FOff Chris Davis.

Last week, Ethel checked into a motel on her 68th birthday and she was a bit lonely. She thought, "I'll call one of those men you see advertised in phone books for escorts and sensual massages." She looked through the phone book, found a full page ad for a guy calling himself Tender Tony - a very handsome man with assorted physical skills flexing in the photo. He had all the right muscles in all the right places, thick wavy hair, long powerful legs, dazzling smile, six pack abs and she felt quite certain she could bounce a sixpence off his well oiled butt... She figured, what the heck, nobody will ever know. I'll give him a call... "Good evening, ma'am, how may I help you?!? Oh my, he sounded sooo sexy! Afraid she would lose her nerve if she hesitated, she rushed right in, "Hi, I hear you give a great massage. I'd like you to come to my motel room and give me one. No, wait, I should be straight with you. I'm in town all alone and what I really want is sex. I want it hot, and I want it now. Bring implements, toys, rubber, leather, whips, everything you've got in your bag of tricks. We'll go hot and heavy all night – tie me up, cover me in chocolate syrup and whipped cream, anything and everything, I'm ready!! Now, how does that sound?" He said, "That sounds absolutely fantastic, but you need to press 9 for an outside line."

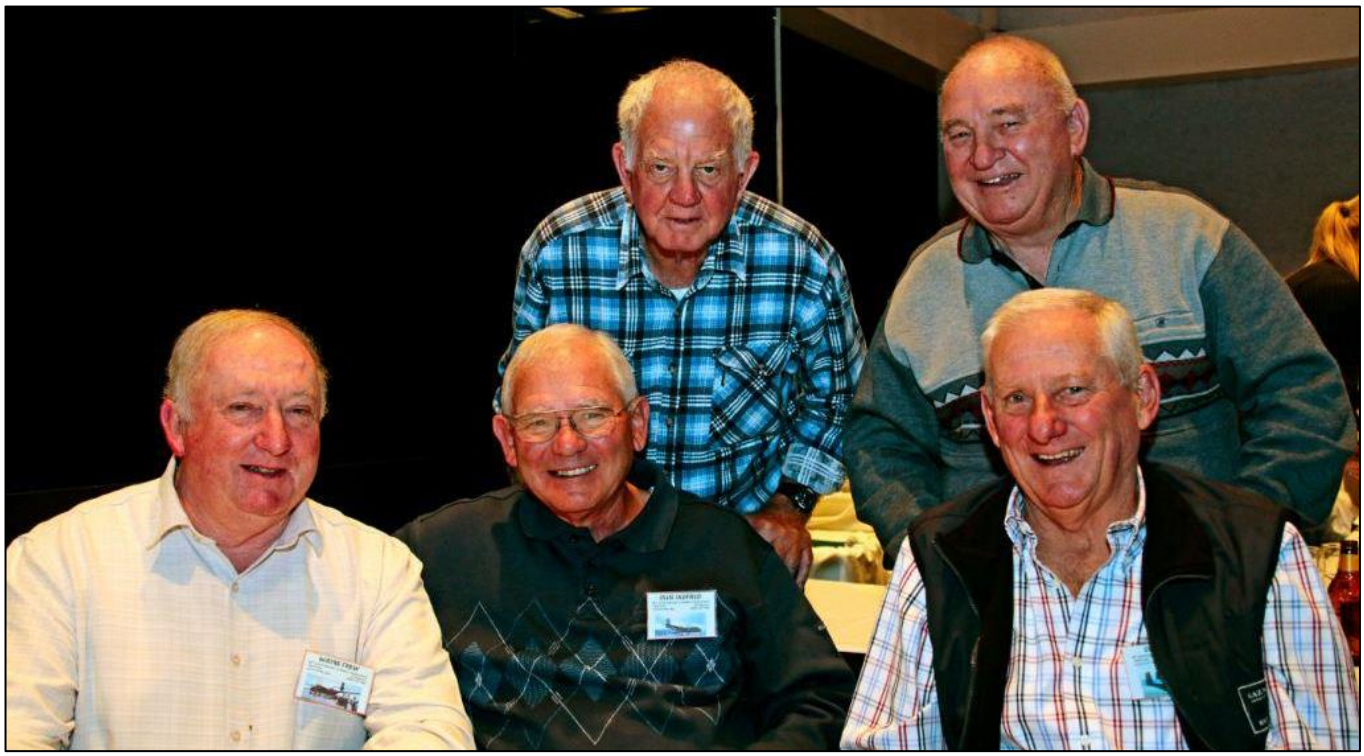


35 Sqn mightn't have any aeroplanes but they have their banner sorted and it was displayed for all to see.

Some of the people who barbecued and "meeted and greeted" are: (all names left to right).

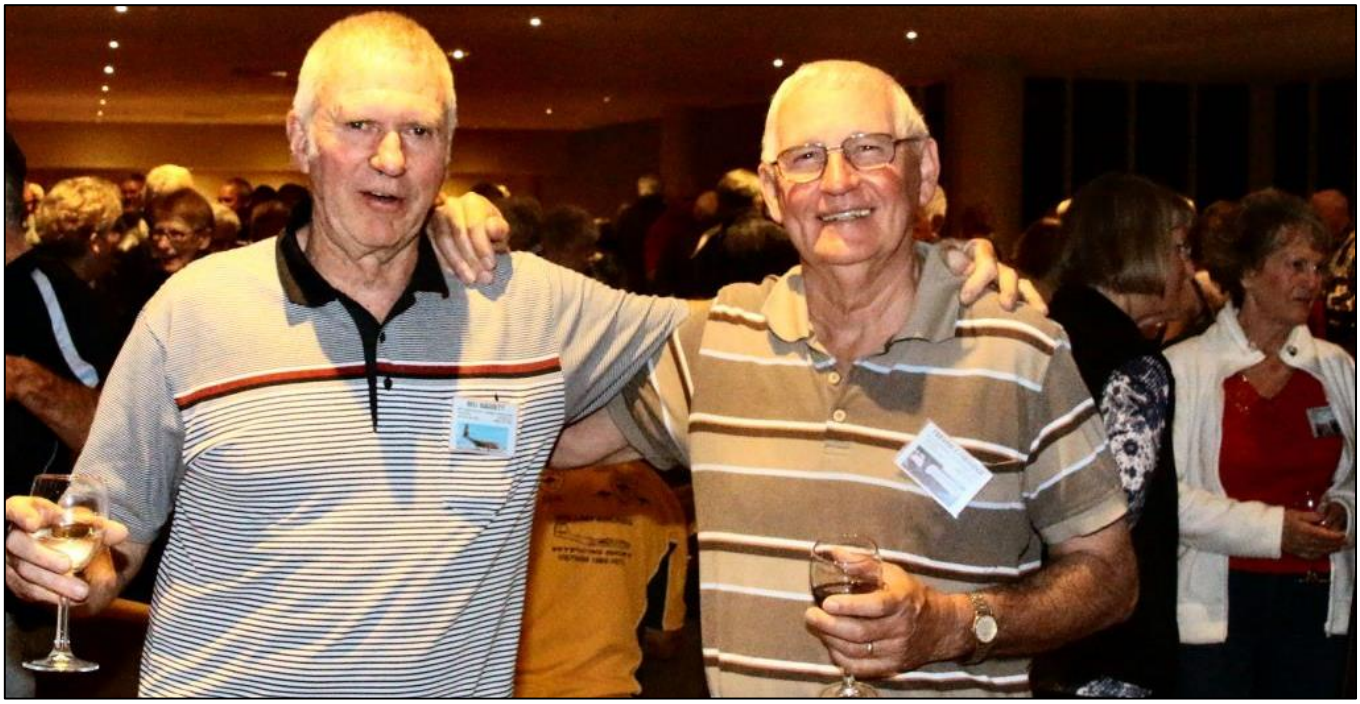
Alex Kelly, Dick Elliott, Sandi Zimmer.

Alison Rose, Gersha Staal, Janelle Eynaud.



Back: Brian “Masta” Bates, Jim Cameron.
Front: Wayne Frew, Wayne Oldfield, Dick Salter.

Bill and Sandra DeBoer.



Bill Baggett, Trevor Etheridge.

Bill Moore, Gloria Gardner.

Chuck Connors, Kathy Kershaw.

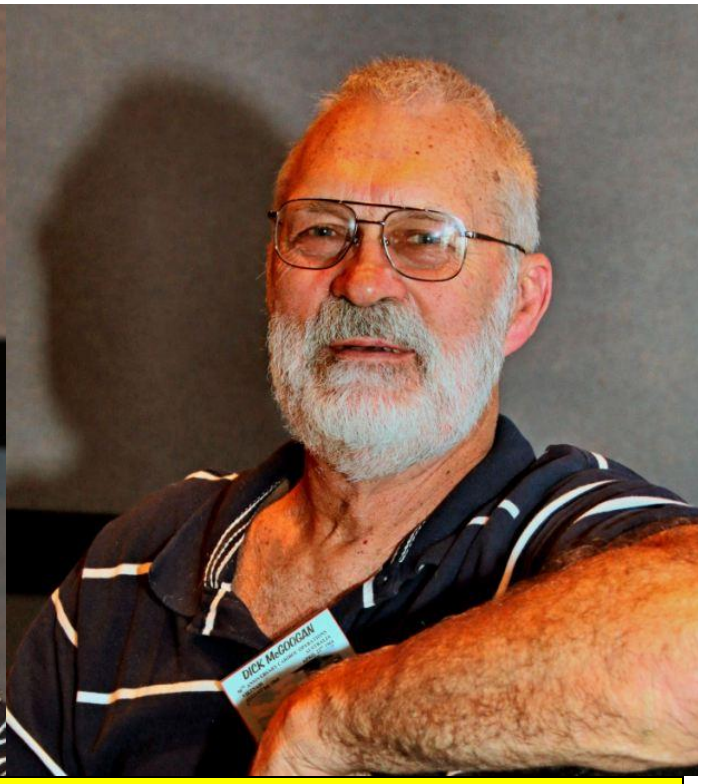
Chris and Gerry Reed.

Dave Coomber, Barb Coomber, Steve Gee, Robyn Gee.

Bob and Cathy Williams.

Denise and Wayne Frew.

Bing St John



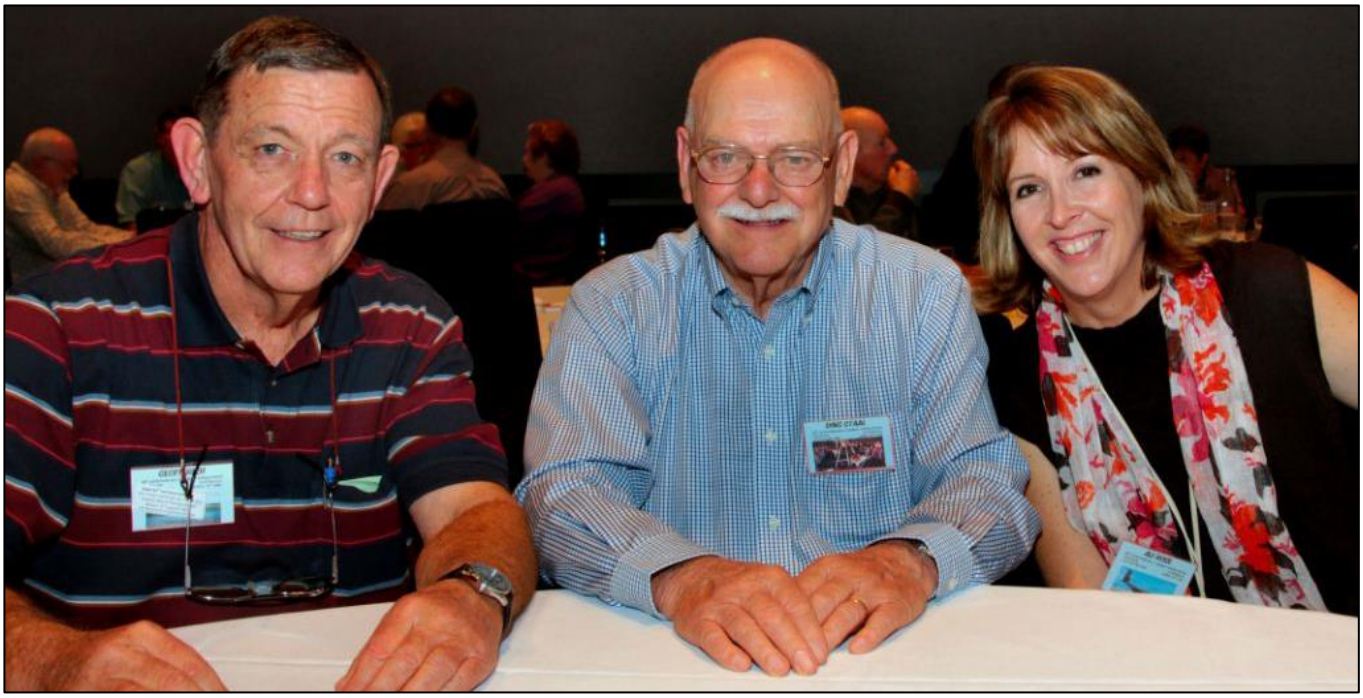
Dick McGoogan

Elsie and Graham Johnson.

Front: Doug Angus, Rick Richards, Sqn Ldr Ross Benson.
Back: Lucky RAAF bloke, Sandi Zimmer, Alex Kelly.

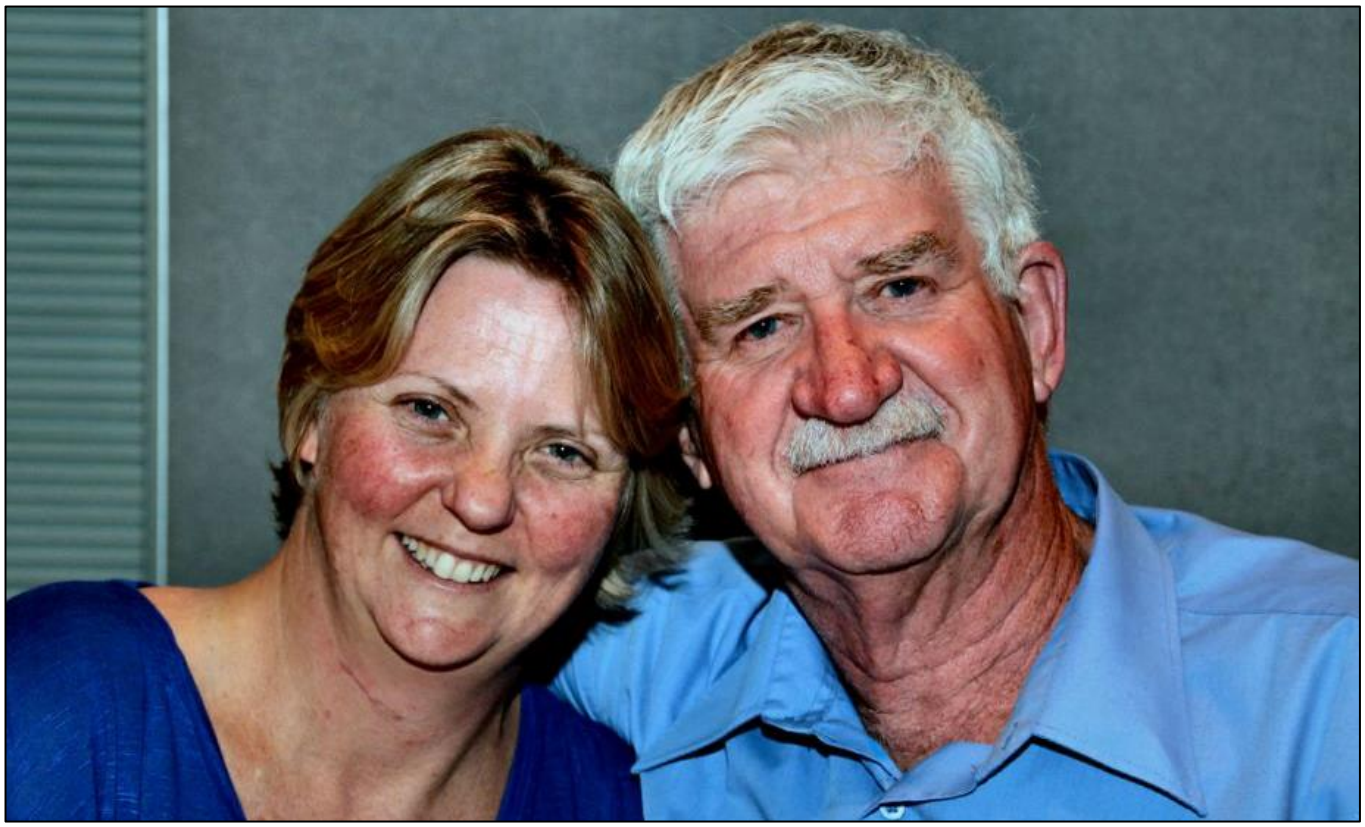
Peter “Dit” Eaton, John Broughton.

Geoff Brand.



Geoff Rich, Jan “Ding” Staal, Alison Rose.

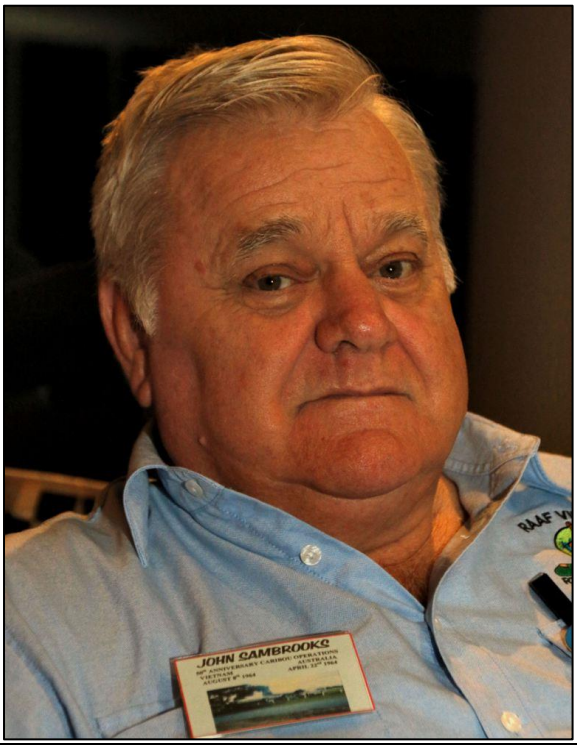
Gladys and Brian Dyer.



Janelle Eynaud and Trev Benneworth.

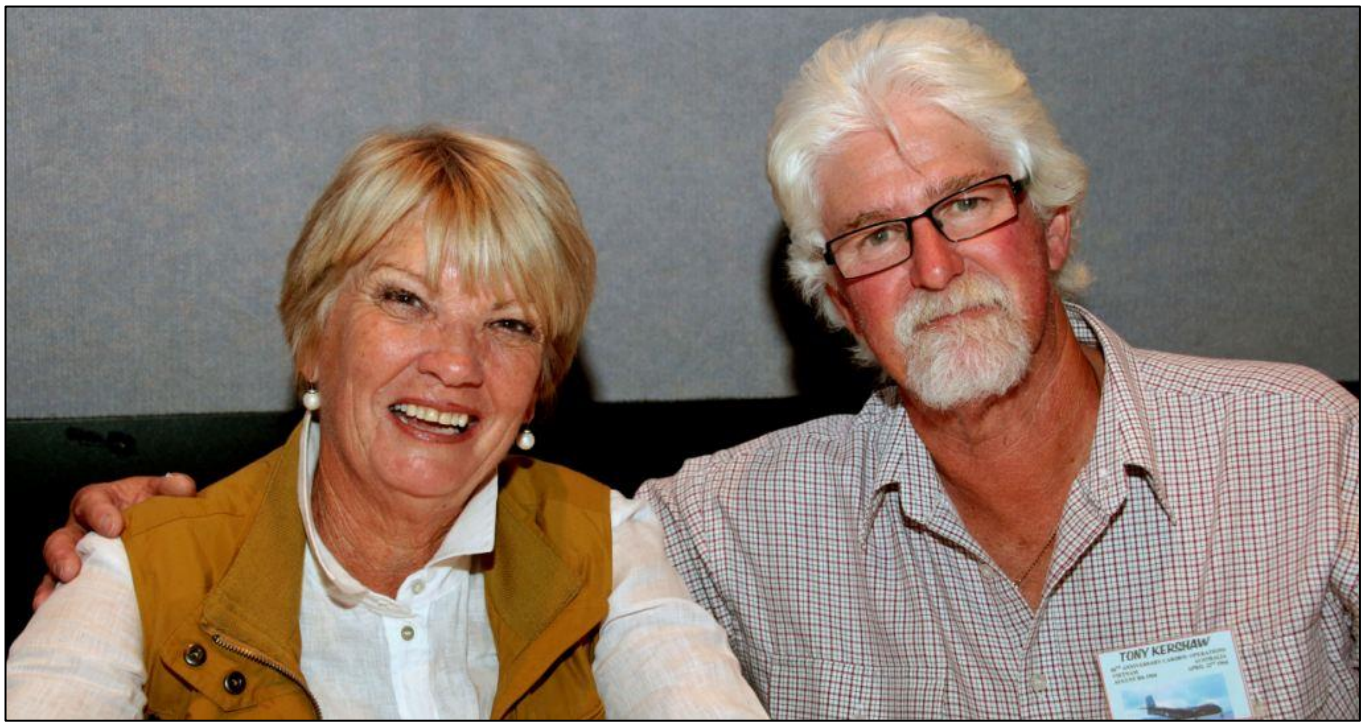
Ali Rose, Gersha Staal.

Jock Young, Kevin Johnson.



John "Sambo" Sambrooks.

John Webster.



Kathy and John Kershaw.

Keirman French, Ted Crawley.

Kim and Wally Little.

T

Caribou 50th Anniversary, 2014. **Continued from page 14.**

At the meet and greet, on the Friday.....

Keirman French, Kathy Kershaw.

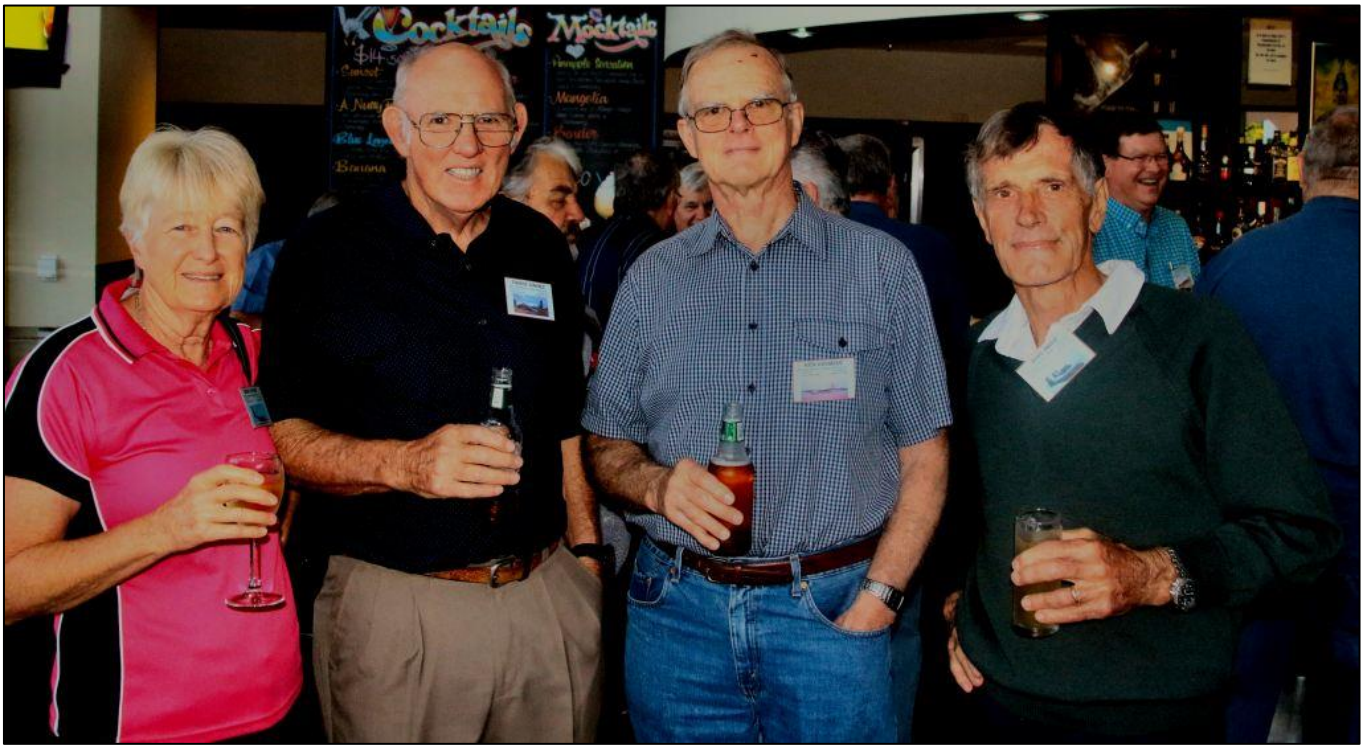
Lyn Payne, Sandi Downes.
The two girls were on WRAAF Rookies Course 130.

Alex Kelly, Sandi Zimmer.

Mike Lewino, Judy Lewino, Sue Lovett.

Richard and Helen Forward.

Robin Pedrina, Jeff Pedrina, May Winkel.



Sandie Downes, Charlie Downes, Ric Richards, Doug Angus.

Sandra and Geoff Hall.

Sue Lovett, John Lindner, Janice Jordan, Don Jordan.

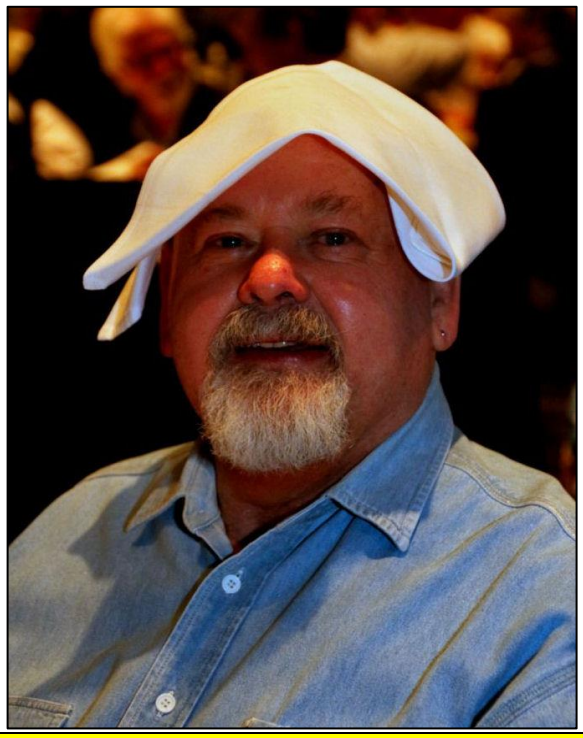
Suzanne and Dick McGoogan.

The Doctor gave a man six months to live.
The man couldn't pay his bill, so the doctor gave him another six months.

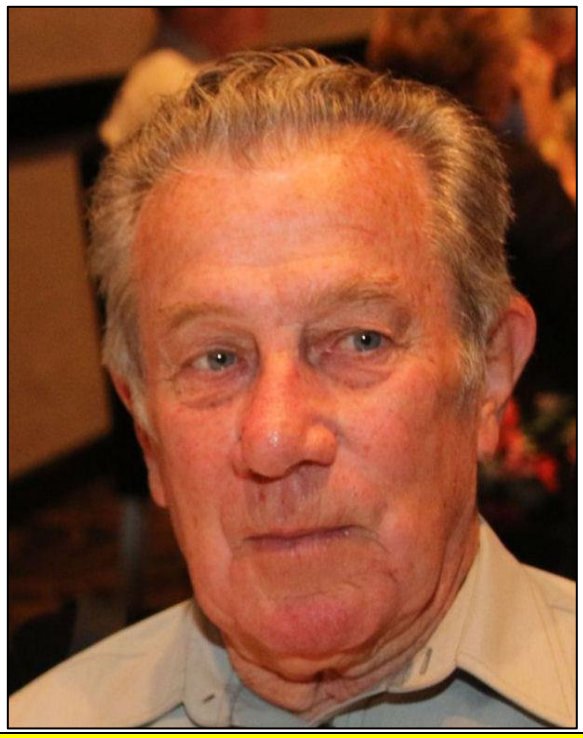
Ted and Mary Maxwell.

Ted McEvoy, Peter Gustafson.

Terry “Bunny” Collier, Wng Cdr Michael Burgess-Orton, Hugh McCormick.



Terry Manning



Trev "Scruffy" Hill

Alex Kelly, Trev Benneworth, Sandi Zimmer.
I just love this job, you get to travel a lot and meet heaps of pretty girls.
Sorry, no vacancies!

Margaret Trim, Lorraine Collier, Helen McCormick.

The table layout.

The panorama below was taken towards the middle of the night, before the band started playing our music and a lot of people got stuck into the dancing.

On the Saturday morning, Ron Glew and Del Hueke briefed the troops on the current Advocacy, Entitlements and Support that is available from the Department of Veterans Affairs.

Del then explained the options and protocols that should be followed when considering an enduring Guardianship with Advanced Health Care.

Then it was David Bedingfield's turn to update the troops on the latest Retirement Village legislation, options and protocols. You can see more on this in our Health and Welfare pages.

About 2.00pm on Saturday, the troops from 35 Sqn at Richmond arrived in their hired Herc which they had borrowed from 37 Sqn (marvellous what you can still get for a 6 pack). Stew had told everyone that he'd heard the Herc was going to execute a low level barrel roll followed by a touch and go on the sand so everyone hit the beach with their instamatics in anticipation.

But alas, ATC at Coffs had other ideas and kept the big bird seawards of the coast. The display was watered down to 2 straight and level fly pasts, one of which was very wild with the back door open. Now if Coffs was still an AFIZ as it was in the 70's…..


ROYAL AUSTRALIAN AIR FORCE

After the fly past, the troops retired to the bar and the beach was once again left to the sea-gulls.

Did you hear about the bum who walked up to a Jewish mother on the street and said, "Lady I haven't eaten in three days." "Force yourself," she replied.

Then after all the excitement on the beach, (an A model would have done a proper job), the afternoon was free with those of the faith offered a few rounds of golf while the sensible ones sat with mates and reminisced or took to the room for a nana nap.

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Caribou 50th Anniversary, 2014. **Continued from page 15.**

At 6.30pm the flag was run up and everyone assembled in the gigantic foyer for some freebies, the Resort provided nibblies and drinks which were gratefully appreciated by all.

Rob and Joshua Meyer.

Back in the “good old days” Rob was a clock winder on the Caribous and did a tour of Vietnam with 35 Sqn (June 1969 to March 1970). On discharge he stayed in the electronics game and had a successful career with Comalco at Bell Bay in Tassie. His son, Josh, joined the RAAF in Jun 2003 and after Rookies went off to Wagga to do an Avionics Course – no doubt following a recommendation from his dad.

In Jan 2004, with that certificate tucked under his belt he was posted to Richmond, once again following dad’s footsteps who no doubt told him where the Fitz and Richmond RSL are situated. Josh, however, went to 36Sqn, not 38 like his dad, and worked on the C-130H’s. In 2007 he followed 36 Sqn to Amberley which by then had the C-17’s and he stayed there until 2012. In 2012, he thought if you want to get around a bit, aircrew is the way to go, so he applied for and was accepted on a Loadmaster’s course, this time with 37 Sqn on the C-130J. That course took a year from Jan – Dec 2012, after which he stayed with 37 Sqn until June 2014. In June he was posted to 35 Sqn and is now waiting for the nod to pack his bags and head to Arlington in the US for the C-27 Loady’s course. He thinks this will happen early next year.

Some highlights of his career so far include:

2007-2012 - OP SLIPPER Middle East Area of Operations, UAE

- Numerous short deployments as ground crew, (Avionics).

2011 – OP PAKISTAN ASSIST.

- Diego Garcia, Air bridge staging ground crew, (Avionics).

2012 – OP RESOLUTE.

- Port Moresby and Manus Island. (Loadmaster).

Jan 2013 – Search and Rescue Mission, Southern Ocean.

- Airdropped survival equipment to French sailor Alain Delorde (Loadmaster).

Jun 2013 – Sep 2013 – OP SLIPPER, MEAO, UAE and Afghanistan.

- Flying operations in and around Afghanistan, (Loadmaster).

Nov 2013 – OP PHILIPPINES ASSIST

- Humanitarian missions to various devastated areas affected by Hurricane Hayan, (Loadmaster).

Then it was into the Resort's Ballroom once again, this time for the formal dinner. MC for the evening was Gp Capt "Ding" Staal who firstly paid tribute to all our departed mates then thanked one and all for making the effort and coming to the event.

Ding then passed the baton to Air Cdre Warren "Macca" McDonald. "Macca" assumed command of the RAAF's Air Lift Group (now called the Air Mobility Group) on the 6th December 2013 when the previous chief, Air Cdre Gary Martin, headed off to Washington.

Prior to this position, Macca (below) served as the Director General Capability Planning in Air Force Headquarters in Canberra. Air Mobility Group operates six aircraft types from three separate RAAF Bases and from Fairbairn in Canberra.

It was formed in February 1987 and is responsible for providing the ADF 's combat air mobility capability, which comprises the following roles:

air logistics support	air-to-air refuelling
airborne operations	search and survivor assistance
special operations	aeromedical evacuation
VIP transport	training

It has its HQ at Richmond and controls the following aircraft:

- KC-30A tanker aircraft with 33Sqn and C-17A transport aircraft with 36Sqn, both at Amberley.
- Boeing 737 Business Jet and Bombardier Challenger 604 aircraft with 34Sqn at Fairbairn.
- C-130J aircraft with 37Sqn and 285Sqn (training) and the soon to get C-27J aircraft with 35Sqn at Richmond, and,
- Beech 350 with 38Sqn at Townsville.

'Macca' outlined the important role the big slow old birds of the RAAF play in the defence of Australia and told us all how great the old Caribou had been, which of course was exactly what we wanted to hear. Click HERE to read the latest Air Mobility newsletter.

Des Lovett was then handed the baton and called all the serving 35Sqn and 38Sqn people onto the stage to be introduced to the masses.

Unfortunately we didn't get all the names but we can ID a few, on the microphone is Des Lovett, the civvy intruder is Ken Howard, then WgCdr Brad Clark, CO 35 Sqn and WgCdr Michael Burgess-Orton, CO 38 Sqn.

Ding Staal resumed command of the stage and with Ken Howard called a surprised Stew Bonett to the front, where on behalf of all present, he was presented with a plaque as a well overdue token of our appreciation for the work he and Valia had undertaken over the years in organising these events.

Ken Howard, Stew Bonett, Ding Staal.

Then with the formalities out of the way, it was time to crack open the wine and enjoy the sumptuous dinner which was served on platters placed on each table. The meal included:

- Roast pork with apple sauce and crackling
- Roasted mustard crusted sirloin of beef
- Chicken cordon bleu.

With

- Roasted potatoes, caramelized onions, condiments and Diane sauce.
- A bowl of steamed seasonal vegetables
- A bowl of crisp garden salad.

This was followed by:

- Pavlova with Chantilly cream and fruit
- Assorted cheese cakes
- Seasonal fresh fruit platters

And if you couldn't find something nice to eat amongst that lot you weren't trying.

Enjoying the evening were:

Mary and Ted Maxwell.

Ross Wilcox, Pete Dalgleish.

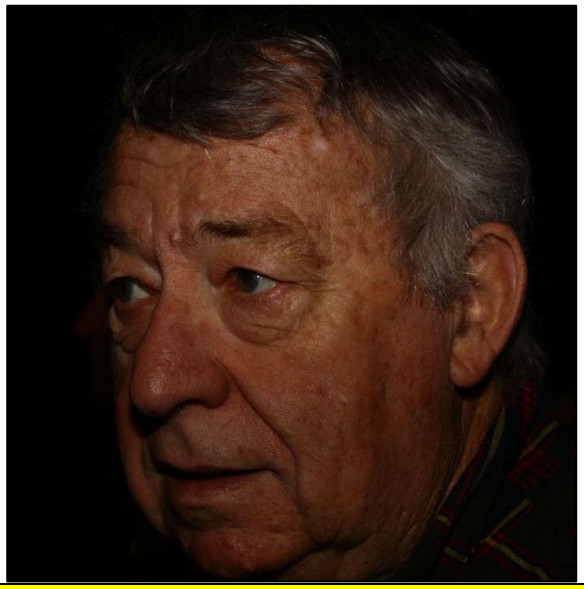
Sandra and Bill DeBoer.

Sandy and Gordon Nicholls.

Alex Kelly

Helen McCormick

Ken White



Ted McEvoy

Stew then informed everyone that Ted McEvoy had volunteered to take part in the Scootarbor Challenge which is being organised by Jake Jacobsen, an ex-Caribou pilot. Participants will ride 50cc motor scooters across the Nullarbor from Pt Augusta to Perth and on the way raise funds for Beyond Blue.

It was decided to hold a raffle and donate all the funds to Ted to pass onto Jake to pass onto Beyond Blue. John “Sambo” Sambrooks, the Secretary of the RTFV/35Sqn association immediately tossed in, on behalf of the Association, a dozen (in some cases priceless) prizes to be won by participants. Prizes included 1 bottle of RTFV/35Sqn port (1st prize), 3 RAAF Vietnam Veteran caps (2nd to 4th prize), and 8 white A4 envelopes containing, among other things, a CD of a Caribou in flight and two pics of Caribous. Wonderful prizes indeed.

The generosity of people at the function was extraordinary, in a very short time all raffle books had been sold and $975 was raised for the Charity. Then one white Knight gave Ted a donation of $25 which brought the total funds raised on the night to an even $1,000. A huge thank you to everyone!!!

The funds were handed over to Jake on Friday the 15 August.

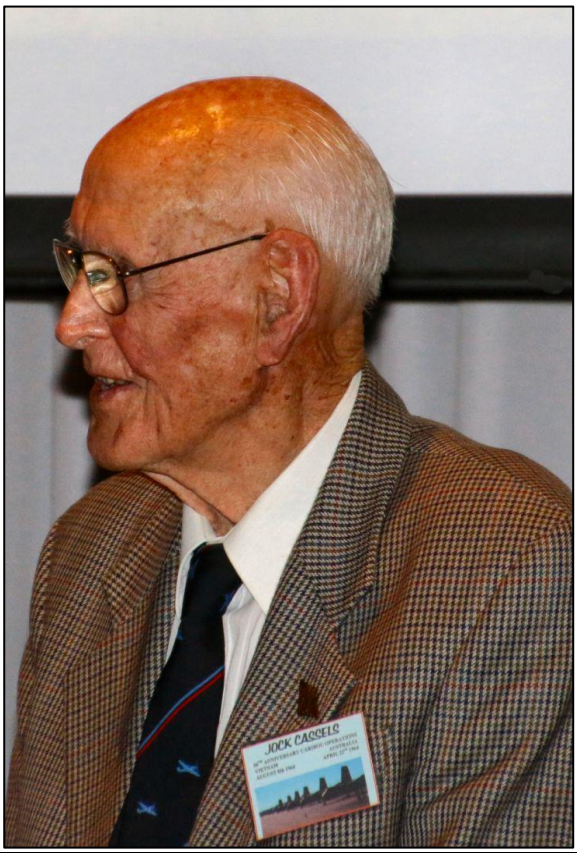
Sheena Millar, Ellen Sharpe – with the Association's mascot.

History, is indeed, little more than the register of the crimes, follies and misfortunes of mankind.

No show without punch??

John “Sambo” Sambrooks, Trev Benneworth.

Kathy Kershaw



Jock Cassels

Jock is one of the well-loved patriarchs of the RAAF Caribou fraternity. He was born in Scotland back in August 1923 and when WW2 broke out in 1939 he couldn't wait to turn 18 so he could join the RAF and "get amongst it". He joined in September 1941 and was taught to fly the Spitfire and on the 30th May, 1944, while over enemy territory he zigged when he should have zagged and was shot out of the air. Although his spit was a write off, he wasn't but unfortunately he was captured and help prisoner for 11 months until the Russians came along in April 1945 and set him free.

He returned to flying with the RAF after peace broke out and spent some time as a flying instructor and then with Coastal Command flying the Sunderland.

In 1966 he was sick of England's rotten weather so he joined the RAAF and came to Australia along with other such notables as Tommy Thompson, Marty Newman and Maurice Wells.

He joined 38 Sqn at Richmond, converted to the Caribou then was posted to 35 Sqn in Vietnam from October 1968 to August 1969 where he earned an MID. Eventually he was given a desk to fly and in 1979, at age 56 he took a discharge and left the RAAF.

He's a lovely bloke with a lot of the rascal in him – we would love to get him a quiet corner for a few hours so we could bring you some of his adventures. We reckon it would be exciting reading.

Josh Meyer and Dan Amiet.
Dan is an Aircraft Technician with 35 Sqn.

Some of the tables:

There are two theories on how to argue with a woman. Neither works.

Then, unfortunately, Sunday morning came around far too quickly, as it does, and it was time to pack the gear and head for breakfast for the last time, say your farewells and promise to be there for the next one.

Joy and Rocky Rockliff with John Webster.

Rocky, another Patriarch of the Caribou fraternity, was born in Midland Junction, a suburb of Perth in WA in October 1922. He joined the RAAF in 1942, during WW2, and in 1946, after the end of the war was discharged. He rejoined again in 1949, as a sumpie, and rose to the rank of Flight Sergeant and in 1961 applied for and was commissioned. In April 1965, as a Flight Lieutenant, he was posted to Vung Tau as the Engineering Officer with RTFV after which, in December 1965, he was posted back to Australia as the Engo with 38 Sqn at Richmond.

In 1968 he was promoted to Squadron Leader and posted to Wagga where he stayed until 1971. As a going away present, the Wagga troops carted a Meteor onto the parade ground for his inspection early one morning.

After Wagga, he was posted to 482 Squadron at Amberley and reached the rank of Wing Commander before taking a discharge on the 4th July 1977.

He and wife Joy now live on the north coast of NSW. We've arranged to meet up with Rocky in the near future and get his story which we'll bring to you in Vol 48.

Reality, is the leading cause of stress among those in touch with it."

At the final breakfast.

O

After which it was time load the car, pass on our thanks to Stew and Valia for the opportunity of getting together again and head for home with some wonderful memories.

If the rich could hire other people to die for them,
the poor could make a wonderful living.

Sick Parade.

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

Jack Beggs

Neil Hunter got in touch he says “Just got off the phone with Shirley Beggs (right) – wife of ex-WOff Jack Beggs – Telstech. Shirley phoned and advised that Jack has missed the last 2 or 3 reunions because of his diabetes. He lost a couple of toes and then had a small stroke that affected his memory which now comes and goes. Unfortunately, while he was in care, his dressings were not attended to properly and he developed an infection. He was put back into hospital and had to have his leg amputated.

Shirley has managed to get him into a good nursing home and things seem much brighter but he has withdrawn into himself and refuses to join in nursing home activities. He sits in his room and watches TV most of the time. Jack’s daughter lives about 20 mins away from the Home and Shirley goes over on weekends and stays with her so she can visit Jack. Shirley has the house on the market so she can move closer.

Shirley has asked that the above be made known. She feels that anyone living close, who might be able to visit occasionally, might draw him out of himself.

He is in the Peter Cosgrove House, Narrabeen ANZAC Village, Narrabeen NSW 2101”.

Ted Ilton.

Ted’s not travelling too well at the moment. A short while ago he was diagnosed with a tumour on the brain and spent a few nights in Wesley (Brisbane) Hospital for some radiation treatment. He left there full of hope but unfortunately, at a recent check-up his hopes were well and truly dashed.

It seems not only had the radiation treatment failed to halt the growth and spread of that terrible tumour but the rotten thing has now spread to other parts of his body, particularly into his lungs. That, coupled with the dreaded Parkinson's that is now making itself well and truly noticed means the prognosis is not the best, but although the speech is a bit blurred and the old legs don't do as they are told, he's still got a wicked sense of humour and his spirits are high. He reckons it's about time he apologised to all those little blokes he's run over.

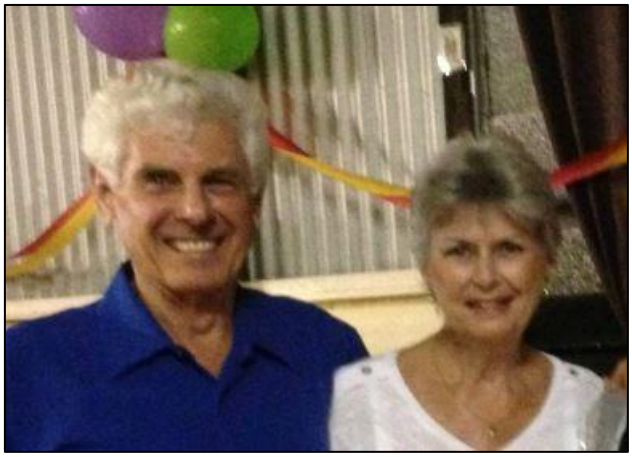
If you know Ted, we know he'd love you to give him a call, his number is 0412 795 337.

Ted at his "desk" in his room at the Domain Aged Care Facility – still working!!

Where are they now?

17 Appy – the Lizards.

Kev Trimmer got in touch, he says,



Hi all, I was just showing off some old pics to Trish of “some old times” via your magazines, had a good laugh.

We (No 17 apprentice intake - LIZARDS) through Bob Ireland, are looking for a few old pics, namely one of number Six Flight on initial training back in 1963. I was on that flight.

If you have the pic, or maybe you can ask for in your magazine??? please do.

Our Intake is having a reunion on Phillip Island in March 2015. Maybe I/we could send you a story or a pic or two after.

Enjoy reading your magazines - you produce a good memory.

Brian Patten.

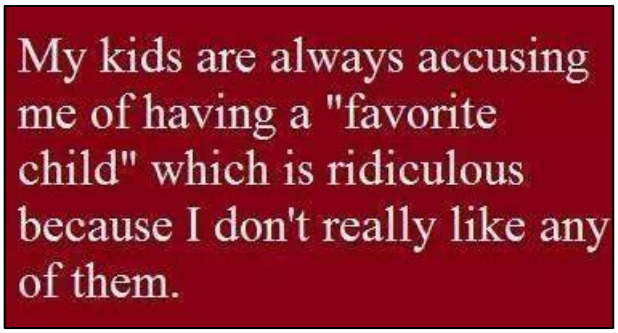
Jane Tan got in touch, she says: My husband and I would like to contact Brian Patten who served with the RAAF in Butterworth, Malaysia, in the 1970s.

Please let him know that Dennis Kam and Jane Tan would like to keep in touch with him again. We are now living in Hamilton, New Zealand”.

Ron Thompson.

Michelle Robins says, “Hello, I’m not sure if I have contacted the right person but I am trying to find out details of my father’s involvement in Vietnam with 35 Sqn squadron. Ron was a Radio Technician and a Sergeant at the time and was in Vung Tau from March 1971 to Feb 1972.”

If you knew Ron please get in touch with us and we’ll put you in touch with Michelle.



Larry O’Brien.

Ray Buck got in touch, he says, In Vol 46, page 19, I saw the comments from Kev Rosser and wondered if you could pass my email address onto Kev. I believe he will be in Brisbane sometime soon and would like to catch up with him.

On another matter, I would like to try to find two people:

Larry O'Brien (wife Barbara). I first met Larry in Williamtown in 1978 at the Radio Section of 481 Sqn. I again served with him in Butterworth. Larry came back to serve in 5Sqn in Canberra and the last time I saw Larry was in Townsville where he was with 33 Sqn.

Bob Taylor (wife Sandy). I first met Bob when he was posted to 478Sqn Radio Section in 1979. I also served with him at Maintenance Squadron East Sale in 1989.

I would appreciate any contact information.

Bill Dickey.

Rebecca White got in touch she said, “I am searching for a member of the Australian Military. I am looking for Bill Dickey. I am not sure if his first name was Bill or William and I may have his last name misspelled as well. I work with a retired U.S Marine Colonel by the name of Howard

Lovingood. Colonel Lovingood knew Bill from a six month stent in North Vietnam during the period of 1966-1967 with or in the Montagnards. I believe with the Rhade people. I am hoping that I can locate Mr. Dickey for the Colonel so that they may get in contact with each other. Thank you for time and help. Rebecca S. White"

We checked the Vietnam Nominal Roll and found this record which could be the person for whom Rebecca is searching. This Bill would now be 82 years old…….

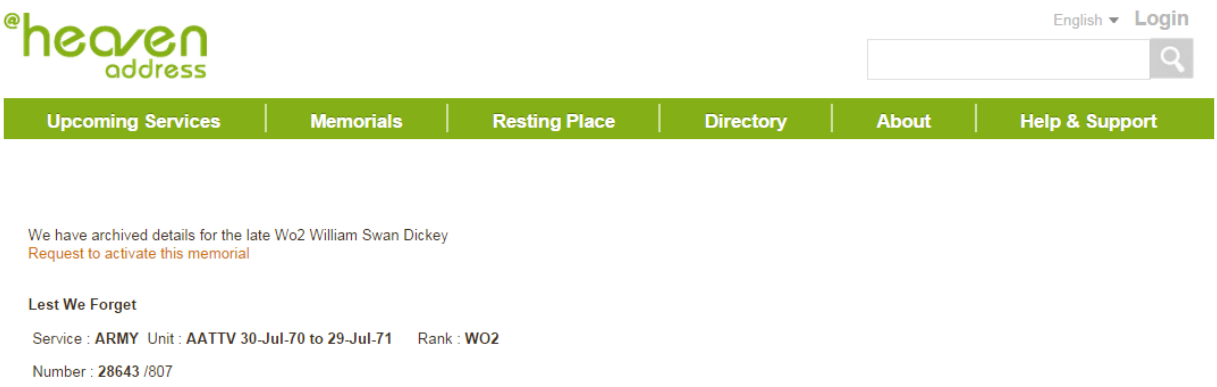
Veteran Search Result

Name: DICKEY, William Swan
Service No: 28643
Service: Army
Date Of Birth: 16/11/1931
Rank: Warrant-Officer Class 2
Place Of Birth: Belfast IRELAND
Corps: Royal Australian Infantry Corps
National Service: No

view the Certificate
provide feedback for this Service Record
permission for use of service badge for commemorative purposes

Summary of Unit Name(s)	Start Date	End Date
Australian Army Training Team Vietnam	19/05/1965	01/11/1966
Australian Army Training Team Vietnam	23/07/1968	23/07/1969
Australian Army Training Team Vietnam	30/07/1970	29/07/1971

We have also found this – perhaps Howard has left his run a bit late….



If you can provide any additional info, get in touch with us and we'll pass on the info to Rebecca. - tb.

Lionel Veale.

Frank Richardson got in touch, he said Re the story on Page 19 Volume 46: This is a very long shot - before joining the RAAF I worked as a Telegram Boy (JPO) with the Post Master General's Department in Southport Qld from 1958 to 1961. I knew Lionel Veale and still

remember a few of the things he told me about his wartime service behind the lines in PNG. One of the stories was about a United States Air Force bloke who survived the crash (shooting down?) of his aircraft. Lionel led the person to safety. The survivor was an officer of the USAF.

I lost touch with Lionel from June 1961 but he might still be alive and living on the Gold Coast. I will try to find his address and contact details. This link reveals Lionel Veale as alive in February 2014. I hope he is still with us - he was such a great bloke.

PSS.
Re my previous email messages. Lionel Veale is still alive and lives on the Gold Coast. Lionel was be 96 years of age on 30 August this year. However, Lionel reckons it was not him who led the United States Air Force officer to safety but it might have been Matt Foley who was operating around Rabaul at the time. Matt Foley died recently but his son and daughter still live on the Gold Coast. Lionel will find their phone numbers and let me know. They just might remember something.

If not Matt Foley, two other 'possibles' are Ian Skinner and Malcolm Wright.

Dennis Crawford.

Jon Firth got in touch, he says, "I love the mag, thanks so much for your dedication to it. I've been trying to find a long lost friend named Dennis (Joe) Crawford, we served together at 1AD in the 1970s. Could you ask if anyone knows his whereabouts?

Many thanks.

Jon – when you start off a mail like that you can have anything……..tb

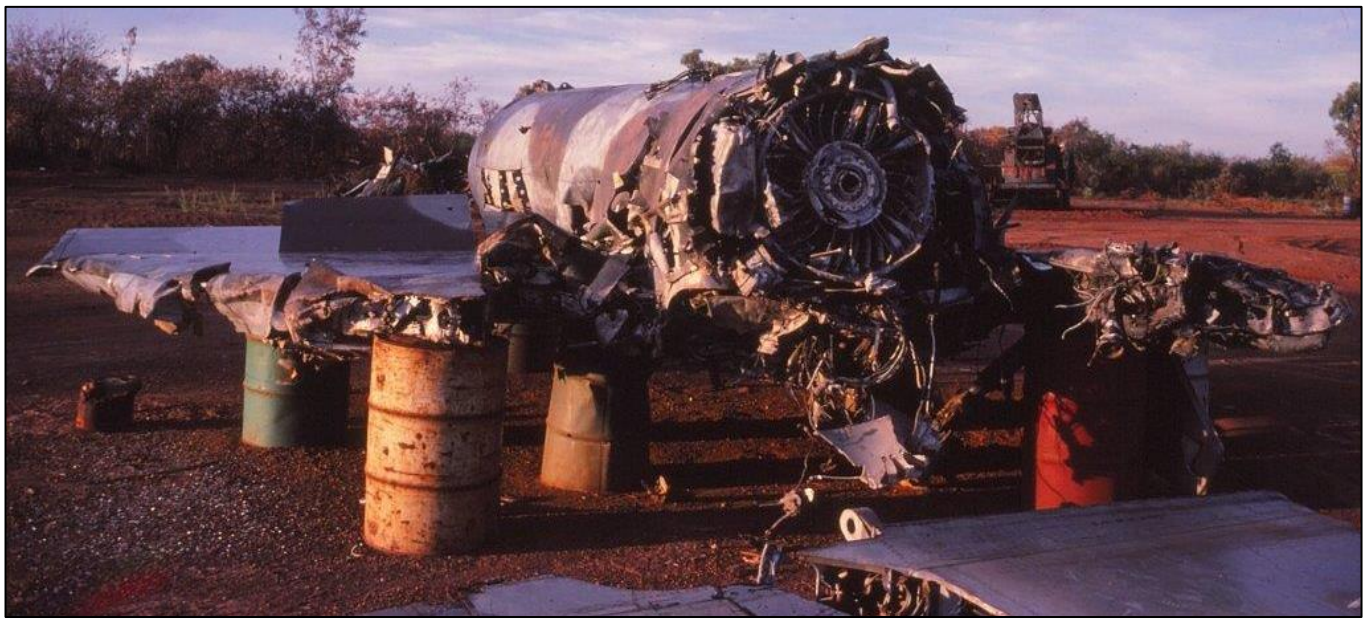
Your Say!

Weights and Measures.

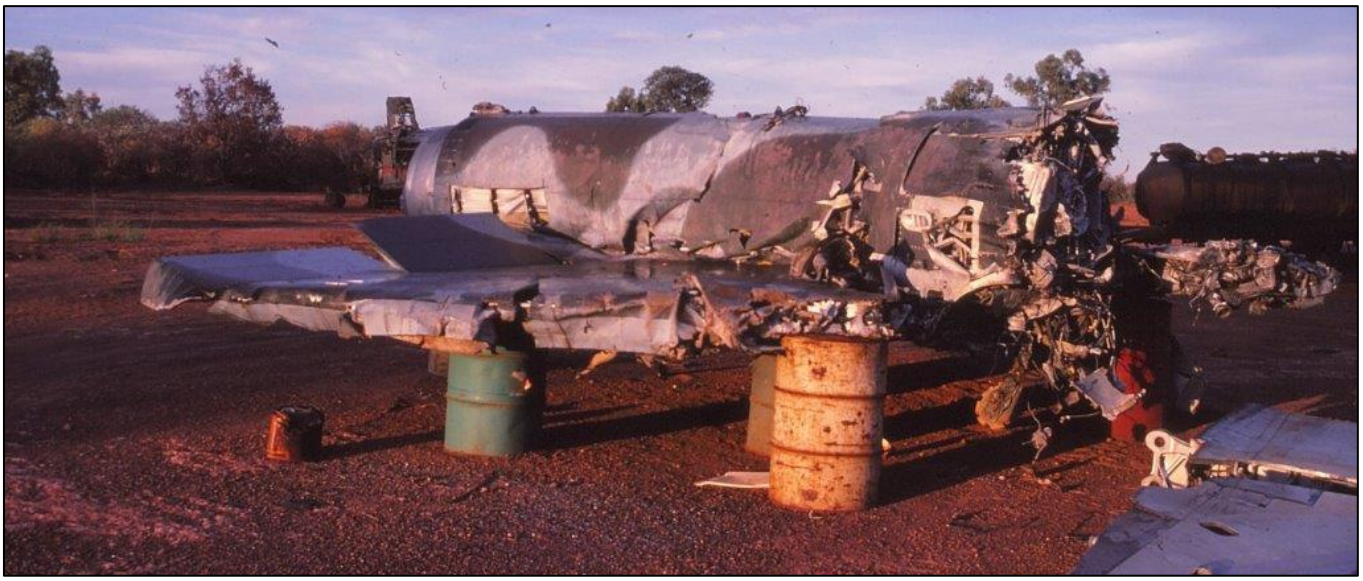
We heard from a daughter who says, “Hi, I am filling out a DVA form for my father who served in the RAAF between 1947 and 1983, at most bases in Australia and then Butterworth at Transmitting Stations. I’m requiring 'weight's and measures' height of antenna's etc, approx weight of equipment he used on exercisers etc for his claim and would be most grateful if someone can assist, as he has dementia and I am his full time carer. Would also be grateful if my name is not mentioned for personal reasons.

Mirages.

Kev Rosser says, “the pics below were taken back in 1987 out the back of the airfield at Darwin.



If you're looking for parts for your Mirage mock up, this could be the place for you."



Kev says, "at last, I've retired from Queensland Rail and am making my way back to my property near Malanda, however I have to give my tenants 2 months' notice to vacate, so I'll be 'No fixed address" until 1 November.

I'll be in Brisbane sometime soon so watch out!"

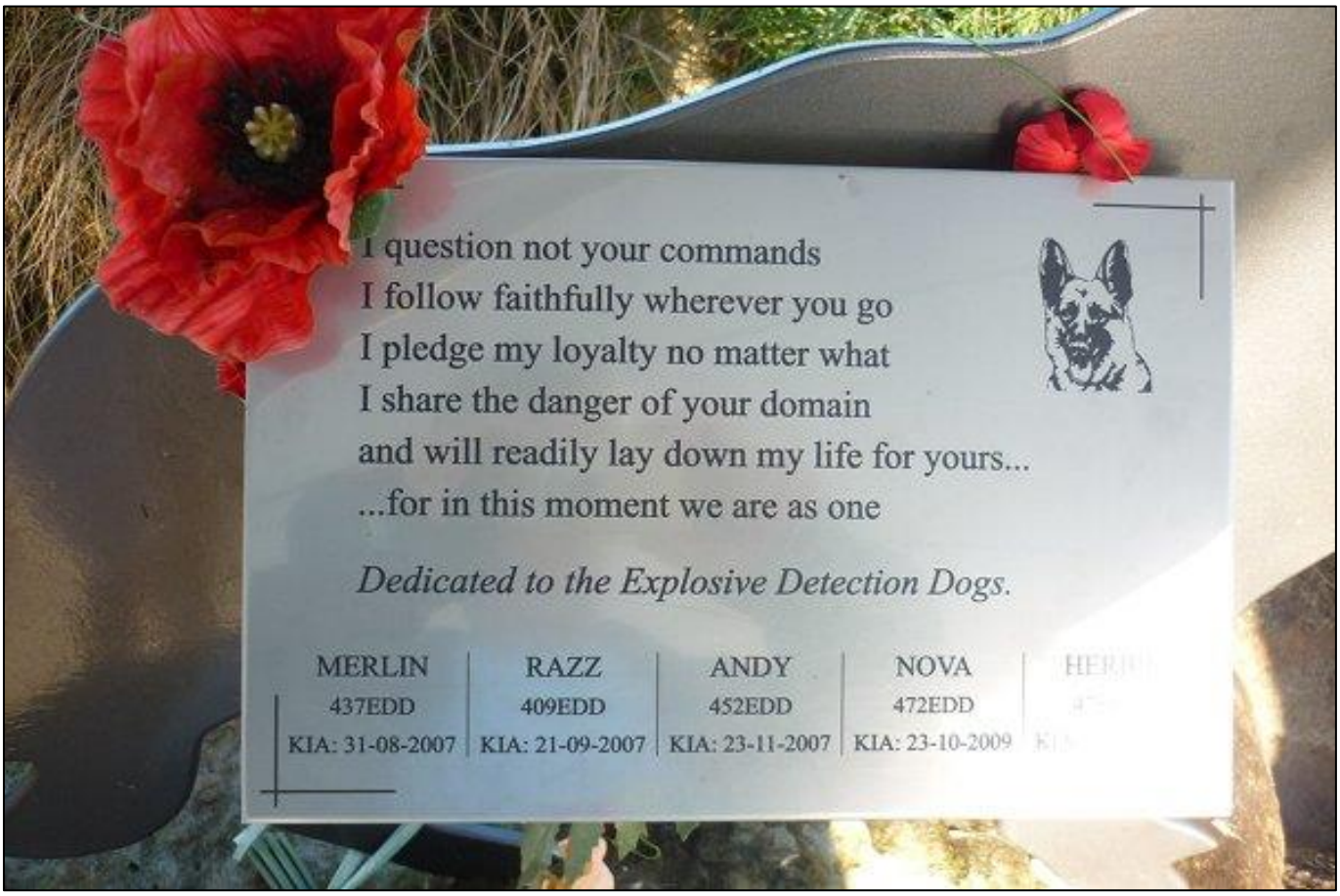
Yungarurra.

We got this from Ted McEvoy who says this is a copy of an email received from Graham Anderson OAM JP, National Secretary, Vietnam Veterans' Association of Australia Inc.

"Yesterday I fulfilled a special wish on my 'bucket list'. We travelled to Yungaburra on the Atherton Tablelands to visit the 'Avenue of Honour' a very moving memorial to those who lost their lives serving in Afghanistan. As I expected this is a very special place situated overlooking Lake Tinaroo. Leading to the memorial there is a long pathway lined with Flame Trees, the whole area is beautiful and manicured. While we were there paying our respect to young men who gave all there was a lady moving down the avenue of trees picking up fallen leaves by hand … she does this every day. She told me she did it for all their mates who if they were able would be here ensuring the memorial to their mates was always immaculate. I asked her what her name was, but she said that's not important. We walked away and she kept moving down the avenue picking up leaves.

A very moving experience that I commend to anyone up this way.

C



Darwin 2 CARU.

Howie Campbell writes, he says: I have just read your last newsletter, and it brought back many pleasant memories. I was particularly interested in the RAAF Darwin article. I spent seven and a half years at No 2 Control Reporting Unit at Lee Point. I was blown out of Darwin by Cyclone Tracey in 1974. Three years ago we had the 50th Anniversary Reunion of the formation of No2 CARU.

I was an Aircraft Plotter/Operator, Air Defence Supervisor, during my postings to this unit. During one of my tours, I worked with Cpl Neil Hunter, up grading and installing Inter console communications. I was an ex PMG Trainee Technician. The old 2 CARU building was recently demolished, and will now be the site of another northern Darwin suburb.

Over the years, I knew many Techs and Telstechs on CARU's, but memories have faded and names have escaped. I am presently on the "Friends of Rathmines Inc" organizing committee who are organizing the 75th Anniversary of the formation of RAAF Base Rathmines, a WW2 Flying Boat Base which closed in 1961, also celebrating the 100 years of Australian Military Flight.

This event will take place at Rathmines Park, on the shores of Lake Macquarie NSW, on 27th-28th September 2014.

The RAAF Band will be present and the Military Dog Unit from RAAF Williamtown. 41 Wing is also supplying equipment and personnel. There will also be a Navy and Army input. Air Commodore Chris Westwood, the Commander of SRG RAAF Williamtown will perform the official opening on the Sunday.

Howie Campbell
Welfare Officer, Radar Branch RAAF Association, NSW Div.
Chairman Central Coast Pension & Welfare Officer Network.
2 Preece Close.
SPRINGFIELD NSW 2250 (Near East Gosford).
Phone 02 4322 1505
Mobile 0405 424 186

Landrovers??

Dav Ross says I had this boss who loved Landrovers. It was an unnatural passion, strange, perverse, never spoken of in polite company.... anyway...no names but his initials were Kev Rosser.

I held back in fear for a while, but being young and impressionable, with incredible fashion sense, (see pic) I realised that what uncle Kev was trying to pass on was that Radtechs needed to be less nerdy, more hands on and mechanical. This new thinking gripped me with excitement, it kept me awake at night in my sumptuously appointed Dog Box, 11 x 11, airmen for the use of.

What was a young man to do? On the horns of a dilemma, (Through not having a pommy, rear axle snapping Landy) it was with some trepidation I brought in what I did have; my mighty 1976 RD400 2-Stroke twin Yamaha (I also had a Gemini, it came to know the inside of that workshop well too.) Cobber Fenwick on the other hand succumbed easily, soon taking delivery of his own mighty piece of British off-road thuggery. It was subtle yellow I believe.

But I digress..

Stay with me in this next bit, because now it gets interesting: I was chatting to Ted Lander about the section today, (I shared this photo with credit on the 75Sqn Darwin Facebook site) and he reminded me that it was one "Chinny" Lennon who spray painted the pure white ceiling of that building with hydraulic fluid whilst doing RAAF work. (Not in a well thought through way though) It was forever pink, like my shorts. But I digress again...

The obvious conclusion? Well obviously it was safer and more caring of the taxpayer's décor to service motor vehicles in air-conditioned RAAF facilities. This now being established beyond question, it is obvious that you Kev, in your daring to think outside the box, were an outstanding leader of men. :) Or I have become quite the snake oil salesman over the years.

Stewart and his wife Barbara go to the county fair every year and every year Stewart would say, "Barbara, I'd like to ride in that helicopter" Barbara always replied,"I know Stewart, but that helicopter ride is seventy quid, and seventy quid is seventy quid!" One year later Stewart and Barbara went to the fair, and Stewart said, "Barbara, I'm 75 years old. If I don't ride that helicopter, I might never get another chance" To this, Barbara replied, "Stewart, that helicopter ride is seventy quid, and seventy quid is seventy quid" The pilot overheard the couple and said, "Folks I'll make you a deal. I'll take the both of you for a ride. If you can stay quiet for the entire ride and don't say a word I won't charge you a penny! But if you say one word it's seventy quid. "Stewart and Barbara agreed and up they went. The pilot did all kinds of fancy manoeuvres, but not a word was heard. He did his daredevil tricks over and over again, but still not a word...When they landed, the pilot turned to Stewart and said, "By golly, I did everything I could to get you to yell out, but you didn't. I'm impressed!" Stewart replied, "Well, to tell you the truth I almost said something when Barbara fell out, but you know, seventy quid is seventy quid!"

Words of wisdom??

Ernie Gimm sent us this…..

1. We are advised to NOT judge ALL Muslims by the actions of a few lunatics, but we are encouraged to judge ALL gun owners by the actions of a few lunatics. Funny how that works. And here's another one worth considering.

2. Seems we constantly hear about how the Australian Old Age Pension Plan could run out of money. How come we never hear about welfare running out of money? What's interesting is the first group "worked for" their money and paid taxes like an insurance policy for their old age, but the second group didn't.

I realised the needed to purchase a hearing aid, but didn't want to spend a lot of money. "How much do they cost?" I asked the salesman. "Anything from $2 to $7,000." "Can I see the $2 model?" I asked. The salesman put the device around the man's neck, and said, "You just stick this button in your ear and run this little string down into your pocket." "How does it work?" was my question. "For $2, it doesn't work," said the salesman. "But when people see it on you, they talk louder."

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The RAM.

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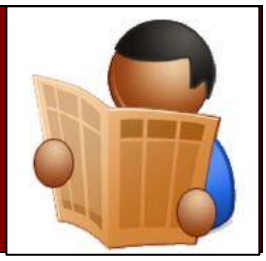
News and Reunions!



486 Mntce reunion

Peter Sutton advises that there will be a reunion for all blokes and blokettes who had worked at 486 Mntce Sqn which operated from Aug 1946 - Oct 1998. The reunion will be held at The Chairman's Lounge, Penrith Panthers Stadium on the 25th October, doors close at 6.00pm. If you would like to attend, please log on HERE where you can register your interest.

Dress: Smart Casual. (Please note that dress requirements are set by the club, therefore, please check with Penrith Panthers if you are unsure about your chosen outfit).

Further info can be obtained from Mrs Sarah Lacey (sarahlacey@iprimus.com.au) or via the facebook page: RAAF 486SQN Reunion

The cost is $45 plus a booking fee of $0.30

The founder of match.com, Gary Kremen, lost his girlfriend to a man she met on match.com.

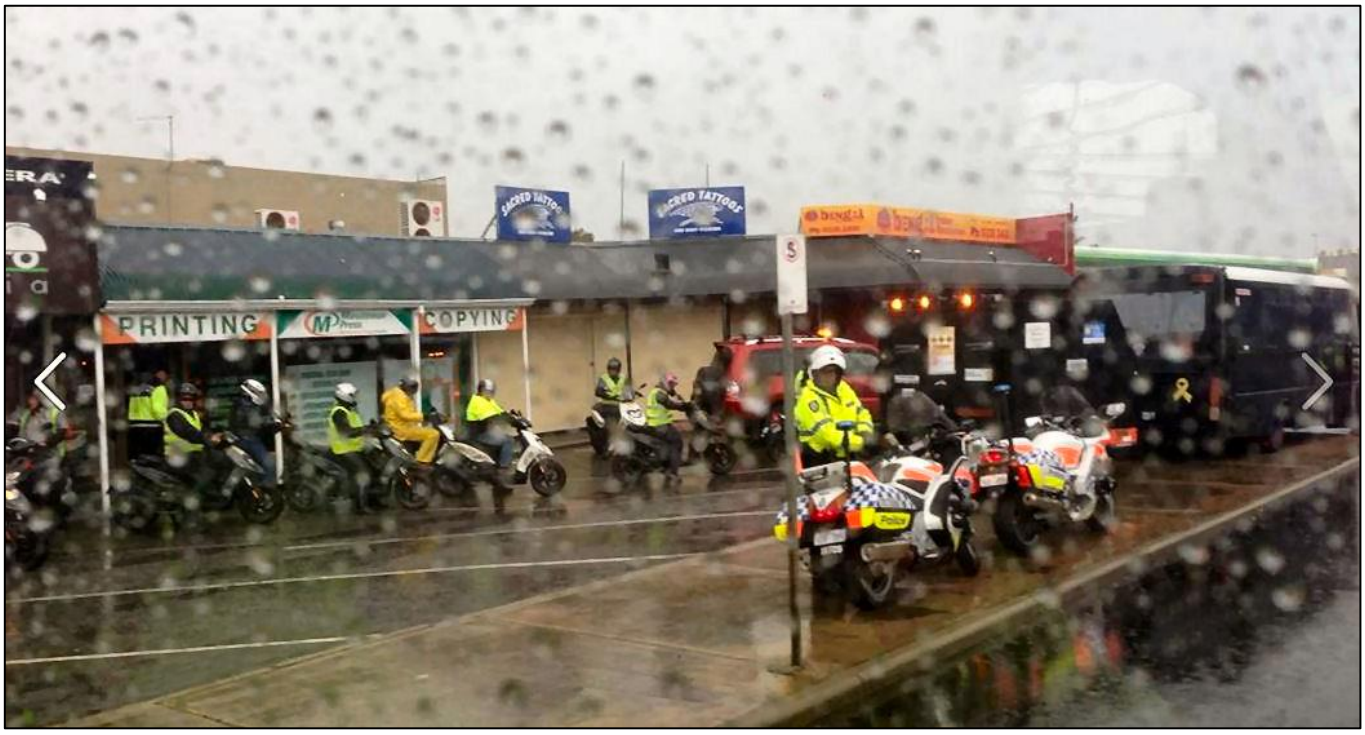
Scootarbor.

The 20 riders, all old buggers aged between 65 and 75, finished their Nullarbor crossing at Kings Square Park in Fremantle on Sunday the 21 September. In all, they had ridden 2400 klms on tiny 50cc motor scooters and the only problem they had was one puncture, an amazing feat when you consider the average lawn mower has a 150cc motor – 3 times the size of the scooter motors. These little machines carried their charges across the Nullarbor at an eye-popping average speed of 60 klms/hour.

And at last count, they had raised just under $75,000 for BeyondBlue

The Scootarbor Challenge was the brain child of 73-year-old Queenslander Ian “Jake” Jacobsen. Jake said he organised the ‘challenge’ with two aims in mind, one was to raise funds for BeyondBlue and the other was to inspire Aussie seniors to get the most out of and to enjoy life and to promote the value of older people to the broader community. Jake reckons “our age makes us an asset, not a liability” and who could argue with that after what those 20 blokes and blokettes had accomplished.

The weather for the trip was excellent – except for the final leg when WA turned on the water works and gave all the riders a well-overdue bath.



Right, Senior Constable Mark Mackin (on the left) and Ian (Jake) Jacobsen.

Mark and Ted McEvoy drove the Scootabus from Perth across to Port Augusta. Mark (and his partner Anne) then stayed with the group until Eucla from where they drove back to Perth.

Mark was boon to the troops, he taught them how to ride in a convoy. Then two of his WA motorcycle copper mates just 'happened" to be in Midland at the same time as the troops and also just "happened" to be proceeding to Fremantle so they escorted the riders into Freo.

It was amazing to see just how observant and polite the other Perth drivers were to them!!

Ted McEvoy, (right), caught here at the finishing post with a look of total disbelief on his face. Ted had just taken a sip of the drink he had been given by the organisers and was astonished to find it was hot coffee, not Negrita which is his usual tipple.

John “Griffo” Griffiths, on the phone here trying to find the closest toilet, can’t believe he’s finally got that vibrating two wheeled buzz-box from between his legs, so glad he can now stand on his own two feet.

“On ground Perth, cancel SAR.”

You can still donate to the Scootarbor Challenge – click HERE.

A female ferret will die if she doesn't have sex for a year.

Notices.

1. **Operations Oboe – North Borneo.**
The Australian Repatriation Commission is seeking veteran nominations for a commemorative mission to Borneo in June 2015. Only eight veterans will be selected. Veterans may self-nominate. Nominations close 15 December 2014. For further details and nomination forms please contact me or Wayne Johnston at wa_kv@ozemail.com.au

2. **70th Anniversary - Victory in Europe.**
The Australian Repatriation Commission is seeking veteran nominations for a commemorative mission to the United Kingdom and Europe in early May 2015 to commemorate the 70th anniversary of the declaration of Victory in Europe. Only eight veterans will be selected. Veterans may self-nominate. Nominations close at 5.00pm 0n Friday 24 October 2014. For further details and nomination forms please contact me or Wayne Johnston at wa_kv@ozemail.com.au

3. **Battle of Britain wreathlaying ceremony.**
A reminder that the annual wreathlaying ceremony will be (was) held in the Western Courtyard of the Australian War Memorial on Monday 15 September at 10.30am.

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Avalon 2015.

Preparations are well underway for the Avalon Air-Show 2015.

Held every two years, the Air Show is well established as a regular feature on the world aviation,

aerospace and defence calendar.

It is the nation's largest and most comprehensive aviation, aerospace and defence exposition and encompasses the full range of military and civil aviation and aerospace, as well as air and land defence. It enjoys major support from the Australian Defence Force (in particular the RAAF) and the Defence Materiel Organisation of the Department of Defence.

The event is also extensively supported by other Australian Government agencies, industry organisations and aviation associations.

The Air Show relies heavily on volunteers to make it work and in return those volunteers get to see a wonderful air show, get to meet some wonderful people and generally have a fabulous time. If you've never done it before, why not be a volunteer. You can register HERE

Historical Radio Society of Australia.

Kevin Poulter

We all have memories of our family radios and earlier versions owned by our grandparents. Every few years, the Historical Radio Society of Australia (HRSA) assembles a multitude of vintage radios and accessories in a central location for Australia's largest Radio Exhibition. The HRSA is a not-for-profit Society, dedicated to preserving Australia's Radio history, enabling current and future generations to relive and wonder at the Golden years of Radio. To put it in perspective, museums typically display about five radios, whereas HRSA members collectively preserve over 30,000 radios!

After a very successful event in Melbourne during 2012, Canberra was chosen as the host city for RadioFest 2014. It was held at University House, in the ANU grounds, during the weekend of September 19 to 21st.

Sunday's RadioFest sale and exhibition was open to all, with displays and a huge market of every conceivable Radio, parts, books and ephemera. Collections on display included the magnificent output of Philips Radio at the height of its golden period, old telephones, early and intriguing transistor radios, plus much more.

If you're into vintage radio you should become a member of the HRSA. Becoming a member to access all events is easy. At just $35 a year, including the quarterly colour magazine, access to circuits and 50,000 valves plus parts and so much more, like monthly meetings and regular auctions, the HRSA has to be the best value. And no, it's not a typo, the Society has over 50,000 valves available for members, in an era when valves are often considered "as scarce as hen's teeth". You can get more info on membership HERE.

10/11 Sqn 75th Anniversary

July and September 1939 marked the formation of Number 10 and Number 11 Squadrons with Number 10 Squadron becoming the first RAAF unit to see active service in World War 2 in November of that year. To recognise these significant milestones, a series of reunion and celebration events is planned for the weekend of 3-5 Oct 2014. All former and current members of Number 10 and 11 Squadron are invited to attend one or all of the planned events below. Former members of 492 Squadron will also be invited to attend along with members of Maritime and RAAF Associations to recognise the long standing partnership between the maintainers and aircrew of the RAAF maritime force.

The weekend will include a "Hangar Bash" on the Friday evening with activities such as formation flypasts, handling displays and a 10 vs 11 sporting match on Saturday 4 Oct. The weekend will culminate in a formal dinner at the Adelaide convention centre on the Saturday night. Throughout the weekend the P3 and VPI clubs will be open to allow old rivalries and reunions to be revived! All events are open to your partners and families.

The events will offer the chance for current members of the two Squadrons to get together in a number of settings and to meet with the veterans of 10 and 11 Squadron.

Please mark the weekend of 3-5 Oct 2014 in your diary and join in the celebration of two great Maritime Squadrons.

You can find further information HERE

At the 2012 London Olympics, which lasted for 17 days,
the athletes were provided with 150,000 free condoms - approximately 15 each.

F-111 Deseal/Reseal.

DVA has commenced the Fourth Study of Mortality & Cancer Incidence in F-111 Aircraft Maintenance Personnel who were involved in the Deseal/Reseal (DSRS) programs during 1977-2000.

This study is expected to be completed in 2015 and follows on from three previous studies completed in 2003, 2004 and 2009 as part of a broader Study into the Study of Health Outcomes of Aircraft Maintenance Personnel (SHOAMP).

The Fourth Study will provide a better understanding of the rates of cancer and mortality for those who participated in F-111 Deseal/Reseal work. The passage of time and an expanded study group has provided an opportunity to improve on the previous studies.

Health issues can take a long time to develop. This statistical study will ensure DVA has a more accurate picture of the cancer and mortality of those personnel compared to their RAAF peers and the general community.

For more information please follow this link to the F-111 Website - Inquiries & Studies page - http://f111.dva.gov.au/inquiries_studies.htm

See also the Royal Australian Air Force website F-111 Deseal/Reseal page HERE.


Reunion for all
ex RAAF Townsville personnel.
The North QLD Air Force !!
Saturday 11th October 2014
3pm start
RAAF Townsville SGTs Mess
10SQN
BSTVL
35Sqn
38Sqn
CSTS
27SQN
10SU
& more..
Please contact Gary Nielsen on - 0422828972 or email gnielsen@tpg.com.au
for details and more importantly your name and contact details if your going.