



# The RAM.



Dec 2014

Vol 48

ABN 18 477 110 847

[www.radschool.org.au](http://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 Rosa Wallis and Chrissy hits the beach.

See Page 3



Microsoft has finally got the back-up problem sorted and are we on the brink of the greatest scientific breakthrough ever?

See Page 4

Brian Butkin Vespas across Australia and a DC3 attacks a Clarktor in Butterworth.

See Page 5



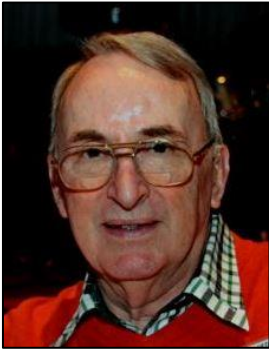
DVA now recognises "Warlike" service and the Orions at Edinburgh are starting to show their age.

See Page 6

That great old and much liked Patriarch of the RAAF, Rocky Rockliff, tells us his story.

See Page 7





Jeff Pedrina tells us the story of the time he left a Macchi in full flight over WA

See Page 8



The REOA got together in Melb and 3 Sqn got together in Caloundra.

See Page 10



Was the C-27 a good buy? And Gallipoli Barracks have a family Christmas party.

See Page 12



We have a look over East Sale

See Page 14,



John Laming took 4 Merlins to Momote, PNG.

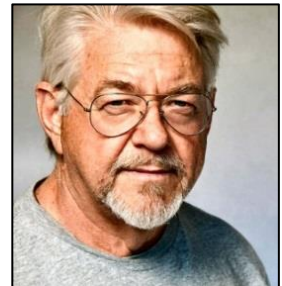
See Page 16

The North American X-15 was some machine, as will be the US Navy's Gerald Ford once commissioned.

See Page 9

You have to be careful when taking medicines and why exercise is so good for you.

See Page 11



Noddy goes to the G-20 and DVA Qld have their Christmas party..

See Page 13

The East Sale Equipos and their mates got together in Nov.

See Page 15

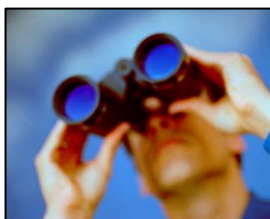


Sick parade

See Page 17







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

This is where you have your say. We look forward to hearing from you.

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.

## New Contributor.

From this issue, we're lucky to have John Laming join us on a regular basis. In 1947, after the war, and when John was 15, he migrated from the United Kingdom to Australia. He worked for the Sydney Morning Herald Flying Services at Camden from 1948 to 1951 as a "general dogsbody". One of his tasks involved throwing out newspapers from Lockheed Hudsons and a Douglas DC-3 on newspaper delivery flights to outback New South Wales.

In 1951 he joined the RAAF as a pilot where he flew a wide variety of types including Mustang, Vampire, Lincoln, Convair, Viscount, Dakota, and HS748. He even once flew a borrowed RAN Sea Fury! Spending spells as a flying instructor at Uranquinty, NSW, and Townsville, Qld., John accumulated lots of hours on Wirraways, Winjeels and Tiger Moths. His wide experience also led to a tour as an aircraft accident investigator with the RAAF's Directorate of Flying Safety.



In 1962, then Flight Lieutenant Laming was awarded the Air Force Cross for his services as a Captain, Qualified Flying Instructor and Instrument Rating Examiner with 10 (MR) Squadron flying mostly Lincoln Mk 31 maritime patrol aircraft. Then in 1969, after 18 years in the RAAF, he left and joined DCA Head Office in Melbourne as an Airways Surveyor. Shortly after that he moved to the Flying Unit at Melbourne/Essendon flying DC-3s and F.27s on airways calibration duties.

In 1976 he moved on to the commercial aviation world and joined Air Nauru, initially flying the F.28 and then the 737-200 on routes throughout the South Pacific. In 1989, after 13 years in the tropics, he left Air Nauru and went



to England to fly for Paramount Airways on 737s covering Europe and Middle Eastern routes. When Paramount Airways went out of business John moved to Hapag-Lloyd where he flew various types of 737s based in Hamburg and operating Europe-wide, to North Africa and to the Middle East. In 1992 he had no choice but to "retire" due to the age 60 rule in Europe and thus returned to Melbourne. There he engaged in General Aviation charter and instructor flying, and also 737 flight simulator work plus consultancy on aircraft accident investigation.

With more than 23,500 flying hours, John Laming holds a current ATPL, CASA Delegation for instrument rating tests on the Boeing 737 simulator and current a Grade 1 instructor rating. He is also an accomplished author with many published articles on a variety of aviation subjects to his name.

We're lucky to have him.

## Opinion.

Serving Members' pay dispute.

Recently the chief of the defence force, Air Chief Marshal Mark Binskin, emailed personnel with what he said was 'a fair and reasonable offer'. Australian Defence Force (ADF) personnel face losing some of their leave entitlements as part of a deal that includes below-inflation pay rises. The decision, conveyed in an email to personnel early in October, has been branded "outrageous" at a time when ADF members are risking their lives in combat operations in Iraq.

ACM Binskin, said the position taken to the Defence Force Remuneration Tribunal involved an annual salary increase of 1.5% during the three-year deal. The most recent official figures show inflation is running at 3%. ACM Binskin told ADF members it was "a fair and reasonable pay rise in the context of the government's financial position and the clear need for wage restraint". He said, "As you will be aware we are in an economic and budgetary climate where government has indicated the need for managed reduction in costs, of which pay is a part, across the federal public sector. The ADF provides "a unique service to the nation" but it "must operate within the government's wage framework when considering any remuneration package".



He also signalled some changes to leave arrangements.



“One of the things we will offer up is one of the CDF [chief of the defence force] approved leave days over the Christmas period,” he said. “Another is the removal of extra recreation leave (ERL) provisions. “I know that leave is important to all ADF members and I have not taken this decision lightly. However, I believe that with the other leave provisions that are available (including short leave from duty) and the inequitable way that ERL has been applied across the ADF workforce in the past, these offsets are reasonable.” “I know that some of you will believe this increase does not properly acknowledge the job you do,” he wrote. “However, as I noted earlier, this proposal must be viewed in the context of the broader economic situation. I am of the view given the circumstances, this is a fair and reasonable offer and is as good an outcome as I can negotiate in the current climate.”

[Professionals Australia](#), (who?? you might ask!) which represents engineers and scientists in civilian defence roles, described the offer to uniformed personnel as “outrageous”.

David Smith, the Australian Capital Territory director of Professionals Australia, said the decision came just days after the government formally committed to military action in Iraq. “At the same time as we’re looking at deploying more people overseas we expect their families to have to make ends meet with a below-inflation pay increase and expect they’ll have less of an opportunity to stay at home by cutting leave entitlements,” Smith said. “It’s outrageous. Defence employees, whether they’re civilian or in uniform, go above and beyond. To attack their leave entitlements particularly when they’re more likely to be deployed or are being deployed is outrageous. “This is an example of how ideological the government is about working conditions for all public sector workers.” Smith said ADF members had “limited representation” and did not “get a real say in this outcome”.



About 600 ADF members have been sent to the Middle East, including 400 RAAF members who will participate in air strikes against Islamic State (Isis) targets.

All very emotive stuff – so let’s look at the facts!!

The [average annual wage](#) in Australia for a civilian tradesman (plumber, electrician, motor mechanic etc) is \$68,900 pa.

The [average annual wage](#) for a Lance Corporal, LAC, and/or AB is \$63,138 plus \$13,118 Service allowance plus uniform allowance \$419 = \$76,675 pa. The serving person also receives a very generous and tax free allowance when serving in some areas overseas plus free medical/dental which can amount to a saving of hundreds of dollars a year.

Both civvy and serving persons accrue 4 weeks annual leave and both are entitled to all public holidays. Neither civvy nor serving person will lose any of these entitlements. The serving person is also entitled to what they call “Extra Recreational Leave” (see [HERE](#)), which can add another week to the serving person’s leave. Extra Recreational Leave was supposed to acknowledge extended work hours over the year but had inflated into an expectation.

This is the leave that ADF is reducing, not normal ARL as has been strongly hinted at by some sections of the media and by a certain politician of the female variety. But! - There are other modes of leave that can be granted in the same way, these remain untouched. The serving member is also entitled to an extra 18 days leave a year, on a pro rata basis, when they perform warlike service in an operation area.

This year the serving member is also not required to attend for duty for the period that commences on 25 December 2014 and ends on 2 January 2015. This is on top of all other leave granted to the service man or woman and has been the case for some years, but looks like it too will go.



For what it's worth, here are a few ways I think ADF could save some money and make some real productivity gains:

- Sack half of the Defence Materials Organisation.
- Get rid of extraneous directorates at ADF Headquarters such as Directorate of indigenous Affairs.
- Get rid of any public servant working on diversity for transsexual, intersex, homosexual, or feminist objectives, it's not that these issues are unimportant, they just aren't core business for defence.



It's only human to want more and it's damn hard to give something up when you've had it for a while especially after it has been treated as the norm, though we feel this topic has legs and it hasn't run its race just yet!!.

There's always three sides to every story, his, yours and the truth, most times it's a good idea to hear all three. We're not taking sides here, but all in all, the conditions of today's serving men and women are pretty good

An awful lot better than when we wore the uniform.

## RAM thought for the day.

"In any world menu, Canada must be considered the [vichyssoise](#) of nations, it's cold, half-French and difficult to stir."

## Check it before you send it.

We've lost count of the number of times we received an email which said "***In the coming days, DO NOT open any message regardless of who sent it to you with an attachment called: BLACK MUSLIM IN THE WHITE HOUSE***". This terrible email was supposed to carry a virus that would do all sorts of terrible things, flatten all your tyres, pinch your washing off the line, even harm your computer.

It's an old email that has been around for yonks and if the sender took a few minutes to check, before mindlessly sending it on to all and sundry, they would have found that it is a HOAX. It's garbage.

Another one that continuously does the rounds is that plane that drops a wing and the "very experienced" pilot manages to land it – I mean, who actually believes that rubbish??

Before you onsend that junk, check its authenticity, click [HERE](#).

## 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.

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.

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.

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 ourselves 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 get pretty close. 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.



# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 2

## In Memory Of.

### Alfred “Ted” Ilton.

Sadly Ted Ilton (Wng Cdr retired) passed away early on Saturday morning, 25th October 2014 at the aged care facility on the Tweed in which he had been living for the past couple of years (aged 87). Ted had been fighting cancer for some time but recently it took hold and it was sad to see an active and fun loving man regress so rapidly. Ted was born in 1927 and joined the RAAF in October 1947 as a Teleg and in 1953 was commissioned, eventually reaching the rank of Wing Commander. He discharged in March 1976 after 29 years' service.



I first met Ted several years ago when I gave him a hand with his life story (which you can read [HERE](#)) and at all times I found him a charming and caring man, with a great sense of humour. Ted would have been 18 at about the same time as I was learning to walk so the Air Force he joined would have relied heavily on pistons and propellers, at a time when valves ruled, and we'd often sit and talk about those days. I used to love our little "chats" where he would sometimes "unload" and we'd talk about all sorts of people, of events and of things long gone. He had a wonderful memory and no doubt, he had enough material in that knowledgeable head to put down several more books, it was a shame we didn't get onto it earlier.

I found it a pleasure to work with him.



Some years earlier, Ted had asked his old friend, Chaplain (Air Commodore, retired) Clive King to officiate at his funeral, should circumstances dictate. Ted and Clive had been mates for many years and unhappily as it turned out, Clive had to keep his promise. Click below to see video of part of the ceremony.



I lost a good mate, Australia lost a true gentleman.

## Rex Raph.

Rex Ralph, an ex Warrant Officer communicator and one of the founding members of the Djinnang Association, passed away on the 4th October, 2014. His funeral was held on the 9th October 2014 at Mt Gravatt (Qld).

Born in Brisbane in 1928, Rex lived at Coopers Plains. As a young man he enjoyed employment in the rural industry in western Queensland, however, this was not to be his forte. He joined the Royal Australian Air Force on 30 June 1947 where he had a distinguished career as a Telegraphist, Signals Operator and communications supervisor and rose to the highest rank possible in that mustering, that of Warrant Officer.





In this, his chosen profession he had no peer as an operator of Morse code, the main means of communication at the time. Noted for both his speed and accuracy in all forms of communications his promotions were quick and regular. Unassuming and sincere, he gained easily the confidence of all with whom he came into contact.

Because of his personal qualities and competency in his profession, he was one of only three telegraphists chosen to join the RAAF contingent to go to Onslow for the period of the Atom Bomb tests carried out on Monte Bello Island in 1952. He was also chosen for a post at a dedicated communications facility on Manus Island.

Rex had numerous other postings during his career, including Woomera, Malaya, Thailand and Headquarters Operational Command at Glenbrook. His Long Service and Good Conduct Medal coupled with his Operational Command "Certificate of Outstanding Service" were justly earned.

Rex loved operating Morse code. Such was that love that on retiring from the Air Force, he became an Amateur Radio Operator where he continued with Morse code almost on a daily basis. Far above the standard required in that sphere he was a much sort after contact over the radio spectrum. Always immaculate in dress and easy in manner, coupled with his high professional skills, Rex gained the respect and confidence of all who knew him.



Ernig Gimm says, "I met Rex some 45 odd years ago when I was posted to RAAF Darwin as a Flight Sergeant to commission the first computerised message switch the world had known. This was affectionately known by some as FRED. FRED was short for many things; some favourable but most VERY unfavourable. It was during this period that, through Rex, blokes like myself and Johnny' Renfrew etc., maintained our sanity. Rex could always manage a smile when things were not going right and this often saved the situation.

My last 12 months as a single man was served under Rex and we lived in adjoining rooms in the Sergeants Mess. We managed to fit a lot of socialising in during that time and I well remember a footy bus trip from Darwin to Kununurra which we barely survived. I was nominated as a line umpire but my main job was to keep the coldies up to the players.



Rex was the CMC of the Darwin Sergeants Mess during this period and presided over some of the best dining-in nights I have ever encountered. He had the knack of getting the best out of people and his sense of humour was always the highlight of the evenings. His physique portrayed his love of good wines and food and Darwin was not short of either.

Rex was a gentleman of vast knowledge, wisdom and empathy. During his Service career, he mentored many troops who would not be where they are today, were it not for Rex's guidance.

A founding member of the Djinnang Association, and as a good friend, he will be missed.

## **Donald Joseph Gray.**

Ernie Gimm advises that Don Gray died unexpectedly in hospital in Canberra on 4 Nov 14. He was 83. He is survived by his wife Peggy and three children. Don had been in poor health for several years, but he always retained his acute sense of humour and fund of stories. His funeral service was held at the Norwood Park Crematorium (ACT) on Friday 14th Nov 2014 then later at the Canberra Bowling Club. Don joined the RAAF as a Radio Apprentice on No 3 course in Feb 1949 and was commissioned from No1 Fellowship Diploma Course in January 1954. He served at No1 Tx Stn Laverton, 1AD, Williamtown and Edinburgh. While at Edinburgh he was offered a position with Dept of Supply at a space communications facility at Woomera. Later he became the director of the Tidbinbilla facility. He continued in this role until retirement, through the early years of manned space missions, development of satellite communications and remote sensing operations. He was considered an authority in the latter field. I will miss the frequent telephone conversations with him over the past several years.

You can read an interview given by Don to Catherine Rayner, back in December 2001 [HERE](#).

## **Alan Ronald Grant.**

Alan was born in August 1944. He joined the RAAF in 1963 and was on 70 Teleg course and then [22 Telsop Course](#). He served in Vung Tau, in Vietnam from April 1971 to November 1971, then had two tours of Butterworth. He was discharged in 1986. Alan had been poorly for some 3 years and eventually succumbed to Pneumonia and Lung problems on the 29 September 2014, aged 70. He was buried on Wednesday 08 Oct 2014.



## **Norman Clyde Cuell.**

Harry Seymour advises that has recently saw a notice in the Melbourne Herald Sun advising the passing of Norman Clyde Cuell aged 86. Norman died on the 15 October. He was a Teleg and a great help to all who were posted to OPCOM back in the early 1960's. Harry says he was a big gentle giant and he's sure a lot of people would have known him from his time in the RAAF.

## John Robert Dart.

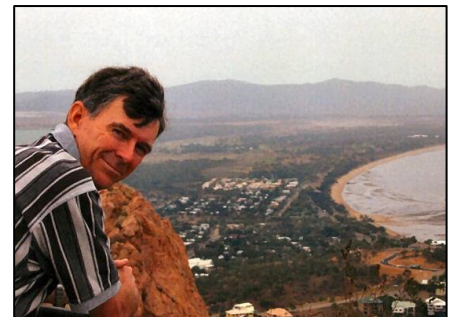
John “Jack” was born in Feb 1939 and joined the RAAF in June 1957 at the age of 18. He was on [43 Telegs](#) and served at Pearce and Hong Kong. He took a discharge in June 1963. In later life he did a tour of the Antarctic.

Jack passed away peacefully, from a brain haemorrhage, which resulted from a fall, on the 1st October 2014 aged 75. He leaves behind his wife Wendy, daughter Sonya, son in law Jon and grandchildren, Matthew, Christopher and Kirsty. His funeral was held on the 8th October 2014.



## Liam Nicholas Rossiter.

Liam was on 51 RMC in 1964/65. We don't have many details except that he lost his life in an aircraft accident in PNG on the 20th September, 2014. Liam had spent many years flying in PNG, rotating back to Townsville on his days off. His funeral service was held on Tuesday 7th October in Townsville.



## Denis Minon.

The Djinnang Association in the West advise, with sadness, the passing of Denis Minon, Teleg, ex member of 3TU, served overseas at Hong Kong and Vietnam. Ex Rads 67 Telegs. Denis's funeral was held on Tuesday 25th November at Simplicity Funerals, Kelmscott WA.

## Bob “Snow” Doyle.

John Sambrooks advises the passing of Bob (Snow) Doyle. Bob succumbed to the clutches of cancer, after a very short and brave fight. He was nursed and cared for by his loving wife Liz and our sincere condolences go out to her. Bob's funeral was held at the Melaleuca Memorial Gardens in the Tweed Valley on Monday 24th November 2014.

## Graeme John Montgomery Smith

Group Captain Graeme John Montgomery Smith, CSC, known to all his mates as “Monty” was born at Randwick on the 4th December 1944 and sadly left us on the 13th November 2014, just a few weeks before his 70<sup>th</sup> birthday – far too young!!



Laurie Lindsay knew him well, he says "I first met Graeme Smith at Richmond in 1971, when he was on a short visit with the Basic Equipment Officers' Course. I can recall attending the Richmond RSL in his company and we were doing so badly on the pokies that he stood on his hands and pulled the lever with his foot. It did not work; we still lost. I thought then, that this was a different person and somebody I could get along with. The Air Force decided that anybody with a middle name, Montgomery, would wear that moniker indefinitely.

Monty was appointed to a commission in the RAAF on the 20 April 1970 in the Equipment Branch (now termed Logistics Specialisation). His postings included:

- No 1 Stores Depot, Tottenham VIC
- No 2 Stores Depot, Regents Park NSW
- Base Squadron Darwin
- RAAF Washington
- No 5 Airfield Construction Squadron
- Headquarters Support Command Melbourne
- Air Force Headquarters Canberra
- Headquarters Air Command Glenbrook
- RAAF Butterworth, Malaysia
- 303 Air Base Wing Richmond NSW

Monty and Jill met in Darwin in 1974 shortly after Cyclone Tracey. They were married on 26 January 1980 in the USA during his posting to Washington and Philadelphia.

On the 29 January 1998, Monty transferred from the Permanent Air Force to the General Reserve and then from the General Reserve to the Active Reserve on the 1 June 1998, where he was appointed Officer Commanding Combat Reserve Wing. He held this position until 2 February 2006. Monty was also Deputy Chair of the Defence Reserves Support Council (NSW) for three years following his appointment as Officer Commanding Combat Reserve Wing.

Monty retired from Air Force on his 66th birthday (the 4th December 2010).

His decorations include:

- Conspicuous Service Cross (for his performance as OC 303 Air Base Wing) awarded on Australia Day 1998
- Defence Force Service Medal with 2nd Clasp
- Australian Defence Medal
- Air Commander Australia Commendation for service as Officer Commanding Combat Reserve Wing

Maureen Kerr was the Warrant Officer Caterer at Glenbrook when Monty was President of the Mess Committee. She recalls that he never ordered her to do anything. He would always ask, and make it seem like a big favour if she could possibly find the time to carry out the task. Monty had the knack like many great leaders of being able to give an order without it sounding like an order. He only broke this rule once and the order was: "Jill get here now!"



Jill was a nurse and the order was to save the life of a friend who had had a heart attack. (See [HERE](#)).).



A Certificate of Appreciation being presented to “Monty” (left) by the Commander of Combat Support Group, Air Commodore Mark Gower.

Monty had the thickset build of a rugby prop and that was his position. I played with him at Combined Services in Melbourne in the 70s. In 1985, I attended the Golden Oldies Rugby Festival in London and the gentlemen from MARS (Middle Aged Rugby Side) from Philadelphia were anxious for news of him. They all knew and remembered Monty.

Monty left this world on Thursday 13 November 2014. He is survived by Jill, his wife of 35 years; his brother Doug, sister-in-law Lorraine and their family. He was a gregarious, kind and generous man with a mischievous nature. He will be greatly missed by his family and his many friends”.

(The assistance of Maureen Kerr, Chris Grohovaz, Del Gaudry and Carl Schiller in the preparation of this obituary is greatly appreciated)

This page left blank.

# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 3

## Page 3 Girl.

Our lovely page three girl this issue is Rosa Wallis.



Rosa, who was spotted at the recent East Sale reunion, was born in Kalgoorlie. When she was just a little one, her dad who was a maintenance bloke in the RAAF was posted to Pearce where the family lived for the next 7 years. Her dad took a discharge in 1953 and the family moved down to Fremantle. Rosa's young years were influenced by the RAAF, she enjoyed the life, the excitement, the aircraft, so it was only natural that she too wanted to join. In March



1962, as soon as she was old enough, she joined the WRAAF and headed east to Point Cook to join WRAAF Rookie Course 121. After rookies, she was posted to East Sale as a Clerk E and worked there for 4 years. In March 1966, as was the stupid rule at the time, she had to leave the WRAAF because she married. After leaving the WRAAF, she and her husband moved to Queensland where they stayed for 18 months, then in the early 1970's they moved to Port Hedland in WA.

While in Hedland, she worked for MacRobertson-Miller Airlines (MMA) as a reservation clerk, but assisted with cargo bookings and airport check-in, as was the norm with the smaller nor'west ports where you assisted in all areas. With aeroplanes and aerodromes still firmly in the blood, she started a private pilots' licence and after spending 18 months and a few dollars she gained her unrestricted PPL. Learning to navigate with maps and protractor in one hand and the control column in the other was an exercise in agility - Oh for GPS back then.....Not a lot of roads or railway lines to follow in the Pilbara!



With 15 years in the Pilbara under her belt, she moved south to Perth, obtained a job with Qantas as a reservation clerk at the time of the Americas Cup (on a 6 months' contract) and then moved to permanent staff and worked in many positions including Agency Clerk (advising travel agents on fares and ticketing) and then in the Travel Centre, handling outbound holiday reservations for local clients, and also re-issuing and re-routing of tickets for incoming travellers. Then a change of scenery away from face to face travellers, to the Corporate area, where she looked after large companies, government travel and also Defence Travel. Very demanding, as corporate clients tend to change their schedules and itineraries and need to be somewhere else as soon as possible. Thank heavens for the advent of electronic ticketing, with hand written tickets and then machine printed tickets a thing of the past (remember those?). Also modern technology made many things within the airline industry a little easier. The initial 6 month position extended to 25½ years!! Luckily she was able to fulfil her love of travel whilst working with Qantas and visited many parts of the world, which has been a wonderful experience.

These days, Rosa who has joined the ranks of the retired ladies, is so busy she wonders where she found the time to go to work!, Whilst in Hedland, she commenced a University degree on an external basis, majoring in history and continued on when back in Perth - a long and convoluted process, and obtained her B.A in 2001.





She is putting this love of history to use, volunteering at the Fremantle Military Museum, in the curatorial area, which involves working with old photographs and documents and also assisting in the library - a very interesting job. She also volunteers at the Fremantle Tourist Information Centre, and enjoys meeting people from all over the world and other parts of Australia.

With her interests in swimming, walking, gardening, coffee mornings etc., she is finding the Retirement Gig very busy!! She still maintains her links with the WRAAF and remains in contact with the friends formed during this period of her life.

## Wagga Comm Centre, 1984



**Back Row L-R:** Peter Kuno, Col Greenwood, Debbie Oram, Jeff Schoefield, Bill Callinan.  
**Front Row L-R:** Carolyn Wilson, Di Tattnell, Denis Greig, Cassandra Mitchell, Rhonda Hearne.

### Definitions:

THINGY (thing-ee) n.

Female..... Any part under a car's bonnet.

Male..... The strap fastener on a woman's bra.

## 157 RTC (1982)



**Back Row L-R:** Sean Blanks, Peter Holian, Steve Hodgkinson, Roger MacLean, Ray Purdy.

**Middle Row L-R:** Mike Sattler, Steve Smith, Tony Wennebom, Lloyd Wilday, Craig Starritt, Roger McKenna.

**Front Row L-R:** Ray Pullen, ? Phillips, Doug Shepperd, Roger Ghiggoli, Somon Clowes, Paul Farry.

Mike Sattler sent us the pic above, he says the course started in July 1982, but he's not sure of the finish date as he finished on 159RTC. He thinks it would have been sometime early in 1984. When this pic was taken they hadn't been assigned a course instructor.

**COMMITMENT** (ko-mit-ment) n.

Female.... A desire to get married and raise a family.

Male..... Trying not to hit on other women while out with this one.



## 430 RTC (Richmond).



John Stewart sent us the pic above, he said, "Howdy, I came across the attached photo of my rookies course (No 430) at Richmond in 1957. Our DI was Cpl Barry Hanley. If it is of any interest to readers, feel free to publish in the magazine. Some of the guys who are still around may recognize themselves.

## Inst Mechanics course, Wagga.





# The RAM

Vol 48

Page 3

**Back Row L-R:** ?, John Rhodes, Barry Bailey, Rene Sarolea.

**Middle Row L-R:** Richard Salter, ?, ?, "Woodsy", Roy Edwards

**Front row L-R:** Charlie Grech ?, ?, Dave Martin, ?, Dennis Lovett

We don't have all the names and we don't know the course number or date, can anyone help??

## Qld WRAAFS – Rooky Course 222.



**Back Row L-R:** Pam ?, Virginia Buchanan, Kay Peters, Lorraine Tierney.

**Front Row L-R:** Wendy Wockner (Fox), Diann Potter (McKenzie).

Wendy Wockner sent us this pic, these are the girls from Queensland who were on the course, you can see the full course [HERE](#).



## Maintenance Sqn, East Sale. 1975.



Bob Oscar sent this pic, he says it is from his days at Maintenance Sqn at East Sale, which he thinks was about 1975. Ron Grant saw it and he sent one too, although his was taken in 1982 or 83 (below).

Bruce Cooper is in the top pic, he's the bloke on the left, about 6 rows back, with his hand in his pocket. Bruce says he had a serious "chat" with the WOD after that.





## 1428 ROOKIES. (April 1978)



**Back Row L-R:** ?, ?, Miles ?, ?, ?, ?, ?, ?

**Middle Row L-R:** Max Patton, Gary Reid, ?, ?, Joe Cooper, Chris ?, ?, Luke Nordink, Terry Bryant.

**Front Row L-R:** ?, ?, ?, Ron Day, ?, Charlie Smith, ? Rees, ?.

The DI was Joe cooper

## 71 CSAE Course.



# The RAM

Vol 48

Page 3

**Standing L-R:** John Robertson (Radschool), Ken Bryand (B.Sqn Townsville), Arnie Vereschildt (HQSC), Norm McMillan (NAS Nowra), Ken Raynor (HQSC), John Verscuis (1FTS Pt Cook), Ralph Horjus (1FTS Pt Cook), Dave Constable (HMAS Albatross), Stan Magro (B.Sqn Pearce), Mick Truman (3CRU), Doug Myer (Radschool), Keith Green (Radschool).

**Seated L-R:** Bill Langton (HQSC), Ralph Dix (B.Sqn East Sale), Charlie D'Amato (HMAS Albatross), Tony Kelly (1AD), Bill Nolan (3CRU), Don McFarlane (HQSC).

## 66 ElecFitt RSTT



**Back Row L-R:** Bruce Woolgar, Wayne Naggs, Mick Cerson, ?, Phil Crockart.

**Middle Row L-R:** ?, ? Mason, ?, ?.

**Front Row L-R:** Peter Philips, Andrew Scott, John Delavadova, Neil Zoldoz, ?.

Phil Crockart made this pic available, he says it was taken during the changeover from the dark blue uniform to the powder blue one. Some blokes had them, others didn't, some blokes only had drabs. We don't have all the names, if you can help!!!!



## RAAF Police. (Laverton, Aug 1983)



**Standing L-R:** Kev Watts, John Turner, Mick Runge, Rod Greenslade.

**Seated L-R:** Dave Sharpe, Ian Boyd, Ted Rosewarne, Gary Mitchell.

**FLATULENCE** (flach-u-lens) n.

Female.... An embarrassing by product of indigestion.

Male..... A source of entertainment, self-expression, a challenge, male bonding.

## Sabre A94-910



Sabre A94-910 was taken on strength by the RAAF back in March 1955. It was held by various units until 1974 when it had its wings clipped and was sent to Pt Cook as an aid for the fireys. It was handed over to the RAAF Museum in 1977 where it stayed in storage until October this year. Someone came up with the idea that what should happen was take this particular aircraft



from Pt Cook up to Wagga, spend a bunch of money and time on it and put it on display at the main gate. But, there was already a Sabre at Wagga, A94-982, and they didn't need two, so A94-982 will be bundled up and taken down to Pt Cook??

A94-982 is the only RAAF Sabre to have fired its guns in anger when it was involved in the Malayan Emergency – hence its significance and why it will be on show at Pt Cook.

## Main gate upgrades.

The Air Force has an active program to upgrade all its gate guardians. This important program has been underway for a couple of years and the results are outstanding.



Images of the Bloodhound missiles and the Mirage at Darwin are indicative of the sterling efforts directed to the care and attention to ensure the longevity of the aircraft.





## On the beach! Casuarina 1990.



[Chrissy Martin](#), working on her tan at Casuarina Beach in Darwin.

Casuarina Beach, named after the trees that grow in the vicinity, is a 4.5 km long beach on Darwin's northern suburbs and is the site of the Darwin Surf Life Saving Club. It offers a wide range of recreation facilities as well as a section for nude bathing.

On behalf of all our male readers, thanks for the pic Chrissy, and if any other girls would like to contribute a pic or three, please do!!

## The Green Room, Darwin Hotel. 1982.



**EAT RIGHT and  
EXERCISE.**

**DIE ANYWAY.**

[www.cafepress.com/GeezerShop](http://www.cafepress.com/GeezerShop)



# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 4



## Computers and Stuff.

Sam Houliston.

### Sorting out the revolution in PC backups.



Over the past few years, backup technology has improved so much that you're virtually guaranteed you'll never lose important files or other data, but with so many good options available, it can be difficult to settle on the backup method, or methods, which are exactly right for you.

Today's mainstream backup options range from Windows' built-in tools and an internal hard drive to automated applications that archive files to the cloud. In between are old-school backups on optical discs and new-school network-attached drives that let you access your data from anywhere, locally **and over the Web**. Each backup option brings its own particular mix of strengths and weaknesses. Let us have a look at the options.

Personal-computer backups are best grouped by where the backup files are stored. The five mainstream options are:

- **Internal drives**
- **Optical discs** (typically DVDs and CDs)
- **USB-connected external drives**
- **Networked drives** (such as in another PC or a standalone, network-attached storage device)
- **Cloud-based data-storage services**



There are, of course, variations of each type, for example, networked drives can be accessed either via Wi-Fi or by hard-wired Ethernet and although Wi-Fi can be more convenient, especially in the home, a wired connection is typically about 10 times faster than wireless, so there's a huge speed difference.

Some other forms of backup don't warrant coverage here, for example, USB flash drives might be fine for backing up selected files and folders, but most commonly used flash drives are too small to hold a complete, whole-PC backup, so we'll discard them.



It might be hard to believe, but tape drives and floppies, about as old school as it gets, are still in use but they're far, far out of the mainstream and are typically not up to the needs of modern personal computers. Optical networks and gigabit Wi-Fi will become more widespread in coming years, but they're still minor players, today.

Here are the five commonly used options.

## **Back up to a secondary, internal hard drive.**

In this setup, your system files and data reside on the primary (typically, **C:**) drive and your backups live on a second, physically-separate drive inside the PC. These days, a lot of laptops which offer a capacity of 1 TB or more, come with two separate hard drives, typically, one hard drive will hold 750GB and the other about 500GB and no matter how you look at it, unless you're into designing huge shopping centres or downloading hundreds of movies, 500GB plus is a lot of room and it will take you ages to fill it.

- **Pro: Fast, easy, and inexpensive.** A secondary internal drive offers the fastest form of backup and restoration. The backup process is easy to set up; all standard backup programs can read and write to a secondary hard drive.
- **Con: Low data security.** Secondary drives share the same physical, electrical, and operating system environment as the primary drive, so anything that compromises the primary drive (malware, mechanical or electrical malfunction, fire, flood, theft, and so on) might also compromise the secondary drive. BUT! Storing backups on a secondary internal drive is a ***better-than-nothing*** approach.



## **Back up to optical discs (DVDs and CDs)**

Although the floppy drive went some time ago, most desktops and laptops still have optical drives and if your machine doesn't have one, you can buy a stand-alone one that connects via USB for not a lot of money.

- **Pro: Can be highly secure.** Once written, optical discs are immune to new malware infections and if properly taken care of, can also be very long lived. If you store optical-disc backups away from the main PC, in a climate-controlled location that's fire and theft proof, your backups can last for decades, safe from just about all the misfortunes that can affect a PC and its data.
- **Con: Slow, labour intensive, expensive, bulky, and requires careful handling.** Backing up files to optical discs is an inherently slow process, often requiring disc changes, labelling and careful storage, which makes automated backups effectively impossible. A single full-system backup could span large numbers of discs, adding to the cost and complicating the task of storage and eventual disposal. Without good climate control (i.e., constantly cool, dark, dry storage), optical discs can degrade fairly quickly (see the US National Institute of Standards and Technology publications [HERE](#).) Also, to protect them from unintended

destruction, such as fire or theft, the discs need to be stored in a fire-proof safe or at another site.

## Back up to a USB-connected external drive.

The explosive growth of space-consuming media such as digital music, videos, and digital photos has made one or more external drives a must-have addition for many (if not most) Windows PCs.

- **Pro: Easy to use, good speed, and low to moderate cost.** Installing an external, USB-attached drive is usually just a matter of plugging it in. It's hard to imagine a backup medium that's easier to set up. All major Windows-based backup programs can write to USB-attached storage, and Win8's built-in File History (see story below) can automatically use external drives for near-continuous archiving. USB 3.0 drives usually give excellent high-speed data transfers; USB 2.0 drives are slower, but still acceptable for most backup needs. A good 1TB external drive currently costs about \$80 and up.
- **Con: Mixed data security.** Backups to a USB-connected external drive should be highly secure if, after a backup is made, the drive is disconnected from the PC and stored in a safe location. But USB drives are rarely used that way, and Win8's File History requires that the drive be more or less permanently attached. When a USB drive is left attached, it's vulnerable to many of the same events that can take down the primary drive, including malware, mechanical or electrical malfunctions, theft, and other disasters.



## Back up to a networked drive or second PC.

Storage sitting on the local network can make backing up multiple PCs easier. The newest network-attached drives, such as the Western Digital My Book Live also let you share media and access their contents from the Web.

- **Pro: Generally easy to set up, acceptable to good speed, moderate cost and complexity and some resistance to simple malware.** Nearly all Windows PCs have networking abilities built in and almost all homes with PCs have networks with Wi-Fi and/or hard-wired Ethernet. So it's usually not hard to back up files over the network to an attached storage device or a second PC's hard drive. You can, for example, put an old PC back to use as a sort of poor man's file server. Backup speeds over a network can be good, especially with a 100Mbps Ethernet, which is the norm and which often yields real-world throughputs about 10 times faster than a Wi-Fi system.
- **Con: Requires extra steps for good security.** Ideally, a networked drive should be far away from the system being backed up. It should have separate physical security and be powered by a separate electrical circuit. Otherwise, the networked drive might be lost along



with the backed-up (client) PC, in the event of some accident, theft, or disaster. Networked drives are usually accessed two ways:

- **drive mapping** — assigning a drive letter such as **Z:** — and
- [Uniform Naming Convention](#) (UNC).

Drive mapping is less secure because relatively simple malware on the client PC can access the mapped, networked drive as easily as a local drive. To help thwart such malware, it's better to use UNC for accessing networked drives.

## Back up to a subscription-based cloud service.

Cloud-storage/backup services are now common. Depending on your computing needs, they can be either the primary backup system or supplementary backup.

- **Pro: High security, low to moderate cost, and easy to set up and use.** The primary benefit of cloud backup is **offsite** storage. Even if your PC and all local backups are lost, you'll still have copies of your files in the cloud. Most cloud services use reasonable safeguards (password protection and encryption) to prevent unauthorized access to your stored files, but you can make your cloud storage virtually hack-proof through the use of free or low-cost third-party tools. Cloud-storage costs are low to moderate, depending on the size of your data sets. Most general cloud services offer some small amount of free storage, typically 2–15GB. Microsoft's [OneDrive](#) costs about \$0.50 per gigabyte per year, above its free 15GB. So 115GB of storage will cost \$50 per year. [Google Drive](#) also gives you the first 15GB free, then charges about \$0.60 per GB per year (115GB for \$60/yr). Fees for backup-specific services such as [Mozy](#) and [Carbonite](#) are in the same general ballpark. Setting up cloud-based backup is usually easy. For example, Microsoft's OneDrive is built into Win8. Third-party apps such as Mozy and Carbonite install easily and offer a high degree of automation.
- **Con: Slow, could incur significant secondary costs and depends on middleman services.** As you might expect, cloud backup can be extremely slow, especially when moving large numbers of files. It can take literally **days** to fully restore a PC from cloud-based backups. Moving large amounts of data via the Web also can choke your local Internet connection. Moreover, if your ISP or cloud-service provider imposes data-transfer limits, backing up your entire system to the cloud can lead to substantial surcharges. Using a cloud-based service also makes you dependent on middlemen. Although rare, if your ISP or cloud-service provider goes down for any reason (technical, criminal, financial, or some other cause), you'll lose access to your cloud-stored backups.



My tip – buy yourself a portable hard drive, one that is powered by your USB port and back up to that. You can get a 2TB drive for about \$145 from any of the main computer stores and at the end of the day it can be removed and stored away from your computer for safeguard.





## Windows 8 File History

Windows 8 File History is a radical departure from all previous Windows backup systems. Until relatively recently, the best backup tools for Windows came from third parties, not from Microsoft. But that's changing. Although Windows XP included a basic backup applet and Vista had a better one, it was not until Windows 7 that Microsoft shipped a complete, built-in backup and recovery system with its desktop operating system and even though there's still a myriad of top-quality, free and commercial, third-party backup tools available, most Windows users still don't make regular backups. For many, the process is still too much hassle.

For Windows 8, Microsoft rethought the concepts of PC backups and created File History, a highly automated, set-and-forget archiving system. The goal was to make backing up a PC so easy and unobtrusive that most Windows users would actually do it.

In Windows 8, Microsoft is actively trying to accomplish the following:

1. Make data protection so easy that any Windows user can turn it on and feel confident that their personal files are protected.
2. Eliminate the complexity of setting up and using backup.
3. Turn backup into an automatic, silent service that does the hard work of protecting user files in the background without any user interaction.
4. Offer a very simple, engaging restore experience that makes finding, previewing and restoring versions of personal files much easier.

File History is a backup application that continuously protects your personal files stored in Libraries, Desktop, Favourites, and Contacts folders. It periodically (every hour by default) scans the file system for changes and copies changed files to another location. Every time any of your personal files have changed, its copy will be stored on a dedicated, external storage device selected by you. Over time, File History builds a complete history of changes made to any personal file.

File History is easy to use and its all-but-invisible, automatic backups will be a boon to the majority of users who never before bothered to make backups. But for those of us who are used to making, saving, and using traditional backups, File History requires some serious re-thinking. For example, File History processes only the files in “Libraries, Desktop, Favourites, and Contacts.” So unless you tweak it, File History might fail to back up some files that you want archived.

File History also does not write backups to CDs or DVDs, it requires some form of external storage device (such as a USB drive or networked drive) to store its nearly continuous backups.

Those are big changes.

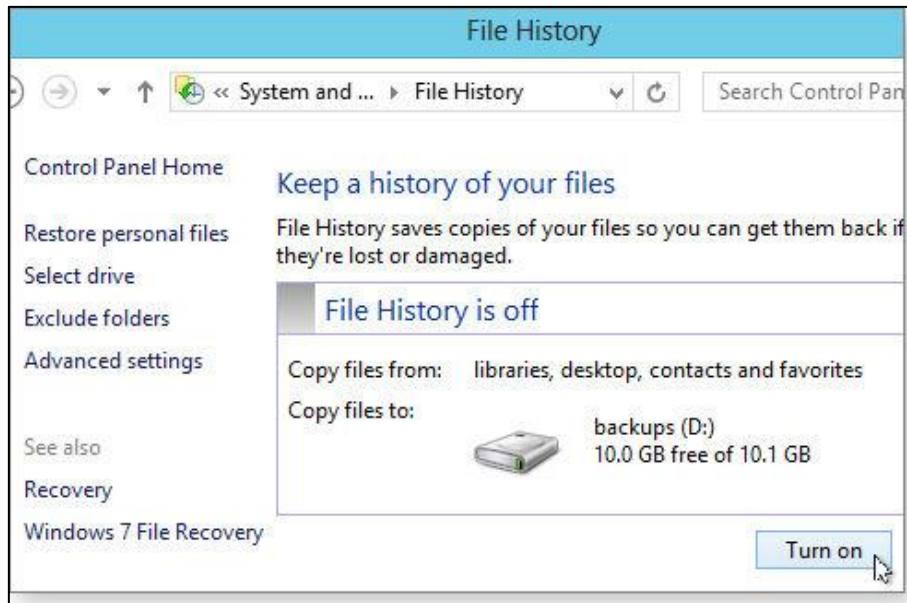
Here's how to use it.



File History requires use of an external or secondary drive to store its backups. This two-drive approach is obviously a good thing. A drive failure won't take out both your original files and your backups but it does mean that unless your system has a second, physical hard drive available (such as a USB drive or a networked drive), you won't be able to properly set up File History. So, the first step before enabling File History is to ensure that your Win8 system recognizes a second drive (not just a second partition on the main drive) that is healthy and has sufficient capacity for multiple backups. Ideally, the drive is used only for backups and has a large amount of storage space. Once that's done, you're ready to roll.

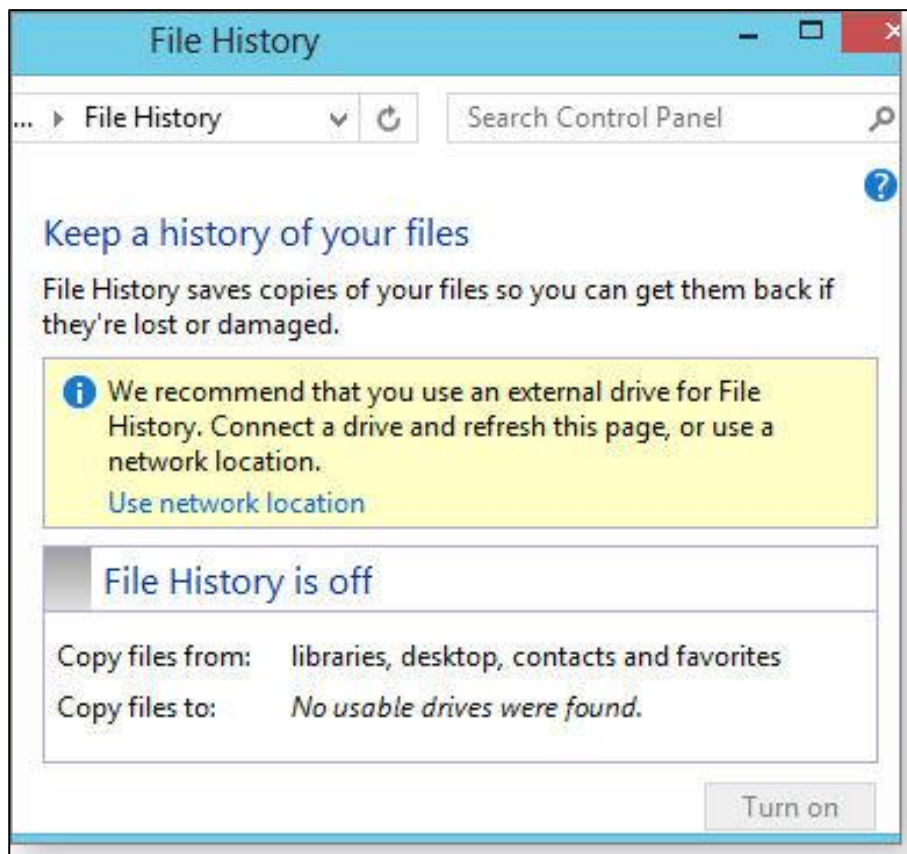
There are multiple ways to open the File History applet, but the simplest is to hold down the Windows Key and press R. Type Filehistory (no space) into the window and press enter. When File History first opens, it looks for and lists suitable locations for your backup files, as shown in the pic below.



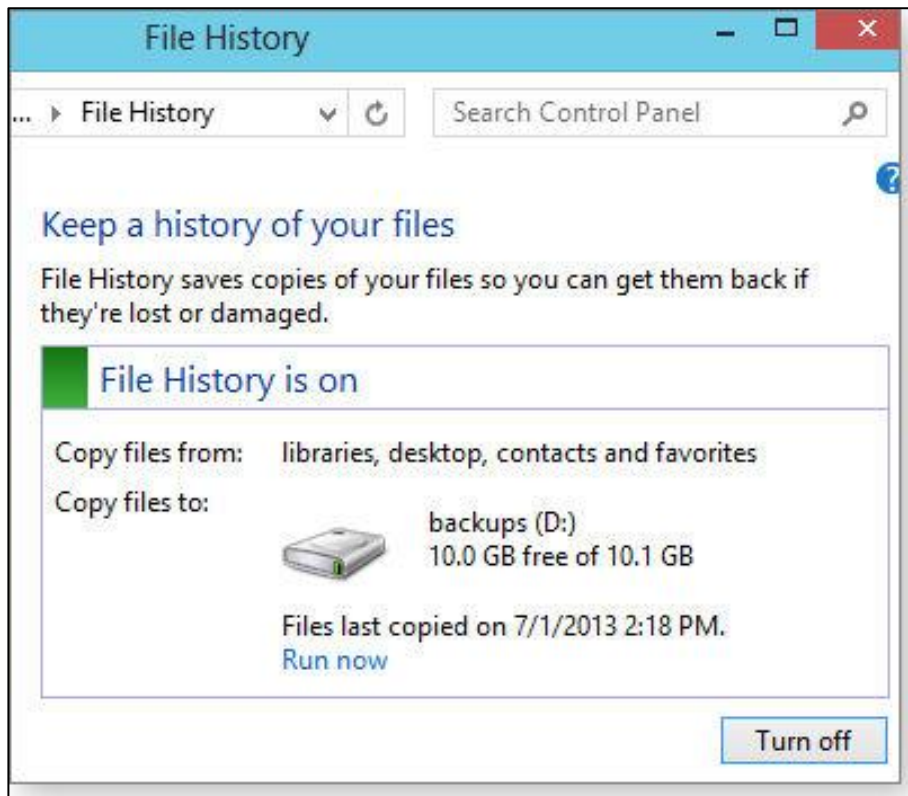


If it can, File History will suggest a location for your backup files (in this example, the *D:* drive).

If File History can't identify a suitable local drive, it will prompt you to either add one or use a networked drive as in the pic below.



If it can't find a suitable local backup drive, File History displays this warning. Alternatively, you can use the **Select drive** option (on the left side of the File History dialog box as shown above) to manually choose a different location for your backup files. (For more information, see [HERE](#)). Once you've selected a File History compatible drive, click the **Turn on** button at the lower-right corner of the dialog box, and you're done.

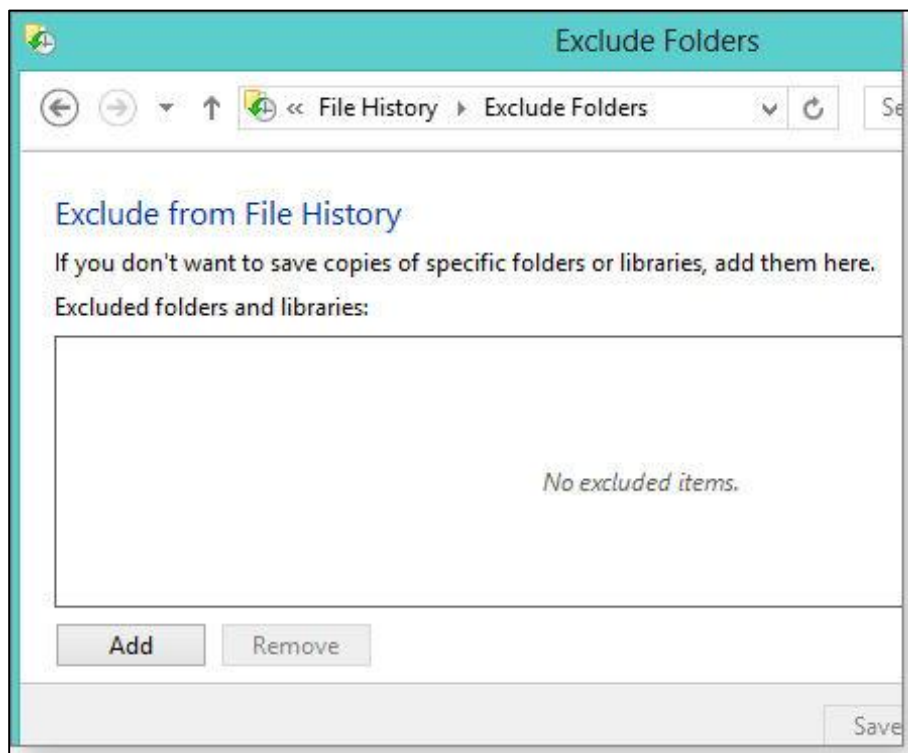


It's really that easy to get File History up and running in its default mode!

File History's default settings might not suit you (they don't suit me), so let's take a look at the available options, advanced features and alterations.

### ***Include additional folders:***

As noted above, File History, by default, backs up only your libraries, desktop, favourites, and contacts, plus your local SkyDrive folder if you have one.



You can, however, force File History to back up **any** folder, including Program folders, by adding those folders to an existing or new library. If you need a quick refresher on Windows' Libraries, see the following:

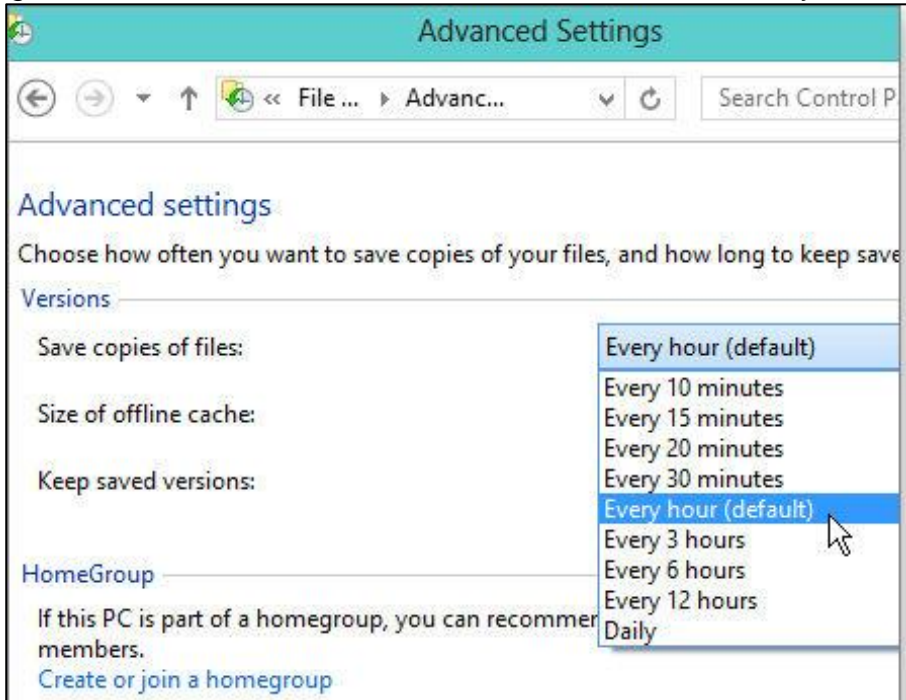
A library is similar to a folder. For example, when you open a library, you'll see one or more files, however, unlike a folder, a library gathers files that are stored in several locations. This is a subtle, but important, difference.

Libraries don't actually store your items. They monitor folders that contain your

items, and let you access and arrange the items in different ways. You can see more info [HERE](#) and [HERE](#) on how they work. Very handy things once you get the hang of them.

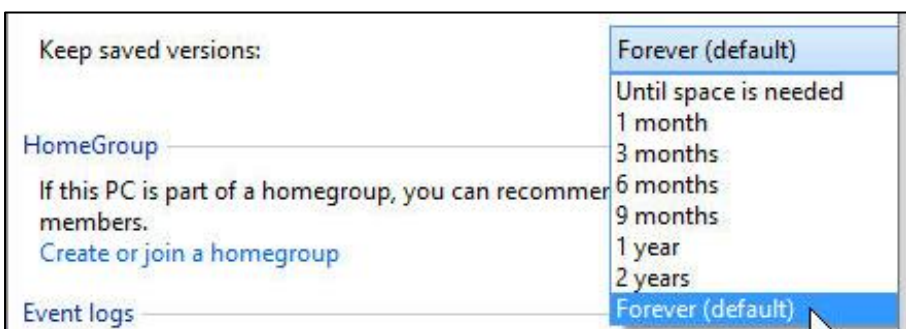
**Exclude specific folders:** If you have some folders that you don't want backed up, simply exclude them from File History by clicking the **Exclude folders** option (immediately below the aforementioned **Select drive** option). A new dialog will open, as shown in the pic above. All you do is click the Add button and browse to the folders you wish to exclude.

**Advanced Settings:** The Advanced settings link (left side of the main File History window) gives access to controls over how and when File History backs up your data. For example, the



**Save copies of files** setting determines how often File History runs (see pic left). The default setting is once an hour, but you can choose run intervals from 10 minutes to 24 hours. I suggest you start with the default interval, and then adjust up or down as needed.

Another useful feature of File History is it will temporarily store your backup on your own computer if your backup drive is, for whatever reason, unavailable. You might be backing up to a network that is down, or to a USB drive that is somewhere else at the moment, no matter to File History, it just stores the backup on your hard drive and as soon as you're connected again, over it goes. In the pic at left you can set the size of your hard drive which File History can/will use.

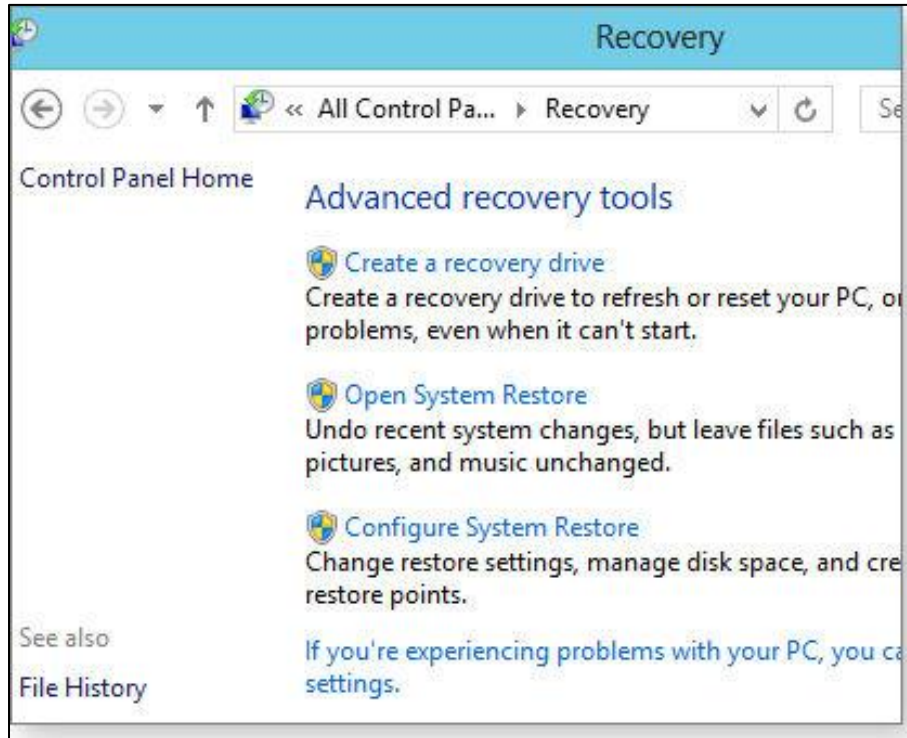


Default amount is 5 per cent but you can increase is to 20 per cent should you wish and with the **Keep saved versions** setting (see pic at left), you can control how long Windows retains your

backups, from one month to an optimistic "Forever."



This is probably a silly default, for a normal household, 3 months would be more than adequate otherwise you would end up with far too many versions.



Now that you have all your valuable data backed-up, what do you do if/when you want to restore. Well, luckily that is just as easy.

Tucked down in lower-left corner of File History's main dialog window are two additional links: **Recovery** and **Windows 7 File Recovery**. The **Recovery** link opens the Advanced recovery tools (see pic at left), where you (among other things) configure and open System Restore.

Another tool, *Create a Recovery Drive*, lets you

create a bootable USB recovery drive. It's nicely explained in [Win8 Support](#).



The **Open System Restore** and **Configure System Restore** items are largely self-explanatory, but for more info, see [Win8 Support](#).

Microsoft have provided a good one minute video on how to restore you files, you can see it [HERE](#).

The final link in File History's main dialog is **Windows 7 File Recovery**, which links to the full copy of the Win7 backup system that's also included inside Win8. Don't bother too much with this, it is on the way out and I don't think it is even included in ver 8.1.

Windows File History is one of the better back-up utilities available – if you've got it, use it!!

## Really??

Recently Lockheed, the same people who made the Hercs, announced a major breakthrough on nuclear fusion energy, they say they could have a 100MW reactor small enough to fit on back of a truck ready to go in about 10 years. If this is true, it is probably the most stupendous scientific breakthrough since man-kind started walking upright. What bothers me though is, if it is true, why isn't every news-paper, TV studio, radio station, reporter, even Darryn Hinch, shouting this from the roof tops, no one seems to be – wonder why???

Lockheed say for the past four years they have had a small team working on fusion energy at their secretive Skunk Works, but were now going public to find potential partners in industry and government for their work. The Skunk Works is the unofficial name for Lockheed Martin's Advanced Development Projects Unit, the unit responsible for producing a number of famous aircraft, including the U-2, the SR-71 Blackbird, and the F-117.



In a statement, the company, the Pentagon's largest supplier, said it would build and test a compact fusion reactor in less than a year, and build a prototype in five years. It said initial work demonstrated the feasibility of building a 100-megawatt reactor measuring seven feet by 10 feet, which could fit on the back of a large truck.

In recent years, Lockheed has become increasingly involved in a variety of alternate energy projects, including several ocean energy projects, as it looks to offset a decline in US and European military spending. Its work on fusion energy could help in developing new power sources amid increasing global conflicts over energy and as projections show there will be a 40% to 50% increase in energy use over the next generation. If it proves feasible, Lockheed's work would mark a key breakthrough in a field that scientists have long eyed as promising, but which has not yet yielded viable power systems. The effort seeks to harness the energy released during nuclear fusion, when atoms combine into more stable forms.

Lockheed say they see the project as part of a comprehensive approach to solving global energy and climate change problems. Compact nuclear fusion would produce far less waste than coal-powered plants since it would use deuterium-tritium fuel, which can generate nearly 10 million times more energy than the same amount of fossil fuels. Ultra-dense deuterium, an isotope of hydrogen, is found in the earth's oceans and tritium is made from natural lithium deposits. Lockheed say future reactors could use a different fuel and eliminate radioactive waste completely.



After the announcement, Lockheed's shares fell 0.6% to \$175.02???

Scientists have responded with scepticism to the announcement of a breakthrough in nuclear fusion by Lockheed Martin. They say Lockheed's one paragraph press release and accompanying video are heavy on hyperbole and light on detail. (You can see the video [HERE](#))

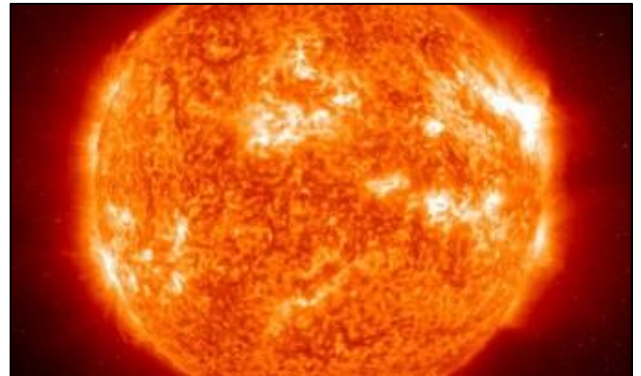


It's fair to say that fusion researchers have responded coolly to the Lockheed announcement. They say that the proof is in the pudding in science and a company like Lockheed should not make this kind of announcement without announcing any results. They say that Lockheed have said all the usual things about how it's going to save the world and how nice it would be if [the reactor] was small but have failed to produce any details upon which their success can be judged. Firstly the temperature within the fusion reactor (called a [tokamak](#)) must be hot enough to begin fusion, in excess of one hundred million degrees Celsius. Second the confinement time, which measures how long the reactor can contain the heat of the reaction before it escapes, must be long enough to create a self-sustaining reaction. A successful fusion plant needs a confinement time of around three seconds yet the current record for the longest confinement time is around one second, held by the Joint European Torus (JET) reactor at Culham. Smaller units, such as the one being touted by Lockheed, were popular during the 1950s, 60s and 70s, but the maximum confinement time they could achieve was around 1 millisecond.



Lockheed hit back by saying the key difference between their project and the glacially slow fusion projects in the UK and France is size. It has changed the shape of the fusion reactor allowing them to create a plant that will fit on the back of a truck (or inside a battleship, as Lockheed told Reuters). The compact nature of their design scales everything down, including the development time. They expect the project will see military deployment in a decade and domestic fusion power within 20 years.

Breakthroughs in fusion power are announced with monotonous regularity. The hysteria that accompanies every false dawn is a reflection of the hope invested in fusion. It is seen as the silver bullet for the world's troubled energy system and climate change, a zero-carbon, non-polluting energy source that uses elements mined from seawater. The technology recreates the fusion reaction that occurs in stars, where hydrogen nuclei bond together to create helium.



Fusion reactions are one million times more powerful than a chemical reaction like burning coal or oil, but to create conditions similar to the core of the sun, you need to heat things up, a lot. Getting the gases to the correct temperatures takes a lot of energy. The difficulty for scientists and engineers is creating a system that gives out more energy than it consumes. The best effort so far was in the Jet reactor, where for two seconds an output of 16MW was created from an input of 25MW.

Perhaps the key insight to the Lockheed announcement is the fourth and final paragraph of its sparse press release. They say fusion is "a high risk, high payoff endeavour", it seems they have come up with an idea but want someone to give them some money so they can develop it.

Investment in fusion is exciting and potentially world-changing but real breakthroughs only occur when experiments actually take place. I think if I owned or had shares in a coal fire powered power station I would be worried about my investment because it will happen, when is the big (and only) question.....

## How the internet began

In ancient Israel , it came to pass that a trader by the name of Abraham Com did take unto himself a healthy young wife by the name of Dorothy. Dot Com was a comely woman, broad of shoulder and long of leg. Indeed, she was often called Amazon Dot Com.

And she said unto Abraham, her husband, "Why dost thou travel so far from town to town with thy goods when thou canst trade without ever leaving thy tent?" Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, "How, dear?"

Dot replied, "I will place drums in all the towns and drums in between to send messages saying what you have for sale, and they will reply telling you who hath the best price. The sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)."

Abraham thought long and decided he would let Dot have her way with the drums. The drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever having to move from his tent.

To prevent neighbouring countries from overhearing what the drums were saying, Dot devised a system that only she and the drummers knew. It was known as Must Send Drum Over Sound (MSDOS), and she also developed a language to transmit ideas and pictures - Hebrew To The People (HTTP).

And the young men did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Sybarites, or NERDS.

And lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to that enterprising drum dealer, Brother William of Gates, who bought off every drum maker in the land. Indeed he did insist on drums to be made that would work only with Brother Gates' drumheads and drumsticks.

And Dot did say, "Oh, Abraham, what we have started is being taken over by others." And Abraham looked out over the Bay of Ezekiel, or eBay as it came to be known. He said, "We need a name that reflects what we are." And Dot replied, "Young Ambitious Hebrew Owner Operators." "YAHOO," said Abraham. And because it was Dot's idea, they named it YAHOO Dot Com.

Abraham's cousin, Joshua, being the young Gregarious Energetic Educated Kid (GEEK) that he was, soon started using Dot's drums to locate things around the countryside. It soon became known as God's Own Official Guide to Locating Everything (GOOGLE).

That is how it all began. And that's the truth!

## **Windows 10! - what happened to 9?? And, will 10 be any good??**

Given the complaints about Windows 8, the next version of Microsoft's OS, which will be called Windows 10, has to be more than good — it must be superb.

So what happened to Windows 9?

There are lots of rumours as it seems everyone has a theory but whatever the reason, the powers that be must have decided that "Windows 10" would be a better sell. And they're probably right — the farther they get from Windows 8, the better.

Recently Microsoft released the Windows 10 Technical Preview and if you're a bit savvy with computers and stuff, if you have a spare PC or the technical know-how to install the OS as part of a dual-boot system or in a virtual machine, you can try it. You also have to be comfortable working with ISO files. The spare PC doesn't have to be especially powerful, almost any machine made in the past five years will do, even some decade-old hardware will do just fine. Most important though, don't expect to be able to rely on it as the code still has many rough edges and potholes and will probably "break". It's also likely that you'll often have to install updated releases from scratch.



This is a rare, first-hand opportunity to watch Windows 10 evolve. The review process is open to everyone, not just a few select developers and IT pros. To get started, sign up for the Windows Insider Program [HERE](#) and follow the instructions. By signing up, you basically agree to let Microsoft see everything you do within Win10 Technical Preview. You can either download and install an ISO file or, if you're already running Win7/8.x, run an in-place update.

Here's the most interesting part of the Technical Preview process, Microsoft is soliciting comments from all Windows users. Your feedback might help shape the future of Windows which Microsoft hasn't done this since the days of Windows 95. Betas of more recent Windows (and Office) versions were released long after the design decisions had been locked down but now that Windows development is under new management, perhaps your comments on Win10 Technical Preview will matter. Opening up public feedback on the new OS is, however, a two-edged sword. If the final release of Windows 10 is missing some key feature and Microsoft gets lots of complaints, it might (rightfully?) say, "Where were you when we needed to know about that feature? Only 12 people thought it was important." In other words, if you have a particular gripe about Windows, now's the time to get it off your chest.

So, what's new with the new Windows??

For starters – the Start Menu is back. This will surprise absolutely nobody and a lot of Windows 8 users would have downloaded the free app "Classic Shell" anyway which puts the start button back where it should be. If you're a Windows 8 user and sick of it, you can get the "fix" [HERE](#).

Windows 10, when finally released, will look something like that at left. It will combine bits from Windows 7 and Windows 8. You'll get the typical Windows 7 Start-menu list on the left, along with small Metro-/Modern-/Universal-app tiles on the right. (The apps formerly called "Metro," then "Modern" are now called "Universal.")



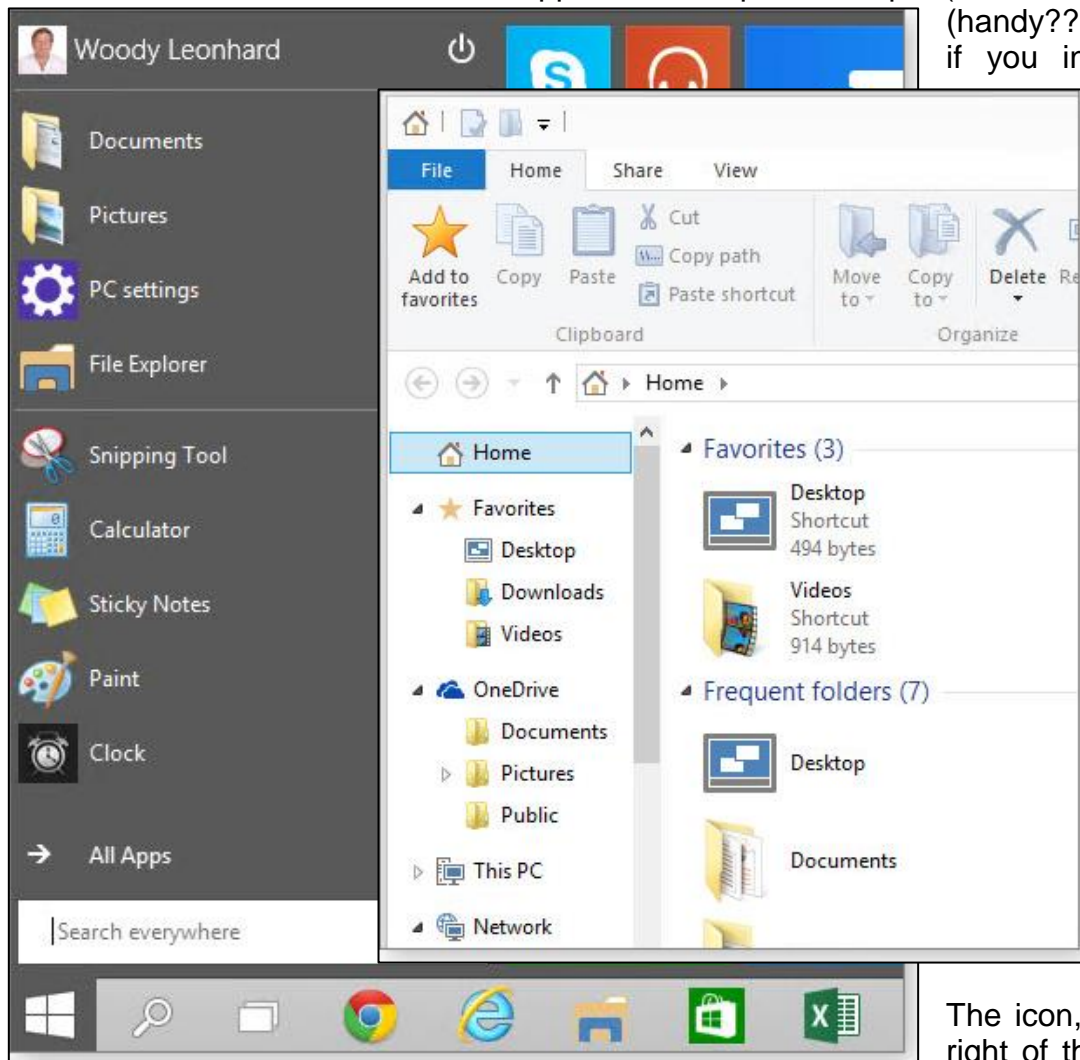
The new Start menu doesn't work exactly the same way as Win7's, in Win10 there are no quick links to Computer, Control Panel, and/or Devices and Printers however they are available by right-clicking the Start button.

With Windows 10, Universal apps can run inside their own little windows on the desktop. If you happen to find a Universal app you like you no longer need to flip it over to tile-world, you simply crank it up, resize it to fit nicely on the desktop and it works just like you'd expect.

There's a new File Explorer (the old Windows Explorer) that's reasonably similar to the one in Windows 8, except that in Win10's Explorer, you go to an imaginary place called "Home," as shown in the figure below.

This seems a strange thing to do and why MS has decided to go this way instead of taking you to Libraries, is anyone's guess. Perhaps People Power will prevail and if enough people let MS know they don't like it, we won't get it.

Win10 will also come with built-in support for multiple desktops. (Windows has supported this (handy??) feature since XP, if you installed an add-on program.) MS say "Multiple Desktops are an easy way to reduce desktop clutter, especially on notebook screens. For example, you can work on one desktop to write a report, flip to another desktop to check email, and then jump to a third for browsing the Internet and viewing photos". Some people find this useful, personally, I don't.



The icon, immediately to the right of the Start button, has

inherited Windows 8.1's privacy-busting "feature." Of course, Search looks for things on your PC but by default, it also sends your search terms to Bing and returns a list that might (and usually does) contain junk. In other words, by default, Microsoft might keep track of everything you search for on your own computer, all the better to serve you ads. Not good!!!

The "Task View" option that has been around for a while is launched by clicking the two-box icon to the right of Search. It makes it easy to change between programs on a desktop or to switch desktops. The classic Alt + Tab "coolswitch" now cycles through desktops, too.

Windows Snap Assist: Many Windows users have a love/hate relationship with window snapping. (If you've never used it, watch the video [HERE](#) – personally, I love it). Win10's version has a few new capabilities. For example "Snap Assist" is very handy, whenever you snap a window to the left, thumbnails of your other running programs appear on the right. That makes it much easier to snap a second program to the right — you don't have to go diving to find the other program. You can also snap to all four corners (although Metro apps don't snap to the corners in Technical Preview), so each snapped program takes up a quarter of the screen.

There are lots of other under-the-bonnet changes that are only now coming to light. For example, the updating method will change, allowing you to choose from rapid updates (released as soon as available), leisurely updates, or glacial updates. There'll be more changes as Win10 develops but for old Windows users the next Windows looks like a winner.

If someone with multiple personalities threatens to kill himself,  
is it considered a hostage situation?

## Enphase says solar + storage market 'infinite'.



When the world's biggest supplier of solar inverters (sometimes described as the "brains" of solar PV systems) sets up camp in Australia, it's probably a development worth noting. California-based "solar-tech" company Enphase opened offices in Sydney and Melbourne around 18 months ago, and since then, has been working on some fairly big plans.

Enphase's Olivia Smith (below) holds a prototype of the AC Battery unit, which will weigh 18kg. These plans involve its Enphase AC Battery: an astonishingly compact modular plug-and-play energy storage system which, when used with the company's cloud-based Enphase Energy Management System, allows consumers to store and manage their rooftop solar energy supply and control their overall household energy use – all with an eye to cutting the cost of electricity bills.

As Enphase CEO Paul Nahi puts it: “if the idea is to give more control to the consumer over their energy, with the goal, initially, of reducing their energy bill, then you have to have storage. You need to be able to use your energy when the solar isn’t there, and that means storage.”

Enphase’s new and potentially ground-breaking energy storage product was launched at this year’s Solar Power International conference in Las Vegas in October.

As the company revealed back then, pilot testing of the new product is slated to begin in 2015 in the US, Europe and Australia and according to Nahi, the Australian pilot program will be one of the biggest.

So why Australia?

The first thing Nahi is keen to stress when asked what appeals about Australia as a growth market and testing ground for solar plus storage, is that favourable solar policy is not a prerequisite. “We don’t look at immediate solar policy,” he told RenewEconomy in an interview in Melbourne on Thursday. “Solar policy, by definition, swings left and right.”

“Our goal is to provide the technology to enable mass adoption of solar. We look for political stability, we look at the right insolation, we look at GDP growth, we look at a bunch of things that make up a viable long-term solar market, and Australia certainly does fit that bill. The Australian solar market is actually fairly advanced,” Nahi adds. “The US is still years behind Australia, which in a way, represents an opportunity for us, because we can create products and services that an evolving, a burgeoning solar market really needs and can leverage. Storage is a perfect example of that. (It’s) really one element of the energy management system.”

And according to Nahi (right), that is where the global energy future lies – in efficient, high-tech energy management. “Enphase is a high technology company in the solar space,” said Nahi – an attribute, he adds, that separates it from the solar pack, the vast majority of which have evolved from a deep industrial background. “Our view, say, two to three years out; we actually don’t believe that people will sell a solar system, or buy a solar system, we believe that you are going to buy an energy system. That will necessarily include solar, but it will also include storage, it will also include load management, and it will be wrapped up in a software package and a financial package.”

Sounds like a no-brainer for the consumer. But for utilities – especially those wedded to centralised, fossil-fuelled grid infrastructure – it’s a bit more complicated. “Solar is so disruptive, really, to a very venerable, long-term industry, that it is going to cause some challenges,” said Nahi in Melbourne.





“In the US, we see some utilities embracing it and owning it and others pushing it back as hard as they can, and everything in between. Some utilities see solar as this existential threat, others view it as a tremendous opportunity.” But having worked closely with utilities in the US, such as Hawaii’s Heco in the US, Nahi is keen to stress that there is still a key place for the utility in the future energy picture. “We are absolutely not a big fan of ‘let’s take everybody off-grid’. I would actually say, that’s completely insane,” he said. “We don’t want to take everybody off grid. What



we do want to do is to provide the consumer the ability to manage and create their own energy; to do it in an affordable way, to do it very simply.

“(We want to) work with the utilities, to help them embrace solar, and recognise that in some cases, business models will need to change.” “The trouble with utilities,” adds Nahi, is “they kind of move glacially and I know why they move glacially, and some of it I get. The fact that we have consistent and affordable energy is powerful. We

don’t want to mess with that and at the same time, we know that if we stay the course, we’re in very big trouble. Both individually, because the cost of energy is going to continue to go up, and by the way it will go up even if you don’t include the price of carbon, I can almost guarantee that carbon will be priced, in different countries and at different rates, but it is absolutely coming.

“This is about working with utilities. In the US) we know more about the grid than they do, which I know sounds a bit odd, but our systems are very very sophisticated – bi-directional communication, so we know what’s happening with the inverter, but we also know what’s happening with the grid, with the AC side of things as well. “There are very few companies in the world that know how to manage close to a terabyte of data every single day, let alone solar companies. That business model is a very well proven business model. “The goal is to stabilise the grid, while we increase the penetration of solar. That takes policy, that takes technology, there’s many parts of that. We view it as our responsibility to be a participant in every portion of it.”

But while policy does come into the equation, Nahi says the politics behind it usually has nothing to do with energy. “It’s very hard to out-lobby traditional fossil fuels. In the US, they’re very entrenched in the system, so really what we have to do is outcompete them. “I have no interest in beating them in Washington, I want to beat them at the consumer, I want to provide a better solution, and I can do that through technology and innovation. And that’s exactly what’s happening.

“Solar is growing as fast as it is because it is a cheaper, cleaner alternative and the dynamics behind that are doing nothing but getting better. Solar’s costs are coming down, the utility prices are going up. The frustrating thing about this is that the technology to (use solar and storage to benefit utilities and consumers) exists,” Nahi said. “This is not a technology problem any more. It was a while ago. It is no longer a technology problem. This is now purely policy.

Enphase's latest model micro-inverter is a key part of this new round of distributed energy technology, in that it uses bi-directional power flow – that is, AC to DC and DC to AC – thus giving rooftop solar owners the ability to introduce a storage product. Included in the AC Battery unit alongside the lithium-ion batteries themselves, the micro-inverter means customers can hang it on a wall, plug it in and have solar plus storage. And you can connect it with other devices, too, such as an electric vehicle. And while there's no mention of the cost of the units as yet, including access to the Enphase Energy Management System, Nahi says the price will be very competitive.



As Nahi has said, the many benefits of solar and energy storage are obvious. What's not obvious, however, is who owns the storage. "It's possible that the utility buys the storage and puts it behind the meter; or the consumer, with a contract with the utility. I don't know that there's a single best solution, says Nahi. "This is a time of exploration and experimentation. "The battery market today reminds me of exactly where solar was in 2007," he says. "In 2007, everybody was excited about solar, but we weren't sure why. It was so expensive! "But there was this sense that it was going to be huge. So it's kind of like, forget it, let's just make it happen. And now look.

"Batteries feel exactly the same way. Everybody's excited about it, everybody recognises it's going to happen. And nobody has any idea how it's going to work. And we're ok with that. We understand that we have to get to scale, and that's going to occur over a couple of years. But we have to apply technology to that.

"We're going to learn a lot," he adds. "The energy industry is going to change more in the next 10 years than it has in the past 100. There's a huge, really seismic shift that's occurring."

Swiss bank UBC forecasts that people will start disconnecting from the electricity grid in large numbers, starting around 2018.





This page left blank

# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 5

## 109 RTC

John Darling sent us this pic, he says: "Here is another photo of Radio Technician Course No. 109 RTC which you had in Vol 47. It ran from early 1977 to late 1978 (I think it was about March 77 to November 78). I can give you such names as I remember, I was the Course Orderly."



**Back Row L-R:** R. Hunter, John Damen, Bob Callaghan, Steve Offer, Peter Faulkner

**Middle Row L-R:** A. Hocking, Tim Corcoran, Henry Kanoniuk, M. Wojtynski, Unknown, P. Moore

**Front Row L-R:** Dave Macklin, W. Mortimer, Russell Icardi, John Darling, Ken Benson, W. (Bill) Allcorn, C. (Chris) Hawker.

## 101 RTC.

Les Ohlbach sent us this pic of 101 RTC which was taken on their graduation day 31 Jan 1978.



**Standing L-R:** Nick Negline, Gordon Pritchard, Kevin Rillet, Ian Spillman, Bruce Waters, Otto Lendvai, Simon Crotty, Allan Camp, John Wollard, Dave Crampton.

**Seated L-R:** Graham Higgins, Les Ohlbach, Mike Stroud, Tery O'Brien, Derek Pyper, Paul McCauliffe, Keith Logan, Mark Jeffress, Peter Baulderstone, Henry Koster, Larry Waters, Ian Wyngate.

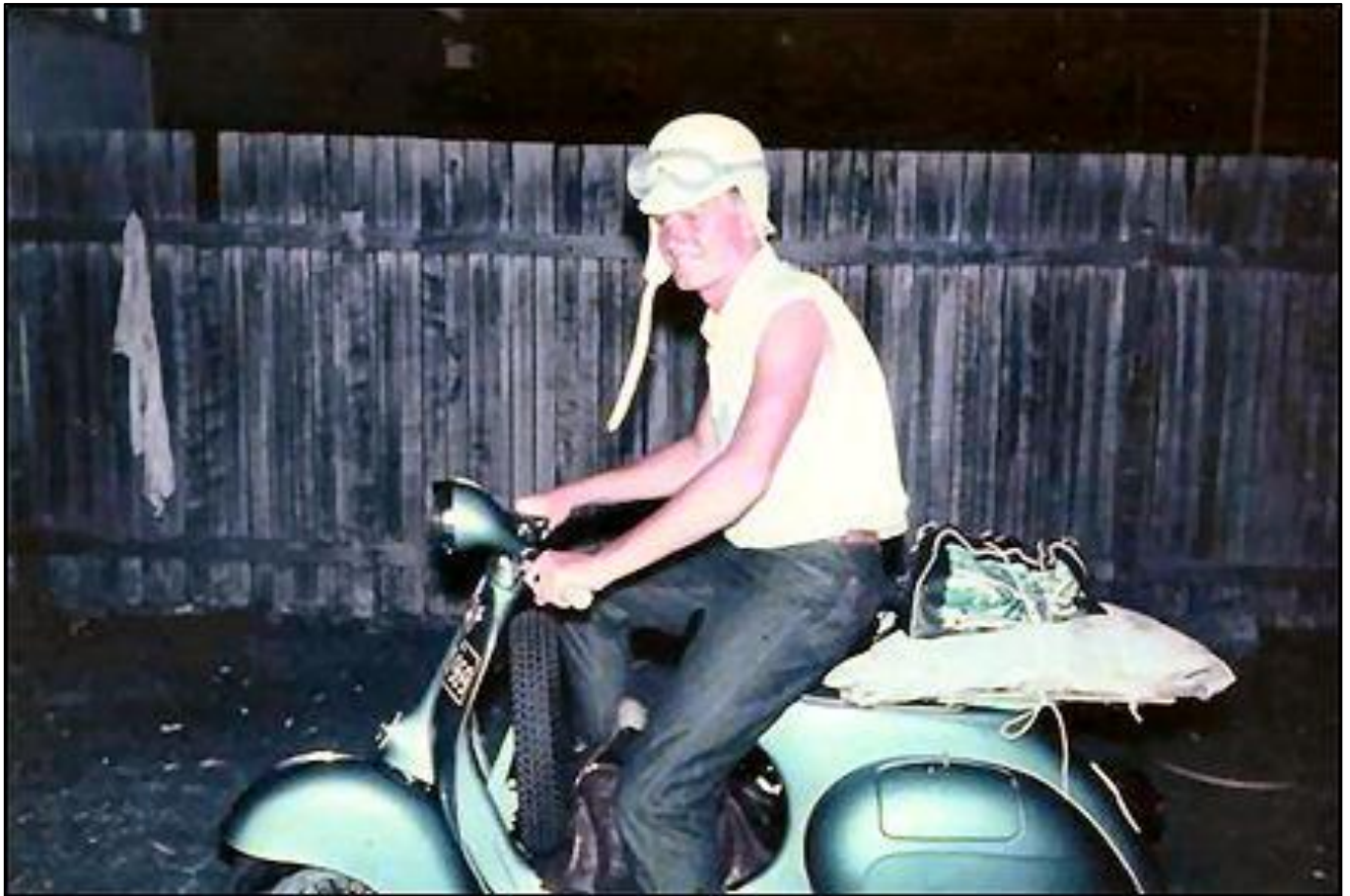
## It's a long long way.

Brian "Bucko" Buktin read with interest the exploits of the Scootarbor blokes and blokettes who rode their little bikes from Pt Augusta to Perth a month or so back to raise funds for BehondBlue, he reckons he can go one better than that. He says, "Below is a pic taken of me in the back yard of my folk's place at Scarborough (WA) just before I took off on an epic trip to Richmond, back in January 1961. Back then the Nullarbor was 900 miles of fine bull dust, not the lovely and easy to drive on sealed road it is today, so I rode the Vespa to Kalgoorlie where I bunged it on the train to Pt Pirie. I hitch-hiked from Kal to Pt Pirie, the result of a mate's Vanguard (my lift) breaking down. I picked up the scooter at Pt Pirie and rode it all the way to Richmond, arriving with two pence in my pocket.

Why only two pence you might ask?

I expected the Vespa to perform as per the instruction manual and return me 128 MPG. Not so, at the speed I was travelling (around 50 MPH) I was only achieving 90 MPG so even though back then fuel was as cheap as water, it went through my meagre savings so I had to scrimp on food to feed the bike. I lived on Metrical, the powder you mix with milk and a bit of fruit for most of the trip.





Mosquitoes were my greatest problem. I couldn't afford hotels or rooms so I had to doss down under the stars on the sheet of canvas you can see tied down on the back of the bike. That little bike was indestructible, it just went on and on. It was a memorable trip – don't think I'd like to do it again though.

## Laverton today.

Rick Holmes, who normally goes onto Laverton at least once every two weeks and who has a security pass, wanted to take a few pics to send us. He was to find it just ain't as easy as it once was to do simple things like that anymore. Sadly these days entry and photography is strictly controlled on base due to the raised terrorist alert. After many emails to the base manager he finally managed to get the nod to take the attached pic which is of the old ASCO complex and which shows that the old barber shop is still operating in the same place at the left of the building.

What you don't see in the photo is the Base Security people who were off screen to the right as at all times he had to be accompanied by a serving ADF member to keep him on the straight and narrow.



He did say he met a lovely lady Flt Lt who was most interested in our old pics from earlier magazines when compared to what it is today.

(Rick!!! We notice you sent us a pic of a boring old building – where's he pic of the lovely Flt Lt – tb)

Rick also attached a couple of pics taken back in 1962. The one below is of some budding muso's in the vicinity of Tin City.



**Standing L-R:** Benny (Mumbles) Douglas, Ian Hetherington, Rick Holmes, Paul (Doc) Briot.  
**Seated:** Bruce (Pancho) Merson .





**L-R:** Roger Quinn, Rick Holmes and Paul Youd prior to using the dunny brush whilst on "pool"

## Rugger – 1964 style.



**L-R:** Buck Rogers, Ugly Anderson, and George Clooney look alike, Laurie Lindsay.



## 2 AD revisited.

Back in November, Keith Beardsmore went cruising down south and stopped off at Newcastle to meet up with and share a few coldies with some old mates.



**L-R:** Jim Owens, Keith Beardsmore, John Broughton.

On his way back north, he stopped off at Port Macquarie and met up with the mayor, Alf Smith who we must say is looking pretty good for an old bloke.



It is a well known fact that, single handedly, Alf built the RAAF's fleet of Wedgetail aircraft while he lived in Brisbane, and soon after the last was finished he packed the bags and moved to Port Maquarie where these days he spends most of his day out on his 60ft cabin cruiser.

## OOOPS!

Ken May asks, "Does anyone from SASS at Butterworth in 1974 – 76 remember this oops incident. Seems the park brake "failed" just after starting engines and as the chocks had been removed prior to starting the old Gooney started to roll and was only stopped by the GSE. There were no injuries just a lot of red faces and some unhappy pax who were delayed on their trip to Thailand.



The aircraft required a port engine change (shock stall) as the prop went half way through the aircon unit and a propeller change for the starboard engine. You can see the starboard prop



wiped out the back seat rests on the Clarktor. There was a bum on that seat at the time and he tried valiantly to try and get the GSE out of the way but it all happened far too quickly. His name was Steve Uhlman and he was an Elec fitter. He abandoned the Clarktor just in time before the prop hit – a very lucky man.

It was put down to pilot error and the practice of removing chocks prior to engine start was removed from the manuals.

The gos is those that were there at the time know the real story but they ain't saying....

## Darwin Cinema – 1989.



This is the Starlight Cinema at Darwin in 1989, just after they fitted 200 new seats which came from the old Darwin cinema in Mitchell St.



In the 1960's dads used to take their kids to the theatre on Friday nights as there was a 'serial' on as well as the movie, this meant they had to go back again the following Fri to see the next episode. Back then the seats were steel framed fold down vinyl, 5 per section and they were free standing, not secured to the floor. The floor was timber. You could also go out on the veranda look through the louvers and smoke.

## The Miracle of Wine

In the Alcohol Aisle...



Praise the lord!!

This page left blank.

# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 6



## 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.



## Warlike service recognised by DVA.

Service men and women (both serving and ex) who have been deployed in a specified warlike area should apply to have their service recognised by DVA. Once recognised a number of benefits and services are available to them such as:

1. **Entitled to a Gold Card at age 70.** A Gold Card covers a person for all their medical, dental, pharmaceutical, etc expenses. You can download an information sheet on how and when to use the Gold Card [HERE](#).
2. **Non-liability health care.** This entitles members to treatment for the following conditions, from the moment they submit the form - and for the rest of their life, whether the military is the cause of the condition or not:
  - any form of cancer (*malignant neoplasma*),
  - TB,
  - PTSD,
  - Anxiety Disorder and/or Depressive Disorder,
  - Alcohol Abuse Disorder and
  - Substance Abuse Disorder.
3. **Pension granted earlier.** If eligible for the aged pension from Centrelink (which is income and asset tested), then you are able to get the pension 5 years earlier through DVA. This same pension (still income and asset tested) is available also if at any stage you are incapacitated and permanently unable to work - whether service related or not. This also has a spouse pension attached.





Obviously the big one is the Gold Card, however having cover for any type of cancer and the other conditions listed above in the meantime is pretty valuable.

Members will need to fill in this form ([HERE](#)) and return it with a copy of their Service Record Long Version to DVA. You can access your ADO Service record long version by calling **1800 333 362** and they will email it to you. You can have this emailed to your work or private email. If you cannot provide your ADO Service Record any other evidence you can provide, such as a certificate of service, etc may suffice. These will need to be certified true copies (unlike the ADO Service Record).

If members are unsure whether their service is specified as warlike they can look it up in PACMAN Chapter 17 Annex 17.1.B: Deployments approved by the minister since 1982. You can access that [HERE](#), or you can check DVA factsheet IS58 [HERE](#).

If you have any queries, contact your closest DVA VAN office [HERE](#)

Introducing "Lite" – the new way to spell "Light", but with 20 per cent fewer letters.

## Planning??

On Wednesday 12 Nov, a couple of US Marine Osprey aircraft arrived for the G20. They were practicing landings in Victoria Park, an area of land opposite the Royal Brisbane Hospital not far from the City Centre and despite 2 years of meticulous preparation, it seems nobody twigged that this would happen due to the fact that there hasn't been significant rainfall in Brisbane for months.

Click the pic at right.



You don't appreciate a lot of stuff in school until you get older.  
Little things like being spanked every day by a middle-aged woman.  
Stuff you pay good money for in later life.

## Buying on line!

If you buy stuff on line, no doubt you would have met the situation where the seller wouldn't sell to you as you didn't live in the US of A. Well, Australia Post may have the perfect Christmas gift for you. The postal service has set up a warehouse in Oregon in the US to give Australian consumers a US address. Using [Australia Post's ShopMate](#) service, subscribers can have their parcels sent to their "US address" before they're forwarded to their Australian address.

Parcel Post general manager Kelly Heintz says the service will cut the annoying price difference suffered by Australian consumers. She says the service also means Australians won't have to wait any longer than Americans for products that haven't yet hit local stores.



ShopMate isn't the first service of its kind in Australia, but it's the first that won't rely on more costly international couriers. Australia Post charges a base rate of \$24.95 a parcel, with a weight rate of \$5.95 per 500 grams.

I got home and found the missus had left a post-it note on the fridge saying "It's no good, it's not working, I'm staying at mum's for a while" I opened it, the light came on, the beer was well chilled. God knows what she was on about?

## Orions Decommissioned.

Early in November, 2014, three of the RAAF's remaining eighteen AP-3C Orion aircraft from Edinburgh were decommissioned as their airframes had reached the end of their useful life. Most of the aircraft components were removed and will be used as spare parts to keep the other aircraft flying. The aircraft fuselage and wings were transported to a metal recycling yard where they were crushed and recycled.



In January 1968, 11 Squadron moved from Richmond to Edinburgh, getting rid of its old P2V-5 Neptunes and later that year was re-equipped with ten P-3B Orions. In 1978, 10 Sqn moved from Townsville to Edinburgh and replaced its P2V-7 Neptunes with ten of the newer P-3C Orions. The B models of 11 Sqn were replaced with P-3C models in 1986.

The RAAF lost one of its Orions on the 26 April 1991 when 10 Sqn's A9-754 suffered structural damage in flight and ditched in shallow water at Cocos Island. Nineteen members of the crew survived the crash and were able to scramble to safety on top of the aircraft which lay half-

submerged on the reef, however, Flying Officer Tom Henniker was killed when a propeller blade sheared off on striking the water and entered the aircraft's fuselage. In 2001, on the tenth anniversary of his death, a plaque in his memory was dedicated at a special commemorative service conducted on the island.

The RAAF's Orions are expected to be replaced by up to a dozen Boeing P-8 Poseidons and six to eight [MQ-4C Triton](#) unmanned aerial vehicles between 2015 and 2018. At this time the RAAF is expected to retire the Orions in 2019.



Although the P-8A is built from the ground up as a military aircraft, it is based on the proven commercial designs of Boeing's 737-800 fuselage. It has been substantially structurally modified to include a bomb bay, under wing and under fuselage hard points for weapons, as well as increased strengthening to allow for continued low level (down to 200ft) operations and 60° angle of bank turns.

An internal fuel capacity of almost 34 tonnes gives it a range of over 4000 nautical miles (7,500 km) or the ability to remain on station conducting low level Anti-Submarine Warfare (ASW) missions for over four hours at a range of more than 1,200 nautical miles (2,200 km) from base. The P-8A is also air-to-air refuelable from the boom of tanker aircraft such as the KC-30A, pushing its endurance out to over 20 hours and making it possible to patrol Australia's isolated Southern Ocean territories.



The Poseidons will be the RAAF's third aircraft built on this airframe, the others being the VIP aircraft with 34 Sqn and the Wedgetail operated by No 2 Sqn at Willytown. Boeing were certainly on a winner when they designed and first flew the 737 back in 1967. As of October 2014, they have built 8,263 of them in various models.

Click [HERE](#) to see video of the Orions going to Lockheed Heaven.

## In the realms of further education....

Infinite loop is a computer programming concept, describing a situation of cause and effect that continues forever, one action causing another action that causes the first action etc. These loops never happen in real life, unless...

A company CEO tells his secretary: "Next week we're going to a convention abroad and we'll spend some quality time together, please make all the required arrangements." The secretary calls her husband: "Next week the boss is taking me abroad for a week on business, please take care of yourself during this time." The husband calls his lover: "My wife is going abroad for a week, let's spend it together..." The lover, a private school teacher, tells the children: "Because of a personal problem, I will not be at school next





week, so you'll be studying at home. "One of the kids went to his grandfather and said: "Grandpa, next week I don't have school, you promised me that if I had time off we'd go to the mountains together." The grandfather, who was also the CEO, calls his secretary and tells her: "My grandson asked me to spend the week with him, so we're not going abroad. "The secretary calls her husband: "The boss cancelled, we'll be together, my love. "The husband calls his lover: "We can't spend the week together, my wife is staying. "The lover tells the kids: "My problem was solved, school is back on. "The kid goes to the grandfather: "Sorry grandpa, school is back on, I won't be able to go. "The CEO calls his secretary: "My grandson won't be able to spend next week with me, rebook the flight abroad" The secretary calls her husband....

## The Cancer of Military Incorrectness.

The Hon. Charlie Lynn  
Member of the NSW Legislative Council.

The cancer of political correctness has infiltrated our most elite military training academy. Cadets are no longer allowed to be criticised because it might affect their 'self-esteem'. Instructors are forbidden to mark their papers with red-ink because it is an 'aggressive' colour. Military training has been subsumed by academic study. Team sport is no longer compulsory.

One can only wonder if the future role of our infantry will be re-defined from 'close with and kill the enemy' to 'close with and counsel them'?

The signs are already apparent. We recently had a case where a female [Brigadier](#) in Canberra charged Australian commandos for killing the enemy in Afghanistan. Thank God she wasn't around in previous wars when our veterans killed Nazis, Communists and Japanese imperialists who slaughtered millions of innocent people in their quest to conquer democracy. Our courts would still be clogged!



The introduction of the helicopter during the Korean War changed the nature of the battlefield and led to the entrenchment of inter-service rivalries between the army and the air-force. The concept of an elite training academy for our military leaders was spawned during this period. The aim was to breakdown these rivalries by putting future leaders into one institutional pot and growing them together. In Vietnam the US Army regarded the helicopter as another battlefield vehicle providing fire support and transport for its troops. In Australia they were owned and operated by the RAAF who regarded the army as a 'client'. This led to much inter-service bickering which took more than 20 years to resolve.

The elite training academy envisaged before the Korean War became a reality a decade after the Vietnam War. It was to be known as the Australian Defence Force Academy and located in the nation's capital of political correctness, Canberra. During this time bastardisation scandals were reported at the Royal Military College in Duntroon. The esprit of this college, with a proud record of producing some of our finest combat leaders, was sapped by relentless media scrutiny, academic commentators and political sycophants. The process of socially-engineering our military had its genesis in these scandals. Gays and lesbians were allowed to enlist.



Women were allowed to share foxholes. Troops were allowed to have breast enlargements, penis reductions and gender changing operations if they were deemed to improve their 'self-esteem'.

Occupational Health and Safety was imposed to protect them from dangerous training activities. Instructors were banned from yelling at recruits.

Military Law was transferred to civilian courts. The 'security' of our defence bases was outsourced to civilian contractors. It was enough to make any old digger weep.

During my 21 years in the army we were constantly reminded that our defence force was a reflection of our society. The military had to adapt to diverse community values and attitudes in their recruiting and training processes. Unfortunately the arbiters of political correctness now regard our armed forces as agents of progressive change rather than a reflection of the society it represents. The *raison d'être* of our military is to serve the Government of the day. Those who enlist are trained to kill and expected to die in the defence of our democratic ideals if necessary.

Our servicemen and women need to be patriotic, disciplined, highly trained and well equipped for their role. Unfortunately this was mission impossible with the gelding of the defence budget by the Gillard Government. Our borders have been busted wide open by foreign people smugglers. Under Labor we were on the verge of spending more on the welfare of illegal immigrants than on our defence budget!

One can only imagine how our arbiters of political correctness would judge General George Patton's speech to his 3rd US Army in the war against Nazi Germany in 1944:

*"Men...an Army is a team. It lives, sleeps, eats, and fights as a team. This individual heroic stuff is pure horse shit. The bilious bastards who write that kind of stuff for the Saturday Evening Post don't know any more about real fighting under fire than they know*

*about f\*\*\*ing!...war is a bloody, killing business. You've got to spill their blood, or they will spill yours. Rip them up the belly. Shoot them in the guts. When shells are hitting all around you and you wipe the dirt off your face and realize that instead of dirt it's the blood and guts of what once was your best friend beside you, you'll know what to do..!"*

They would undoubtedly call for Patton's sacking for inciting violence and have him before the anti-discrimination board for not allowing women to join his wartime killing frenzy! If the Australian Defence Force Academy is not going to produce combat ready officers it should be shut down and allow individual services to revert to their traditional training colleges to do the job. We have enough universities to produce degree qualified recruits and to provide for post-graduate studies.

In the meantime we should beg the enemy not to say or do anything that will impact on the self-esteem of our troops!

*Charlie Linn served in the Australian Army: 1965-86. Vietnam: 1967. Officer Cadet School: 1968. Singapore: 1972-74. United States Army Exchange Officer: 1977-79. Australian Command and Staff College: 1981. Qualified US Army Special Forces Military Freefall HALO Parachutist.*

## Kedron Wavel Services Club.

Back in 1966, the Kedron Sub-branch of the RSL took the courageous and visionary step of applying to the Brisbane City Council for a lease of land at Chermside on which to build a Community Hall and an Ex-servicemen's Club.



Approval for this was granted on 14 June 1968. On 10 July 1968 Kedron Sub-branch with 300 members and Wavell Sub-branch with 100 members amalgamated to use their combined



resources to create an Ex-Servicemen's Club and on 4 December 1968 the inaugural meeting of the Kedron-Wavell Services Club was held.

On 21 February 1969 the Kedron War Memorial Hall which had been deeded to Kedron Sub-branch in 1947 was sold to a then unknown fast food chain which was expanding its operations into Queensland. In February 1970 the building of a public Community Hall and adjoining Club premises was commenced and opened on 18 December 1970 when the Club was licensed for business.

Since those early day, the Club has become Brisbane's senior club offering two wonderful restaurants:

- The HQ Café features a modern cuisine menu and covered al fresco dining deck, creating the perfect atmosphere to catch up with friends for coffee or dinner, before catching a first class show or meeting over lunch or dinner with business colleagues. The HQ Cafe is open Monday to Saturday from 9.30am and Sundays from 8.30am.



- Restaurant Thr3e, Chermside's newest buffet style restaurant with a twist.

## CHRISTMAS DAY LUNCHEON

If after all the presents have been opened and you've picked up all the wrapping paper that seems to be able to cover the lounge room floor from wall to wall and you'd just love to be able to walk out, lock the doors and enjoy a wonderful Christmas Luncheon, ***cooked by someone else***, then the Club has just what you've been looking for.

This year the Club is offering a delicious ***all-you-can-eat seafood buffet***, along with sparkling wine upon arrival, free soft drinks and live entertainment provided by 'Terry Scott' as well as a special appearance by the man himself - **Santa Claus**.



Click [HERE](#) to see the menu.

The cost is: Adults \$135, Kids (10-14) \$69, Kids (5-9) \$39, Kids (Under 5) Free

Doors open at 11.30am, in the upstairs Blue Pacific Room. It's preferable to book early so you don't miss out, ring 07 3359 9122.

## Chopper's last ride.

ARMY and Air Force marked a significant milestone when the last helicopter of the Australian Military Iroquois fleet was delivered to its new borne. Members of the Army Aviation Systems Program Office from Oakey (Queensland) delivered A2-295 to the Scottsdale RSL in north east Tasmania on the 30<sup>th</sup> September 2014.



Left: Scottsdale RSL president Bruce Scott, granddaughter Mia Suttcliffe, 7, of Launceston, and Ringarooma military historian Peter France with the helicopter that will be housed in a specially built hanger at the RSL Club. Launceston Examiner.

The Iroquois fleet ended operations in December 2007 and the majority of the aircraft were given to Defence establishments for use as static displays or training aids. The final eight aircraft were sold to Australian historical organisations, including military museums and RSLs around the country.

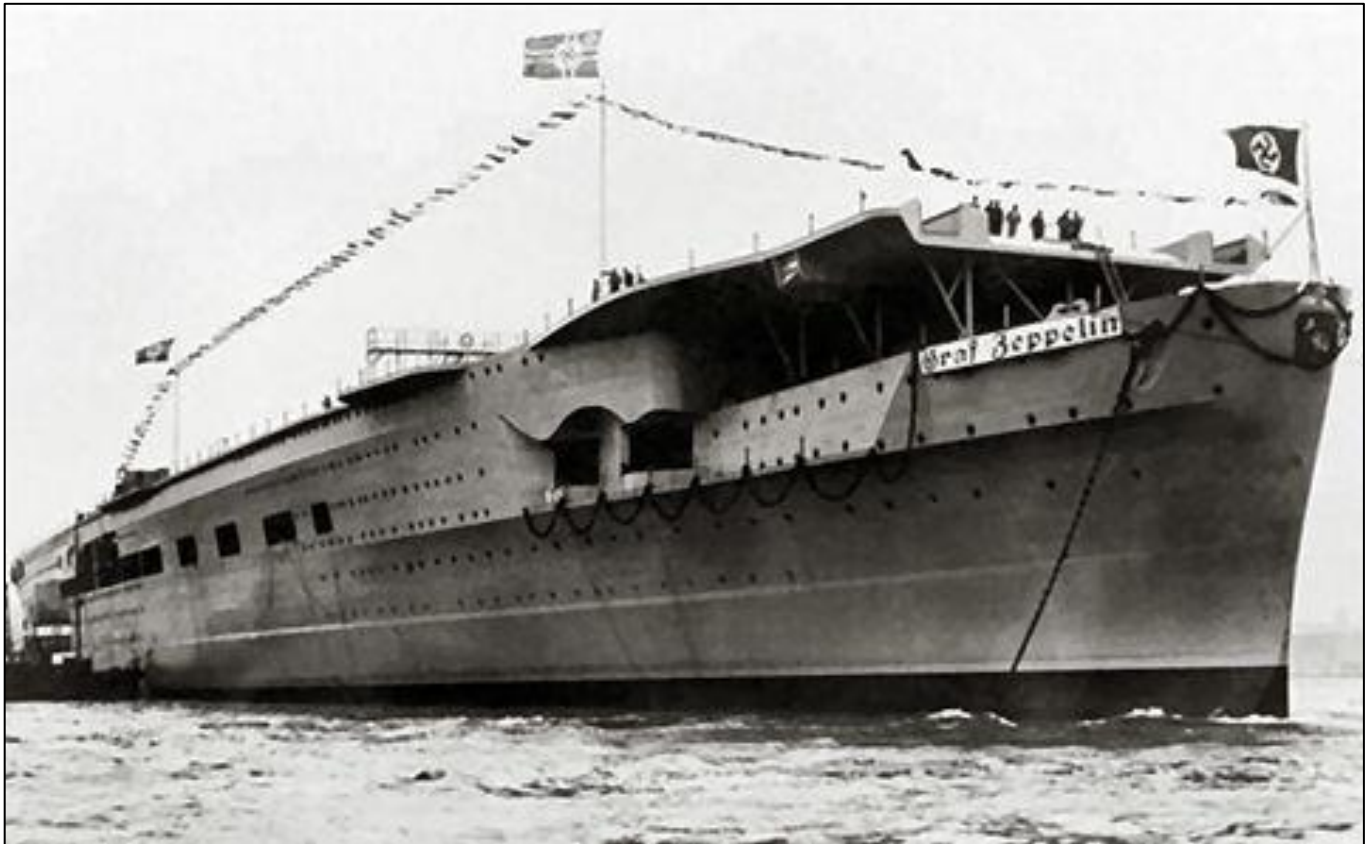
Huey A2-295 had been in storage at Damascus Barracks in Queensland for seven years before it was carefully strapped down on the back of a semitrailer for its journey south across Bass Strait.

The RSL paid \$3,650 for the aircraft, but the real killer was the cost of transport from Brisbane, that cost over \$15,000. The whole project, including the museum, is going to cost just over \$300,000 and the state government has been very generous, giving them \$230,000 towards that.

The cold and wet Tasmanian weather did not hamper the spirits of the large crowd that gathered in the street to welcome A2-295 as it arrived. The RSL's president, Bruce Scott, also a Vietnam veteran, could not believe that after many years of hard work his Huey had finally arrived. "It was a great day for the RSL sub-branch as very little military memorabilia finds its way to Tasmania"; he said.

## Hitler's Aircraft Carrier.

The German *Kriegsmarine* never really embraced the use of aircraft carriers in WW2. Hitler showed little interest in this type of Naval vessel and its operation. The chief of the Luftwaffe, Herman Goering, was always jealous of his command over all forms of aircraft and did all in his considerable power to stymie Admiral Reader's plan to build up to four aircraft carriers.



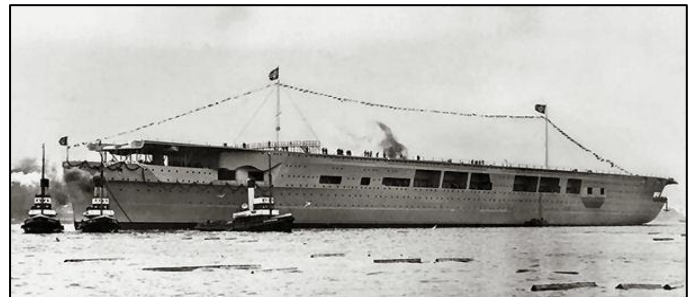
In 1935, Hitler had announced a plan for the Navy to acquire aircraft carriers and two keels were laid down in 1936, and in 1938, Grand Admiral Erich Raeder produced his Plan Z, a grand scheme to build four Carriers and complete them by 1945, but in 1939 this was scaled back to



just two. It was Naval policy to not actually name a ship until it was launched. The first laid down Carrier was designated Aircraft Carrier A, to be named *Graf Zeppelin* at her launch in 1938. The second, Aircraft Carrier B, was never launched.

In May 1941, Raeder informed Hitler that the *Graf Zeppelin*, about 85% completed, would be finally finished the next year but Herman Goering was no help, he told both Hitler and Raeder he was unable to supply the Navy with aircraft for Graf Zeppelin until the end of 1944. His delaying tactics worked: Carrier B was abandoned, and broken up.

By 1943 Hitler was not too interested in anything Navy and the frustrated Raeder asked to be relieved, which he was and Karl Donitz, the Submarine chief took charge. He was not at all interested in seeing an aircraft carrier gaining more focus than his beloved U-Boat arm and all work stopped on the *Graf Zeppelin*, notwithstanding she was 95% completed. The ship had her armament stripped out of her and sent off to Norway for coastal battery use.



At war's end in 1945, to ensure this ship did not fall into Russian hands, on the 25<sup>th</sup> April 1945, the *Graf Zeppelin* was scuttled in shallow water at Stettin in Poland. Under the terms of the Allied Tripartite Commission, *Graf Zeppelin* should have been destroyed or scuttled in deep water by August 1946, but the Russians decided to repair the Carrier and she was refloated in March 1946, no doubt loaded with loot from the conquered Poland and was towed from Poland to Leningrad, unloaded and designated PO-101 ( ie. floating base Number 101 ). The Russians wanted to repair the ship at Leningrad as all the repair facilities at Stettin had been destroyed. But this did not happen, and again *Graf Zeppelin* was towed off to the Polish coast where it was used as target practice for both Soviet aircraft and Naval ships. After taking 24 bombs and projectiles the ship was still afloat. Finally two torpedoes did the job, and the carrier sank.

The actual position of her sinking was unknown for many years, but in 2006, a Polish Oil Company ship Petrobaltic found a 265 metre long wreck close to the port of Leba. On the 27<sup>th</sup> July 2006, the Polish Navy survey ship ORP Arctowski confirmed the find was indeed the wreck of Graf Zeppelin, sitting at 264 feet below the surface.

A sad end for such a ship, once part of a scheme for the German Navy to get its wings. The world can thank its lucky stars that Hitler was a dill and wanted to go to Russia when he did, otherwise we could be driving VW's.

A person reveals his character by nothing so clearly as the jokes he resents.

## National Anzac Centre, Albany WA.

Officially opened on the 1<sup>st</sup> November 2014, the National Anzac Centre is an interpretive museum, featuring an array of technologies which encourage you to engage with the Anzac story on a unique and personal level.

From the minute you step inside, you'll be immersed in a journey of discovery, taking on an identity of one of thirty Anzacs as you travel from Albany to Egypt then on to Gallipoli and the Western Front. Using multi-media touch-points and digital displays, you'll engage with the past in a way that's never been possible. You'll also have the chance, via a live web interface, to contribute your own stories and responses.



This is more than a tribute to the men and women who endured so much, it is a conversation with History, giving insight into the individual stories of the soldiers, the nurses and the families they left behind. The opening of the Centre coincides with the centenary of the departure of Australian and New Zealand troops from Albany to join the First World War. This commemorative event took place in Albany from 30 October until 2 November 2014. The Centre was then available for general visitation from 3 November.

Click [HERE](#) to see some wonderful pics of the interior.

## It's a long way from Valve technology.

I didn't realize drone technology had advanced this far so quickly. The USAF is now using up its obsolete F-16s as drones. It's not a good day for the future of manned aircraft, it seems the pilot is on the endangered list, bit like the man who used to fit horse shoes.

Boeing have produced a little 4 minute Video which shows a first for a full size jet aircraft. There are thousands of these planes that were once grave yard bound, with costs in the hundreds of millions of dollars, now they can be used as never before. These F-16 Boeing aircraft have been in the bone yard at Davis-Monahan for 15 years and are now being used as drones.

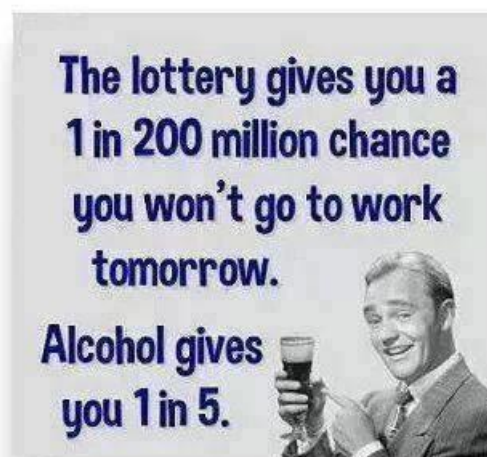
Have a look [HERE](#).

You really have to have imagination come up with an Ad like [THIS](#)

## The Middle East??

And you think you're pretty good at Geography?? This is more than challenging - it's humiliating. I hesitate to call it fun, but actually it was. No wonder we don't understand what's going on over there!

Click [HERE](#), then drag the country's name onto the map. There is no score or time limit. This is a learning tool. Don't be afraid to make an error, try again [and again, if need be!] and once you have finished the puzzle you will be far more educated about this very intense part of our world.





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!!

# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 7



## My Story.

### Wg Cdr RAAF (Ret) Reginald William Rockliff (Rocky).

Rocky was born in West Midland, West Australia, on the 22<sup>nd</sup> October, 1922. He went to school at the Katanning State School and left when he was 15 after finishing 9<sup>th</sup> grade. This gave him the Junior Certificate. He started work as a messenger boy for the WA Government at the Treasury Building and at age 17 was promoted to junior clerk at the WA Gov't stores. In 1941, with the War on and at age 19, he was called up for "6 bob-a-day" service with the Australian Army Service Corps (AASC) and was stationed at the Claremont Show Grounds as a driver with the 5<sup>th</sup> Motor Ambulance Convoy.

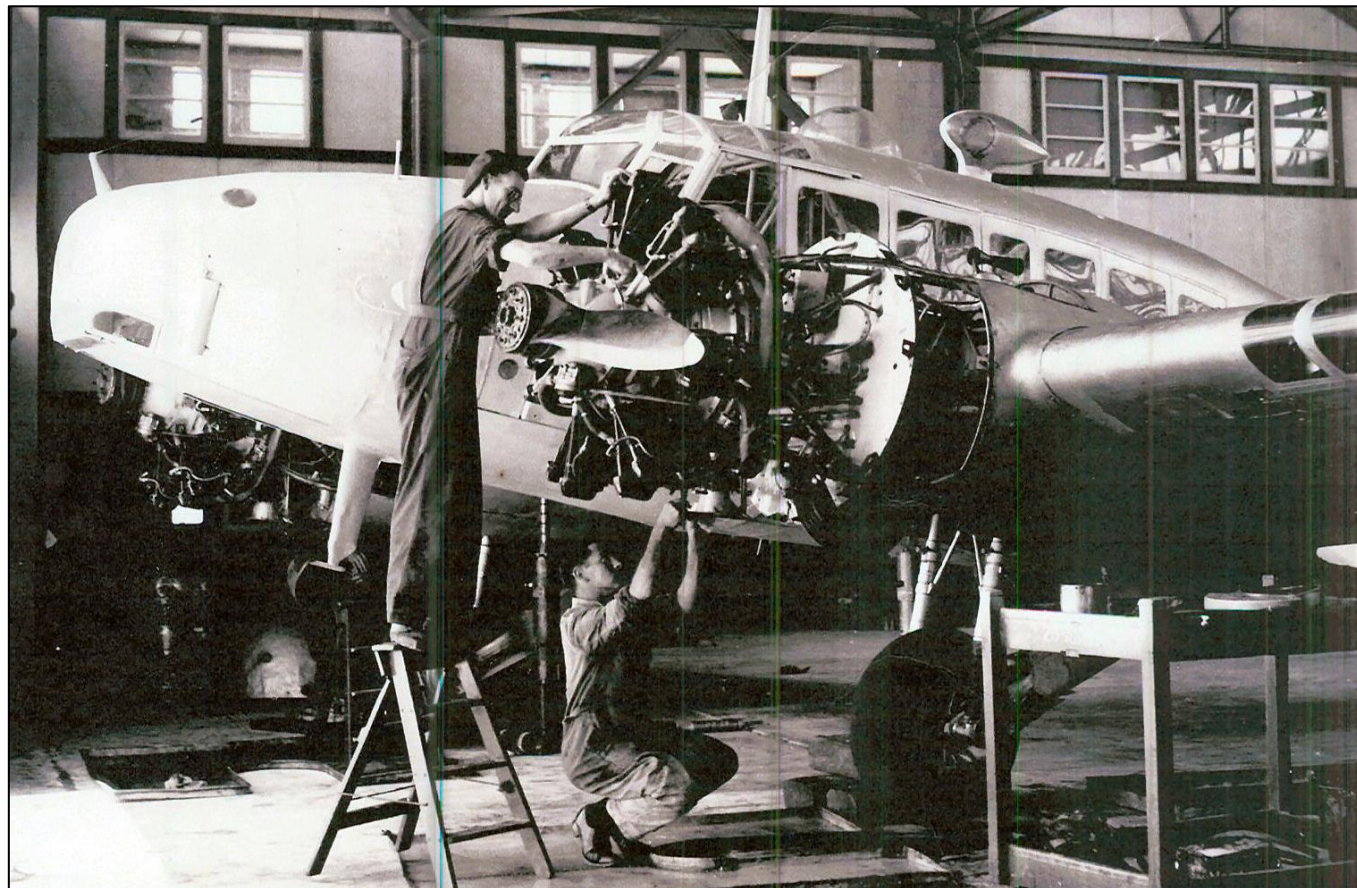


In 1942 he transferred to the RAAF and was posted to No 1 Engineering School at Ascot Vale in Melbourne from which he graduated as an engine mechanic. After graduation, he was posted back west to 1SFTS at Geraldton to work on the Ansons and Tiger Moths. He had now reached the rank of AC and his pay had nearly doubled to "10 bob-a-day" so he thought he was in Heaven.

After only 4 months at Geraldton, he was sent back east to Engineering School and graduated as a Fitter IIE (Sumpie). This was followed by a posting to the Astro-Navigation school (2ANS) at Nhill in Victoria then in 1943 he was posted to Point Cook where, for 3 months, he did nothing but change spark plugs. After being able to change a plug with his eyes shut, they gave him a reprieve and set him up overhauling Air Compressors followed by another posting to RAAF Tocumwal to work on the proposed overseas transport squadrons' Dakota



aircraft. In 1944 the proposed transport squadrons were cancelled and the personnel and aircraft were absorbed into 7AD which then was servicing Beauforts, Liberators and Dakotas.



In 1946, with WW2 just a sad memory, the ADF was in demob mode and Rocky was posted back to Perth for discharge. He went to work for the Commonwealth Oil Refinery (COR) a Government enterprise which was sold to the Anglo-Iranian Oil Company, which, in 1954, became the British Petroleum Company (BP).

In 1949 the ADF had realised their de-mob policy had starved the Services of many valuable men and it began enlisting again. Rocky applied and was accepted as an LAC Engine Fitter (Sumpie). He was posted to 25 Squadron at Pearce which was equipped with Mustangs, Wirraways, Tiger Moths, Ansons and Oxfords and he was given the job of looking after the Ansons which were staged on cross country flights.

In 1951 he was sent on Detachment to 34 Squadron which was at the base at Mallala in South Australia. It was here he first met Merv "Avro" Anson, a pilot, who remained a good friend while in the RAAF and for many years afterwards until his (Merv's) death in 2013. Mallala was originally the home of No 6 Service Flying Training School during World War II and was later selected as the temporary base for flight test and transport support for the joint UK-Australian Weapons Research Establishment at Woomera. After the construction of the Base at Edinburgh in the mid-1950s, Mallala housed No 24 (City of Adelaide) Squadron until the final closure of the base in May 1960.



At Mallala Rocky was set to work servicing the engines on 34 Sqn's four Bristol Freighters and on occasion, detached to the Rocket Range for engine changes on Lincoln Aircraft. From there he was posted to Engine Repair Section (ERS) at 1AD at Laverton which was run by Sqn Ldr Ron Lavers, a well known and well regarded bloke, one of the pre war "drover pilots" who was good at flying straight and level but not too good at the take off and landing bits. From Laverton, he was sent on a temporary posting to Tocumwal, to Detachment B, where the only vacant accommodation was a vacant officer quarters (separate house) which he immediately grabbed. He converted the temporary posting to a permanent one and was then able to move his family (wife and 2 year old son) up from Melbourne. He did and passed his promotion exams and got his Corporals and was put in charge of preserving aircraft engines in storage. At the same time, he was given instruction and then licensed to drive all vehicles on the base and was made the NCO/IC of welfare and the operator/custodian of the trial Airman's Bar. In 1954, he passed his Sergeants' exam and shortly afterwards got his third hook and was posted back to 1AD at Laverton just in time to welcome their second son to the family



In 1954, he and a few mates were sent to hanger 88 and selected to work solely on jet aircraft such as the Sabre, the Canberra, Vampire and Meteor and it was here he met another life long mate, WOff Joe Langlands (Jumpy Joe) who, until his death in 2008, remained a good friend and colleague.



In 1955 Rocky and wife Joy welcomed their third son.

In 1958 he was sent down to East Sale for a month's training then posted to 1AFTS at Pearce where he was to work for Wng Cdr Ron Lavers once again. Ron figured that Rocky knew his way around engines and stuff and put him in charge of inspection of Goblin Impeller Blades using an intrascope and in 1959 he was promoted to Flt Sgt.

In 1960 it was time to head east again and he was posted to HQ Support Command to work in the spares accessing section and because of his knowledge and work on Sabre aircraft, he was given the Sabre spares desk, once again, with Ron Lavers as his CO.



In 1961, he was persuaded to accept a commission in the Engineering Branch and was posted to OTS at Pt Cook where he was joined on course by a mix of male and female senior NCO's. On course they removed all rank insignia, mounted a white flash on the shoulder, an Officer's badge on the cap, were denied entry to the Sergeant's Mess and were given only restricted access to the Officers' Mess. On completion of the course, he was posted back to Support Command with the appointment of Air Eng 1A4 – which meant he was responsible for airframe maintenance on Vampires, Dakotas, Winjeels, Meteors and Caribou aircraft.

While he was at HQSC, the Red Sale aerobatic team had crashed at East Sale and he was seconded to the Directorate for Flying Safety (DFS) and sent to East Sale to investigate the terrible [accident](#). There was a problem in the Vampire with the brake adjustment pedals which used to jam. This was subsequently fixed and while at HQSC he led the modification team that saw the introduction of the DC3 wing attachment mod. This was carried out to avoid the loss of a wing in flight which had occurred in the USA.

He also found time to swat for then sit for and pass his promotion exams.

In 1965, as a Flight Lieutenant, he was sent on detachment to 38 Sqn at Richmond for familiarisation on the Caribou aircraft before being posted to RTFV/35 Sqn in Vietnam as the Squadron EngO. He was issued with an official passport and decked out in Civvy clothes and arrived in Vung Tau in April 1965 to relieve Sqn Ldr Robin "Chummy" Wade. In 1965 there was no accommodation for RAAF personnel on the airfield and arrangements had been made to house the blokes in Villas in Vung Tau. Blokes were paid an extra US\$2.50 per day to offset the cost of meals though the Villa Anna (Officers' quarters) did have a very good kitchen, not so the Airman who fared much worse.



Vung Tau was a mix-mash early in the piece, the RAAF were attached to the US Army, their missions were organised by the USAF, the US Navy picked up the tab for all costs and the airfield at Vung Tau was commanded by a US Marine Corps Major. Pay went a long way, most 'niceties' were very cheap, you could obtain an excellent sea-food meal at Back Beach for next to nothing and the organised Sunday Bar-B-q's were very well catered for and attended. VB and/or XXXX beer cost \$1.10 a slab, a 26oz bottle of Johnny Walker was only \$1.10 and a carton of smokes would also set you back the magic \$1.10.



What was even better, these prices were in US dollars, paid in Military Payment Certificates (MPC) and at the time the Australian Dollar was worth US\$1.12.



RTFV had a compliment of 6 aircraft, which allowed it to meet the daily USAF commitment of one aircraft to Danang, one to Nha Trang and two to the Delta region. This was the work load for six days each week, giving the Squadron one spare aircraft and one always in the hangar on either a C or a D.

Early in 1965, RTFV lost two aircraft. The first, A4-173, touched down just short of the very short strip at Hai Yen, collapsing the starboard undercarriage and the subsequent crash damaged the starboard wing and propeller. After ascertaining that a replacement wing could be obtained on loan from the US Army a composite crew of RAAF and US Army aviation personnel, with spares and the necessary ground support equipment (GSE), was flown to Hai Yen. The aircraft was successfully recovered to base after 7 days concentrated effort where the loaned wing was removed and returned to the US Army and a new wing installed.

The second event occurred a couple of days after the Hai Yen event and involved A4-171. After landing at another remote and very short strip near the Cambodian border and while back-tracking the runway, the twin nose wheels sank into a filled-in water course, sheared backwards and collapsed the aircraft onto its nose. Again, with the support of the US Army aviation regiment, a selection of RAAF and US Army personnel were flown in by chopper and the aircraft was recovered the same day. As a new nose section was required to effect full repair of the aircraft, it remained grounded for more than 12 months until the required bits could be obtained from De Havs in Canada. In the meantime, an aircraft from 38 Squadron at Richmond (A4-208) was borrowed to cover the shortfall.

Rocky says recognition must be made to:

- **Firstly**, to the skill and dedication of the flight's 13 ground crew who worked on A4-173 during the day, out in the open without workshop facilities and who had to withdraw inside the settlement and to leave the aircraft to its chances at night as the airfield was under enemy attack; and,
- **Secondly**, to the assistance received from the US in recovering these 2 aircraft. The 330<sup>th</sup> Aviation Company provided transport of wings, propellers and personnel to Hai Yen for A4-173 and to the airfield near the Cambodian border to retrieve A4-171.

The pic at right was taken by Rocky just after he arrived by chopper at the site of the A4-173 incident to see what was to be done to get the plane fixed, how many bods would be needed, what replacement parts and to see what GSE was need. When the repairs of A4-173 and A4-171 were completed, both were flown out by Sqn Ldr Doug Harvey with Rocky down the back keeping an eye on things.



Rocky says after the A4-173 incident, he tried to recommend several of the ground crew blokes for awards of the British Empire Medal (then the only suitable award allowed) but the powers

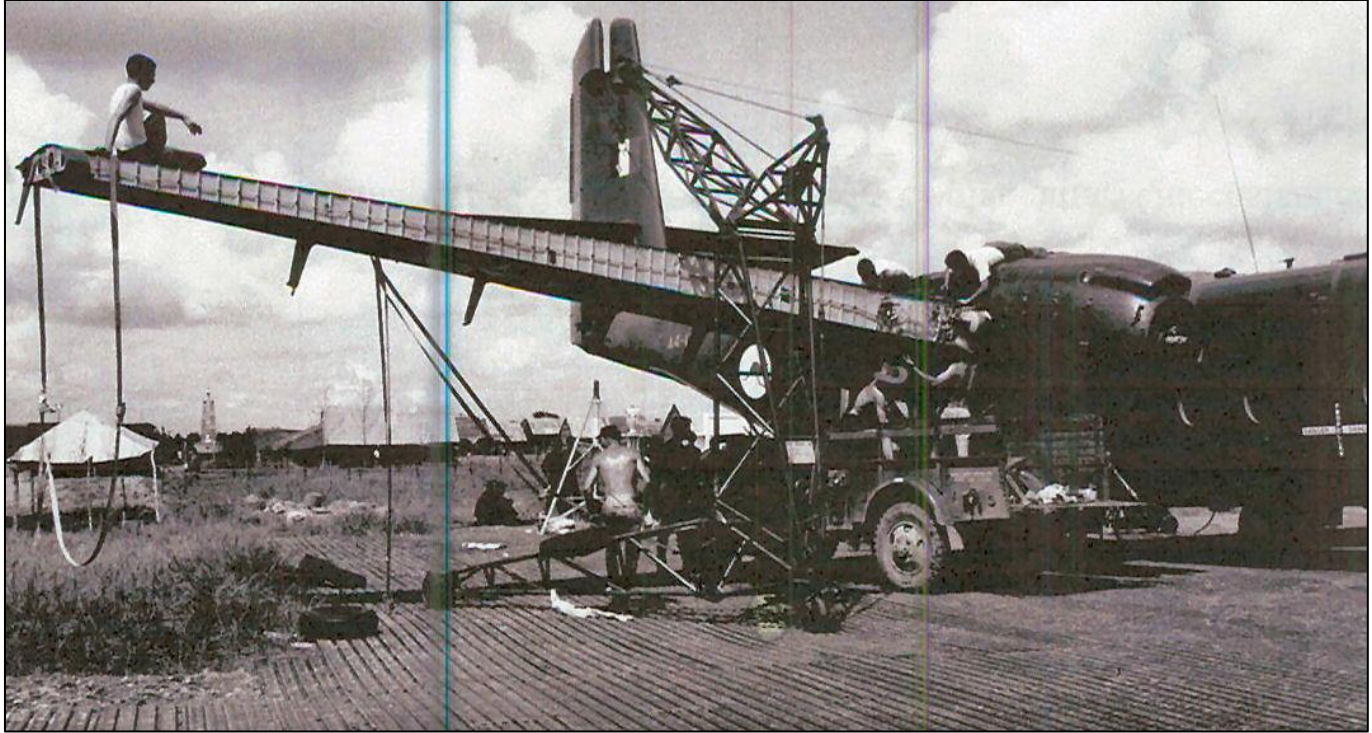


# The RAM

Vol 48

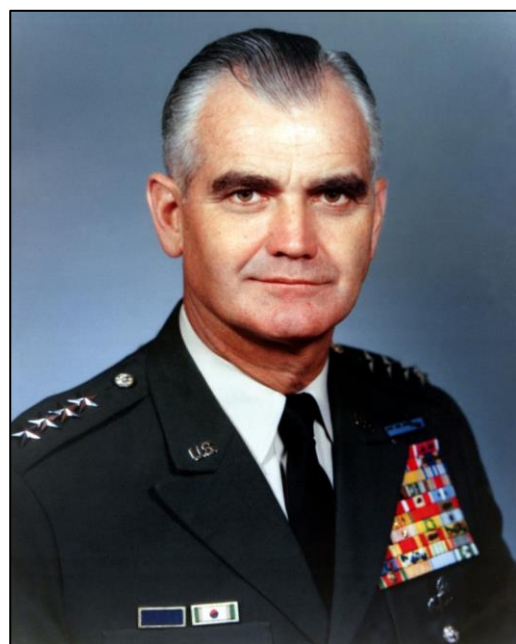
Page 7

that be allowed only MID's to be allotted to Flt Sgt Frank Latham (Sumpie) and to Cpl Charlie Downes (Framie).



The cessation of supply of Pratt and Whitney engines from Australia and the supply of Spartan reconditioned engines from the US Army supply chain plus the fact that they didn't maintain a "life of part" register was a major concern. RTFV partially overcame the deficiencies with the Spartans by spending many man-hours checking every nut and bolt before placing the engine into its mount and refusing to accept replacement spares if there was any doubt as to their condition. The fact that the US Army didn't allow for mandatory engine oil changes at 200 hour intervals and used the massive electrode spark plugs instead of the platinum pointed plugs was also a concern. Another aspect of the US Army's procedures that did not go down well with the RAAF was the fact they did not adequately mark their refuel rigs to ensure different fuel blends would or could not occur, very unprofessional when compared to RAAF standards.

Rocky says an interesting event occurred in 1965 when 5 star General William Westmorland paid a visit to RTFV HQ accompanied by a bevy of lesser Generals, Colonels, photographers and newsmen. Westmorland was very interested to learn of RTFV's achievements and asked Rocky how many Caribou aircraft the RAAF had on station. He was informed there were 6 in total, with 4 committed each day. He then asked what was the situation with the US 21<sup>st</sup> Aviation Company which was positioned next to the RAAF Caribous on Vung Tau airfield and was told that of the 20 aircraft they had on strength, their daily flying average was only 3 to 5 aircraft. This didn't amuse him at all, he demanded the presence of 21<sup>st</sup> Aviation's CO, EXO and other titled people and promptly sacked them on the spot.



As the Base at Vung Tau was a huge US forces base, it was decided the best thing to do was to take some of granny's advice, "If you can't beat 'em, join 'em" so RTFV personnel started to wear base-ball hats which bore one's rank as did the Americans. Rocky was a Flight Lieutenant at the time so he wore the equivalent US Captains' rank of two bars on his cap. This seemed to work well except for the RAAF Warrant Officers whose rank was indicated by the crown and wings which looked awfully like the US Full Colonel's (Bird Colonel) badge and consequently drew quite a lot of salutes from the US Service people. The WOE at the time was George McLean who wouldn't play ball and return the salute which nearly always meant the US bods would hold their salute for some time expecting George to reciprocate. Poor old George must have had sore ribs from constantly copping Rocky's elbow with a hissed "Salute back George or we'll be here all bloody day."

The Villa Anna, where the officers used to live, was a two storied building which faced the South China Sea.

Words with 2 meanings:

**VULNERABLE (vul-ne-ra-bel) adj.**

Female.... Fully opening up one's self emotionally to another.

Male.... Playing cricket without a box.





Rocky occupied a room facing the sea on the upper floor. Downstairs there was a bar/club room that allowed access from the front and rear of the building and which was decorated with [Playboy Centre-folds](#) on one wall and directly opposite with pictures of the Queen and Prince Philip accompanied by the appropriate Australian Flags. In the roof structure above, a host of flying bats had settled in and these used to fly out each night, in two separate groups, in search of food. One evening we had a visit from the late [AVM Ernie Hey](#), the Air Member for Technical Services, and while enjoying a cold one at the bar the first group duly flew out over the heads of all those standing. No-one noticed or spoke as it was a regular occurrence but the AVM, who hadn't experienced it before, was a bit taken aback and said, "What the hell was that?" to which someone said, nonchalantly, "Oh that was just A flight Sir". A few minutes later, the second lot hurtled past with a noisy beat of wings and before anyone could speak the AVM with a knowing grin said, "I presume that was B Flight?"



While in Vietnam, AVM Hey discussed the possibility of doing the Caribou E Services in country instead of using US Army resources. Rocky was given the job of investigating whether the job could be done by Air Vietnam and after visiting and inspecting their facilities he was satisfied that it could be done as their tech people were suitably qualified to undertake such a job under direction from RTFV tech staff. He wrote an E Service schedule and placed the necessary papers with the Americans to have the first E carried out in Country. Rocky and Sgt Graham Buttler (Framie) would periodically visit the Air Vietnam work-shops to check on progress and eventually the finished aircraft was wheeled out and flew without one unserviceability. Subsequent aircraft were also serviced at



Air Vietnam to a formally produced E Servicing Schedule which was based on Rocky's original sheets.

While at RTFV Rocky was "lucky enough" to get to know a bloke who was a French-Canadian engineer with DeHavilland Canada – the makers of the Caribou. His name was Jacques Lorioux and he was present at all the trials conducted on the Caribou at places ranging from the Sahara Desert to the Arctic Circle. Jacques was married to a Vietnamese woman called "Mickey" and they and their maid, Dou Sou, lived in a block of single story flats in down town Vung Tau. Jacques loved to entertain and Mickey and Dou Sou loved to cook – the perfect partnership. They had a Kookaburra gas stove in their kitchen and Dou Sou would go to the early morning market and get fresh food while Rocky and his mates would get steaks, beer etc from the PX on base. A bunch of them were regally and regularly entertained and fed at the Lorioux's home, eating wondrous food and listening to Jacque's tape recorder until late into the night and because of the late night curfew, they would often doss down on a mattress size foam, with the dogs for company and sleep until dawn when they would catch an early morning Lambro back to the Villa for a tub before heading off to work. Many Australians enjoyed the hospitality of Jacques and his wife "Mickey" and Rocky keeps in touch with them to this day.



In December 1965 he boarded the Freedom Bird and returned to Australia to take over as SEngO at 38 Sqn at Richmond.

Rocky remembers his time in Vietnam fondly. He says, "Apart from two isolated minor incidents concerning two senior NCO's, I could not have been associated with a better crew. Not only did we maintain our aircraft and equipment wonderfully but at times the Americans borrowed our service personnel to make up for their deficiencies in all trades. Some of our blokes returned in civvy life to contracts in Vietnam with the US Services."

In January 1968 Rocky was promoted to Sqn Ldr and posted to the RAAF School of Technical Training (RSTT) at Wagga as the OIC Mechanical Trades Squadron (MTS). Initially he was sad to leave 38 Sqn but gradually got to love being associated with adult and apprentice trainees. He says he learned a lot at Wagga. While he was there, there was an incident where senior NCO's were given a supervisory job over young apprentices who were detailed to work at preparing and serving food and after they had completed the washing and cleaning-up afterwards, got stuck into the liquor they had spirited away under the noses of the supervisory NCO's. Being drunk they started to riot and caused extensive damage to several buildings.



An incident occurred the night before the normal Tuesday morning parade. Wagga can turn on some pretty terrible weather in winter

and this morning was no exception. The fog was a 'pea-souper' with visibility down to dot feet so the parade was cancelled. When the fog eventually lifted it revealed a Meteor aircraft parked on the parade ground, in front of the flag pole.

The OC hit the roof.

As Rocky was the Base Engineer as well as the OIC MTS he was sent for and told in no uncertain terms to:

- Get that bloody aeroplane back to where it came from; and,
- Find out who did it and why.

Initially he had no idea how it had got there, it couldn't be towed down the main drag as there were too many trees yet that was the only possible way it could have come. There were no engines in the nacelles and no fuel in the aircraft so it had not been driven there under its own steam, so what was the answer?? It did occur to Rocky that perhaps it had been carried but by whom and when and who had organised it and why. Eventually it was carried manually back to its resting place at the front gate however, try as he might, he was not able to break the Appy code of silence and it is still a mystery to this day.

Now that a lot of water has passed under the bridge, if you know anything about it, Rocky would love to know.....

Another memorable incident involved the Tumbarumba Express. This was a rail motor that ran once a week from Wagga out to Tumbarumba, a journey of about 110 klms. The rail line ran through the base itself and ran alongside a 3 storied Appy block. Either bored to tears, lack of funds or no off-base leave mid-week (or a combination of all three), some elec/instrument Appies got the bright idea to short out the "safe-working" signal system which was carried in the overhead wires adjacent to the rail line. It worked like this, when the station up the line was satisfied that it was clear for the train to leave Wagga, they would send a signal down the line which would release the "staff" from the signal box which had to be carried by the train driver. If he didn't have this he was not permitted to leave Wagga. On this occasion, when the guard on the train went to get the "staff" to pass onto the driver, the box wouldn't open and release it. It took a considerable amount of time to work out what was wrong and to fix the problem and try as they might, they never found out who was responsible



At this time the dress rules on Base included short back and sides and most of the young blokes, when venturing into Wagga itself, would don a wig to try and fit in with the locals and not identify themselves as either RAAF or Army – whether the local female population were stupid enough to fall for that was anyone's guess.

Later in 1970 Rocky was offered acting rank of Wg Cdr and a posting to Dep Air with appointment of MP2 and the primary duty of looking after and provisioning buildings and work-

shops that were connected with aircraft, this would include hangars, flight line buildings, run-up bays etc. It was also decided to introduce standardisation of work benches and Rocky was elected as the RAAF representative on an inter-service aircraft standardisation committee.

This was the time when there was a lot of talk about the future of bases such as Pt Cook, Laverton, Richmond and Fairbairn, where to best base the Iroquois and the Caribous that were leaving Richmond and those returning from Vietnam and what to do about the deficiencies at Amberley.

It was plain to all that a new huge hangar was urgently needed at Amberley to house the expanding 3AD and there was a need for new workshops for engine overhaul as well as flight line structures and workshops and a hangar capable of having tail-gate access for the Caribou fins.



The job necessitated visits to every base in the RAAF and the raising and completion of a host of Air Force documents covering the design specifications of required buildings in time for action to be taken by the appropriate authorities. Further, the RAAF desperately needed a centralised air conditioned aircraft paint shop.

Late in 1974 Rocky, who was approaching due retirement age of 55 (due in Oct 1977), asked for and got a posting to 482 Maintenance Squadron at Amberley, this to be his Swan-song. Back then 1 and 6 Sqns were the flying squadrons (F-111's) and any maintenance or requirements were handed to 482 Mntce. The problems associated with the aircraft stemming from the early days were well known by now and had been well and truly sorted and that



aircraft had grown into a dependable and reliable machine. Sadly though, in his second year the RAAF lost 2 F-111's, fatally in one instance and thankfully with no loss of life in the other.

F-111 aircraft were often deployed overseas, No 1 Sqn deployed to Hickham AFB in 1975 and again in 1977, spending time at the Marshall Islands on return to Australia. No 6 Sqn deployed to [Ohakea](#) AFB in New Zealand for 1 month in 1976. Both also spend time in Butterworth - and Rocky being the EngO made sure he had a seat on the support aircraft.



At Sqn Ldr Joe Langlands' retirement parade, Amberley, 1976.

L-R: Gp Capt Ted Whitehead (CO 482 Sqn), Joe's son Brad, wife Kit, Joe and Rocky.

His last jolly, before leaving the RAAF was to accompany an F-111 in the support Herc to Richmond, Canberra, Laverton, Edinburgh and then Pearce.



In 1975, with a bit of foresight, he and Joy purchased a 5 acre plot of land which was part of a 60 acre dairy farm situated on the outskirts of Lennox head, northern NSW. He had erected two double garages, had power connected to them, then with such modern amenities as a canvas bag shower,

portable toilet (take away and empty style) and a 22ft caravan, the Rockliffs survived quite comfortably until their house was built and finished in Dec 1977. The next purchase was a trusty Fergy tractor with a slasher and a carry all which could be fitted to the front and to the back, and with it they planted 500 shrubs and trees.

To fill in his time, he became a bit of a master at home-brewing the amber fluid then he and Joy got the travel bug and travelled around OZ and he reckons he's now seen a big part of it. But progress is progress and their lovely rural retreat was gradually being encroached upon and eventually the council rezoned their area from rural to urban and eventually they were ground down by the pressure and sold off 4 of their 5 acres. They used the proceeds from the sale to head off overseas and over time travelled through the UK, Western Europe, Americas, Canada, New Zealand, South Africa, Zimbabwe, Middle East, Indonesia, Malaysia, China, Japan, Egypt, and recently through Cambodia and Vietnam.

Unfortunately, during Rocky's last trip overseas he had a black out which resulted in a few days in hospital before being medivaced back to Oz. These days he and Joy restrict their travel to local events – the carefree days have gone!! And being over 85, he is restricted to a bi-annual eye test and driving test, but as he says, with the onset of advancing aged disabilities, it is essential to keep a current driving license.

**ENTERTAINMENT (en-ter-tayn-ment) n.**

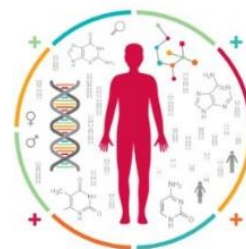
Female.... A good movie, concert, play or book.

Male..... Anything that can be done while drinking beer.

When they built their home back in 1977, Rocky obtained an "Owner – builder" license and as the house is built on rising ground, he used the slope to build in a "granny flat" under the front of the house. This includes a double bed room, lounge, kitchen and separate toilet and bathroom and is surrounded by a 12 foot brick patio. This has been a God-send and has been

used by a countless number of visiting relations, friends and overseas acquaintances over the years.

Sadly, in 2001 they lost their youngest son, John, to bowel cancer. Over the twenty years between 1990 and 2010, bowel cancer rates have doubled in young Australians 20-29 years and are up by 35% in 30-39 year olds. Australian and international research has shown a worrying global trend towards a higher incidence of bowel cancer in younger people, especially given bowel cancer rates are stabilising or falling in over 50s. However, Rocky strongly advises and encourages all Australians who are aged 50 and over, to undertake bowel cancer screening. You can get a screening kit on line by going [HERE](#).



These days he and Joy have slowed down a bit, no longer is there a need to rise at 5.00am and thankfully God made a heap of tomorrows in which to get the urgent things done. For the past couple of years they have donated some of their time to meals on wheels, mainly to help those not as fortunate but also to avoid the bowls and/or golf club syndrome. A cream Volvo with two white hats on the back shelf is definitely not their scene. Their 1,270 m<sup>2</sup> property plays host to a lot of lawn and these days “the Man” comes in with his mower and a friendly neighbour helps cart the wheelie bins down and back to the front gate.

Having belatedly overcome a hate for EDP, mobile phones and useless chatter on the TV, he purchased a lap top and now maintains regular contact with old mates from his RAAF time. He also assists Vet Affairs in a setup whereby his daily pulse, blood pressure and lung strength are relayed to his GP and Vet Affairs in Brisbane.

At this time in their lives, Rocky reckons it's great to be able to sit back on the veranda, enjoy a cold one or two and reflect on life's wonderful memories.





# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 8

## The People I meet.



In order to keep this trim, taught and terrific old body of mine in top nick and the envy of all, I regularly go to a gym and every month I see Rebecca Evans B. Hlth Sci (Nut & Diet) (Hons), one of Brisbane's better Nutritionists who consistently reads me the riot act and tries to keep me a respectable distance from French fries, Mars Bars and other delicious delicacies. "Bec" has everything going for her, well almost, she is young, she is a very pretty girl, she has a wonderful career but unfortunately like most in this world of ours she lacks that magic aura - Radtechitis. Recently the word got out that I was once a Radtech with the Nation's finest and bravest and things haven't been the same since. Armed with this knowledge and unable to resist, Bec has consistently, but so far unsuccessfully, tried to capture some of that enthralling aura that surrounds one's body by closing whenever the opportunity exists. Radtechs, trained by the Nation's finest, will know well this phenomena,

being a magnet for pretty girls is a cross we are destined to bear for the remainder of our miserable lives.

Fame is such a burden.

Bec has a double degree in Dietetics and Human Movements and has been working in the health and fitness industry for over 10 years, both as a personal trainer and a nutritionist for sports teams such as State League netball and soccer teams. Bec specialises in weight loss/management, chronic diseases such as diabetes management, Cardiovascular, kidney disease and respiratory conditions with a strong area of interest in sports nutrition as well.



She has represented Australia in Australian U/21 Netball Team and State teams in athletics, softball and swimming. Working as a personal trainer and boxing coach Bec has developed a keen interest in hydration and recovery techniques. She's also had a lot of experience working with clients in setting and achieving goals, developing healthy eating plans, and working towards creating a healthy lifestyle with her clients.

She has also developed and implemented weight loss and pre-natal programs that have focused on both nutrition and exercise components. She also has experience in delivering education sessions on many topics to a variety of age groups, in particular working with clients to educate them on how to read food labels, how to maximise training with nutrition and Healthy eating.

Bec works hard and trains hard to be able to give her clients the best. Her passion is running but enjoys mixing things up with cycling, swimming, boxing and plyometric training on a regular basis. Her motivation to help others achieve their goals and their ability to live the healthiest and best life possible is what inspires her be a part of the Eat Smart Team

If you want to feel good, to lose weight, to be able to move again and chase the grand kids around the yard, give her a call and make an appointment, Eat Smart has rooms throughout Brisbane.

See here: <http://www.eatsmartnutrition.com> **Blog:** <http://www.eatsmartdiet.com.au>

I think my problem is indecisiveness. Or maybe it's procrastination.



## How About a Cuppa??

Jeff Pedrina

Tucked away in a bottom drawer in my den is a memento of an experience I'd probably rather forget. And yet, I feel now that I'd like to share it since, even if it's not unique, it is certainly unusual, particularly the way it happened. My memento is the face blind firing handle from a Martin Baker ejection seat.



After 600 hours flying the RAAF's Macchi jet trainer, during which the only hints of trouble had been a runaway trim while low flying and the unsuccessful attempts of several students to kill me while demonstrating their versions of what I was trying to teach them, I expected my instructional tour to come to a quiet close. Short of learning emergency procedures, actually abandoning an aircraft was something tucked into the corner of my mind labelled: 'Possible, but highly unlikely'.

Nothing further had happened to change this state of mind when, on October 1 1969, I set out with a student on a low level navigation exercise. It was a test sortie for him, but he was a good student so, apart from giving him a couple of problems to solve I was expecting a pleasant 'Sunday drive'.

The Macchi is a funny beast in which to instruct. Being a tandem seater, the instructor sits in the back. Due to the bulk of the student's ejection seat and the curvature of the Perspex canopy, one's forward vision is poor. You certainly can't see over your student's head, but have to lean left or right depending on crosswind, to get a good view of the runway during approach and landing. During flapless approaches you can barely see the runway at all. At night, there is a bonus; due to reflections inside the canopy, you can see two or even three runways depending on where your head is and the gyrations of your student. Demonstrating a night landing to a student is therefore an act of bravery. Hopefully, he'll learn quickly and you won't have to do it again.



Back to the Navex. The student was doing fine. He gave me a good briefing on the route, answered my questions correctly, performed all his checks meticulously and even remembered to close the canopy before lining up on the runway. The tower cleared us for take-off and the student, F/O Herbert "Fred" Badower, opened the throttle smoothly and quickly so that the RPM indicator needles spun crazily until they reached 100%. With a lurch, we were away. Lift off at 100. . .150. . . 200 knots and we were in the climb.



I relaxed a shade; the danger zone of possible engine failure after take-off was now past. We levelled off at 5000 feet and headed for the start point of the navex where we would descend to 200 feet above terrain. It

was a magnificent Perth spring day with a comfortable yellow sun shining out of a cloudless sky. Patches of wild flowers shouted their colours from bushy islands amid ploughed paddocks, the winter greens already turning to summer browns.

Herbert continued coping well. He found his start point without trouble, punching his stop clock as we flashed overhead at 200 feet. To reduce the risk of collision with terrain or obstacles, there's no pencilling on these exercises. The students put all required information on their 'topos' (topographical maps), including minute markers from the start point and expected duration to chosen check points. They must identify their check points noting distance left or right of track and whether they are early or late. They must then make mental calculations for heading changes to put the aircraft back on track and adjust the ETA (expected time of arrival) at subsequent check and reporting points. At possible groundspeeds up to 400 knots, quick assessments and quick decisions are required.

I was glad to see Herbert holding his map high, as he had been instructed to do. He would see the high tension power lines ahead in time to take avoiding action. We passed directly over a conspicuously shaped road-rail crossing. I wondered whether Herbert had seen his chosen check point, a rail bridge just outside a town, almost hidden behind trees a mile to our left.

"We were a half mile starboard of track at our last check point, sir," announced Herbert. "This crossing is a mile starboard of my check point. That must be the bridge this side of that wheat silo". He altered heading eight degrees port. Good lad, I thought. This is going to be a breeze. I couldn't fault Herbert's navigation on the first and second legs so I decided to extend him with a little problem on the third and final leg. The method I chose was, in retrospect, a little ironic. Having recently returned from a tour in Vietnam, I decided to dress up the problem a little. "Fred," I began. Fred's head bobbed in anticipation of the expected problem. "You've just been advised by radio that the town of New Norcia has fallen into enemy hands. Aircraft ahead of us have been fired at. We are advised to avoid the town by at least five miles."

New Norcia was right on track. Fred at once came up with the expected answer. "Our groundspeed is six miles a minute, sir. One minute out of New Norcia I'll turn starboard sixty degrees and make a one minute dog-leg". "Okay, Fred, that's fine" I replied, and settled back for an armchair ride. We'd just rolled out of the turn when the Fire and Overheat warning lights came on. For a couple of seconds, I stared dumbly at this intrusion into a pleasant afternoon's flying. Then comprehension jolted back with a rush. I scanned my instrument panel: no other abnormal indications.

"Have you got warning lights?" I snapped at Fred. "Yessir," he stuttered. (He later told me he thought I'd somehow activated the lights as part of his test.)

"Standby. We're going to eject".

Taking over, I slammed the throttle closed and put the Macchi into a zoom climb. I looked over my shoulder for smoke or a 5000 foot bitumen runway which some ambitious farmer might have constructed without the Air Force's knowledge. I saw neither. It's amazing what flashes through your brain in circumstances like this. I'd had two fire warning lights before, in Caribous, both were false and due to moisture in the fire detection circuit. Yet a month ago, a Macchi had crashed after take-off when, after a fire warning, the control rods had burnt through. One pilot got out; the other went in with the aircraft. Now I had Fire and Overheat lights, an unlikely combination since detectors in two compartments would have to be activated. But the golden rule said: Treat every fire warning as a real fire. There was really no choice.



"Fred, I want you to eject on my command". I pressed the radio transmit button. "Delta five five, eject ... eject ... eject". This would alert the following aircraft, which was five minutes behind us. Fred took a little longer than I expected. We were approaching the apogee of our climb. Suddenly there was a bang, followed by a blast of slipstream as the canopy fired. I held my head down. Then I was conscious of another bang, and Fred's seat disappearing. I looked up and was a little alarmed to see the telescopic seat rail sticking up several feet into the air where Fred's seat had been. I quickly retrimmed the aircraft and grabbed the face blind handle. The last thing I remember seeing before I pulled the blind over my face was the altimeter. It said 1700 feet.

There was a tremendous explosion underneath me and a huge force propelled me upward. Unable to see I felt that I was tumbling over until my head pointed back towards the ground. Again, my brain rushed with fleeting thoughts, all in the space of a few seconds ... "What if the parachute doesn't open?" ... "What if I'm upside down?" ... "How long will I wait before pulling the manual override D-ring?"

Suddenly, there was a tremendous jerk, as if I'd smashed into a brick wall. My body felt as though it would break in half. It was the main parachute opening. (The ejection sequence is fully



automatic. Pulling either face blind or seat pan handle separates the aircraft canopy with an explosive charge and, one second later, fires the explosive cartridges in the ejection seat, blasting it clear of the aircraft. A timing device controls opening of the drogue chute which, when deployed, opens the main chute and release of the restraint harness so that the seat can fall away. The complete sequence occupies only a few seconds.) Now, after all those bone-jarring gyrations, I found myself hanging in my parachute harness, floating gracefully earthward.

I looked around me and was amazed to see the aircraft also still descending. My distorted time reference suggested it should have plunged into the ground ages ago. I suffered momentary pangs of alarm as it appeared to turn towards me. It looked rather graceful, gently descending towards the rolling fields below. I felt sad when it made a near perfect landing, then bounced, and burst into bright orange flame. I could hear no noise; it was as if I were watching a silent movie. Fred was nowhere to be seen; perhaps he was somewhere behind me.

Suddenly, I became aware that I was not really floating at all. I was drifting rapidly towards some angry looking gum trees whose large, upward-pointing branches could do me a terrible mischief. I pulled down on my parachute risers, trying ineffectually to counter the drift. I scraped past the nearest tree scratching my back-side and landed heavily on the ground. I tried to do the approved sideways roll but the wind caught the chute rolling me onto my back and my head thudded onto the ground. My bonedome took most of the shock, but I lay there momentarily, stunned.

Again, my brain flashed messages, driving me upright, urging me to gather in the chute so it couldn't drag me away. I released the harness and took stock of my situation. I felt as though I'd just woken up from a weird dream, as one would by falling out of bed. I took a few ginger steps. Though I felt pretty sore, there was nothing broken. Through the trees, I could see a road. I would make for that with the hope of being spotted from the air, or meeting help. As I climbed through the fence, I was relieved and pleased to see Fred climbing through on the other side.

"I watched you come down", he said as though we were engaged in some sort of sporting event.



While we exchanged commiserations, a Macchi whined overhead. It was the following navex aircraft. It waggled its wings; we'd been sighted. Just then, a Landrover bumped into view along the pot-holed road. It skidded to a halt beside us. A burly figure, face unshaven and dressed in dungarees and a battered hat reminiscent of Saltbush Bill, climbed out.

"G'day. Saw ya come down. How 'bout a cuppa tea with me an me mate?" he said, as though this sort of thing happened every day.

And so it was that when the Base Rescue chopper arrived, the crew found us drinking tea at the camp fire of two itinerant farm workers, a hundred yards from where we'd landed. That



night, as we sat up in our hospital beds, we saw the end of the drama on TV; two tattered figures climbing from a chopper into a waiting ambulance. Just before the ambulance door closed, to my wife's embarrassment, the camera homed in on my wounded right buttock, visible through my torn flying suit and underwear, courtesy of the gum tree.

If you'll forgive the pun, that was truly the end of the tale!

Postscript: It was later discovered that the warning lights were illuminated by a faulty relay. A Perth citizen wrote to the local newspaper demanding that the \$300,000 which that paper had said the Macchi was worth should be deducted from our salaries until the amount was paid off.

Click the pics below for a bigger view.



A few months before this incident, on the 31<sup>st</sup> January, 1969, Flt Lt Stew McAlister and a student, P/Off Rod Heiderman, also had to leave an aircraft while on a training flight out of Pearce. Their aircraft went out of control in an inverted spin and the two crew had to eject. Stew suffered a compression fracture of the spine, broken facial bones and eye damage and Rod suffered bruised biceps and buttocks on ejection, then scratches to his face as he landed through a tree. The aircraft crashed into sandy loam in open scrub.

Click [HERE](#) to see chronological listing of Australian RAAF and RAN ejections.

When Jeff left the RAAF, he joined the Civil Aviation's Flying Unit and flew the Unit's F28 calibration aircraft which was based at Essendon Airport. In 1974 the F28's replaced the Unit's F27 and was chosen because:

- It could carry an equipment load of up to 3000 kg to calibrate all civil/military airways facilities;
- It had forward-facing consoles;
- fitment of up to 50 antennae;
- large underfloor cargo area to carry support equipment and ground tracking systems;
- low tyre pressure for the aircraft to operate from unsealed runways;
- aerodrome performance to access 1600 metre runways;
- high cruising speed in the order of Mach 0.7 (420 kt) and range sufficient to reach Perth (2871 km) or Darwin (3171 1/4 km) from Melbourne with only one refuelling stop;
- good low speed handling and go-around performance from very low altitude;
- compliance with the noise standards; and
- program cost.

The F28 was a highly reliable and utilitarian aircraft. There were over 800 navigation aids in Australia and PNG for which CAA held in-flight calibration responsibility, including a few privately-owned facilities and those operated by the Department of Defence at the various RAAF and RAN bases around the country. Each facility had to be checked, not only on a routine basis with time intervals varying from six months to two years, but also to reinstate an aid following modification, primary component change or failure.

Each F28 was fitted out to enable it to fulfil its calibration role with equipment that was additional to that installed as part of the aircraft's normal avionics. The equipment was operated by specialist technical personnel seated at two consoles in the forward passenger cabin. The test equipment was itself subject to rigorous test and calibration sequences by the Flying Unit's Laboratory, as part of ensuring compliance with the national measuring standards.



The aircraft had a total of 39 dedicated flight inspection antennas fitted to inspect the performance of NDB, DMEA, DMEI, TACAN, LLZ, GP, VOR, MKR, SSR together with VHF and UHF communications facilities. In addition, the aircraft was used to calibrate GCA/PAR and VASIS. Calibration missions could last for up to ten days, covering the Australian FIRs (Flight Information Region) from Cocos Island in the West to Norfolk Island in the East plus Papua New Guinea which was done on a contractual basis.

Routine calibration methods for NDB and DME do not call for any particular operational techniques. The aircraft is usually flight-planned to pass within range of the nominated facility and the various signal characteristics are recorded and compared against previous results to detect any change. If a fault is detected, the ground technical staff responsible for the aid are advised, and they rectify the defect. With some of the remote sites, the technical staff can be several hundred kilometres away by road and in such cases a repeat flight is arranged to coincide with their presence at the site to confirm that the defect has been corrected.

Calibration of those aids which provide precise track guidance, such as ILS, is more complex. With ILS, the Localiser and the Glide Path are calibrated as separate elements. The signal characteristics such as alignment and width, and the behaviour of the installation under the various alarm conditions, are measured in comparison with a very accurate automatic tracking device which provides reference data on the aircraft's flight path.

This tracker, which was developed 'in-house' by the then Department of Civil Aviation, used a vidicon (light-sensitive video receiver) to track a high-intensity, gyro-stabilised light on the nose of the calibration aircraft and could measure angular displacement to within 0.01 degrees. The tracker was set up near the ground antenna of the element to be measured and tracked the calibration aircraft as it made a series of approaches.



Movement of the tracker head as it followed the aircraft was converted to a digital signal and then telemetered back to the aircraft on a discrete VHF channel. It was then compared electronically to the incoming signal from the Localiser or Glide Path and the results recorded on a multi-channel recorder. As the flight test progressed, the Flight Surveyors at the consoles monitored the results and advised the ground party of any adjustments which were required. A typical routine flight test of a Localiser or Glide Path would require from eight to twelve approaches and consume some 75 to 90 minutes flight time, with every alternate flight test (annual) being carried out in greater detail, measuring more parameters and requiring additional approaches.

The piloting and measuring tasks required a high degree of concentration and teamwork within the crew, not to mention a high degree of precision and skill on the part of the pilots. VOR (Omni) calibration was less complex, but the technique still required the use of an independent ground-based measuring device in the form of a very accurate pilot-balloon theodolite. The theodolite was set up at a previously surveyed position near the VOR and the calibration aircraft flew an orbit around the site at a radius of six nautical miles and an altitude 2000 ft above the site elevation. The altitude varied for particular sites, depending upon local terrain; at Cairns for example, the orbit was flown at 4000 ft in order to miss the hills to the west.

As the aircraft was flown around the VOR, it was tracked with the theodolite by the ground party and the magnetic bearing called every ten degrees. The bearings were compared with those radiated by the beacon and received by the aircraft and the results recorded and compared with those found on previous tests. The orbit established the basic alignment of the beacon and, if necessary, adjustments were made to bring the system into tolerance. At the completion of the orbit, the calibration aircraft then flew a series of route radials out to a distance of 12 to 15 nm, to check such parameters as course quality, bending, scalloping etc while being tracked with the theodolite. Bearings were again called by the ground party and compared with the data received in the aircraft. Up to twelve radials would be flown, selected from the published routes, to provide a representative picture of the facility through 360°.

Calibration operations outside controlled airspace (OCTA) placed significant extra demands on the crew, as they not only had to concentrate on the calibration task, with its demands for



precise flying, but in some instances they would be required to monitor up to three communications frequencies, as well as look out for, and keep mental track of other aircraft in the vicinity. OCTA the rule is “look out the window and separate yourself” and over the years, there have been occasions when separation standards have broken down.



Jeff about to board the F-28 at Alice Springs airport – ready for another days work.

Jeff says “one of my jobs while based in the Queensland Region was to crew the Region's aircraft, a Swearingen Merlin IIB, a top of the range twin turboprop. A colleague of mine, Greg Richardson and I were rostered to fly a group of radio techs to Horn Island to do some maintenance on radio installations there. Since we would have a few idle hours waiting for them to finish their work Greg talked me into taking my metal detector (a hobby) with us. Horn Island had been a war time base, and Greg thought we might dig up something interesting. Little did we know!

Greg chose a promising area adjacent to the airfield and eagerly grabbed the metal detector and my digging kit, an ex Vietnam M1 souvenir bayonet. After a few sweeps the metal detector gave a promisingly loud blip. Greg immediately and enthusiastically started digging. Pretty soon he contacted metal. Digging deeper he unearthed a complete un- exploded shell. In a very quick decision we re-buried the shell and hastily vacated the area. Nothing happened and we quietly packed up the metal detector, wondering who to report our find to. We heard nothing more about it!”

Telstra have a very useful saying – “Phone before you dig”. Jeff reckons that’s smart advice!!

What you don't see with your eyes, don't invent with your mouth.

## The C-130 on display at the front gate of Little Rock AFB, Arkansas.

This C-130A Hercules was the 126th built by Lockheed Aircraft corp. of Marietta , Georgia . It was accepted into the US Air Force inventory on 23 August 1957. (4 blade props - tb??)

On 2 November 1972, it was given to the South Vietnamese Air Force as part of the Military Assistance Program. A few years later, the aircraft would be involved in an historic flight.



On 29 April 1975, this Herk was the last out of Vietnam during the fall of Saigon. With over 100 aircraft destroyed on the flight line at Tan Son Nhut Air Base, some of them still burning, it was the last flyable C-130 remaining. In a very panicked state, hundreds of people were rushing to get aboard, as the aircraft represented a final ticket to freedom.

People hurriedly crowded into the Herk, packing in tighter and tighter. Eventually, the loadmaster informed the pilot, Major Phuong, a South Vietnamese instructor pilot, that he could not get the rear ramp closed due to the number of people standing on it. In a moment of inspiration, Major Phuong slowly taxied forward, then hit the brakes. The loadmaster called forward again stating he had successfully got the doors closed.

In all, 452 people were on board, including a staggering 32 in the cockpit alone. Using a conservative estimate of 100 pounds per person, it translated into an overload of at least 10,000 pounds. Consequently, the overweight Hercules slowly ran



down the 9,000 foot runway, finally staggering off the ground at the end of the 1,000 foot overrun. It stayed in ground effect until it gained enough speed to begin a shallow climb.

The target was Thailand, which should have been 1:20 in flight time, but after an hour and a half, the aircraft was over the Gulf of Slam, and they were clearly lost. Finally, a map was located, they identified some terrain features and they were able to navigate. They landed at Utapao, Thailand after a three and a half hour flight.

Ground personnel were shocked at what "fell out" as they opened the doors. It was clear that a longer flight would almost certainly have resulted in a loss of life. In the end, however, all 452 people made it to freedom aboard this historic C-130.

Upon landing, the aircraft was reclaimed by the United States Air Force and assigned to two different Air National Guard units for the next 14 years.

On 28 June 1989, it made its final flight to Little Rock Air Force Base and placed on permanent display.

One good turn gets most of the blankets.

## The Thunderbolt.

The Republic P-47 Thunderbolt was one of the largest and heaviest fighter aircraft in history to be powered by a single piston engine. It was heavily armed with eight .50-caliber machine guns, four per wing.





When fully loaded, the P-47 weighed up to eight tons and in the fighter-bomber ground-attack roles could carry five-inch rockets or a significant bomb load of 2,500 pounds; it could carry over half the payload of the B-17 bomber on long-range missions (although the B-17 had a far greater range).

The P-47, based on the powerful Pratt & Whitney R-2800 Double Wasp engine, was to be very effective as a short-to-medium range escort fighter in high-altitude air-to-air combat and, when unleashed as a fighter-bomber, proved especially adept at ground attack in both the World War II European and Pacific Theatres. That R-2800 engine was considered one of the best radial piston engines ever designed and is notable for its widespread use in many important American aircraft during and after World War II. Apart from military aircraft, such as the very successful Grumman F6F Hellcat and Vought F4U Corsair, it also powered the Convair CV-240 family of aircraft and the Douglas DC-6. 125,334 were built.



The Thunder bolt was one of the main United States Army Air Forces (USAAF) fighters of World War II and served with other Allied air forces, notably those of France, Britain, and Russia. Mexican and Brazilian squadrons fighting alongside the U.S. were also equipped with the P-47. The armoured cockpit was roomy inside, comfortable for the pilot and offered good visibility. A modern-day U.S. ground-attack aircraft, the Fairchild Republic A-10 Thunderbolt II, takes its name from the P-47.

# The RAM

Vol 48

Page 8



Click [HERE](#) to see a video on the Thunderbolt taken during WW2.

A small boy's definition of Father's Day:  
It's just like Mother's Day, only you don't spend as much.

# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 9



## Allan George's Gems

### The North American X-15

In October 1967, it flew at nearly Mach 7, seven times the speed of sound and twice the speed of a rifle bullet. The speed record it set back then still stands today and it flew so high its pilots earned Air Force astronaut wings, 280,500 feet or 53.1 miles above the earth.

It pioneered technologies that were used on the SR-71 Blackbird, the space shuttle and the reusable spacecraft in Richard Branson's future Virgin Galactic passenger space program. And it killed test pilots in an era before redundant flight control systems and modern safety protocols for hypersonic flight.



Air Force test pilot William J. "Pete" Knight with the X-15 aircraft, number 56-6671. This photo was before Knight's speed record flight when the X-15 received a white, heat-resistant coating.



It was the North American X-15.

October 2014 is the 47th anniversary of the fastest ever manned, powered flight when it was piloted by William "Pete" Knight of the U.S. Air Force at a speed of 4,520 miles per hour (7,274 km/h). The skin temperature at that speed was about 1,350°C.

The X-15 could be the most ambitious and successful flight test program in aviation history. Apollo astronauts flew it. It challenged the paradigms of aerospace design well beyond the limits of any prior program, including Chuck Yeager's sound barrier busting Bell X-1. The X-15 program sits alongside the Wright Flyer as an aviation milestone. So much progress was made so quickly in the face of such great risk with such rudimentary technology that no other development program, with the exception of the Apollo missions, has come close.



The record setting X-15A-2, aircraft number 56-6671, with its unusual white heat resistant ablative coating and giant anhydrous ammonia tanks under its fuselage.

Like many X-series aircraft, the X-15 was designed to be carried aloft and drop launched from under the wing of a NASA B-52 mother ship. Release took place at an altitude of about 45,000ft and a speed of about 500 miles per hour (805 km/h). The X-15 fuselage was long and cylindrical, with rear fairings that flattened its appearance, and thick, dorsal and ventral wedge-fin stabilizers. Parts of the fuselage were heat-resistant nickel alloy. The retractable landing gear comprised a nose-wheel carriage and two rear skids. The skids did not extend beyond the ventral fin, which required the pilot to jettison the lower fin (fitted with a parachute) just before landing.

Because it had to be controlled in an environment where there was too little air for aerodynamic surfaces, it had a reaction control system (RCS) that used rocket thrusters. There were two different X-15 pilot control setups, one used three joysticks and a later mod used only one. It had an ejection seat that allowed ejection at speeds up to Mach 4 and/or 120,000 feet (37 km) altitude, although it was never used during the program. In the event of ejection, the seat had deployable fins which were used until it reached a safer speed/altitude, where it could deploy its main parachute. Pilots wore a pressure suit which could be pressurized with nitrogen gas. Above 35,000 feet, the cockpit was pressurized to 3.5 psi (0.24 atm) with nitrogen gas, and oxygen for breathing was fed separately to the pilot.

Early flights used two engines but in later flights these two engines were replaced with a single rocket engine generating 57,000 pounds-force of thrust. This engine used anhydrous ammonia and liquid oxygen as propellant and could burn 15,000 pounds (6,804 kg) of fuel in 80 seconds. (How's that for a fuel pump!!).



The X-15, slung beneath the B-52 – enroute to another record breaking flight.

When released, it would accelerate from 500 MPH to nearly 5,000 MPH in only 75 seconds, six times the speed of sound. On the downside it would decelerate so violently that a rearward-facing crash pad was installed in the canopy, in front of the pilot, so his helmet could slam into something soft as the friction of the atmosphere slowed the plane after its explosive fuel burned out.

Three X-15s were built, the first flight was on the 8th June 1959, these three aircraft flew 199 test flights and were finally retired on the 24th October 1968.

On average, an Australian/New Zealand man will have sex two to three times a week, whereas a Japanese man will have sex only one or two times a year.  
This is upsetting news to me, as I had no idea I was Japanese!

## **A Brilliant Mistake – the YB-40 Gunship. The Flying Destroyer. June 1943 – July 1943.**

The Boeing YB-40 Flying Fortress was a modification for operational testing purposes of the B-17 Flying Fortress bomber aircraft, converted to act as a heavily-armed "gunship" to cover other bombers during World War II. At the time of its development, long-range fighter aircraft such as the North American P-51 Mustang were just entering quantity production and thus were not available to accompany bombers all the way from England to Germany and back.



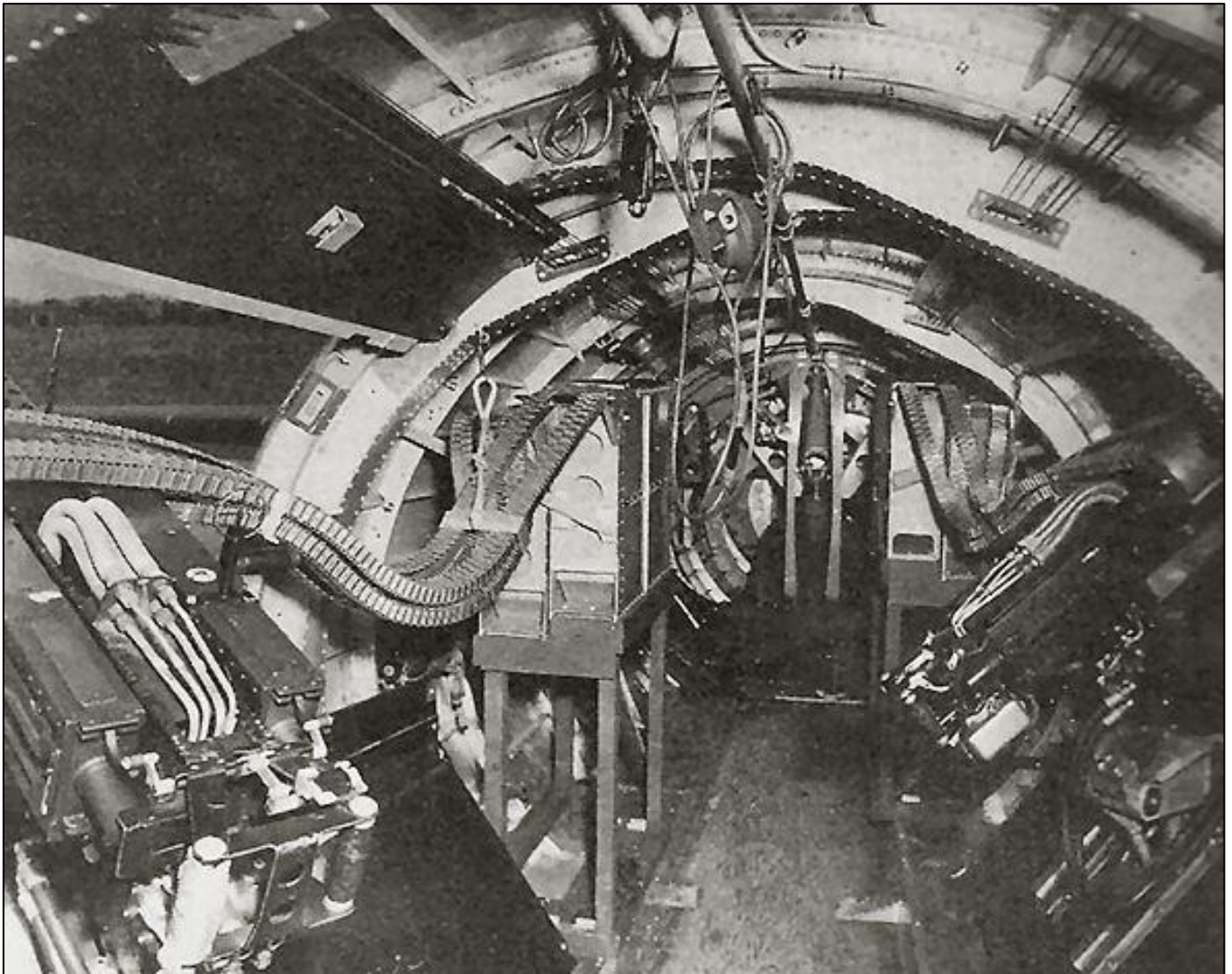
Work on the prototype began in September, 1942. The aircraft differed from the standard B-17 in that a second manned dorsal turret was installed in the former radio compartment, just behind the bomb bay and forward of the ventral ball turret's location. The single .50-calibre



light-barrel Browning machine gun at each waist station was replaced by two of them mounted side-by-side as a twin-mount emplacement, much like the tail gun setup in general appearance. The bombardier's equipment was also replaced with two .50-calibre machine guns in a remotely operated Bendix designed "chin" turret, directly beneath the bombardier's location in the extreme nose. This gave a total of 16 guns and the bomb bay was converted to an ammunition magazine. Additional armor plating was installed to protect crew positions.

The aircraft's gross weight was some 4,000lb greater than a fully armed B-17. This meant it took the modified aircraft 48 minutes to reach 20,000ft whereas a fully loaded standard B-17 could be there in only 25 minutes. Part of the decreased performance was due to the weight increase and part was due to the greater aerodynamic drag of the extra gun stations.

It first flew on the 10<sup>th</sup> November 1942 and 20 were ordered. They were rushed into service in May 1943.



These aircraft were to fly on the wings of the regular formations and provide extra fire power. They carried a crew of nine, without a bombardier, and were crammed with triple supplies of ammunition, 11,275 rounds compared to 3,900 rounds carried on a standard B-17F.



They retained full bombing capabilities although this was seldom used, due to the extreme weight of the extra ammunition load. Their career came to a quick end when it was discovered that the heavier YB-40s could not keep pace with the main bomber stream they were intended to protect and since no sane person wanted to be a straggler they were more a burden than a help. It was also discovered that although this aircraft provided massive firepower, they did not add materially to the combined firepower of a Group formation. By Aug, 1943 all the YB-40s were withdrawn from combat and the YB-40 Program was discontinued.

My many decades of observation, have led me to believe  
that the secret of happiness is to make others believe they are the cause of it.

How about THIS??

## Solar Power.

Australian solar power scientists may be one step closer to making an inexpensive and efficient way to print solar cells onto plastic. The CSIRO's Dr Fiona Scholes says the technology is not too far off being commercially available.

"We print them [solar cells] onto plastic in more or less the same way we print our plastic banknotes," she said. "It's very cheap. The way in which it looks and works is quite different to conventional silicon rooftop solar."

The plastic solar panels could be used as laptop, iPhone or iPad covers which not only protect these items, but could effectively power them as well. The team uses modified commercial printers which take solar ink that is then printed onto thin plastic sheets. These sheets could have a wide range of applications, with any surface having the potential to be turned into a solar panel. These printed solar cells can also be semi-transparent and used as window tinting, ideal for houses, skyscrapers and even cars or public transport.



Connecting the solar panels is as easy as connecting a battery, making this technology accessible to the masses. The team is now working on a solar spray coating that could be used to paint houses or cover any surface.

"We would like to improve the efficiency of solar panels – we need to develop solar inks to generate more energy from sunlight," Dr Scholes said. "We are confident we can push the technology further in the years to come."

See the video [HERE](#).

The women's lib speaker was addressing a large group and asked,  
"Where would man be today if it were not for woman?"  
She paused a moment and looked around the room.  
From the back of the hall came a male voice,  
"He'd be in the Garden of Eden eating strawberries."



## SS GERALD R. FORD:

The United States is building its next generation of aircraft carrier, the FORD-class carriers.



The numbers behind the USS Gerald R. Ford are impressive; about US\$14 billion in total cost, 100,000 tonnes, about 25 stories high, 1,106 feet long and 250 feet wide. But the sheer enormity of the ship and construction operation is only evident when you're face-to-metal with this massive military beast.

Ships this big have to be built in big dry docks, this one is 2,200 feet long and 250 feet wide. It is being built at Newport News, Virginia.

This bow alone is more than three stories tall and weighs 52 tonnes and the anchor chain is made up of links weighing 165 kg each and unlike the anchors that immobilize other ships, in the Ford's case, it is the weight of the chain itself that tethers the ship.



The Ford will handle up to 220 take-offs and landings from its deck every day. Part of that quick turnaround is because when aircraft like the new F-35 return for maintenance, the plane's network will already have alerted ground crews to what's needed so they can get the aircraft on its way faster than ever before.

It will be the US Navy's largest, most lethal ship when it joins the fleet in 2016 and will be the first of a class of carriers that offer significant performance improvements over the previous *Nimitz*-class carriers. It will be equipped with a new multi-band, multi-function radar and an island that is shorter in length and 20 feet (6.1m) taller than that of the *Nimitz*-class. The Island is set 140 feet (43m) further aft and 3 feet (0.91m) closer to the edge of the ship which will allow an increased launch rate for the 75 plus aircraft that will live aboard the carrier.



Electromagnetic catapults (EMALS) will launch aircraft, eliminating the need to store and heat water for steam catapults. It will accomplish 25% more aircraft launches per day than the *Nimitz*-class and requires 25% fewer crew members. She will carry unmanned aircraft, joint strike fighters, and newly developed laser weapons. The US Navy estimates it will save \$4 billion in operating costs over its planned 50 year lifespan.

However things aren't going as well as planned – there have been problems. In January 2014, a report said that critical ship systems including the EMALS, Advanced Arresting Gear (AAG), Dual Band Radar and weapons elevators were not reliable enough and needed more testing and improvements. EMALS testing recorded 201 launch failures out of 1,967 launches (10.2% failure), equalling a reliability rate of 240 mean cycles (launching of one aircraft) between critical failures.





Testing of the AAG recorded 9 arresting failures out of 71 attempts (12.7% failure), equalling a reliability rate of 20 mean cycles (recovery of one aircraft) between operational mission failure, a failure rate 248 times higher than should be expected. Those systems performed at a fraction of their requirements for shipboard configurations and even less of required standards. Radar and weapons elevator test data was not made available, but it is believed were also below expectations. The US Navy maintains that further testing will resolve the problems.

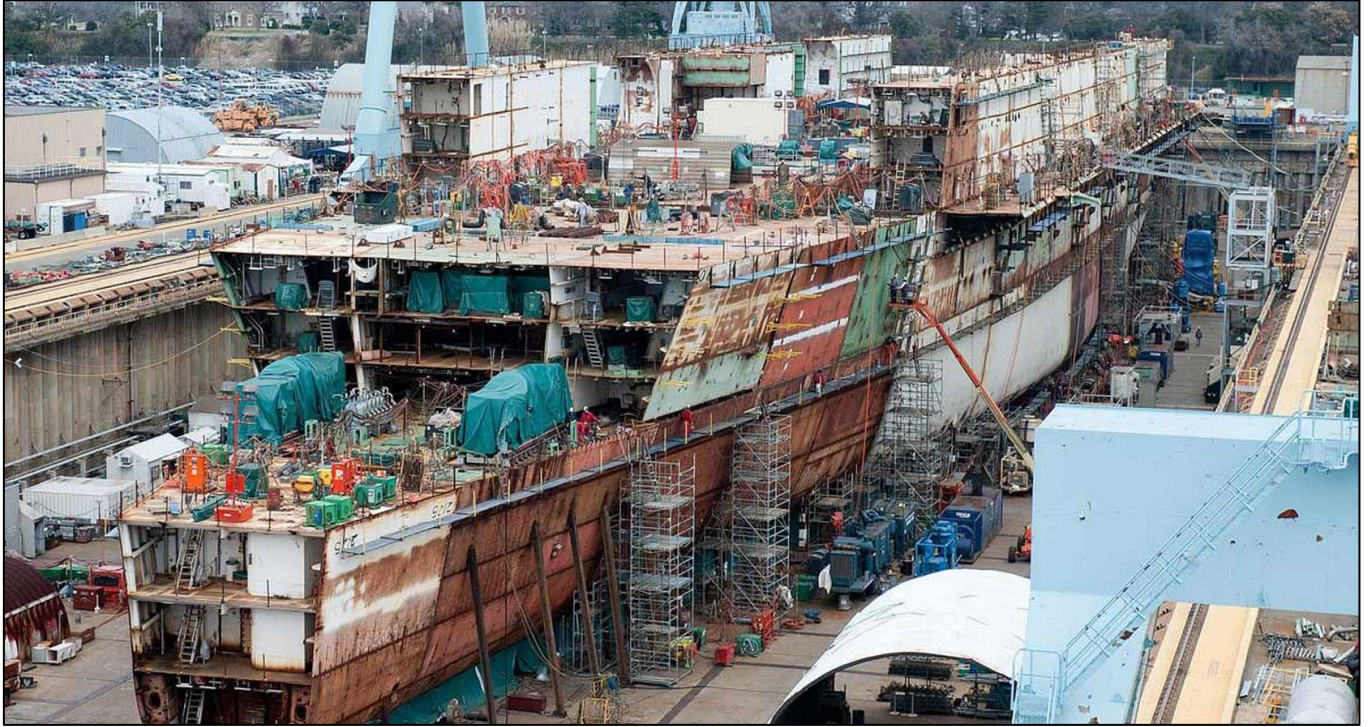
They are using "Big Blue" the largest crane in the Western Hemisphere to assemble all the components of the ship. Big Blue, which towers nearly 75 metres above the shipyard, can lift nearly 1,100 tonnes and is essential for assembling the new class of ship.



When you first see the ship in the dry-dock, it looks like it is being built from second-hand steel. Not so. This is done to save on repainting over welds and stresses caused during construction, painting is only done after the ship is complete. Raw steel exposed to salt air causes the rust, but the various other colours denote the



thickness of the plates and the paint applied to the Ford actually isn't paint, but a "high solids coating" that lasts longer and doesn't break down as quickly.



The Ford will be equipped to remain at sea without replenishment for months at a time. The power generated by its nuclear power-plant will be about 3 times that generated by the Nimitz-class carriers and a piece of info that fits into the weird class, for the first time the US Navy will have no urinals on its carrier and the Navy is requesting larger pipes for the Ford to prevent blockage and unpleasant smells. It is thought that gender neutral toilets will mean berthing can be swapped between male and female without concern and one unit means fewer spare parts and repair.

Of course a carrier's effectiveness isn't judged by its plumbing, but by its ability to defend itself and to deliver lethal military force. It will carry SeaSparrow Missiles which fly at 4 times the speed of sound, turn on a dime and can intercept anti-ship missiles more than 30 miles out. It will also have the radar-guided, rotating 20 mm Gatling Gun called the Phalanx CIWS (Sea-Wiz). This gun, which is an entirely self-contained unit, can track and destroy incoming targets. The mounting houses the gun, an automated fire control system and all other major components, enabling it to automatically search for, detect, track, engage, and confirm



kills using its computer-controlled radar system. It also has the RIM 116 short range defensive surface to air missile. All that lethality aims to help keep sailors safe and the enemy less so.

There is a lot of thought that this could be the last of the “Big: carriers now that drones are replacing manned aircraft. Click [HERE](#) to see one of the US Navy’s drones doing touch and goes and finally a full stop landing.

Proof cats are smarter than dogs. Ever tried to get eight cats to pull a sled thru snow.

## Beware the flashlight App on your phone.

Recently an email has been making the rounds, scaring people like my mom by claiming that that handy little flashlight app on their smartphone is stealing their information and sending it to those dastardly people in China, Russia and India. This email contains a link to a Fox News report (in the US of A) where they interviewed a supposed cybersecurity expert named Gary Miliefsky who assured everyone silly enough to watch it, that the App is a secret spy. He said “This is bigger than Ebola right now, because 500 million people are infected and they don’t know it.”

Seems he’s the only person in the whole world who has realised this, as neither Apple nor Google, the Android people, seem all that worried. One would have thought if 500 million people who use one of either Apple or Google’s apps were infected, the big companies would be right on the case.



Miliefsky went on to say “The top 10 flashlight apps today that you can download from the Google Play store are all malware. They are malicious, they are spying, they are snooping, and they are stealing.” You can see that interview [HERE](#).

But you say, “Where there’s smoke, there must be fire!” – so what’s this all about??

Late last year the maker of the most popular flashlight app in the Google Play (Android) store was caught stealing people’s geolocation data and selling it to advertisers. It captured users’ precise location and unique device identifier, not their personal data like bank account info etc, and sold it to third parties, including advertising networks. They were sprung and they paid for it – it doesn’t happen anymore. (See [HERE](#))

When you download an app, the app normally asks you for permission to access certain features on your phone, features such as your address book, access to the internet, your GPS etc. What Miliefsky did was check out the flashlight apps, found that they ask for permission to access features on your phone, then put 2 and 2 together and unfortunately came up with 5. He

reckons as they ask for a lot of permissions they must be crook – that’s what all this is about, no proof, just assumption.

In the Fox interview, the interviewer asks Miliefsky what people who have downloaded this dastardly app should do, he says, wipe everything and take the phone back to “out of the box” state and install a secure flashlight. What he didn’t say was his company has a free flashlight app in the Google Play store, and it’s called “Privacy Flashlight.”

They also have Android security software that you can install and, of course, you can pay for more features.

Oh, you aren’t surprised? I guess now it’s pretty obvious what’s really going on.

After working most of her life Grandma finally retired. At her next check up the new doctor told her to bring a list of all the medicines that had been prescribed for her. As the young doctor was looking through these, his eyes grew wide as he realized she had a prescription for birth control pills.

"Mrs. Smith, do you realize these are BIRTH CONTROL pills?" Yes, they help me sleep at night. " "Mrs. Smith, I assure you there is absolutely NOTHING in these that could possibly help you sleep!

She reached out and patted the young Doctor's knee. "Yes, dear, I know that. But every morning, I grind one up and mix it in the glass of orange juice that my 16 year old granddaughter drinks . . .and believe me, it helps me sleep at night. "

If you think you’re fit – try [THIS](#)



This page left blank.

# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 10

## REOA.

The RAAF Engineering Officers Association (REOA) is a group of mainly (but not exclusively) retired RAAF Engineer Officers who meet on a regular basis in Melbourne.



The purpose of the REOA is to foster a common interest group to provide long term, ongoing contact and support to past and current serving RAAF Engineer Officers and their partners. They hold regular lunches at the Batman's Hill Hotel which is on the corner of Spencer and Collins Streets in Melbourne and on Thursday the 6th November 2014, we were lucky enough to sneak in on their last one.



The Batman's Hill Hotel, Melbourne.

Rick Toholka, an ex radio brat from 19 Appy, who gave up the overalls and became "sirred", is the current President and he and everyone else made us feel very welcome, we thank them all for that.

Some of the people who were at the luncheon include: (you can click each pic for a bigger view.)



## Past and present Presidents.



**L-R:** Kevin Leslie, (inaugural President) Rick Toholka, (current President), Rod Ledingham (immediate past President).

Kevin was the inaugural President of the REOA. He joined the RAAF in 1956 as a radio Appy on 13 Appy and retired many years later as a Wng Cdr. Rick is the current President, he joined as an Appy (19 Appy) in 1965 and eventually retired as a Sqn Ldr and Ron, who is the immediate past President, also joined as an Appy (18 Appy) and he also retired with the rank of Sqn Ldr.

Must have been something in the water at Appy-Land back then. We reckon it would be an interesting exercise to see how many brats, from both Laverton and Wagga, went on to a commission, as compared to blokes from Thick-Land. My guess the brats would win hands down!!



Early in the afternoon, before the troops got settled, President Rick read them the riot act, advising them to conduct themselves as gentlemen at all times as this was, after all, a civilian establishment and management would not take too kindly to their normal boisterous behaviour.



There was to be no jumping on tables, no throwing of plates and definitely no shedding of costumes.



**L-R:** Dion McDonald, Don McDonald, Bob Brackin. Dion was a guest of his dad – Don who started life as an electrician, was commissioned and retired a Wng Cdr. Bob was also an ex-Bratt, starting his career in the electrical game before retiring as a Wng Cdr.



**L-R:** John Baker, Carol Gould.

John joined in 1964 as a Diploma Cadet, graduated as an EngAero and went on to retire as a Gp Capt.



**L-R:** Brian Livingston, Colin Giles.

Brian also started life as a radio brat, back in 1956 (10 Appy) and retired a Flt Lt. Col joined in 1965, as a Diploma Cadet and graduated as an EngAero. He retired as a Wng Cdr.



**L-R:** Laurie Baldwin, Ken Henderson.

Laurie Bratted through Wagga, in 1964, and retired a Wg Cdr. Ken started his career at the Academy in 1971, was commissioned as an EngAero and retired a Wg Cdr.



**L-R:** Laurie Lindsay, Don McDonald, Bob Brackin.

Laurie was Frognalised on 14 Appy, was commissioned and retired gracefully as a Wng Cdr. Don and Bob are both from Wagga, both were commissioned EngElecs, Don retired a Wg Cdr, Bob a Sqn Ldr.



**L-R:** Peter Jupp, Geoff Schmidt.



Peter Jupp was a Radio Brat (15 Appy) then eventually advanced to wear the funny hat badge. After a successful career he retired a Sqn Ldr.



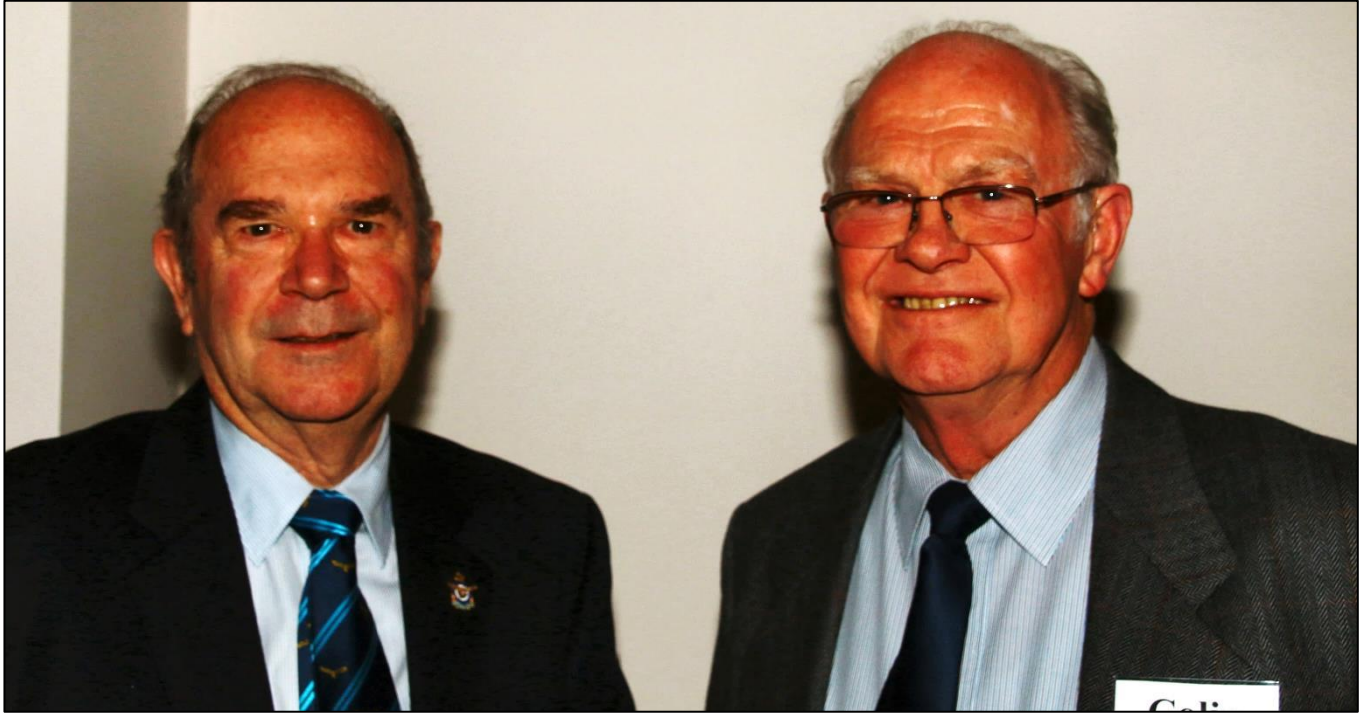
**L-R:** Val Robinson, GarryThomsen.

A lot of people would remember Val, all with fond memories too we would suggest. Val, one of the few who didn't start life as a brat, joined the RAAF in 1964 and was posted to Radschool at Laverton to study as a Telsmech. After graduating he went west for a few months then back to Laverton for his conversion to a Tech – then back to Pearce again. Then it was up to Darwin for a couple of years and where he got his Cpl hooks. In 1974 he was posted from Darwin down to 1AD at Laverton where he got his third. With the third on his arm and sick of the overalls, he applied for and was successful in obtaining a commission.

In 1978, as a Flt Lt he was off to Butterworth for 2 years as the OIC GTE maintenance then back to Aust and as penance spent a year at HQSC where he got his Sqn Ldr's. In 1983 it was back to 1AD at Laverton as the OIC then chief engineer of the radar branch. From 1985 to 1990 he had various postings and duties, some in Canberra, others back on St Kilda Rd, during which time he was promoted to Wng Cdr. In 1990 he was posted back to Laverton, this time as the CO of Radschool, a job he stayed at and loved until 1992.

After Radschool, until his retirement in March 1998 as a Wng Cdr, life was spent at various HQ buildings around the country, this involved a lot of travelling and meeting and greeting various people.

Garry was on 19 Radio Appy and after graduating in August 1967, was eventually commissioned and retired a Sqn Ldr.



**L-R:** Richard Orr, Colin Lacey.

Richard joined as a Radio Brat (10 Appy) and retired a Wng Cdr.



**L-R:** Bob Bennett, Carol Gould, Glen Gould.





**L-R: David Jamison AM, Rick Toholka, Rod Ledingham, Alf Jaugietis.**

David is the National President of the Defence Force Welfare Association and was the guest speaker at the function. He had a career in the Army and retired as a Colonel in 1997 (Group Captain in the old money). He is a graduate of the Officer Cadet School at Portsea in Victoria, after which he obtained a Corporate Director's Diploma at the University of New England, an Advanced Certificate in Public Administration (RMIT) and completed the Logistic Executive Development Program at Michigan State in the US and also at Monash Uni.

David served in Vietnam with the Ordinance Corps as a Lieutenant from May 1966 to May 1967,

As well as being the National President of the Defence Force Welfare Association, he is also an active advocate for serving and former ADF members. He is consulted by federal parliamentarians of all persuasions and has worked to bring about a more coordinated approach among the national leadership of ESO's. His efforts towards improving conditions for serving and former members of the ADF have led to a greater public recognition and awareness of the issues impacting service men and women and have resulted in beneficial changes to both the Government and Opposition policy platforms. He has been an RSL member since 1967 and once held the position of the Secretary of the Washington, DC RSL Sub Branch. He is currently the President of the Ringwood (Vic) RSL Sub Branch.

Having completed his tenure he relinquished the appointment of Honorary Colonel RAAOC (Victoria / Tasmania) in November 2009. He is a life member of the Australian Army White Water Association.



He is a former Senior Fellow of the Corporate Director's Association and Member of the Australian Institute of Management.

David was appointed a Member of the Order of Australia in 1997 for exceptional service as the Army's Director of Capital Procurement at Army Headquarters.

Alf Jaugietis is an Executive Director of the Defence Welfare Association.



**Standing L-R:** Garry Jarvis, Rod Ledingham, Rick Toholka  
**Seated L-R:** Bob Hood, John Clarkson.



**L-R:** Bob Fretwell, Margaret Pollett, Jack Pluck, Bernie Pollett.

## The Balloonist.

A man in a hot air balloon realized he was lost. He reduced altitude and spotted a woman below. He descended a bit more and shouted: 'Excuse me, can you help me? I promised a friend I would meet him an hour ago but I don't know where I am.' The woman below replied, 'You're in a hot air balloon hovering approximately 30 feet above the ground. You're between 35 and 40 degrees south latitude and between 145 and 150 degrees east longitude.'

'You must be an Engineer,' said the balloonist. 'I am,' replied the woman, 'how did you know?' 'Well,' answered the balloonist, 'everything you have told me is probably technically correct, but I've no idea what to make of your information and the fact is, I'm still lost. Frankly, you've not been much help at all. If anything, you've delayed my trip by your talk.'

The woman below responded, 'You must be in a senior Officer in the Air Force.' 'I am,' replied the balloonist, 'but how did you know?' 'Well,' said the woman, 'you don't know where you are or where you're going. You have risen to where you are, due to a large quantity of hot air. You made a promise, which you've no idea how to keep, and you expect people beneath you to solve your problems. The fact is you are in exactly the same position you were in before we met, but now, somehow, it's my bloody fault.'

## 3 Squadron.

3 Sqn was formed at Point Cook in September 1916 and moved to England on HMAT Ulysses for training on AVRO 504 and BE-2e aircraft. This training lasted for eight months before the Sqn deployed to France the following year. It was initially designated 2 Squadron but on the 31st March 1917 (in England) it was redesignated 69 Squadron (Australian) Royal Flying Corps (RFC) then again on the 20th January 1918 it was finally designated 3 Squadron AFC. During WW1 its aircraft were used for bombing and reconnaissance missions in support of British, Canadian and ANZAC forces and, by the end of hostilities, the unit was regarded as the best allied reconnaissance squadron in the war.



One of the most unusual incidents of World War I occurred in December 1917 when a No 3 Squadron RE8 was attacked by six Albatross scouts. After bringing down one enemy aircraft, the gunner was mortally wounded by a bullet which passed through his chest before striking the pilot in the head, killing him instantly. Although damaged, the RE8 continued to fly by itself until it ran out of fuel and landed relatively intact in a snow drift some fifty miles from the scene of the combat. The Albatross brought down in this engagement was presented to Australia as a war trophy and is now on display at the Australian War Memorial, Canberra. (See [HERE](#))

No 3 Squadron was involved in another unusual event on 21 April 1918 when two of its aircraft on a photographic mission were attacked by four German fighters led by Baron von Richthofen, the famous Red Baron. Despite the fact that these German pilots were the elite of the German Air Service, the lumbering Australian reconnaissance machines drove them off. Looking for easier pickings, the Red Baron made the mistake of descending to low level over the ANZAC front line, where he was shot down and killed. The Red Baron's body was subsequently recovered by No 3 Squadron and buried with full military honours. No 3 Squadron held the remains of his crimson red tri-plane in custody until they could be handed over to the authorities. Several components from the Red Baron's aircraft are now on display at the RAAF Museum.

After the commencement of World War II, No 3 Squadron sailed for Egypt, where, despite being heavily outnumbered, they provided air support to the 8th Army during the ebb and flow of the desert campaign. No 3 Squadron later participated in the liberation of Italy and Yugoslavia where the squadron was well regarded for its highly accurate attacks against enemy shipping. With a score of 217 enemy aircraft destroyed, No 3 Squadron remains the highest scoring fighter squadron of the Air Force.

After deploying to Malaya in 1958, No 3 Squadron Sabres and later Mirages, operated from Butterworth as part of the five-power defence arrangement. Following its return to Williamtown in 1986, 3 Squadron received its first Hornets and, with these state-of-the-art aircraft, the



squadron continues its role as one of the nation's most vital defence assets. In early 2002, No 3 Squadron performed air defence operations from Diego Garcia in the Indian Ocean as part of the coalition in the International War Against Terrorism.



3 Squadron people, both past and present are a proud bunch, a lot of past members regularly hold social get togethers where people come from all over the country to meet again old friends, to share a good meal and a few drinks to relive the old days which seem to get wilder, bolder, more dangerous and funnier each year.

In November (2014) they met at the Caloundra RSL for lunch and some quiet refreshment and we went along.

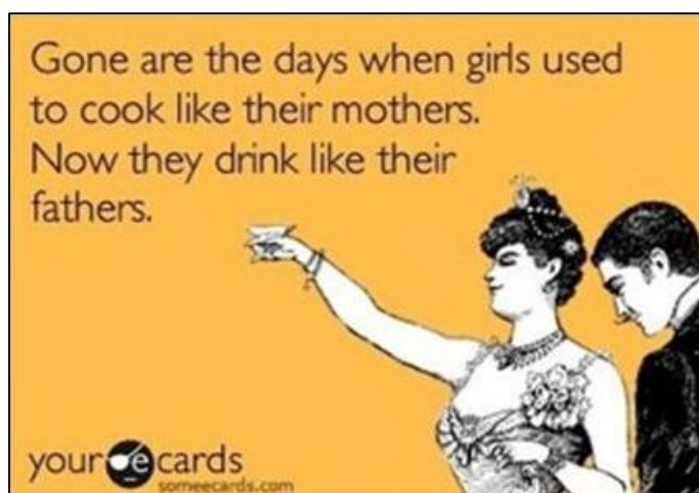


Those at the get together included: (All pic named Left to Right)



**L-R:** Ted Plant, Noel Sullivan.

These days Ted is not fairing too well, his kidneys aren't doing the job as well as they should and he needs the daily assistance of a dialysis machine to keep the old bod serviceable. Ted lives up in Bundaberg (about 300klms north) and it's a measure of the man and of his fondness for his old Squadron and the mates he made while working under the banner that, despite his condition, he made the effort to "suit up" and make the trip down to Caloundra to be a part of the reunion. Tell that to your civvy mates – they won't believe you!!







Allen Chisea, Mal Jamieson, Irma Chiesa, Lois Jamieson.



Bob and Irene Auld.





Brenda Vogelzang, Meg Sanderson, Sheena Miller.



Brian Hart, John Porter, John McDonald, Jeannette McDonald, Kay Hart, Pauline Porter.





Carol Hall, Graham Sutcliffe.



Dick Jones, Lisle Pryor.





Jean Newman, Barry and Marie Roberts, Pedro Newman.



Jeff Latter, Annie Jones. Jeff is the Secretary of the Queensland Branch.





Jim Hall, Gus Winen. Jim is the President of the Queensland Branch.



John and Barbara Kane.





Keith Beardsmore, Chris Cooper.



Leslie Farrell, Geoff and Jan Partridge, Bill Farrell.





Leslie Farrell, June Handley, Chris Cooper.



Keith Beardsmore, Ted Plant.





Maxine Winen, Marie Latter.



Neil and June Handsley.





Pat Rowell, Jan Partridge.



Sue and Ray Maher.



John and Jeannette McDonald.

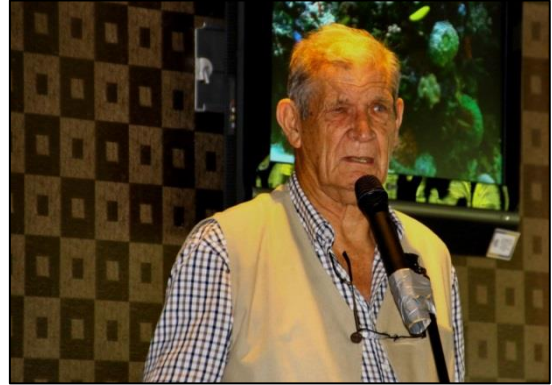
After everyone had eaten a hearty lunch, it was time to head back to the private “Members Only” bar area where everyone was entertained by “Long John” Best.

For those that don’t know John, he’s an ex 3 Squadron armourer and a more laid back and laconic bloke you have to look hard to find. He was born in England in 1938 and migrated to Australia in 1948 and joined the RAAF as an appy in 1954 and spent the next 15 years as an Armament Fitter which included two years, (from 1958 to 60) at that paradise up north, Butterworth. He discharged in 1969 and had a number of jobs including working with people with disabilities. He’s a late comer to Bush Poetry and initially he performed other people’s material but eventually he took up writing his own material and although success was a bit slow catching up to him, perseverance prevailed and in 2001 he started to win some championships - Bundaberg, (three times) Millmerran, North Pine (twice).



He won trip to the US in January 2003 courtesy Qantas Waltzing Matilda Competition at Winton which he says was a wonderful experience. He has performed regularly in Nursing Homes and Service Club functions also at the Tamworth Festival, many Gympie Musters, Beef Week Casino, Many Caravan and Camping Shows, (in Brisbane), Woodford Folk Festivals, Ingham's Australian Italian, Chinchilla's Melon Festival and many State and Local Government functions.

He won the Australian Championship Traditional section in Charters Towers in 2006 and judged and entertained at Australian Champs Charters Towers, Corryong and Oracles of the Bush Tenterfield 2005.



If you've got a "DO" coming up and you're looking for some great entertainment, give him a call, you can email him [HERE](#).

You can hear a sample of his wit and excellent delivery [HERE](#).

## Medication errors: Cut your risk with these tips.

Medication errors are preventable. Your best defence is asking questions and being informed about the medications you take.

Medication errors may sound harmless, but mistakes in prescribing, dispensing and administering medications injure many people each year, yet most medication errors can be prevented. One of the best ways to reduce the risk of being harmed by medication errors is to take an active role in your own health care. Learn about the medications you take — including possible side effects. Never hesitate to ask questions or share concerns with your doctor, pharmacist and other health care providers.



Just what are medication errors?

Medication errors, which are preventable events that lead to medications being used inappropriately and which cause harm are called adverse drug events. An example of a medication error is taking over-the-counter products that contain a product when you're already taking a prescription pain medicine that contains the same product, possibly exceeding the recommended product dose and putting yourself at risk of (possibly) liver damage. Another example of a possible error is taking the brand-name drugs [Zyban](#) and [Wellbutrin](#) at the same time. Both contain the drug bupropion, but each medication is intended to treat two separate conditions.



Zyban is used for smoking cessation, and Wellbutrin is used to treat depression. If you're taking Wellbutrin for depression then decide to quit smoking, you may mistakenly be prescribed both drugs. Taking both brand names together may lead to an overdose of bupropion.

Medication errors can happen anywhere, including your own home and in doctors' offices, hospitals, pharmacies and senior living facilities. Knowing what you're up against can help you play it safe. The most common causes of medication errors are:

- Poor communication between health care providers
- Poor communication between providers and their patients
- Sound-alike medication names and medical abbreviations.

Knowledge is your best defence. If you don't understand something your doctor says, ask for an explanation. Whenever you start a new medication, make sure you know the answers to the following:

- What is the brand or generic name of the medication?
- What is it supposed to do? How long will it be until I see results?
- What is the dose? How long should I take it?
- Are there any foods, drinks, other medications or activities I should avoid while taking this medicine?
- What are the possible side effects? What should I do if they occur?
- What should I do if I miss a dose?
- What should I do if I accidentally take more than the recommended dose?
- Will this new medication interfere with my other medication(s) and how?

Asking questions is essential, but it isn't enough. Sharing your most up-to-date information with your health care providers provides the clearest picture of your condition and helps avoid medication mistakes. You need to tell your doctor:



- The names of all medications you're taking, including all prescription medications, herbs, vitamins, nutritional supplements, over-the-counter drugs, vaccines and anything received intravenously, including diagnostic and contrast agents, radioactive medications, feeding tube supplements and blood products as well as any medications that you're allergic to or that have caused problems for you in the past.
- If you might be pregnant or you're trying to become pregnant.

The following medication errors have happened to real people. Don't make these same mistakes:

- **Confusing eardrops and eyedrops.** Always double-check the label. If a medication says "otic," it's for the ears. If it says "ophthalmic," it's for the eyes.
- **Chewing nonchewables.** Don't assume chewing a pill is as good as swallowing it. Some medications should never be chewed, cut or crushed. Doing so may change how they're absorbed by the body.
- **Cutting up pills.** Never split pills unless your doctor or pharmacist has told you it's safe to do so. Some medications shouldn't be cut because they're coated to be long acting or to protect the stomach.
- **Using the wrong spoon.** The spoons in your top drawer aren't measuring spoons. To get an accurate dose, use an oral syringe (available at pharmacies) or the dose cup that came with the medication.

Get into the habit of playing it safe with these medication tips:

- Keep an up-to-date list of all your medications, including non-prescription and herbal products.
- Store medications in their original labelled containers.



- Keep your medications organized by using a pillbox or an automatic pill dispenser.
- Save the information sheets that come with your medications.
- Use the same pharmacy, if possible, for all of your prescriptions.
- When you pick up a prescription, check that it's the one your doctor ordered.
- Don't give your prescription medication to someone else and don't take someone else's.

## Exercise is essential for your good health.

Want to feel better, have more energy and perhaps even live longer? You can, and it's easy.

We all know that exercise is good for you, but do you know how good? From boosting your mood to improving your sex life, find out how exercise can improve your life.

The health benefits of regular exercise and physical activity are hard to ignore and the benefits of regular exercise are yours for the taking, regardless of your age, sex or physical ability. Need more convincing? check out these seven ways exercise can improve your life.

### ***No. 1: Exercise controls weight.***

Exercise can help prevent excess weight gain or help maintain weight loss. When you engage in physical activity, you burn calories. The more intense the activity, the more calories you burn. You don't need to set aside large chunks of time for exercise to reap weight-loss benefits. If you can't do an actual workout, get more active throughout the day in simple ways — by taking the stairs instead of the elevator or revving up your household chores.



### ***No. 2: Exercise combats health conditions and diseases.***

Worried about heart disease? Hoping to prevent high blood pressure? No matter what your current weight, being active boosts high-density lipoprotein (HDL), or "good," cholesterol and decreases unhealthy triglycerides. This one-two punch keeps your blood flowing smoothly, which decreases your risk of cardiovascular diseases. In fact, regular physical activity can help you prevent or manage a wide range of health problems and concerns, including stroke, metabolic syndrome, type 2 diabetes, depression, certain types of cancer, arthritis and falls.

### ***No. 3: Exercise improves mood.***

Need an emotional lift? Or need to blow off some steam after a stressful day? A workout at the gym or a brisk 30-minute walk can help. Physical activity stimulates various brain chemicals that may leave you feeling happier and more relaxed. You may also feel better about your appearance and yourself when you exercise regularly, which can boost your confidence and

improve your self-esteem. Exercise in a group can help those suffering from depression and/or PTSD.

## ***No. 4: Exercise boosts energy.***

Winded by grocery shopping or household chores? Regular physical activity can improve your muscle strength and boost your endurance. Exercise and physical activity deliver oxygen and nutrients to your tissues and help your cardiovascular system work more efficiently. And when your heart and lungs work more efficiently, you have more energy to go about your daily chores.

## ***No. 5: Exercise promotes better sleep.***

Struggling to fall asleep? Or to stay asleep? Regular physical activity can help you fall asleep faster and deepen your sleep. Just don't exercise too close to bedtime, or you may be too energized to fall asleep.



## ***No. 6: Exercise puts the spark back into your sex life.***

Do you feel too tired or too out of shape to enjoy physical intimacy? Regular physical activity can leave you feeling energized and looking better, which may have a positive effect on your sex life. But there's more to it than that. Regular physical activity can lead to enhanced arousal for women. And men who exercise regularly are less likely to have problems with erectile dysfunction than are men who don't exercise.

## ***No. 7: Exercise can be fun.***

Exercise and physical activity can be a fun way to spend some time. It gives you a chance to unwind, enjoy the outdoors or simply engage in activities that make you happy.

If you have a DVA Gold card or a White card covering certain conditions that would benefit from regular exercise, you can be eligible for DVA assistance. DVA recognises that health care providers play a key role in providing treatment for entitled persons and regular exercise is one such treatment they are prepared to provide.

An “entitled person” means a person eligible for benefits or treatment from the Commonwealth as represented by the Commissions, in accordance with relevant legislation in the Veterans'



Affairs portfolio. Entitled persons will hold a DVA Health Card issued by DVA, or have written authorisation on behalf of the Repatriation Commission or the MRCC. The cards entitling treatment are the Gold Card and the White Card.



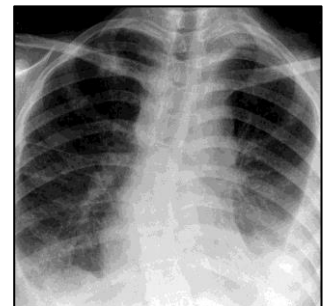
Entitled persons may be broadly described as:

- veterans;
- members and former members of the Australian Defence Force;
- members of Peacekeeping Forces;
- war widows and war widowers;
- Australian mariners;
- children and other dependants of veterans; or
- persons from overseas who are entitled to treatment under an arrangement with another country.

Gold Card holders are entitled to clinically necessary treatment covered by DVA's health care arrangements for all health conditions.

White Card holders are entitled to clinically necessary treatment for the following conditions:

- an 'accepted' disability, i.e. an injury or disease accepted by DVA as caused by war or service;
- malignant cancer (neoplasia);
- pulmonary tuberculosis;
- posttraumatic stress disorder (PTSD);
- anxiety and/or depression; or
- symptoms of unidentifiable conditions that arise within 15 years of service (other than peacetime service).



There are certain conditions however.

To obtain the benefit you must first have a referral from your local medical provider. Referrals can be provided by:

- medical practitioners;
- medical specialists;
- health care providers with a current referral transferring the entitled person to another health care provider of the same speciality; or
- hospital discharge planners.

The referral must be written on either a 'DVA Request/Referral Form' ([Form D904](#)) or using the letterhead of the referring health care provider. All referrals must include:

- name and DVA file number of the entitled person;
- the treatment entitlement of the person, i.e. Gold Card or White Card;
- if the entitled person is resident in a Residential Aged Care Facility (RACF), the level of care that they are funded to receive and the date the funding began;
- provider number of the referring health care provider;
- date of the referral; and
- condition to be treated.



If you have a condition that would benefit from regular exercise, such as PTSD, diabetes, hypertension, obesity, osteoarthritis, chronic pain, back pain, cardiovascular disease or perhaps you have had heart troubles, or joint replacement surgery or have suffered muscular injuries and you are an entitled person as per the conditions [above](#), then the first thing you should do is find a suitable venue where you can be treated. Remember, DVA does not pay for general gym programs, you will only be treated for the condition(s) mentioned in the referral and the person providing the treatment must be a University Accredited and nationally recognised Exercise Physiologist (EP), who must be present for the entire treatment session. When you have found a venue that is comfortable to you, see your Medical Provider and obtain the referral.

If you live in Queensland, one such provider we can suggest is a group called [Active Body Conditioning](#) which operates from a number of Gyms. Currently they provide health care at Goodna, Enoggera, Cairns, Rockhampton, Gladstone and will soon have facilities on the Gold Coast and at Bundaberg. If you live on the northern side of Brisbane, they operate from the Anytime Fitness Gym on the corner of Samford and Enoggera Rds, Enoggera (below), not far from the Gallipoli Army Barracks.



The owner of Active Body Conditioning is Russell Jones and you can contact him [HERE](#). Russell has accredited EP's at each of the Gyms from which he operates, the Gyms are modern, all equipment is new or near new and the surroundings are pleasant.

Below, an old Digger, who served with the 1<sup>st</sup> Battalion in Vietnam from May 1965 to June 1966 and who has had a few medical problems since, gets a workout by Cameron Wilson, the EP at the Enoggera Gym



Ex Digger, Jim Finnigan with Cameron Wilson.

The Anytime Fitness Gym is managed by the lovely Theresa Bredhauer who keeps herself fit on the equipment whenever she can.





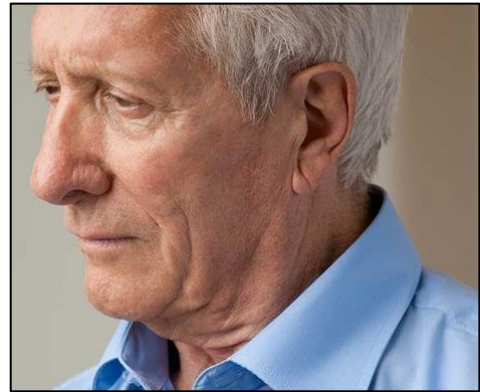
Active Body Conditioning (ABC) was established in January 2012 with the aim of providing a personal, safe and warm environment for exercise and to assist in fighting the battle of chronic disease and disability. ABC's Exercise Physiologists provide specialised interventions through exercise testing, health and physical activity education and extensive knowledge. They also provide advice, support, and prescription for management of chronic disease, injury specific, musculo-skeletal, neurological and cardiac rehabilitation as well as personal training for general health and well-being.

If you could benefit from some exercise, and you're entitled to DVA benefits, don't put it off any longer, make the New Year's resolution and start to enjoy life again.

## Dementia.

It has been suggested that people over 50 years of age are more fearful of developing dementia than they are of cancer. Today, there are more than 332,000 Australians living with dementia but as the population ages this figure is expected to soar. It occurs when the brain is damaged by afflictions such as Alzheimer's disease or stroke.

Symptoms can include memory loss and difficulties with thinking, problem-solving and language. As an increasing number of people are diagnosed with dementia more people are seeing the profound impact that it can have on both the individual as well as the wider family.



With no cure in sight for Alzheimer's, there are five simple steps to maximise your brain health. All the steps have been researched and proven through scientific evidence on their positive effects toward preventive action for Alzheimer's.

### **STEP ONE:** Look after your heart.

All these elements of heart health have been shown to decrease the risk of dementia.

- Maintain healthy levels of cholesterol, blood sugar, blood pressure
- Eat healthy foods like fish, with plenty of omega fatty acids.
- Exercise - Keep your weight in check.
- Quit smoking.

### **STEP TWO:** Be physically active.

Physical activity does amazing things for brain health by increasing blood flow to the brain and increase brain volume.

- Moving, getting out and about



- Get 30 to 45 minutes of physical activity once a day.
- Don't stay in the home, walk around your block and neighbourhood.

## **STEP THREE:** Mentally challenge your brain.

Being mentally active can help produce brain plasticity, which is the brain's ability to change physically, functionally and chemically. This doesn't mean doing Sudoku or a crossword puzzle everyday but you must challenge your brain, fire up the neurons and generate new blood cells.

- Learn a language.
- Take up a new hobby or interest.
- Learn to play a new instrument.
- Adult education classes.
- Learn how to paint.



## **STEP FOUR:** Have a healthy diet.

Evidence suggests that a healthy diet leads to a healthier brain.

- Eat a lot of veggies.
- Eat a lot of fruits.
- Avoid saturated fats.
- Eat oily fish and get omega-3s in your system.
- Take things from all food groups and maintain a balanced diet.
- Eat healthy fats.
- Have less take-away and know what's in your food.

## **STEP FIVE:** Be socially active.

Being socially active has shown to have positive results on reducing the risk of dementia.

- Go out with friends.
- Socialise on the weekend or go out and have a walk after work with friends or families.
- Play a social sport such as bowls or tennis.

Combining mental alertness, healthy eating habits and social activities will greatly assist in maintaining better brain health. The possibility of losing the very essence of what makes you the individual that you are is a frightening prospect but fear can mean people don't get a diagnosis and can often miss the opportunity to access treatments (which are only effective for people in the earlier stages of the condition) and the time to make important decisions about their future.

If you are concerned about dementia, speak to your GP and get in touch with the [Alzheimer's Society](#), as there are lots of ways they can help.

The only cow in a small town in Poland stopped giving milk. The people did some research and found that they could buy a cow from Moscow for 2,000 rubles, or one from Minsk for 500 rubles. Being frugal, they bought the cow from Minsk. The cow was wonderful. It produced lots of milk all the time and the people were amazed and very happy. They decided to acquire a bull to mate with the cow and produce more cows like it. Then they would never have to worry about the milk supply again.

They bought a bull and put it in the pasture with their beloved cow. However, whenever the bull came close to the cow, the cow would move away. No matter what approach the bull tried, the cow would move away from the bull and he could not succeed in his quest. The people were very upset and decided to ask their wise Rabbi what to do. They told the Rabbi what was happening. They explained: "Whenever the bull approaches our cow, she moves away. If he approaches from the back, she moves forward. When he approaches her from the front, she backs off. An approach from the side and she just walks away to the other side."

The Rabbi pondered this for a while and asked, "Did you buy this cow from Minsk?" The people were amazed and dumbfounded, since they had never mentioned from where they had bought the cow. "You are truly a wise Rabbi," they said. "How did you know we got the cow from Minsk?"

The Rabbi answered sadly, "My wife is from Minsk."

## Food Fad!

The world of nutrition is notorious for the incredibly large number of food fads that come and go. A current fad centres on that fruit of the tropics, the coconut. Apparently both coconut oil and coconut water will do everything from beautifying your skin to boosting your immunity.

The coconut was essential in the early days of human exploration as we spread throughout the tropics. In one neat little package, it's a combined source of both nutrition and water. Back then, it was crucial for us to be able to travel and colonise the Pacific Rim, coastal India, Africa and South America. Today coconut is cultivated on some hundred thousand square kilometres across 86 tropical countries.



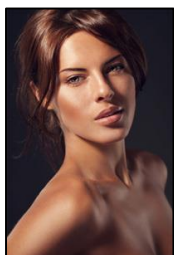
Coconut water is the clear liquid inside the immature green coconut. It has been endorsed by celebrities from Lara Bingle to Madonna — and Madonna invested millions. It's claimed to help you lose weight and improve both your skin tone and digestion. When coconut water was first introduced into the USA as a Superfood in the early 2000s, it was claimed to have the power to fight kidney disease, osteoporosis and viruses — but these claims were shot down by dietitians. It is moderately rich in potassium and also contains small amounts of minerals such as magnesium, calcium and phosphorus, however, both the banana and the potato carry roughly the same amounts of potassium and you don't see potatoes being endorsed by celebrities and sold as the next crackpot Superfood.

Coconut water sales reached almost half a billion dollars world-wide in 2013. On supermarket shelves, in yoga studios and gyms it's being heavily pushed as a rehydration liquid for athletes and lovers of natural food. When you sweat, you lose water, sodium and lots of minerals but studies have shown that coconut water is about as good at rehydrating you as generic sports drinks or, wait for it, water out of the tap. The false marketing claim that it is superior as a rehydration liquid to sports drinks was withdrawn in the USA after a 2011 class action lawsuit.



But what about the elite athletes who push themselves for more than an hour every day? In that case, coconut water does not have enough sodium to do a good job and if you drink large amounts of coconut water to get enough sodium, you'll soon realise that coconut water does have a laxative effect — which, to put it mildly, is not good for replenishing your bodily fluids. Another problem for the elite athletes is that because coconut water is not formulated in a factory, its ingredients can vary enormously from batch to batch. But as a refreshing occasional drink, coconut water is fine. Just don't waste your money filling your pantry with it, thinking that it is health-giving.

So what about coconut oil? It also has celebrity endorsement ranging from Olympic champions to movie stars like Angelina Jolie to Miranda Kerr, who claims she eats a spoonful every day. Its loudly trumpeted health benefits include controlling sugar cravings and your weight, as well as relieving stress and boosting your immunity. There is no compelling evidence for these claims. One of the odd features of coconut oil is that it is rich in saturated fats, quite different from practically all the other oils that come from plants. It's about 91 per cent saturated fats and only 6 per cent mono-unsaturated fats, virtually the opposite from olive oil which is 14 per cent saturated fats and 72 per cent mono-unsaturated fats.



From a storage point of view, saturated fats have an advantage. They make coconut oil resistant to oxidation and turning rancid so you can store it for a few years before it goes off but from a health point of view, saturated fats have a big disadvantage. They are very strongly associated with bad blood cholesterol levels and heart disease. This is the overwhelming majority view of bodies such as the United States Food and Drug Administration, the World Health Organisation, the American Heart Association, the American Dietetic Association and many other professional medical and dietetic organisations. There is a minority view that saturated fats are good for you, but let me emphasise that this is very much a minority view.



Sure, a small amount of coconut oil occasionally would not be a major problem. But consider this, the Western diet is already high in saturated fats, so why add more? The Cancer Council of Australia recommends reducing or avoiding a diet rich in saturated fats.

Another problem with coconut oil is that it's expensive. In fact, it's about twice the cost of olive oil, which does have proven health benefits.

So to really be a health nut, avoid the coconut.

## The Bionic Bra.

There was a recent story about a “Bionic Bra” from the University of Wollongong which asked the obvious question - why?! Of all the medical devices we have a dire need for, a sensor-equipped, “smart yarn” infused, automatic-tightening bra certainly doesn't seem to be one of them – or does it.

(I must admit I'm not an expert on these things but the story did interest me – tb)

The bra in question essentially monitors a woman's breast movements during physical activity and adjusts for proper support through the use of integrated sensors and actuators. The developers



claim that this is indeed a necessary invention, with support from research finding that nearly 85 percent of women wear ill-fitting bras. It is even further claimed that “long-term damage can be done, including numbness in the fingers caused by compression of nerves on the shoulders, as well as neck and back pain” from inadequate breast support over time.

Is this really an urgent medical problem for the majority of women? I mean, what extra support sports bra (or two for double duty) doesn't do the trick? To be fair, the Bionic Bra is still under development and the technology may have more valuable applications in the future, but so far, the motive is far from impressive. And in further fairness to this group of engineers, other more ridiculous bra technologies have attempted to come into fruition. One of them was the “True Love Tester Bra” from Ravijoir, which claims to “enlighten” a woman when she finds a particular person attractive through the means of vital tracking sensors, whereby the chastity belt-like device magically opens only for true love (See [HERE](#)).

Other more well-meaning smart bras are being developed as wearable health monitors, such as Microsoft's fitness tracking smart bra. Even Victoria's Secret is cashing in on the smart bra hype with their not so cleverly named, “Incredible” bra, (now you're talking!!) which may actually be one of the better uses of this sort of wearable technology. But even these products fall short

of being meaningful, necessary inventions. What's more, the technology being employed by these projects, as well as the Bionic Bra team, is not really all that novel. With all the current advances being made in the world of wearable technology, aren't there more worthy necessities awaiting our invention? (Like??? – tb).



Take the Society Harnessing Equipment (SHE) bra from SRM for example. These student engineers are working on a truly commendable product for women in response to the recent outbreaks in India of sexual abuse and violent crimes against women. In short, this sensor and GPS equipped device is truly a “smart” bra that detects when its wearer is in danger. In the case of an attack, the bra is capable of emitting shocks to the aggressor and even notifies police and nearby friends of the wearer's location.

It seems there is a smart bra theme infesting the minds of engineers over the past year, but many of these ideas, though humorous, are sadly out of touch with reality. In my opinion, the Bionic Bra should have been left by the wayside long ago. Perhaps this engineering team would be better employed using their talents toward something more valuable to the medical community and society as a whole.

***Good luck, bro.***



This page left blank.



# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 12

## Was the C-27 a good buy??

The Alenia C-27J Spartan has been chosen by the RAAF to replace the old Caribou which was finally retired from service in 2009. It is planned that 35 Squadron will receive the first of its order of 10 aircraft in 2015, initially to Richmond but later the Sqn will be relocated to the RAAF's new super base, Amberley.

The C-27 is a derivative of Alenia Aeronautica's G.222 aircraft. In 1995 Alenia of Italy and Lockheed Martin began discussions in fitting new engines and a glass cockpit, based on the C130J, to the G.222. The resultant aircraft, now the C-27J had an increase in range of 35% and a 15% faster cruise speed over the old G.222. It seemed they were on a winner.



In 2005, the US Army decided it needed a replacement for its aging fleet of 40 Shorts C-23 Sherpas. They called for expressions of interest from aircraft manufacturers to provide a replacement but by then Lockheed Martin and Alenia had parted company and Alenia had formed another JV with L-3 Communications which they called Global Military Aircraft Systems (GMAS). GMAS proposed the C-27 to the US Army as did Lockheed which put up the C-130J and Raytheon which put up the Airbus C-295. The USAF had also joined the party looking for aircraft and between them there was a need of 100 new aircraft.

In 2007 the Pentagon awarded the tender to GMAS and a contract worth US\$2.04B was signed, 75 C-27 aircraft were ordered for the National Guard (Army) and 70 for the USAF. The aircraft started arriving in June 2008 but then things started to go a bit wrong.

By April 2009, when the US Army had received its second aircraft with 11 more expected in the near future, it was decided that the two in service and all future aircraft would go to the US Air Force and the order would be reduced to 38 aircraft. Then in 2012, the USAF decided to cancel the order all together and the missions planned for the C-27's were to be undertaken by the C-130J's. It was also decided to move all its C-27J aircraft to the Davis-Monthan Air Force boneyard.



Australia's 10 aircraft, which were ordered in May 2012, are still in the pipeline. The plan was to have them built in Italy then fly them to Waco in Texas for systems integration and bring them up to Joint Cargo Aircraft configuration. "Initial logistic support, including training for aircrew and maintenance personnel was to be provided through the Flight Management System (FMS) program, utilising the system that had been established in the US. But, with the US aircraft now in the boneyard (there is talk they will be brought back on line and flown by the US Coast Guard) who is going to mod the aircraft and train the Australian air and maintenance crews?



In September this year, [L3](#), a prime contractor in aerospace systems and national security solutions in the US was granted a contract to provide RAAF personnel with aircrew and maintenance training. It has also been awarded a contract to provide spares warehousing, packing, handling, shipping, transportation and item identification for the aircraft. All this L-3 will complete by November 2017 by which time 35 Sqn's aircraft should be fully up to speed.

Let's hope so!!

What started life with so much promise, it seems the C-27 project has gone badly wrong. Apart from the 38 that are either in storage or in use in the US, there are only orders for 61 aircraft, they include Australia 10, Bulgaria 3, Chad 2, Greece 8, Italy 12, Lithuania 3, Morocco 4, Mexico 4, Peru 4, Romania 7, Slovakia 4.



We think this aircraft will prove a winner once delivered and the squadron is fully operational. Here are some comparisons between the C-27 and the old Caribou.

	<b>Spartan</b>	<b>Caribou</b>
Crew	3	3
Load	60 troops or 46 paratroops or 36 litters	32 troops or 24 paratroops or 14 litters
Payload	11,500kg	3,626kg
Max speed	315 knots	155 knots
Range	1,000 nm loaded	240 nm loaded
Service ceiling	30,000 ft	24,800 ft

## The JOTA.

Back in October 2014, Victor Stallan, an active Djinnang member, was responsible for organising and testing the amateur radio equipment and antennas in preparation for the scouts and guides JOTA (Jamboree On The Air ) at the 'Karingal' scout camp which is near Mt Cotton, south-east of Brisbane. He also scheduled the operators for both Saturday 18<sup>th</sup> Oct. and Sunday 19<sup>th</sup> Oct.

Slinging HF antennas was a bit of a problem, how to get a long wire high enough into the air for maximum radiation without the use of a cherry picker stumped them for a while until he reverted to an old proven technique. He used a bow and arrow to launch a string over high gum trees then the string was used to haul up ropes which, in turn, hauled up the long High Frequency multiband wire antenna. Then two vertical antennas were installed for VHF and UHF operation.

During the event the kids sent and received digital pictures between Karingal and the Kindilan guides camp, using a laptop computer and the UHF radio.

The kids had a ball, a few days in the bush, sleeping rough, learning how to cook, getting up close and personal with some wild-life, playing with electronic gadgets and learning some new tricks.



The Spring weather was kind to them with plenty of sunshine and approx 25°C days.





Best Wishes to all (In Ham-speak; 73 and 88 )

Victor VK4WST



A young ventriloquist is touring the clubs and one night he's doing a show in a small town in Tasmania. With his dummy on his knee, he starts going through his usual dumb blond jokes when a young blond woman in the 4th row stands on her chair and starts shouting:

'I've heard enough of your stupid blond jokes. What makes you think you can stereotype women that way? What does the colour of a person's hair have to do with her worth as a human being? Its men like you who keep women like me from being respected at work and in the community, and from reaching our full potential as people. Because you and your kind continue to perpetuate discrimination against not only blondes, but women in general... and all in the name of humour!'

The embarrassed ventriloquist begins to apologize, and the blonde yells, 'You stay out of this mate! I'm talking to that little bloke on your lap!'

## Gallipoli Barracks Christmas Bar-B-Q.

Back on Sunday the 23<sup>rd</sup> November, Gallipoli Barracks (Brisbane) held their annual Family Christmas Bar-B-Q. These are sponsored by the Army with help from 3 local RSL clubs, the Salvation Army and the local Community Centre all of which provide personnel, ample food and drink and entertainment for the kids.

Some of those who attended include:

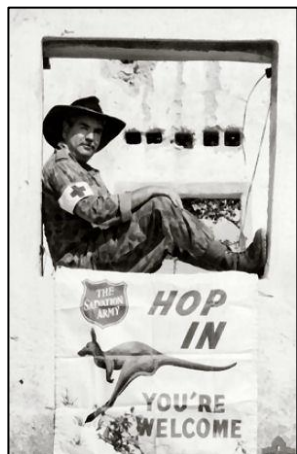


Captain Terri Goodwin from the Red Shield Defence Services with Phil Lilliebridge, the Welfare/Ceremonial Officer with Kedron Wavell Sub-Branch RSL.

Terri and husband Jeff brought their little green Tojo loaded with lots of goodies for the kids, including a huge cold drink container chock full of iced cold red cordial – everyone's favourite.



The Salvation Army Red Shield Defence Services (RSDS) has been serving Australia's Defence Forces for over 110 years. RSDS work began when Salvation Army Staff Captain Mary Murray was appointed to the South African Boer War in November 1899. The first Sally hut on a field of battle was put up during the Boer War in February 1900. This began the tradition of support in theatres of war involving Australians during the 20<sup>th</sup> Century and beyond, and anyone who has been in a conflict knows and appreciates the excellent work they do.



During WW2, Red Shield Officers established their famous "Hop-In" centres at war zones from Tobruk to the Kokoda trail, providing on the spot comforts and a home away from home for soldiers. The centres ranged from large marquees in major areas to small tents, all displaying the familiar "Hop-In You're Welcome" signs.

The Korean and Vietnam Wars through the 1950's to the 1970's again took Australian troops into active service and the Salvo's Hop-In Centres helped keep up morale.

Today the RSDS still maintains a close relationship with troops on Barracks, in the field and on deployment with both Australian and UN missions. They are equipped with a fleet of 4WD vehicles and are able to bring practical support to soldiers in the field, including their famous cold "jube juice" (red cordial) hot drinks, biscuits, sweets, chewing gum, magazines and a listening ear. Their Hop-In centres are now equipped with TV's, DVD players, video games, table tennis, pool tables and some computers with internet access. Today's Hop-In centres provide somewhere that soldiers can relax in an alcohol free environment.

You can see more info on the RSDS [HERE](#).



Just a small part of the happy crowd that went along and enjoyed themselves.



**And this is one of the reasons they came.**



**L-R: Pat Greenhalgh, Terry Walker (Pres Gaythorne RSL), Dan Whelan.**

These 3 blokes, all members of the Gaythorne RSL, which just about adjoins the Barracks grounds, spent hours cooking hundreds of snags for the troops, they might have taken an hour or so to cook, but they disappeared in minutes once the gongs were sounded.

But the real reason was to see Santa – and to get a present.

Pretty little Ava Zammit couldn't look happier if she tried than when she got to sit on Santa's knee and tell him what she wanted for Christmas. We hope Santa, aptly played by Noel Brown from Greenslopes RSL, was taking notes and will deliver in spades on the 25<sup>th</sup>.



## And what do they say??



Helen McLaren, from Greenslopes RSL.

A woman's work!!! After the men had finished cooking, and made the usual man mess, as men do (which they never see), the poor ladies had to move in and make the place ship shape once again.

## Community Centre Volunteers.



L-R: Anna Marrant, Briony Bastin, Cassie Miller, Jo Carson.



These four lovely ladies work at the Barracks Community Centre, as volunteers, and spend their day looking after other people's kids, organising play groups and providing general support for young families. They gave up their Sunday to 'man' a table selling soft drinks and other items to raise funds for the Community Centre.

How would Australia operate without selfless volunteers such as these girls.



**L-R:** Major Graham Palmer, Dave Wynne, Steve Howells and that old media tart - Terry Walker.

Graham is the 7<sup>th</sup> Brigade Welfare Officer and we wonder whether people appreciate the amount of work this bloke does. His job requires him to give up a lot of his weekends and spare time to organise events such as this – a fact that probably goes un-noticed by a lot of people. He deserves a big thank you!!!

Right, Andrew and Vanessa Kelly with their two beautiful girls, Clare and Athena, who surely appreciated the work done by Graham.

The kids had a great time, tucking into all the goodies, placing an order with Santa and taking home lots of little treats.

Andrew is in the Medical branch with the Army.





## I'll be good Santa.



Helen McLaren and Santa (Noel Brown).

Someone else who made sure she got onto Santa's knee to put in her "wants" for Christmas was Helen McLaren – and although we don't know what she was hoping for, it sure made Santa smile, so we can only guess.

Right. **L-R:** Kirsty Welling, Dave Moir and Belinda Tottle.

Dave and Belinda are both serving members, Dave is in the Ordinance branch and Belinda is one of those people you get to know as soon as you arrive on base (apart from pay section people) – she is a cook.





## Coincidence??



Major Graham on Santa's knee.

Now here's a co-incidence – or is it??? No sooner had Helen left Santa's knee after making her silent wish, than Major Graham was there, also putting in his order for Christmas Day. We weren't close enough to hear the wish but it sure tickled Santa's fancy. Interesting??

Some of the little ones who got into Santa's ear.







Others that were there enjoying the day.



Rule number 1 - Learn the rules so you know how to break them properly.





And what would a kids' Christmas Party be without a train.....



Although there wasn't a huge number there for the day, those that did make it had a great time. The Army is good at that stuff!!!

# The RAM

Vol 48

Page 12



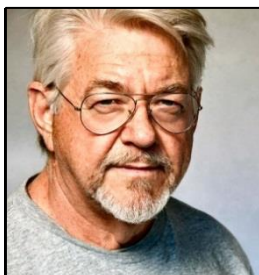


# The RAM.

Vol 48

The Magazine by and for Serving and Ex-RAAF People,  
and others.

Page 13



## It's Elementary.

Anthony Element

### A Noddy's Guide to the G20

As I write this, Brisbane waits with breathless anticipation for the commencement of the G20 summit, an event we're told by our revered lords and masters, of historic cultural and economic significance.

Okaaaay...

While we digest that, let's take a look at the basics. First, how did the G20 get its name?

It turns out that 'G' stands for 'Group'; which proves that at least one person at the highest echelons of global governance knows how to sound out his or her words.

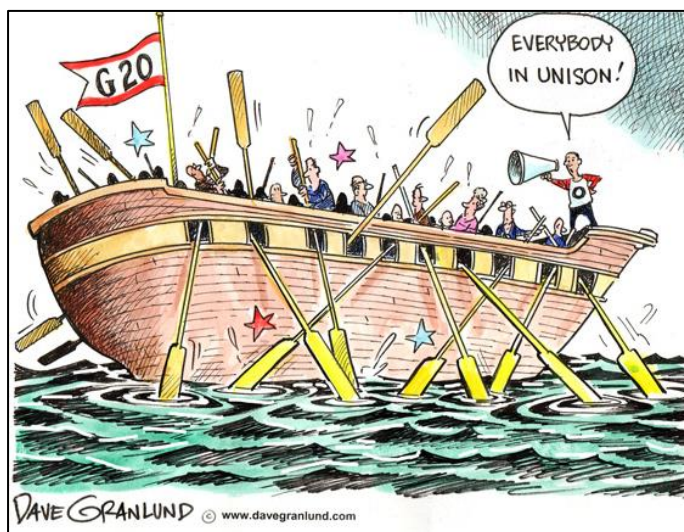
Now for the '20'

Way back in the 70's The French government hosted a Group of 6, France, West Germany, Italy, Japan, US and the UK. They got together, had some terrific dinners, but didn't achieve a helluva lot. Then Canada kicked it's heels on the ground and threatened to hold its breath until it turned blue if it wasn't included, 'cos the Canadians do love a good feed. Thus the G7 was born.

Then the Russians demanded to be included because, well, you can see Russia from Canada, so fair's fair. Well you can see where this is going. Now we had a G8.

Unfortunately, nothing much was still being done.

So the then Canadian PM had an epiphany, If they couldn't achieve much with eight members, think how much they wouldn't be





able to achieve if they pulled together the most powerful nations on earth, the ones that really mattered. To further complicate things, someone had the bright notion that the entire EU should be counted as one country, to be represented by the European Commission and the ECB. Problem was, once they took that decision, they could only come up with nineteen countries that really mattered. It was generally agreed that they'd better add in another one, mainly because the whole world loves round numbers and anyway, if they left it at nineteen, they'd be nagged to death by a bunch of wannabes all wanting to be that twentieth member.

So, they pulled in one more to make it a whole G20. To this day, no one knows which is the twentieth country that's only in there to make up the magic number. And that, boys and girls, is how the G20 came into being.

Meanwhile, up until 2009, the G8 kept on meeting once or twice a year, which meant that for a few years there were two gatherings of world leaders not achieving anything, which was obviously a complete waste, so the G8 was done away with and the G20 assumed full responsibility for everything not being achieved. Actually that's not quite true. There is one thing the G20 does extremely well; it makes promises. Basically the process goes like this.

The whole thing begins with a welcome dinner. The next day, everyone catches up with each other, because, well, let's face it, these are busy folks we're talking about here; and scattered all over the globe, so they don't get to party together all that often. Day 2, they kick around a few issues. By lunch time, they're usually in full agreement that the various nations' self-interests are in such conflict that getting to agreement on anything is going to be really, really hard.

Now, you have to remember that these folk are politicians, so they rarely do really, really hard.

During that evening the attendees start to get a little, well, pissed is the word that springs to mind... maudlingly so. They start to feel that they owe it to their constituents to come up with something meaningful. So they jot down a few notes and pretty soon, they've got a full blown communique going on, committing themselves to doing some really good stuff, like educating the poor, feeding the hungry, fixing global warming.



Next morning, hung over and generally feeling a bit sheepish, they read what they'd put together the night before. Cue a collective intake of breathes as each leader realises that he or she has committed to actually doing something, maybe even a bit more than someone else.

Well that's not on.

The final step is a bit of cool headed watering down so that what's left is a bunch of good intentions, vague promises but, under no circumstances, any commitments. See, it's a well-

known fact that G20 attendees love the word 'reform'. They don't plan to do any of it, but they just love the way it rolls around the tongue.



And that leaves only the logistics to explain.

This is actually the serious stuff. The US president's motorcade, which will take him about fifteen kilometres from the airport to the city will contain, wait for it, fifty, count them, fifty, vehicles. What, these folks never heard of buses? Naturally, the City/Airport tunnel will be closed off whenever the Pres deigns to

relocate. And just to keep the air traffic controllers on their toes, there is a rule that says Air Force 1 must be able to depart with only thirty minutes notice.

To further add to the general impression of chaos, while most of the dignitaries have found themselves digs in the city, not so the Saudis. Evidently, there wasn't a pub in Brisbane CBD classy enough for them so they're decamping to Sanctuary Cove. Which also means that at least twice a day, the main Brisbane/Gold Coast Motorway will be closed so the thirty car Saudi motorcade can have a clear run.

Are we having fun yet?

Well... no, not quite. Because we haven't talked about the demonstrators, whose function it is, to provide the actual entertainment. It turns out that the demonstrators have some fairly laudable objectives. They want things like poverty reduction, biodiversity protected and global warming addressed, but their methodology really sucks. Setting fire to cars and breaking shop windows just doesn't seem to get folks on side. Can't think why not...

So we have the interesting situation where the official attendees have got no real goals but a fantastic process, while the demonstrators have really good goals, but a completely hopeless process.

Now, if only we could just get them all together...

Why is it called "after dark" when it really is "after light"?

## Winston Churchill

Winston Churchill was never easily shocked. In his new biography of the wartime PM, Boris Johnson relates how, one February morning, Churchill was told that one of his ministers had been caught in a compromising position. "Did I hear correctly that so-and-so has been caught

with a guardsman?" he asked his chief whip. "In Hyde Park? On a park bench? At three o'clock in the morning?" The chief whip answered in the affirmative.

Churchill took a puff of his cigar. "In this weather?" he added. "Good God man, it makes you proud to be British.

## DVA Queensland Christmas Get Together.

The 2<sup>nd</sup> of December was both a happy day and a sad day for the staff at the Brisbane office of the DVA. Happy because it was their end of year Christmas celebration where a lot of them got to leave the desks for a while and share a drink with and put a face to the voice of a lot of people they have dealt with over the year, sad because it was the last one officiated over by their much loved and admired Deputy Commissioner, Alison Stanley. Alison announced her retirement WEF the end of January next year and although this will be her last as DC, you can bet she is looking forward to Christmas 2015 when she can come along as a guest and can let her hair down a bit.



Alison joined the public service in 1975 in Brisbane. Initially she worked for Australian Customs then moved to the Attorney Generals' Department. She then moved to the then Department of Employment and Industrial Relations where she has spent the majority of her public service career. In this time she worked in Brisbane, Townsville and Canberra at the regional, state, and national levels. She worked in the front line for employment services which has served her well in appreciating the challenges and priorities in delivering direct client service. She also had key roles in many new initiatives including the establishment and very successful implementation of major recruitment projects for the private sector on a fee for service basis, development and implementation of today's traineeship system, national training responsibility and also for developing and implementing the pilot which led to the eventual national roll-out of community employment consultative networks.

In 1994 Alison worked in Turkey for six months as part of a World Bank Project to support the privatisation of government owned enterprises. This included training and skills development for employees of these enterprises, micro and small business development and also establishing national consultative mechanisms to support the changes impacting on communities.

In 1995 she moved to Canberra to assist in the development and establishment of the then Job Network. She played an integral part in the establishment of the Network and in particular the purchasing process to establish and manage it in the early phases. At the time this was identified as one of the most complex and extensive human services purchasing processes undertaken.

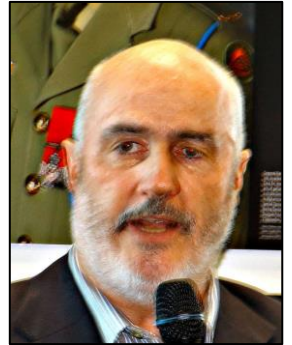
In 2001 she returned to Brisbane as the Queensland Manager for what had become the Department of Employment and Workplace Relations. A key focus at the time was the



implementation of employment initiatives for Indigenous Australian across the state. Alison took the lead role for the Council of Australian Government trial in Cape York. In 2006 she transferred to the Department of Veterans Affairs. For the first twelve months she was the National manager for Client Contact and responsible for the establishment of the DVA national telephony service. In 2007 she moved into the Deputy Commissioner Queensland role and for several years was responsible for the national management of the client service function in addition to her Deputy Commissioner role.

The role of the Deputy Commissioner has evolved over the eight years Alison has been in the role. She has built strong working relationships with the Ex Service Community in Queensland as well as other key stakeholders. Alison is also very well known to and loved by the veteran community in the state.

Simon Lewis (right), the Secretary of the Department of Veterans' Affairs, President of the Repatriation Commission and Chair of the Military Rehabilitation and Compensation Commission, made the journey up from Canberra to attend the function, to farewell Alison and to thank her for her many years of service to the Commonwealth.



This lady will be sorely missed, the amount of her own time she has graciously and freely given to help veterans and veterans' associations is probably not widely appreciated. Every week she would receive invitation requests to attend functions and where time permitted, she would always accept, sometimes even attending two functions in the one day.

The life of the DC is definitely not an easy one and at long last Alison has decided it is time to put the feet up, have a breather and smell the roses. We all wish her well.



As yet no successor has been announced, but she is definitely leaving very large shoes.....

Some of those who came along to wish her all the best include: (all names left to right)



John "Sambo" Sambrooks, Sharon Galvan, Jim Finnigan.

“Sambo” is the Secretary/Treasurer of the [RTFV/35Sqn Association](#) and you can bet if there’s a pretty girl within 50 miles, Sambo will show up to have his photo taken with her.

Sharon looks after all Reviews and Appeals within Queensland and Victoria. She is a very busy lady.

There are a number of decisions made by DVA in relation to entitlements and/or benefits for which you have the right to an internal review or reconsideration by DVA. If you consider any decision made by DVA is wrong you can then appeal to the Veterans’ Review Board (VRB).

Whenever DVA makes a decision that concerns you, if you have a formal right of review or appeal, they will notify you of this in the letter advising you of their decision. This letter will also advise you of the review options available to you. For most DVA decisions there are time limits for lodging a review or appeal and these will be set out in the letter you received advising you of the decision.

But it doesn’t stop there. If you have already had the decision reviewed by DVA or by the VRB and you are still dissatisfied with the outcome, you may have a right of appeal to the Administrative Appeals Tribunal (AAT). Appeals to the AAT must be lodged directly with that tribunal.

If you have any queries always contact your closest DVA office, remember, they are there to help you.

Jim Finnigan, an old boy from the bush, was born up in Barcaldine in 1942 and joined the Army, some say, just to see the big smoke. Jim was one of the early blokes who went to Vietnam, he served in the infantry with the 1<sup>st</sup> Battalion, Royal Australian Regiment from May 1965 to June 1966 and was fortunate to leave Vietnam when he did, as the battle of Long Tan was held on the 18<sup>th</sup> August 1966. Although he missed out on that, he reckons his time there was no picnic.



Terry Meehan, Carol McDonald, Ricky Dumigan.

Terry is an ex Navy bod and is currently the President of the Queensland Branch of the RSL of Australia. He was appointed in June 2011 and prior to that was the Deputy President from June 2009. Terry served in Vietnam as a weapons mechanic on HMAS Parramatta in April 1968 and again on HMAS Brisbane from March 1971 to October 1971.



Carol heads the Client Support section of DVA – their mission statement is “To support those who serve or have served in the defence of our nation and commemorate their service and sacrifice” and Carol ensures that statement is considered by her staff very seriously. Carol believes that when thinking of a Client’s needs, consideration should also be taken of not only that person but of his/her family and that compensation and any rehabilitation support should be provided as quickly as possible. If you are not 100% you can bet your family will be worried and will suffer just like you, the help is there, all you have to do is ask for it.



Carol ensures her staff communicates clearly and simply with Defence, Ex-Service Organisations, providers and all other stakeholders to achieve the best health and wellbeing outcomes for DVA’s clients and through them, their families.

If you have been injured or have suffered an illness, whether physical or mental, which you believe relates to your defence service, you should lodge a claim with DVA as soon as possible and if liability is accepted, you may become eligible to receive benefits. Some of these benefits include:

- permanent impairment payments.
- incapacity payments.
- household services.
- attendant care.



- aids and modifications.
- access to VVCS–Veterans' and Veterans' Families Counselling Service.
- access to the MRCA Education and Training Scheme.

Ricky Dumigan is the Physical Training and Rehabilitation Manager with Mates4Mates, an organisation formed by the RSL with the express purpose to look after the wounded, injured and ill current and ex-serving Australian Defence Force (ADF) personnel. The adverse physical and psychological effects that modern warfare and training has on our service men and women can seriously affect the family unit and Mates4Mates has established Family Recovery Centres in Brisbane, Townsville and Hobart which play a vital role in helping the families of our Brave Mates to work through the many challenges they may be facing.

You can see more info on Mates4Mates [HERE](#).

## At the helm.



Alison Stanley and her right arm - Amanda Green.

These two lovely ladies have steered the DVA through Qld waters for some years and everyone would agree, have done an excellent job of it. Alison might be leaving next year but her Executive Assistant Amanda will be back ready and able to shepherd the new DC through his/her first few months in the job.

Money cannot buy happiness, but it's more comfortable to cry in a Bentley than on a push bike.

## Army Water Transport.

During WW2, the situation to the north of Australia came under the threat of the advancing Japanese forces which had already captured large tracts of land to the north of New Guinea. This advance had been achieved in the very short period of some 70 days and to accentuate the dire situation, the Japanese were bombing Darwin, landing troops at Gona, New Guinea, and advancing along the Kokoda Trail with Port Moresby as their target. The seriousness of this situation warranted surety of supply to those of the front line infantry. Biscuit Bombing of supplies from DC3's was not able to cope, another method had to be found and incorporated and in a hurry.

At the time, invasion of the Australian continent seemed imminent and in 1942 the Defence Chiefs instructed Major-General Clive Steele to solve the situation of supplying all types of logistics as well as taking infantry troops to shore. Shallow drafted small ships and landing craft were the answer.

Initially craft of all description were utilised to get the urgent needs of warfare into the hands of the front line troops. The Army Water Transport RAE AIF was formed at Chowder Bay, (on the southern side of Sydney's Middle Head peninsula) and began training skippers, coxswains, engineers, navigators, radio operators, helmsmen, cooks and others. This newfound application of a sapper's ability to adapt became a successful operation creating a new hope for an immediate assurance of victory.



As the strength of the Australian Water Transport gathered so did the pace of the Australian defence forces in campaigns in the South West Pacific culminating in the defeat of the Japanese forces.

The formation of the Small Ships and landing craft, a direction of the Australian Army, proved to be an outstanding tactical change by the Defence Chiefs which gave the Australian Forces the impetus to become the lynch pin of the success of the Pacific campaign in the Second World War.

An association was formed to remember those blokes!



Leo Brown, Pres Water Transport Assoc, Don Hacker, its Secretary. Terry Toon, Secretary Treasurer of the Atomic Ex-Servicemen's Association and Bryan "Chips" Ross its President.

During the 1950s and 1960s the British Government conducted a series of tests of nuclear weapons at Maralinga and Emu Field in South Australia and on the Montebello Islands in Western Australia. A total of seven tests were performed at Maralinga with approximate yields ranging from 1 to 27 kilotonnes of TNT. Maralinga was also used for hundreds of minor trials, many of which were intended to investigate the effects of fire or non-nuclear explosions on atomic weapons.

As you would expect, the site was contaminated with radioactive materials and although an initial clean-up was attempted in 1967, a Royal Commission found in 1985 that a significant radiation hazard still existed at many of the Maralinga test areas. Maralinga was the land of the Maralinga Tjarutja people who, along with many ADF personnel working on the nuclear project, suffered terrible consequences. Debate continued over the safety of the site and the long-term health effects on the traditional Aboriginal owners of the land and former personnel and in 1994, the Australian Government paid compensation amounting to \$13.5 million to the local Maralinga Tjarutja people.

Another clean-up was completed in 2000 at a cost of \$108 million.

The Atomic Ex-Servicemen's Association publishes a quarterly magazine entitled "Atomic Fallout" which is very active in pursuing compensation for all those suffering as a result of the tests.

## Love making tips for seniors.

Wear your glasses.

Make sure your partner is actually in bed.

Set timer for 3 minutes, in case you doze off in the middle.

Set the mood with lighting. (Turn them ALL OFF!)

Make sure you put 000 on your speed dial before you begin.





Phil Lilliebridge and Carol McDonald.

Phil is on the committee of the Kedron Wavell RSL Sub-Branch and is its Welfare and Ceremonial Officer. He spent 30 years in the Army, with various postings in the Royal Australian Armoured Corps and on retirement was the 2IC of the 2nd/14th Light Horse Regiment. Phil is a graduate of the Royal Military College at Duntroon and discharged from the Army with the rank of Major.



Don "Sambo" Juan with Leslie McNamara.

Leslie looks after the Veterans' Children Education Scheme (VCES). Financial assistance, student support services, guidance and counselling services may be provided to children of eligible veterans under either the VCES or the Military Rehabilitation and Compensation Act Education and Training Scheme (MRCAETS). The aim of this assistance is to help eligible children achieve their full potential in education or career training.

The VCES is established under the Veterans' Entitlements Act 1986 (VEA) while the MRCAETS is established under the Military Rehabilitation and Compensation Act 2004 (MRCA) and while the benefits provided under each scheme are mostly the same, eligibility rules differ slightly under the different pieces of legislation.

You can read more about the schemes [HERE](#).

Leslie was a very popular lady during the afternoon, she was in charge of doling out the prawns and had the troops eating out of her hand.



Katie Sutton and Rob Shortridge.



Katie looks after the DVA's My Account service. My Account is an easy to use on line way to managing your DVA affairs. Using My Account you can request a lump sum advance; claim travel costs quickly and easily; update DVA of changes to your circumstances and finances; view your current details, letters, current and past payments and claims; manage medical transport; request contact from a DVA officer and download forms and publications.

Before using My Account, you must first register and that's a breeze. All you do is call the DVA Veterans' Access Network (VAN) on 1800 173 858 and tell them who you are and that you want to register for My Account and they will give you a number. Write this number down so you don't forget it then all you do is just simply follow the directions set down on their site [HERE](#) and you're in.

It saves everyone a huge amount of time and if you're eligible and you haven't already registered you should.



Sue McDougall with Don Juan





Amanda Green, "Chips" Ross, Terry Toon, Alison Stanley.

All the old codgers wanted their photo taken with the pretty girls – and who can blame them!!



Just a small portion of the people who thoroughly enjoyed the afternoon.



Terry Meehan, Alison Stanley, Casey Jones.

Casey is a member of the HMAS Sydney Vietnam Logistical Support Veterans Association (VLSVA) which was formed [early in 1984](#). See [HERE](#)

And surprise, surprise, guess who else had his photo taken with super patient Alison??





Click [HERE](#) for some interesting stats on DVA.





# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 14

## RAAF Base East Sale.

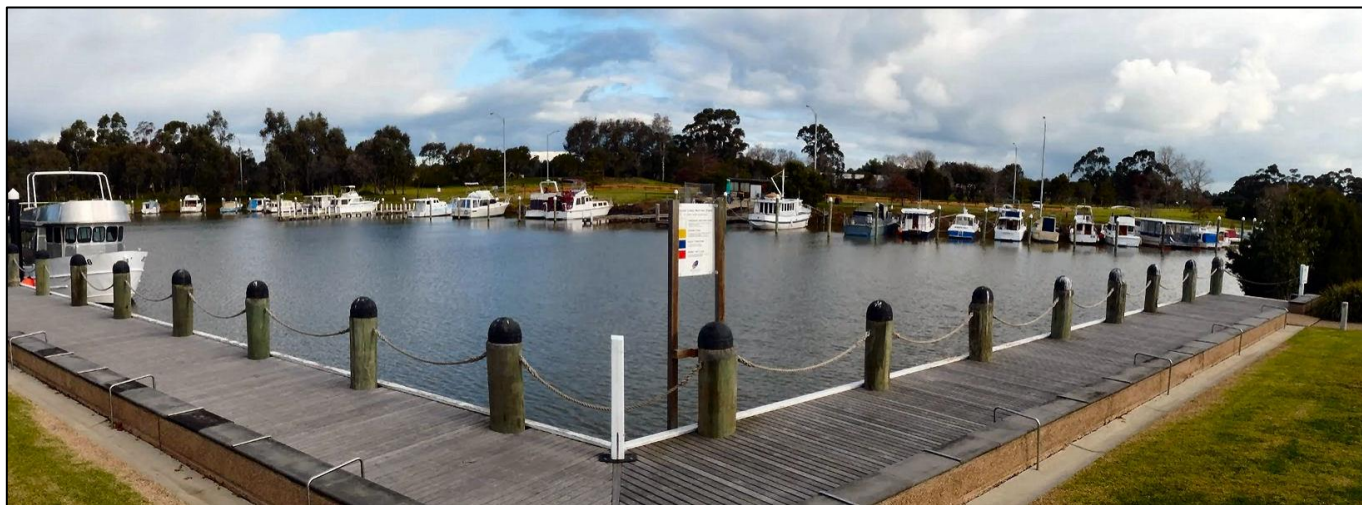
You can click a lot of these pics for a bigger and better quality view.

RAAF Base East Sale is about 3 kilometres to the east of the significant regional centre of Sale, (Victoria) and is approximately 200 kilometres east of Melbourne. The City of Sale has a population of about 13,000.



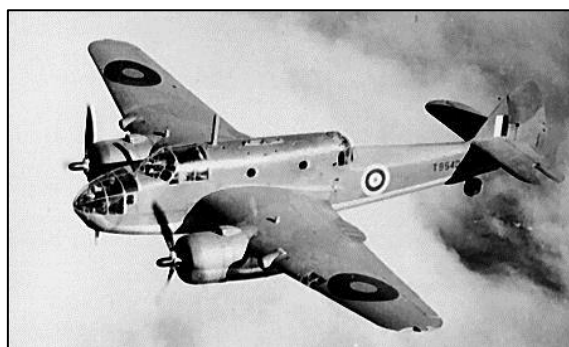
The area around the township was discovered by an Angus McMillan in 1840. The first resident of Sale, then known as Flooding Creek, was Archibald McIntosh who set up a forge, store and butcher's shop making Flooding Creek a settlement. It grew from humble beginnings to become Gippsland's first city. Flooding Creek was renamed Sale in 1850 after General Sir Robert Sale, known for his part in the first Afghan war and who was killed in battle in 1845. Sale developed further around 1860 when it started to take on a more permanent appearance, benefiting from the Gold Rush around Omeo. Between 1883 and 1890 the Swing Bridge and Sale Canal were built, opening up the town to shipping.





Sale Canal and boat harbour.

East Sale RAAF Base opened as a training base on 22 April 1943. Initially, it was home to No.1 Operational Training Unit (1 OTU) equipped with Bristol Beaufort light bomber aircraft which were relocated from airfields at West Sale and Bairnsdale. The base was primarily responsible for training air crews, but units from East Sale also operated in some convoy protection and maritime surveillance roles. By war's end, 3,558 pilots, navigators, signallers and gunners had been trained at the base. In addition to the Beauforts, a variety of different aircraft types were operated from the base, including the Lockheed Hudson on which future Prime Minister of Australia, the late Edward Gough Whitlam, undertook training as a navigator. Other types used by 1 OTU included Airspeed Oxfords and Fairey Battles.



In 1947, following the war, the RAAF Central Flying School was relocated to Sale from Point Cook and in 1953, the school received its first De Havilland Vampire. In 1962 four Vampires from CFS at East Sale formed "The Red Sales" aerobatic display team but sadly, while practising aerobatic routines on the 15<sup>th</sup> August, 1962, all four Red Sales crashed in formation after failing to recover from a manoeuvre, killing six Central Flying School staff. Six months later, a second display team, "The Telstars" was formed, also flying Vampires and later changed to Aermacchi MB-326 (Macchi) aircraft. The display team was disbanded in May 1968 due to budget constraints and a shortage of available Macchi airframes, then in 1970, to celebrate the 50th anniversary of the RAAF, the current Roulettes aerobatic display team was reformed, once again operating Macchi MB-326s. Today East Sale is the main postgraduate flying training centre of the RAAF and supports the Central Flying School, the School of Aviation Warfare, 32 Sqn (King Airs) and the School of Air Traffic Control.



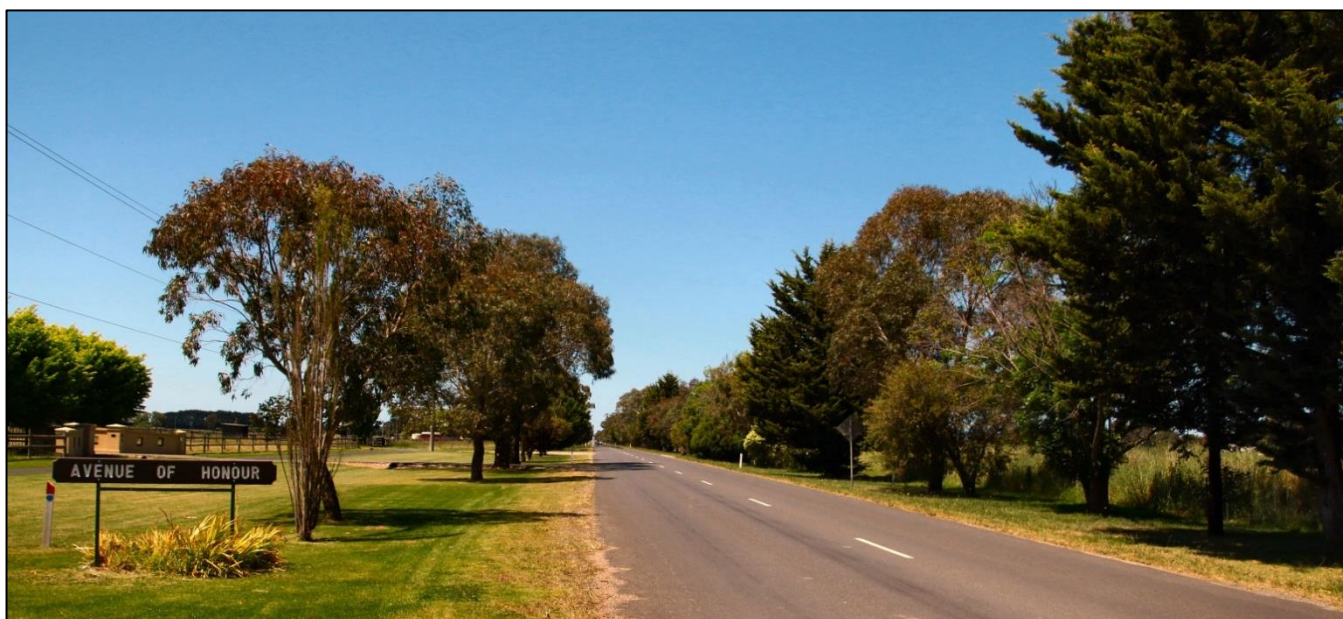


On the 24<sup>th</sup> November 1987, the first two of the RAAF's 67 Pilatus PC-9 aircraft arrived at East Sale. The Macchi Roulettes performed their last display in June 1989 and from then, apart from being the primary aircraft used by the Central Flying School, the PC-9 became the display aircraft for the Roulettes. A few months later the team was expanded from four to six members because the noise from the new aircraft didn't have as much impact as from the Macchis. You can see more info on the Roulettes [HERE](#).



The base currently has approximately 500 Service and 800 civilian staff and occupies an area of approximately 800 hectares. It has two sealed runways, one (04/22) is 7,995 ft long and the other (09/27) is 7,316 ft in length.

East Sale is reached by heading out of town, towards Bairnsdale and turning right into Raglan St which becomes Aerodrome Rd at the roundabout. Aerodrome Rd, which is nearly 2½ klms long and is boarded by lines of magnificent trees, has been declared the Avenue of Honour





Aerodrome Rd ends at the main gate to the base, which unfortunately, due to the current state of unrest and uncertainty that exists throughout the world, has had to increase its level of security. Wing Commander James “Jim” Svede is the CO of Number 30 (City of Sale) Squadron which is responsible for tasks that were once the domain of the old Base Squadrons and he and his team arranged for us to have a guided tour of the base, to take a few pics and to have a meal in the Airman’s mess and for that we thank him. We must also thank MediaOps in Canberra which is always very helpful and responsive to our requests. We had never been to Sale so we asked Ian “Mitch” and Lyn Mitchell to come along and to make sure we didn’t miss anything.



As is the norm at most Bases, Sale has an aircraft from yesteryear on display at its front gate and Winjeel A85-405 which entered service with the RAAF in 1955, keeps watch. Sadly no longer is it possible to get past the old Winjeel and enter the Base without being fully escorted and kept on a lead by a responsible person.





We were lucky to have the very patient Carl Eves look after us. Carl met us at the gate in one of the RAAF's new Commodore wagons and after a trip to the guard room where he put his life on the line and accepted responsibility for us, we boarded one of GM's finest and commenced our tour at about 10.00am.

What is immediately evident is the number of wonderful old trees that dominate the base. East Sale is the home of numerous old Red Gums that, although not protected or endangered, are regionally significant and it has been decided that where-ever possible they will not be removed and any new buildings will be located around them. If it is unavoidable and trees have to be removed, this will be offset by planting new ones.



Just inside the main gate, this area used to contain married quarters.



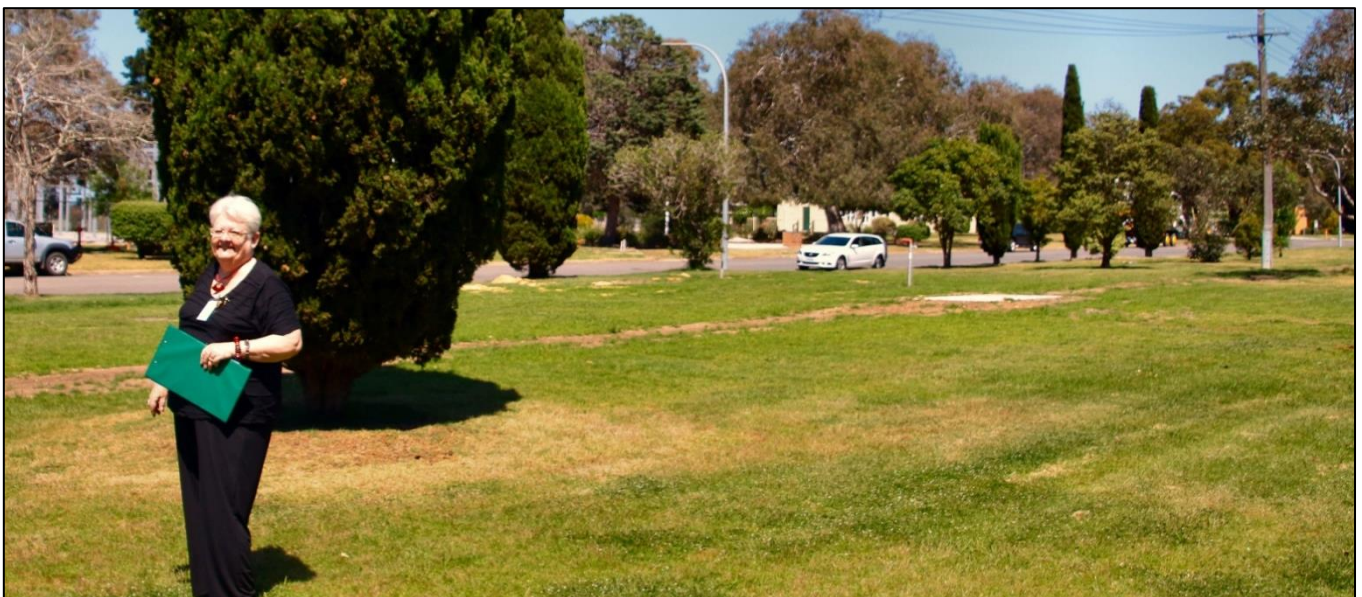
Further into the base, open land now dominates where married quarters used to stand.





This area of land that once housed married quarters and WRAAF is known as the Carter-Brooks Memorial Park. The Park was named in honour of two Roulette pilots involved in a mid-air crash on the 15th December 1983. Sadly two Macchi MB-326H aircraft, A7-046 and A7-093, collided near Lake Wellington, FLTTLT Steve Carter (Roulette 2) is believed to have been killed instantly while FLTTLT Graeme Brooks (Roulette 3) ejected from his aircraft and landed on the "Lakeview" property but later died in hospital from injuries sustained in the crash. You can read more on that [HERE](#).

Below, Lyn Mitchell stands where she says the old WRAAF blocks once stood. Lyn, (as Lyn Kyte) and many other young girls used to live here back in the mid 1960's. These buildings were not appropriate for refurbishment and/or reuse, were surplus to requirements and presented an ongoing operational and maintenance liability for the base. – now they're all gone.





A study conducted earlier found a number of buildings on various Bases, including East Sale, did not meet the requirements in the current Building Code of Australia, the Manual of Fire Protection Engineering, or Australian Standards requirements for design, OH&S, or functionality, requiring them to be upgraded or replaced. Also, a lot of facilities were overcrowded and dysfunctional and did not meet current Defence requirements. Renovation was out of the question leaving the only option as renewal and in 2006 major works were started at bases Edinburgh, Wagga and East Sale to overcome these deficiencies. The following elements at Point Cook and Edinburgh were relocated:

1. the RAAF College Headquarters from Point Cook to Wagga,
2. the Officer Training School from Point Cook to East Sale, and
3. No 1 Recruit Training Unit from Edinburgh to Wagga.

This, along with purpose-built administration, training and living-in-accommodation provided the necessary facilities for the initial training of all RAAF airmen and airwomen recruits and officer candidates well into the future. Sale is now the primary officer training base for the RAAF.



One building that does remain and which escaped the wrecking ball is the old Dental centre, it has a new lease of life as the East Sale Kindergarten. The Defence Community Organisation (DCO) has a range of programs to support the availability of childcare to Defence families who might face difficulties in sourcing services in new posting locations. Children of newly-posted families may receive priority of access to Defence childcare centres around Australia. Children of Defence families face a unique series of challenges—they experience parental absence due to deployments and major changes in their lives with frequent relocations and starting at different schools.

With the appropriate support, children can grow in self-reliance and confidence, step up and take on new responsibilities, develop strategies for coping with change and stressors, and become proactive and focus on the positive things in their lives.



Other buildings that have remained are the old HQ buildings. These buildings (below) are hidden behind an old hedge that looks like it was planted way back, perhaps during the war. Since then it has been meticulously maintained, a job that we reckon would take ages. Long may they keep it up as it is a real focal point.

Once a very popular addition to many suburban homes, over recent years these hedges have been removed and today they are a scarce item.







Across the road, from the hedge and the old HQ building, is the new HQ (below). This building might be much more efficient, aesthetically pleasing on the inside, easier to cool and to heat, perhaps even much nicer in which to work, but like all modern building, it lacks soul, it is boring to look at and in time there is no chance it will be considered for a heritage listing.







What was once called the Air Navigation School is now the School of Air Warfare where the RAAF and Navy's Air Combat Officers (ACO) are trained. On the 4<sup>th</sup> August 2004, the RAAF established the ACO category as the new aerospace war-fighting officer category. Training takes about 12 months and students learn:

- Aviation Fundamentals;
- Mission Systems Management;
- Mission Command;
- Fundamentals of Air Power;
- Basic Air Campaign planning; and
- Future Air and Space Operating Concepts.

Following completion of the ACO common course, students are streamed into one of three specialist modules, Air Battle Management (ABM), Maritime Patrol and Response (MPR) and Air Combat (ACCAL).

**Air Battle Management** students learn the fundamentals of air surveillance and fighter control.

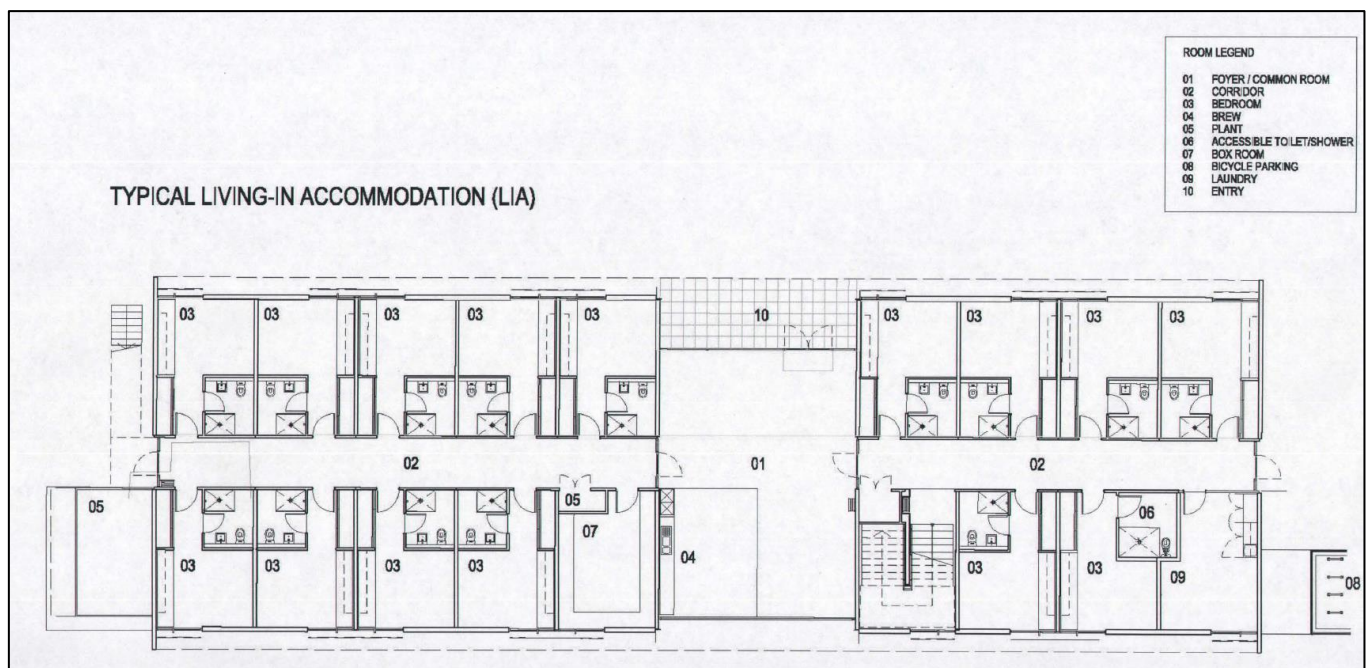
**Maritime Patrol and Response** students experience a further 50 hours flying training in the Beech Super King Air 350 aircraft as well as learning the nature and type of operational missions flown in the maritime environment.

**Air Combat** students experience a further 38 hours flying training in the Beech 350 and learn the nature and type of operational missions performed by fast jets and tactical transport aircraft.

A purpose built accommodation complex was built to house students (below).



Facilities are pretty good these days, see the floor plan below.



Another big change to Service life, is the (we would think most welcome) drop in the frequency of parades. We did speak to someone (no names, no pack-drill) who has been at Sale for about 2 years and he told us he had never been on one. We wonder if there was ever anyone who



did like parades. Apart from the occasional end of course pass-out parade, what a complete time waster they were, perhaps with the shift towards an Air Force comprised of fit, specialised personnel with advanced technological backgrounds there is no further need for those brain numbing all-in morning gatherings.



The old parade ground is still there and probably sees passing out parades on the completion of the many courses that are run. A few years ago they erected shaded areas for family and friends of successful students who wish to attend and watch the graduation parades.

The Base's new gym can be seen in the background of the pic above and also below. The current physical fitness facilities at Sale are a mixture of purpose built facilities such as the swimming pool and adaptively reused buildings such as the former airmen's mess which is now used for wet weather teams and circuit training activities. Most of the facilities were constructed in the 1950s and 1960s and are located in six different locations on the base. They are aged, are generally not fit for purpose and currently do not meet base training requirements. Physical fitness is now a mandated requirement for Defence uniformed personnel and the facilities are available for both permanent base staff and trainees as part of the RAAF's physical fitness and trainee induction programs.

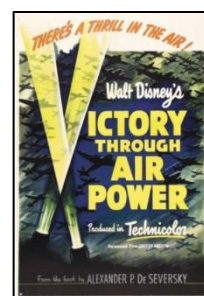


All RAAF members are now required to maintain their ability to be operationally deployed, including having appropriate levels of fitness through a structured physical training environment. When finished, the new gym will centralise the currently dispersed physical fitness activities into the one location and will comprise an indoor 25m pool, gymnasium/sports hall, a squash court, boxercise, weights and cardio rooms as well as office space for Physical Training Instructors.

Outdoor facilities will include a 400m synthetic running track and two tennis courts. Once completed, all current facilities will be demolished.



East Sale had its first “picture show” back in July 1944 when the RAAF’s Mobile Cinema Unit arrived to show *Victory through air power*, a 1943 Walt Disney Technicolor animated feature film based on the 1942 book of the same name by Alexander P. de Seversky. In October of that year a temporary theatre was opened which showed movies 6 nights a week and which was very well patronized and from December 1945 dances were held on Friday nights.



It is reported that WGCDR Abicair (CO Maintenance Squadron 1949 – 1952) directed that Officers were to sit on the right hand side and Other Rank’s to sit on the left when watching a movie, obviously he didn’t want any fraternization. (what an inspirational leader he must have been).



In 1956 the current building was born and movies have been shown there ever since. In the 1960's it was named Telstar Cinema and in 1976 the existing and aged projector equipment was replaced with two Bauer U3 35mm projectors and corresponding power supply. In the 1990 it was renamed the Roulette Cinema, a name it holds today. In 2011 the projector equipment was digitised and a new screen was installed, then in 2012 a new audio processor and amplifiers were installed bringing the cinema to a standard equal to any modern suburban theatre. The shows are all current, you can see what's on next [HERE](#)

Entry costs are very competitive, \$7 for adults and \$4 for children and cadets in uniform.



The building above would be well known to blokes and blokettes who were at Sale many years ago. This is the old Airmen's Boozer and from the 'graffiti' on the walls outside, it looks like some memorable times were had within its walls.

Across the road from the Boozer is the old Airman's Mess (below).





This building is now used as the Base's gym, it contains the usual sets of treadmills, bikes, cross trainers and weights but when the new gym is completed and the equipment moved, it seems the old building will be demolished.

Across another road is part of the old Airman's dongas, these buildings are still used and will possibly remain in the foreseeable future.





The old Airman's laundry has had a new lease on life – it is now the Defence bank.



The building that from 1959 to 1979 was known as ASCO is now part of the AAFCONS Organisation. The Service Canteens were established in 1915 as the Australian Imperial Force Canteen Services by a devoted war worker and a friend to all Australian light horsemen, Mrs Alice Chisholm. A mother of one of the serving soldiers, Mrs Chisholm's canteens were operated to support troops overseas during WW1. Soldiers flocked to the canteens in their spare time or when on leave, and for a small price they found the comforts of home.



It has been decided that this complex has reached the end of its economically effective life and in the future proposed commercial facilities will replace these with a new and modern integrated complex which will accommodate all the existing commercial services. Two separate buildings will be built to the north of the base Messes and when complete will form part of a 'commercial hub'. These facilities will also be used during out of hour's periods and on ceremonial occasions

by visiting family and friends. The existing commercial buildings will be demolished once new facilities have been commissioned.

The evolution of the canteen organisation is as below:

1915 – 1920	A.I.F. Canteen Service
1920 – 1939	Army Garrison Institutes
1940 – 1945	ADF Canteen Service
1945 – 1947	Interim Canteen Service
1948 – 1959	Army and Air Force Canteen Service
1959 – 1979	Australian Canteen Service Organisation (ASCO)
1979 – 2012	Frontline Defence Services
2012 – Now	Army and Air Force Canteen Service. (AAFCANS)

Navy obviously not keen to get involved.

At 12.30pm the Airman's Mess was open for business and we headed that way with the intention of having a meal – we were in for a bit of a shock.



The pics below show the total capacity of the East Sale Airman's Mess – in total, 36 seats. If they managed two seatings at each meal, that would mean only 72 people in total would or could use the Mess. The day we ate there, only Carl and we three used the facilities which supposes, if we hadn't been touring no-one would have. That in itself was the biggest cultural shock and clearly demonstrated the huge difference between the RAAF of the 1960/1970's and the RAAF of today.



# The RAM

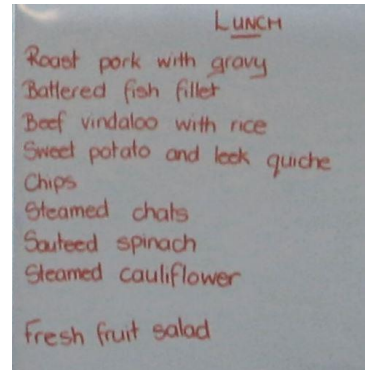
Vol 48

Page 14



Another shock was the quality of the food. The menu promised an appealing choice but on arrival the quality of the food was, unfortunately, very disappointing. It must be said that if a hotel or club provided food of that standard, for the price the Mess charges, they would cease to trade very quickly.

Our meals cost \$12.50 each and Carl, being a serving member, was charged \$6.50. The same meal in the Sergeants' mess would have cost us \$22.00 – we're glad we didn't eat there.



Of course allowance must be made for the lack of numbers using the Mess, it is impossible to offer a menu such as that above to so few a number and maintain quality, wastage must be horrific. You have to feel for the the contractor, how can they manage to offer meals to so few and still make a profit - to stay alive. We don't know what the answer is but from what we saw at Sale, what they have at the moment isn't working. The old system seemed to work quite well, lots of patrons, always good food, perhaps it's time to have a look at bringing back the old ways. Bring back the white overalled bait layers.....Sharing a meal with friends is a wonderful social pleasure, perhaps providing free meals in the Mess would ensure the Messes were better utilised and would help inject some much needed comradery into the population. We're just a dumb old Radtech so we can't see the economic sense in skimping on food when feeding a military, afterall, our forces are supposedly provided with the best equipment money can buy, here we are buying 70 odd F35 aircraft and a heap of other stuff at God knows what cost, yet we're trying to save 2 bob on food. Doesn't make sense!! (See [HERE](#))

Our era went off to Ubon or Vietnam or Malaysia with blokes with whom we had shared a room, had eaten with, had socialised with, borrowed stuff from, we knew each other well and we knew we could rely on each other. Today you go off to a conflict with the bloke with whom you work and who lives a few streets away!!!!

It's different all right!!





Another noticeable change from days of old is the Airman's boozier. This unappealing small window (above) at one end of the Mess is what is provided for Corporals and below at which to socialise.

There is another window which opens onto a covered 'beer garden' (below) and while we're not advocating bringing back the old days where it was practically compulsory to drink from knock off till close at 10.00pm, this seems to us to be possibly the most unappealing area at which to share a drink. We reckon the old Boozier would be much more appealing.



As is the norm these days, Messes are being built around a shared kitchen. This is the most efficient way of doing things and makes perfect economic sense. The Officers' Mess is at the other end of the building that contains the Airmans' Mess and as we didn't get to see inside, we can't comment on the interior.





The Officers' accommodation blocks are situated near the main gate, a long walk to the Mess.



Another huge difference from the RAAF of yesteryear is the current requirement to obtain a license to live on base.

1. Living in accommodation is made available for members of the ADF.
2. You might be required to live in, or you might choose to.
3. When a room becomes available for you, and you are permitted to live in it, you hold a licence to live in.

The license assures you of the following:

- a. A lockable room in living-in accommodation that is suitable for your rank and situation. (Exception: Barracks or shared accommodation may not be lockable.)
- b. Access to common areas and facilities at the living-in accommodation.
- c. Privacy to use the assigned room and facilities, without unreasonable interference by Defence. (Exception: Barracks or shared accommodation will not be private.). Heavens, no panics???
- d. Maintenance and repair of the living-accommodation provided in a timely manner by Defence.

You can see more information [HERE](#)





The airport store building is unchanged and this photo will surely bring back a lot of memories to a lot of people and if it could talk would tell a lot of tales.



Other operational buildings on the base are the Defence Support complex above and Base Communications Complex below.



On the way back to the gate we passed the magnificent old building below. This lovely old house was the original residence on the property purchased by the Federal Government back in 1942, and today it is the official residence of the Base OC. This would have to be the best OC's residence in the RAAF - surely?? We'd love to see inside!!





Just out the gate, and on the right hand side heading back to Sale township, we stopped at the old Communications Igloo. This building used to house the switchy girls who manned the Base's telephone switch board and also was the workshop for the ground radio bods. Marg Dixon, who worked there years ago as a switchy, says although they all worked hard, they played hard too.







This section of land, between the old Comm Centre igloo and Aerodrome Rd, used to house married quarters – now they're all gone. Big changes at East Sale!!!



Wellington Shire Council has developed an informative web site dedicated towards all new arrivals at East Sale – you can see it [HERE](#).

While we were in the area we thought it only fitting to have a look over West Sale. We'd heard a lot about it, people we knew had worked there many years ago, so after leaving East Sale we drove through town and about 10 klms back towards Melbourne turned into West Sale airport.



The first official landing ground at Sale was opened in 1933 and was based at the [Sale Common](#). This involved filling in a large depression and building a bank to divert floodwaters however, this aerodrome was not a success with floods in 1935 causing it to be declared unsafe. In 1937 a new site was selected for the building of another aerodrome at West Sale, but it was not made serviceable until World War II. In 1941 Sale was declared the location for a Bombing and Gunnery school based initially at West Sale Aerodrome.

A second airfield was established at East Sale in 1943. The new military airfields at Sale increased the population dramatically, adding around 1500 people to the area between 1940 and 1945.

In 1945, after the war had ended, it was decided that the East Sale base would remain the permanent establishment and in 1947 part of the West Sale aerodrome was taken over by Civil Aviation. 1980 saw the remainder of West Sale Aerodrome occupied by the National Safety Council of Australia (NSCA) but this was shut down in 1989. The East Gippsland Community College of Technical and Further Education (TAFE) took up residence of the NSCA buildings in 1992.

Today West Sale is used primarily for Civil Aviation, it is the home of several charter businesses and flying schools. Some time ago regular public transport (RPT) did operate out of West Sale but they closed down as it was no longer economical to continue.



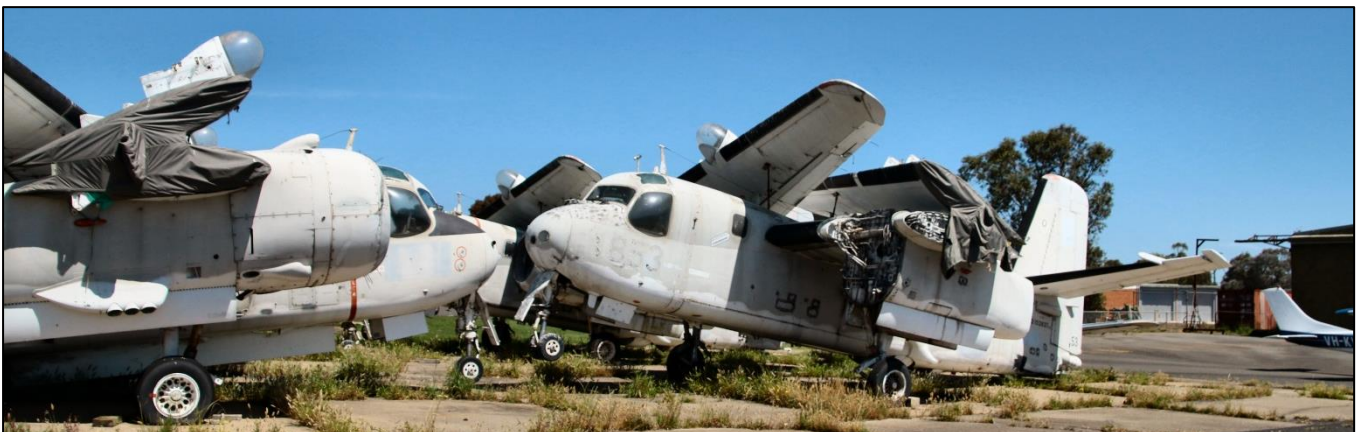
West Sale is under the control of the RAAF's Air Traffic Controllers at East Sale. Aircraft can move about anywhere at any time while on the ground but whenever Restricted Area R358A is active, aircraft are not able to leave the ground without a clearance. R358A, when active, blocks off a circular chunk of airspace with a 20 nm radius centred on East Sale, from ground level up to 45,000ft. Normally military Restricted Areas are activated by Notam and during stand-down hours (Fri afternoon to Monday morning, and most nights) the Restricted Area is de-activated and the area is uncontrolled.





The only hangar left over from when the RAAF occupied the aerodrome is this Bellman hangar, now occupied by [Gippsland Flight Centre](#). GFC provide theoretical and practical flying training to a wide variety of individuals, whether their interest is for recreational purposes or a professional career.

Bellman Hangars were designed in the United Kingdom in 1936 by N.S. Bellman who was a structural engineer with the Directorate of Works. The Air Ministry issued a specification in 1936 covering the dimensions and requirements for a light transportable shed for use in war. It had to be end-opening with doors at both ends, be capable of mass production and have interchangeable parts to permit rapid erection and dismantling with minimal permanent foundations. They had to be capable of being erected or dismantled by unskilled labour with simple equipment and to be easily transportable. The Air Ministry received two offers to the tender, Bellman won. They are normally 175 ft long, 95 ft wide and 25 ft high.



There are a number of ex-Navy Grumman Trackers stored at the airport, some in the hangar, most out in the open.

Those out in the weather are not in the best of condition but those in the Hangar look like they are being restored, one thing's for sure, there are no shortage of parts.



An old Navy pilot reminisced about the old birds, he said:

"The carrier circuit was flown at 300ft, trimmed out at its landing speed of 95 knots. There was a special grip in front of the Twin Otter-style throttles to stop the pilot pulling them back during the acceleration of the catapult shot. Landing one on the Melbourne at night, in a high sea state and no shore diversion could be described as 'intense'. The Landing Signals Officers (LSO's) did a fantastic job getting us on board safely in these conditions. Australian Trackers were flown single pilot, the co-pilot duties performed by the Tacco, a highly qualified Observer. A great posting for a kid just off Pilot's Course.

It had the capability of a P-3B and could be on task in minutes off the carrier instead of the Air Force's hours (and that was assuming that the RAAF wasn't having a 'sportie', not in the bar and it was a week day) and we often worked in pairs. Tracker sorties were flown round the clock during an exercise, each one up to six hours, some of it at low level, at night down to 300ft on the radalt when conducting MAD trapping patterns.

It carried two homing torpedoes, rocket pods and depth charges, in addition to sonobuoy sensors ejected from the tubes in the rear of the engine nacelles. Formation and 20 degree rocketing on the range or splash target was a buzz. The sound of the two Cyclones at 56" of boost was something else.



Click the video below to see the Trackers at an air show at Nowra back in 1984.



Another building that has survived time and the elements, though these days could do with a little TLC, is the old RAAF flight office (below). This building is not far from the [Gippsland Armed Forces Museum](#), and, if you're ever in the Gippsland area, do yourself a favour, take a few hours off and have a look through the Museum. Make sure you take your glasses, there are a lot of photos and tons of material to read.



Admission to the museum is a very affordable \$4.00 for adults, (seniors \$2.00), Children \$1.00 and a family ticket is \$10.00.





# The RAM

Vol 48

Page 14



FF



# The RAM

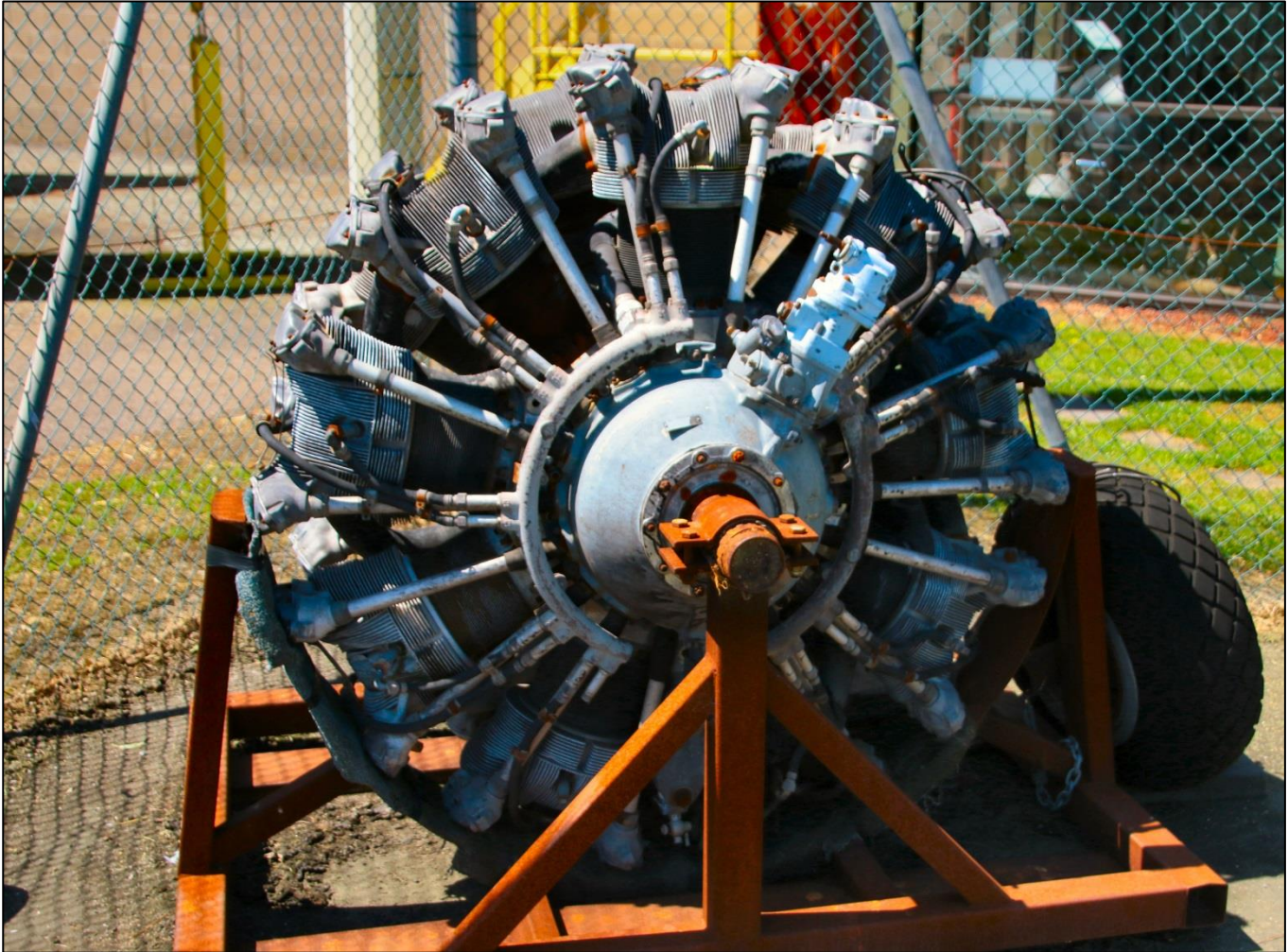
Vol 48

Page 14





We had to include the pic below – it's sure to get Donny P all sentimental and teary.



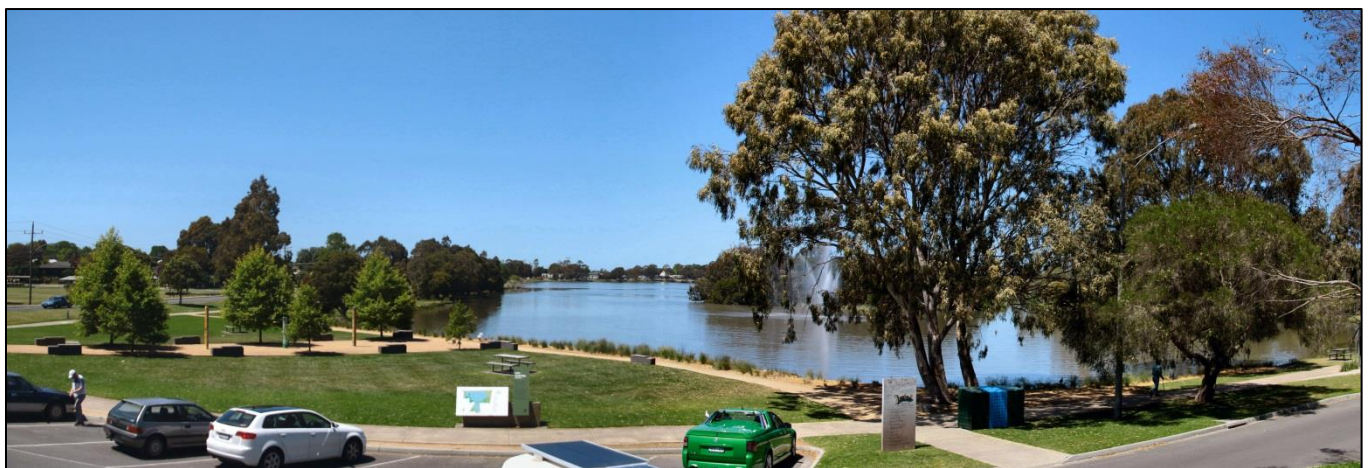
After we'd spent some hours looking through the museum, where we were very well looked after by the volunteer staff, we headed back to Sale. We'd heard a lot about the Lakes, especially Lake Guthridge where it has been reported there are luminous ducks. We had to see that.

Rumour has it WRAAFs newly arriving at East Sale were often taken out to the lake by some kind sharing Airmen, in the old car with the bench front seat, who would park around the back of the lake and wait so the young lady could see one of those luminous ducks.

We didn't see any, probably because it was daylight!!

Did you hear about the drunk who thought that Alcoholics Anonymous meant drinking under an assumed name?







Years ago, a lot of people posted to East Sale would have arrived by train which used to stop at a station not far from the main street. In 1983, the old station and line were demolished to make way for a new Shopping Centre and a new station is located slightly west of the town centre. The signal box, signals and gates have been retained outside the Shopping Centre to mark where the old railway station used to be.



Russ and Sam, two old friends, met in the park every day to feed the pigeons, watch the girls go by and discuss world problems. One day Russ didn't show up. Sam didn't think much about it and figured maybe he had a cold or something. But after Russ hadn't shown up for a week or so, Sam really got worried. However, since the only time they ever got together was at the park, Sam didn't know where Russ lived, so he was unable to find out what had happened to him.



A month had passed, and Sam figured he had seen the last of Russ, but one day, Sam approached the park and lo and behold! there sat Russ! Sam was very excited and happy to see him and told him so. Then he said, 'For crying out loud Russ, what in the world happened to you?' Russ replied, 'I have been in jail.' 'Jail!' cried Sam. What in the world for?' 'Well,' Russ said, 'you know Sue, that cute little blonde waitress at the coffee shop over there?' 'Yeah,' said Sam, 'I remember her. What about her?' 'Well, one day she filed rape charges against me; and, at 89 years old, I was so proud that when I got into court, I pleaded 'guilty'.

'The judge gave me 30 days for perjury.'



This page left blank

# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 15

## **Sale Equipo's and Friends' Reunion, 7th to 9th November, Nov 2014.**

You can click a lot of these pics for a bigger and better quality view.

Over the years blokes and blokettes who worked at East Sale in the Equipo mustering kept in touch with each other by sending out Christmas cards and sometimes including a little note on how life and families were progressing.

As time moved on, a lot of these people scattered to towns and villages all over Australia and face to face contact between a lot became very infrequent and contact dropped off. This was apparent when a few old friends did meet and the conversation eventually became: "what's old so-and-so doing these days" – sadly no-one knew!! It was a no-brainer when some-one suggested, "let's plan a reunion so we can all get together again". So the search began.

As was the norm in the years they served, as mates they knew a lot of personal facts about each other, they knew where their mates came from, where each of them grew up and in a lot of cases knew their mates' families. Knowing all that personal info made it a lot easier to find people, they contacted people in some of the small towns their friends came from, white-pages on line was very handy as was word of mouth, some-one knew some-one who knew some-one and eventually a sizeable contact list of names was put together.

Virginia and Ralf Faber and also Mick Hawryluk led the push and eventually it was decided to hold a reunion for Ex Sale Equipos and friends and to hold it over the weekend 27<sup>th</sup> to 29<sup>th</sup> October 2006 at the Gippsland Veterans Welfare Centre in Sale. Fliers were sent out and 75 people positively responded – and it was on. The reunion went well and people came from all over Australia.



At the 2006 reunion it was decided that they would hold the reunions every two years and that would call for a volunteer(s) to put the next reunion in place. Neil and Kay Short took up the baton and made an executive decision to hold reunion number 2 over the week-end 10<sup>th</sup> and 12 October, 2008 and that everyone would travel to Queensland's Sunshine Coast with the venue being the Coolum-Peregian RSL. 56 people made the journey.



At Coolum, the baton was once again passed, this time to Ian and Julka Shaughnessy who decided to hold the 2010 reunion at the Adelaide Shores Caravan Park with the Saturday night dinner to be held at the Westward Ho Golf Club. This time they had 64 attendees.



The baton then passed to Jack and Pam Simpson electing to put in place the reunion on the 2<sup>nd</sup> to 4<sup>th</sup> November at [Rathmines](#) RSL. 56 people made the journey to Rathmines which also co-incided with the Catalina Festival which drew thousands of people.



This time everyone stepped back, except for Ralph and Virginia Faber who were left with the organisation baton and to Jim Birrell to be the PR man.

This time, the reunion was held back at Sale, back to where it all began, with the venue being the Greyhound Club (below) on Sale Road. 78 people arrived and all had a great time.

As people move into their twilight years, it is noticeable that they enjoy coming together in true mateship to talk about the times when they served their country. They all look forward to 2016.

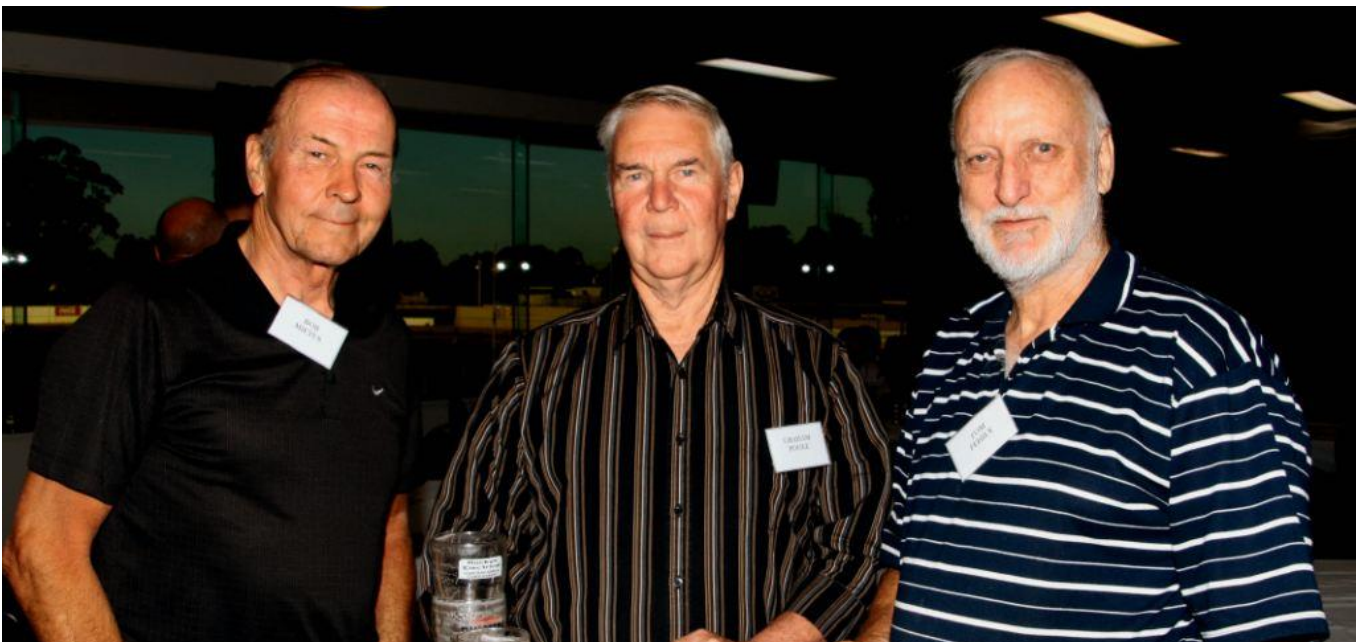


Part of the crowd at the Friday night's meet and greet.

People at the Sale reunion included:



Bev and Harry Allie.



Bob Mietus, Graham Poole and Tom Fehily. Even Radtechs got a guernsey.





Brian Smith, Marie Roberts and Gloria Logan.



Carol Jewell and Pat Anderson





Barry and Marie Roberts.



Cath Griffiths, Daphne Hopping, Lyn Mitchell, Marj Dixon, Maureen Kerr.





Glen Smith, Rosa Wallis.



Greg and Carol Eastwell.





Jenny Allwood, Ann Steele, Pat Lynch.



Jenni and Bob Eising.





Kay Short, Julka Shaughnessy, Lorraine Adam



Kevin Kerr, Laurie Lindsay, Ian "Mitch" Mitchell.

Here's and after and before photo, the one below was taken at Frognall back in 1966.



**Back L-R:** Laurie Lindsay, Kevin Kerr  
**Front L-R:** Andy Esler, Elio Grohovaz , Graeme Moore





Anna Smith.



Kevin Adam, Ian "Rabbit" Shaughnessy.



Marj Dixon, Ann Steele.



Laurie Lindsay, "Ug" Anderson





Mick Hawryluk.



Peter "Moe" Mowlam.



Margaret Flaxman, Jean Marsh, Joan Ramsay.



Marian Low, Keiran Gagan.





Ray Allwood, Harry Wyatt.



Ron Smalley, Richard Low.



Ronald Ramsay, John Wilson, Dean Hopping.



Trevor and Beryl Teis.





Virginia Faber and Jenny Hawryluk.

Virginia and Jenny were the gate-keepers at the Friday night's "gay and hearty" and no-one got past these two intrepid ladies without the correct paid up union card.



Some of the people who got together on the Saturday night to share a meal, to tell huge lies to each other and to promise to meet again in 2 years' time.



Harry Allie



Jim Birrell

We're not normally a suspicious sort of person, but we're sure we saw and heard Harry walk over to Jim, slip a few dollars under the table and say "Hop up there and say a few nice words about me mate, will you?"

We can't be sure that's the way it went, but Jim did take the stand and did say some nice words about his mate, Harry Allie and being forewarned and forearmed, we were able to capture it on the little camera.

You can see and hear him [HERE](#)



Unfortunately, as is normally the case, the night went far too quickly and with a good meal and a few drinks under the belt, it was time for all these old friends to head back to their dongas to catch up on some beauty sleep. How times have changed, years ago these people would still be celebrating, Sale would be rapidly running out of alcohol and everyone would be speaking Braille. Contrary to popular belief, age does weary them.



Before the walking sticks and walkers were collected for the trip home, Jim managed to stir troops and got them all together for a group photo. And below, all the girls who came and who helped brighten up the evening.



We don't know for sure, but we believe the next reunion will be somewhere in Queensland, we'll let you know as soon as it's finalised.

## East Sale Reunion Equipo's & Friends

Friday 7<sup>th</sup> to Sunday 9<sup>th</sup> November 2014



2006 Sale Gippsland Veterans Welfare Centre VIC



2008 Coolum Peregian RSL QLD



2014 Sale Greyhound Racing Club VIC



2010 Adelaide Shores SA



2012 Rathmines Memorial Bowling Club NSW





Crabby Road

6-16-07

*I like to rub my meat with lemon and spices ... is a sentence that most men who grill cannot say without giggling like idiots.*



©Hallmark Licensing, Inc.

Maxine.com

# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 16



## Flying the old ones.

John Laming.

### Four Merlins to Momote.

On March 19, 1958, my crew was scheduled to fly a Lincoln heavy bomber from Townsville in Queensland, to the Admiralty Islands, about 400 klms north of Madang in PNG. The Lincoln was a larger version of the British wartime Avro Lancaster and equipped with four Rolls Royce Merlin liquid cooled engines. Manus Island was part of the Admiralty group and a major Japanese military base during the Pacific war. After Allied forces swept through the Western Pacific in 1944, Manus Island became a staging post for US forces attacking the Japanese stronghold on Pelileu in the Western Caroline Islands. After the war, the Royal Australian Air Force operated the air base at Momote on the eastern side of the island group. The coral airstrip was 5200 ft long, ending at a coral reef at one end and a lagoon at the other. Crocodiles drifted menacingly in a nearby swamp, occasionally seizing an unwary dog and making it risky for anyone walking around the area, especially at night.

***The crew of the Lincoln, with the author at back row centre.***



Nearby revetments held several derelict Douglas Dauntless dive bombers, left behind in 1945. Bullet holes had punctured the tyres, instruments stolen for souvenirs but with a lot of TLC they could have been made airworthy. If I knew then, what I know now about the future value of those machines, I would have bought them on the spot and taken them back home for restoration. But for now they remained behind as battered but still proud reminders of the savage carrier-borne air battles of the Pacific war. Some years after the Australian military abandoned the airstrip, a team of enthusiasts arrived from America to ship the old dive-bombers back to USA. I am glad their story had a happy ending.

In 1958, Guam and the US base at Clark Field in the Philippines represented the main strategic American presence in the Western Pacific region, and the Australian government decided to close down Momote air base leaving a small team of aviation staff to administer inter-island civil



flights. Many RAAF married quarters still held valuable material such as furnishings and roofing tiles and it was decided to transport these back to Townsville. For this task, freight panniers were attached to hard points in the bomb bay of our Lincoln.

The 1,000-mile flight to Momote was planned initially over Port Moresby on the southern coast of New Guinea. In 1942, during the early part of the Japanese campaign to occupy New Guinea, Port Moresby had been the target of constant air attacks by the Japanese. It had a good shipping harbour which was used by Australian and American forces as they built up personnel and supplies from Australia to defend against the threat of Japanese invasion. Jungle clad mountains in this area rise above 13,000 feet. In the Lincoln, our crew donned oxygen masks as the aircraft climbed laboriously to clear them. Once clear of the northern coastline of New Guinea at the wartime airstrip of Kokoda, near Morobe, a left turn takes the Lincoln abeam the former Japanese occupied base of Lae. From this position the direct track to Momote cleared the mist-covered mountains of the Huon Peninsula. The airstrip of Finschafen, once defended by hordes of Zero fighters, is visible through cloud gaps on the left while beyond the right wing is Cape Gloucester on the western reaches of New Britain. Leaving land at Cape King on Umboi Island, the aircraft heads north out over the Bismarck Sea.

## *The route of the Lincoln to Manus Island, 1958.*

If the Battle of Britain was a defining moment of World War II in 1940, the Battle of the Bismarck Sea was its equivalent on the other side of the world in 1943. Then, an armada of Japanese troop ships sailed into the Bismarck Sea from Rabaul in New Britain to reinforce Japanese held Lae. Hugging the northern coastline of New Britain and hidden by low cloud and torrential rain, the transports and escorting warships were spotted by Allied reconnaissance aircraft. As the convoy entered the Vitiaz Strait on its final run into Lae, it was attacked by Bostons and rocket firing Beaufighters of the RAAF and finally finished off by Mitchells and Flying Fortresses of the USAAF. Few ships escaped the carnage and thousands of Japanese troops were lost. The Battle of the Bismarck Sea was truly a turning point of the war in the Pacific.



Meanwhile, back to present day and after passing over the Owen Stanley ranges to the north of Kokoda, we descended back to 10,000 feet and took off our oxygen masks. In 1943, I was an 11-year old school boy living in England. The Battle of the Bismarck Sea meant nothing to me in those days, preoccupied as I was with spotting the occasional German Dornier 217 bomber that flew in at low level over my home in Kent, dropping bombs and belting back to France. Now, in our old Lincoln bomber, the crew was lost in thought, silently contemplating the scene far below where scattered white cumulus drifted gently over the Bismarck Sea, the last resting place of many ships and men.

Two hours later, we landed at Momote air base, where we stayed for two days while the aircraft was serviced and roofing tiles loaded in the freight panniers in the bomb bay. We slept under mosquito nets in the stifling heat, and during the day I explored the cockpits of the Dauntless dive-bombers that I had seen in revetments as we were coming in to land. Fortunately, I didn't see the large jungle spiders that were known to live in thick webs behind the instrument panels. Neither did I see any crocodiles, although the odd loud splash from the local swamp indicated that something was out there.

The return flight to Townsville was planned as an OFE (Operational Flying Exercise). Estimated flight time was ten hours. The route was low level over the sea at 1500 feet eastward to Kavieng on New Ireland, then southeast to the former Japanese military stronghold of Rabaul on northern New Britain. From there we planned over Samarai Island at Milne Bay on the south-eastern tip of New Guinea and thence directly to Townsville. Milne Bay was the scene of another disaster to Japanese forces in August 1942 where they were defeated by Australian troops and RAAF pilots flying Kittyhawk fighters.

On our trip, any ships were to be photographed and their description reported by high frequency radio in code to RAAF Headquarters at Townsville. This was always a convenient excuse for a low pass and beat up. Officially, beat ups were frowned upon, but only if you killed yourself. While I had not flown this route out of Manus Island before, I knew from previous trips in the region we could expect to see the occasional wreck of Japanese or Allied aircraft on the beaches of various remote islands. In fact, only four years earlier, while searching for a missing Royal Air Force Canberra bomber to the north of Kavieng in New Ireland, we spotted what we thought was a yellow rubber dinghy. To get a closer look we flew over it at 50 feet and realised it was a wartime shipping mine covered in rust but still possessing those dangerous explosive horns. Fortunately it could not have been a magnetic mine otherwise this story would not have been written.

Back at Momote with the bomb bay panniers full of roofing tiles and the wings brimming with fuel the Lincoln used up the full length of the 5200 ft runway. There were no take-off performance charts in those days and the Lincoln was held on the runway until the last second. On a tropical day we would barely reach lift off speed of 105 knots before the ocean would flash underneath us leaving a swirl of propeller slipstream on the water. This usually gave the rear gunner (who had his back to the engine), an unwanted thrill.

***1958 was "a very good year for beat ups," and the Lincoln buzzed Momote on the way out.***

The closure of the base meant that ours was probably the last Lincoln out. In view of this auspicious occasion, we had been given the nod on the evening before by a senior officer to beat up the airstrip on departure, and to make it good. I readily agreed, rightly considering it churlish to refuse. Today an unauthorized beat up would be court martial offence and understandably so. But in '58, which was a very good year

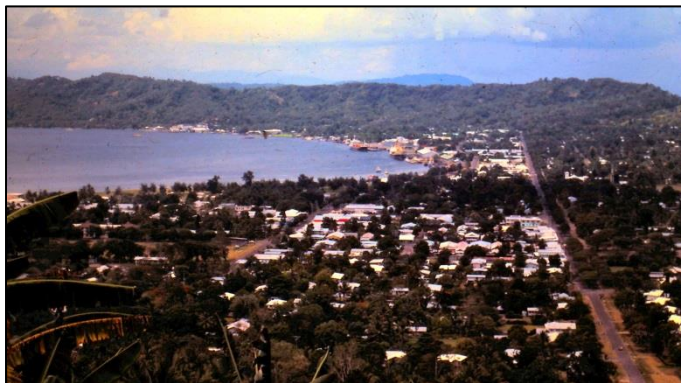




for beat ups, there was a less responsible and more carefree attitude in the RAAF and in any case, a rousing beat up was usually enjoyed by all – within reasonable safety bounds of course.

The Lincoln staggered to 1500 ft and wheeling it over on one wing, I opened up to full power and made a low run down the centre of the runway. The airmen below came out from under the coconut trees to watch. Having seen beat ups before, I knew what a thrill it was to spectators to see this enormous flying machine flash by at low level with its incredible sound of four Rolls Royce engines at full throttle. The same noise put out by four Mustangs in close formation, if you can imagine it. At 26 years old and in command of this beautiful old bomber, I was in my element. Ten years earlier as a civilian, I had been a broom wielder in a Camden hangar sweeping the dusty floor around the wheels of a Lockheed Hudson and dreaming of becoming a RAAF pilot.

There was no time for reflection and after pulling the Lincoln up into a steep climbing turn we set course for Rabaul. Hardly had the co-pilot set cruise power when a radio call came from the RAAF air-sea rescue launch just off shore beyond the reef. Could we carry out just one low pass so that the crew of the launch could take some photographs? To the annoyance of the navigator sitting at his desk behind the captain's seat, I said no problem – here we come, ready or not. As I write this, I cringe at the stupidity of youth and wonder how I survived. The navigator had already set up his charts and now his neat log would have to be revised with a new departure time. Stiff – I thought, and brought the Lincoln around to line up on the launch two miles away. This was inexcusable brashness on my part but I soon flushed any guilty thoughts away and concentrated on the task at hand.



The launch was painted pale blue with RAAF roundels on each bow. Its ensign fluttered at masthead and I noticed a canvas sunshade over the stern. We went very low over the boat at 220 knots and full power, pulling up into the usual steep climbing turn, and waving to the crew on the launch.

The rear gunner who of course could not see the launch until we passed, called up on the intercom that our propeller slipstream had clean blown away the sun shade on the launch. Well satisfied with the congratulations from the launch skipper on the mighty beat up, we again set sail for Rabaul, accompanied by the grumbling of the navigator who had lost his chart under the table during the tight turns. In the light of 56 years since that day at Momote, I find myself almost too embarrassed to record this episode on paper. But then things were different in those days.

Time dims the finer details of the flight to Townsville, but there were two events that I clearly remember. The first: as we flew eastbound skimming the waves over the Pacific between Momote and Kavieng. The tactical navigator sitting up front in the bomb-aimer position, spotted

a lone outrigger canoe with its sail attached, a few miles off Kavieng. The occupant was probably out there catching his family's evening meal. This was too good an opportunity to miss and the radio altimeter eased steadily down to 100 feet as we bored in to show the flag for Australia, so to speak.

To our amazement, the fisherman dived overboard as we approached. Concerned that the slipstream might damage his frail craft, I banked the Lincoln at the last second and asked for a report from our rear gunner. He saw the fisherman surface next to his outrigger and then we were gone. It occurred to me that, only 14 years earlier, Rabaul and its surrounding waters had been a maelstrom of bombs and machine gun fire from low flying Japanese and American aircraft. The poor fisherman, seeing a four-engine bomber bearing down upon him, probably thought that World War III had started, and the baddies were out to get him.

My youthful immaturity on this trip surfaced again as we flew past Samarai Island, 30 miles from Milne Bay on the eastern tip of New Guinea. It could have ended in tragedy except for good fortune. During operational training exercises, ship sightings would be reported, which often necessitated us getting up close and personal to photograph the vessel concerned. This usually meant a fly-past at 500 ft parallel to the ship's course while the signallers would take pictures with a large F51 hand-held camera and might even try their luck at sending greetings in Morse code using an Aldis lamp.

***The USS Bowbell, photographed from the Lincoln.***



I fancied myself at ship identification and after the navigator picked up an echo on the radar I climbed a little then spotted a low shape streaming a long wake. Calling the crew to action stations, and having identified the ship as an Australian destroyer, I decided that this was big game and that we should practice mock warfare. Opening the bomb doors, I opened up the power and increased speed toward the destroyer for a dummy torpedo attack. The Lincoln carried depth charges and torpedoes mainly for anti-submarine use, although in this case the bomb racks held four cargo panniers full of roofing tiles instead. The destroyer captain was not to know this, of course, nor would he know our nationality. Normally, exercises with naval ships were well planned in advance, and the ships knew the games to play. My intention was to get in low for a quasi-legal beat up, wave madly at the sailors as we passed by and turn once again for home.

As we approached at 100 ft, the destroyer shape turned into a frigate and the massive bow wave indicated a surprising turn of speed. It then heeled over in a tight turn just before we roared over at mast height. A signaller on the left window look-out position of our Lincoln then spotted what appeared to be a battery of guns pointing straight at us and tracking our flight path. As we flashed overhead I was startled to see an American flag streaming from the masthead. The rear gunner was quick enough to read the name Bowbell on the ship's stern.



I closed the bomb doors and came back showing the red, white and blue roundels under the wings. This time it was a slow fly-past for our cameras and we saw the ship's crew now on deck and all waving. We circled a few more times and waved back before departing once again for home. The whole episode troubled me, and I pondered the saying that fools step in where angels fear to tread. We sent a sighting report to the RAAF HQ at Townsville Sydney, describing the US ship, its course, estimated position and speed.

Not long after, we received a coded message that the ship was indeed the USS Bowbell and that it was heading to Singapore. Later we found out that US personnel were being threatened by political riots in Singapore and that the Bowbell was on a rescue mission. There was an added message from the captain saying that he had nearly mistaken our Lincoln for a rebel Indonesian bomber about to attack his ship and that he had almost shot us down. He had a good point, of course, because understandably he would have been on instant alert at seeing an unidentified four engine bomber with bomb doors open boring in at 100 feet with seemingly warlike intentions.

I asked the signaller to acknowledge receipt of this message from Bowbell, but restrained myself from adding that if the Bowbell had shot at us, we would have retaliated by dropping our load of roofing tiles down his funnel! We heard nothing more of the episode, but I still have a prized close up photograph taken of the Bowbell at high speed. In this current era of over-regulation, it may seem, understandably to anyone reading this story now, that we were a bunch of over-enthusiastic young men with little sense of professional responsibility. But it was another time and things were different then.

For this ancient airman, they were the good old days and I mourn their passing.

Whose idea was it to put an 'S' in the word 'lisp'?

## Ulithi

Although its existence was kept secret throughout the war, the US naval base at Ulithi was for a time the world's largest naval facility.

Ulithi is an atoll in the Caroline Islands of the western Pacific Ocean, about 575 klms southwest of Guam, 1,360 klms east of the Philippines and 2,100 klms south of Tokyo. It is a typical volcanic atoll with coral, white sand, and palm trees. The reef runs roughly 35 klms north and south by about 15 klms across enclosing a vast anchorage with an average depth of 80 to 100 feet - the only suitable anchorage within 1,250 klms. At 550 km<sup>2</sup> it is one of the largest in the world. Three dozen little islands rise slightly above the sea, the largest only half a square mile in area.



There are four inhabited islands on Ulithi Atoll, Falalop, Asor, Mog Mog and Fedarai. Today Falalop is the most accessible with an air strip, a small resort hotel, fuel dealership, store and one of three public high schools in Yap state. Several sunken warships rest at the bottom of the Ulithi lagoon, including the USS *Mississinewa*, a fleet oiler which sank fully loaded.



In November 1944, while the U.S. Navy fleet lay at anchor, the oiler USS *Mississinewa* erupted in a ball of flames. Japan's secret weapon, the *Kaiten*, a manned suicide submarine, had succeeded in its first mission.

The *Kaiten* was so secret that even Japanese naval commanders didn't know of its existence, and after the attack the Americans kept it secret as well. Embarrassed by the shocking surprise attack, the U.S. Navy refused to salvage or inspect the sunken Mighty Miss. Only decades later would the survivors understand what really happened at Ulithi, when a diving team located the wreck in 2001.



Early in 2001 the sunken tanker was found to be seeping oil into the lagoon. The United States Navy responded, locating the tanker, tapping her storage tanks, and pumped off her oil. The clean-up operation was completed in February 2003.

Ulithi was a major staging area for the U.S. Navy in the final year of the Second World War. Back in March 1945, 15 battleships, 29 carriers, 23 cruisers, 106 destroyers, and a train of



oilers and supply ships formed the mightiest force of naval Power ever assembled and must have required a tremendous supporting establishment. Ulithi, the biggest and most active naval base in the world was indeed tremendous but it was unknown. Few civilians had heard of it at all. By the time security released the name, the remarkable base of Ulithi was a ghost. The war had moved on to the Japanese homeland and the press was not printing ancient history about Ulithi.

The U.S. Navy arrived in September 1944 and found about 400 natives living on the four largest islands. These people were moved to smaller Fassarai and every inch of these four was quickly put to use. Asor had room for a headquarters, port director, radio station, evaporator (rain was the only freshwater supply), tents, small boat pier and a cemetery. Sorlen was set up as a shop for maintaining and repairing the 105 LCVs and 45 LCMs that became beasts of all work in the absence of small boats. Mog Mog was assigned to recreation. The big island, Falalop, was just wide enough for a 3500-foot airstrip for handling the R4Ds (Douglas DC-3s) and R5C Commandos which would presently fly in from Guam 1269 passengers, 4565 sacks of mail and 262,251 pounds of air freight a week. This took care of a few services - but where were they going to put the naval base?

Enter "the secret weapon," as Admiral Nimitz called [Service Squadron Ten](#). Commodore Worrall R. Carter survived Pearl Harbor to devise the miraculous mobile service force that made it possible for the Navy to move toward Japan in great jumps instead of taking the slow and costly alternative of capturing a whole series of islands on which to build a string of land bases.



Within a month of the occupation of Ulithi, a whole floating base was in operation. Six thousand ship fitters, artificers, welders, carpenters, and electricians arrived aboard repair ships,

destroyer tenders, floating dry docks. USS AJAX had an air-conditioned optical shop, a supply of base metals from which she could make any alloy to form any part needed. Pontoon piers of a new design were built at Ulithi, each consisting of the 4-by-12-pontoon sections, filled with sand and gravel, and then sunk. The pontoons were anchored in place by guy ropes to deadmen on shore, and by iron rods driven into the coral. Connecting tie pieces ran across the tops of the pontoons to hold them together into a pier. Despite extremely heavy weather on several occasions these pontoon piers stood up remarkably well. They gave extensive service, with little requirement for repairs. Piers of this type were also installed by the 51st Battalion to be used as aviation-gasoline mooring piers near the main airfield on Falalop.

The USS *Abatan*, which looked like a big tanker, distilled fresh water and baked bread and pies. The ice cream barge made 500 gallons a shift. The dry docks towed to Ulithi were large enough to lift dry a 45,000 ton battleship and the small island of Mog Mog became a rest and recreation site for sailors.



Fleet oilers sortied from Ulithi to meet the task forces at sea, refuelling the warships a short distance from their combat operational areas. The result was something never seen before: a vast floating service station enabling the entire Pacific fleet to operate indefinitely at unprecedented distances from its mainland bases. Ulithi was as far away from the US Naval base at San Francisco as San Francisco was from London, England. The Japanese had considered that the vastness of the Pacific Ocean would make it very difficult for the US to sustain operations in the western Pacific. With the Ulithi naval base to refit, repair and resupply, many ships were able to deploy and operate in the western Pacific for a year or more without returning to the Naval base at Pearl Harbor. Many refrigerator and supply ships belonged to three-ship teams, the ship at Ulithi had cleaned out and relieved sister ship No. 2 which was on the way back to a rear base for more supplies while No. 3 was on the way out to relieve No. 1. Over half the ships were not self-propelled but were towed in. They then served as warehouses for a whole system of transports which unloaded stores on them for distribution. This kind of chain went all the way back to the United States. The paper and magazines showed England sinking under the stockpile of troops and material collected for the invasion of Normandy.



The Okinawa landings were not so well documented but they involved more men, ships, and supplies, including 600,000 gallons of fuel oil, 1500 freight cars of ammunition and enough food to provide every person in Vermont and Wyoming with three meals a day for fifteen days. They added men, mail, and medical supplies, and began to take orders for spare parts.

The Japanese had built an airstrip on Falalop. It was expanded and resurfaced, the runway running the full width of the island. The east end of the strip was extended approximately twenty feet past the natural shoreline. A number of small strips for light aircraft were built on several of the smaller islands. The Seabees completed a fleet recreation centre at Mog Mog island that could accommodate 8,000 men and 1,000 officers daily. A 1,200-seat theatre, including a 25-by-40-foot stage with a Quonset hut roof was completed in 20 days. At the same time, a 500-seat chapel was built. A number of the larger islands were used both as bases to support naval vessels and facilities within the lagoon

When Leyte Gulf was secured, the floating base moved on and Ulithi which had had a temporary population the size of Dallas and had been the master of half the world for seven months, shrank to little more than a tanker depot. Once again, it became a quiet, lonely atoll.



# The RAM

Vol 48

Page 16





# The RAM

Vol 48

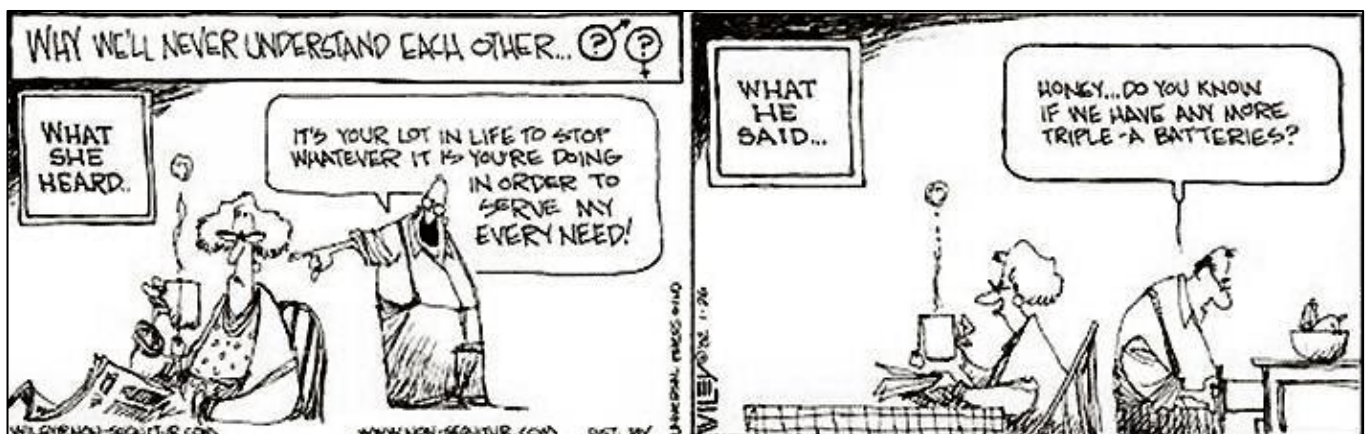
Page 16





Some film footage [HERE](#)

Marvellous what you can do when money is no object.





This page left blank.

# The RAM.

Vol 48

The Magazine by and for Serving and Ex-RAAF People and others.

Page 17

## Sick Parade.

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



### Allan George.

"Bob Senkewitz may claim the first funnel-web sighting," allows Allan George, of Tuross Head (which he did, in Saturday's Sydney Morning Herald, Column 8 [21Oct]), "but can I claim first biting?"

On Thursday [16Oct] at 4pm, while removing some agapanthus plants, I received two bites from a funnel-web and spent the night under observation in Moruya Hospital. Fortunately, I did not need any antivenene, but I was very well cared for by the hospital staff.

The agapanthus' sentence has been repealed until further notice."

Read more [HERE](#).





This page left blank.

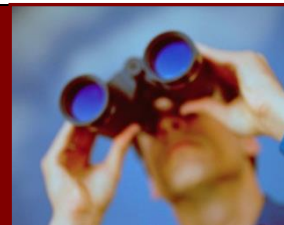
# The RAM.

Vol 48

The Magazine by and for Ex-RAAF People – and others

Page 18

## Where are they now?



### **Owen Murrell.**

John McDougall is looking for Owen Murrell who was a Loadmaster at RTFV in 1964-65. John says, “Frank Moylan, Engine Fitter at RTFV at the same time as Owen is desirous of contacting him. I have not seen or heard of him since we left Vung Tau so are unable to assist. He is not on the deceased members list so assume he is still with us. Any information would be greatly appreciated”.

If you can help, let us know and we'll pass on the info to John.

### **Fairbairn Barber.**

Richard Michalak got in touch, he says: My father was the barber at Fairbairn for about 20 years. I am looking for photos of his barbershop and maps of the base from the 50s to the 70s so I can identify where his place was. I think near the Sergeants mess but I can't be sure.

Any ideas where I should look ?

If you can help, let us know and we'll pass on the info to Richard.



This page left blank.

# The RAM.

Vol 48

The Magazine by and for Serving and Ex-RAAF People,  
and others

Page 19

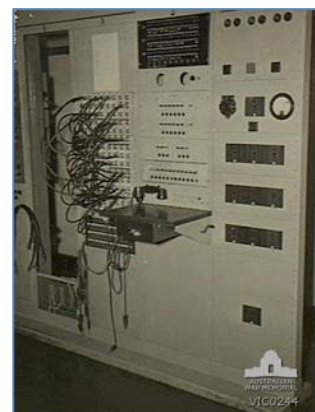
## Your Say!



The RAM does not necessarily endorse the content of this page.  
Any views expressed herein are solely those of the author  
and do not necessarily reflect those of the RAM.

## WRRS

We heard from Wng Cdr (ret'd) John Smythe who said, "I've been trolling through the Radschool Magazines and came across the reference to WRRS in [Vol 32, Page 12](#). In case there has been no information supplied to date, the following may help. WRRS stands for Werribee Remote Receiving Station; it was an outstation of Melbourne Telecommunication Unit (MTU Frognall), along with Laverton Transmitting Station. It provided RAAF international radio communication (Teletype) links to Vancouver, Gan, Singapore, and a couple more that elude me at present. During my time at MTU (CO WCDR Reg Moore) in 1966/67 OIC WRRS was an RN exchange Lieutenant Ivor Rothwell, and WRRS was often referred to as HMS Werribee.



(Thanks John – I've updated the site. tb)

## Down the tubes??

Arthur Ellem sent us this. He says "The real problem is not with Abbott or any other single individual. It is with Australians generally. Australians are living increasingly in Cloud Cuckoo Land and beyond their means, unable to see what is happening. In all the squealing about the federal budget I did not hear a single interest group suggest how money should be raised to fund their particular perceived need. We have Nick Xenophon and Jay Weatherill telling us that the ASC should build the new submarines for Australia. That's fine, but first they must



explain why the ASC is the most expensive place in the world to build a boat and why it takes longer than anywhere else in the world to do it.

Yesterday, while wandering around the supermarket in Kuala Lumpur doing the shopping, I noticed that apples from Australia were thirty percent more expensive than those from New Zealand, America and South Africa. The baked beans (SPC) were more than double the price of those from England, America, South Africa, and Europe. It was the same for every similar item in the shop. Australia is the most expensive source of food among the developed countries of the world. However, I still purchased much of what I bought from Australian sources as a form of patriotism I guess. The countries that are mentioned above are Australia's direct competition.

Things are going to get much tougher for Australia. Humes have just built a massive, modern, state of the art cement works in Ipoh and are exporting to Australia. The situation is similar in Indonesia where two massive cement plants are nearing completion to do the same. My task in the Company I was working in was to bring it up to speed to begin production to export to Australia. The cost of our product including freight is cheaper to ship into Darwin than the freight alone to ship the same product from the Australian factory in Adelaide. The same goes for Perth and Auckland. For the rest of Australia it is still marginally cheaper. By the way, our company is paying almost double the going rate for local labour.



Wages in Australia are almost exactly double those in America. We compete directly with America in the world market place. To be on an equal footing with America, the Australian dollar would have to slip to about fifty five U.S. cents. Imagine what this would do to inflation in Australia. It would double the cost of most of non food items that we buy. Fuel would double in price as more than half is imported.

Australians have lost sight of their position in the world. Argentina, fifty years ago, had the highest standard of living in the world. Look at it now, it has one of the lowest and massive debt that it cannot afford to repay. Argentina went down the road that Australia is heading down. It seems that Australians need to go down the road to disaster before they wake up.

A few years ago, an American author wrote of his fellow Americans: "Semi literacy endows its tribe with the surety and conviction of those who do not know what they do not know, rendering them blustering, happy idiots who have not the slightest notion of anything but appearances."

This applies to a significant percentage of the Australian population too."

They say that sex is the best form of exercise. Correct me if I'm wrong but I don't think 2 minutes and 15 seconds every 3 months is going to shift this beer belly.

## Foreigner Fridge.

Sqn Ldr Mick Kelly writes, "Hi There, It is hard to know where to post this but years ago the Radio and other electrical workshops had the best stocked foreigner fridge for TV and video repairs so I am hoping there are a few in here. Anyway my dad is wanting to develop a display for the Amberley Museum on the work Women did as Instrument fitters in WW2. He is after photos of the ladies at work on the benches besides their male counterparts and also examples of the tools they used. In terms of tools he is specifically after WW2 era Electric Drill, Steel 12 Inch rule, Micrometres, Punches, and an Electric Soldering Iron.



He has screw drivers and spanners from e-bay but is hoping people may know where he can obtain the photos and these tools which are hard to come by. American electric gear is no good as it is 110Volts. Also if anyone knows where a small lathe that they may have been likely to use that would be appreciated too.

This will be an excellent way to showcase the wonderful work our ladies did in this era so any advice or help would be greatly appreciated.

If you know or can pass to anyone who may know of these things and they could pass me the info, that would be great.

Thanks.

## ADF Wages.

Peter Andresen writes, he says "I hope your magazine expends at least a portion of the effort in bringing the present conservative government to task on its total remuneration packages for our serving members as it had done with the previous Labor governments. I left the RAAF and Australia in 1971 after 12 years service and upon my return in 1976 was most surprised to find just how much conditions had improved across the board for our serving members.

My memory of service prior to 1971 was abysmal wages (even for the highest paid groups and officers below SL rank), almost no help when undertaking the enforced moves most did, being treated like a leper when arriving at a new base, many members forced to moonlight, and so on. It looks like those days of conservative government neglect of our armed forces are coming back along with the additional problem of increased numbers of former members suffering from PTSD, primarily because of too long a period under battle stress.





Of course the conservatives fully understand that they will always get the military vote, particularly amongst the lower ranks, no matter how they are treated. The future for our military personnel is far from bright.

## Kel Davey

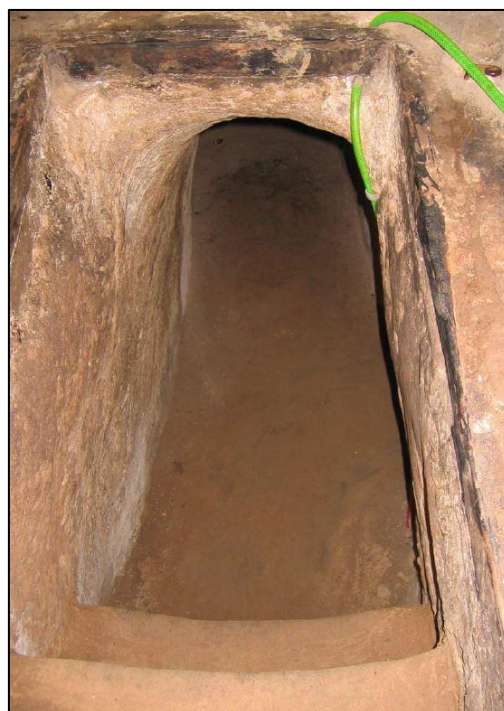
Kel Davey writes, "Hi to all those I worked with from 1972 until 1988 starting at 1RTU, the Rads, 481 Sqn, 478 Sqn, 1 FTS and 482 Sqn. After that I met up with some when I was a contractor for HdH at Amberley from 1992 through when Boeing took over the F-111 mods program then from there to Boeing Head Office as a Tech writer on the Wedgetail project. Now I am back home in Rocky alone but close to siblings and their families. My ex and kids are still around Brisbane where one daughter owns 2 wineries and has stock in almost every chemist shop in Australia through Dr Red Nutraceuticals. I am now 70 and still working part time security for Aurizon at their Rocky admin offices (Taj Mahal) near Rockhampton Railway station, and building ride on model trains for rides at the local Heritage Village. Current project is 1/6 scale Diesel tilt train 12m long filled with electronics, audio, video and sound. I posted some of my Butterworth pics on facebook on the RAAF Butterworth group.

Regards to All,

## Les Ferris

Les Ferris, from 21 Appy writes, " Hi, my wife was researching places to visit in Viet Nam that was of significance to the Australian Forces during the war. She asked a good friend of ours for some info. Here is part of his reply.

Hi guys , Jude said you were looking for places to visit for a friend travelling to nam The most obvious sites are the chu chi tunnels and long tan. The chu chi tunnels tour is a day trip south of Saigon. It is where a vast tunnel system was uncovered in January 1966, it is widely believed that it was discovered by American forces and is still spoken as an American find. In actual fact it was uncovered by the Australian first battalion in January 1966 in an operation called Operation Crimp. It was the setting for a vicious and prolonged fight over a period of days which cost 1RAR several killed and many wounded, the Americans were part of that operation but the tunnels were found when the VC fired from a hole in the bank of a dry creek bed and were spotted by the Aussies. In that action 2 medics were



killed and four other troops were wounded including an officer. I was in that action and from that we found spider holes leading to the tunnels.

One of our engineers died from suffocation when he entered one of the tunnels that day The amount of weapons, ammunition and supplies we captured was massive and documents found put the VC movement in that area at great risk.

If you think there is a story here and would like to talk to Cliff then let me know and I will forward his details”.

Yes please Les – love to hear from him – tb





This page left blank.

# The RAM.

Vol 48

The Magazine by and for Serving and Ex-RAAF People,  
and others

Page 20

## News and Reunions!



### The P3 Orion story.

Air Commodore Ian Pearson RAAFAR is writing the story of the P-3 in RAAF service. This started as a private task but now has Air Force sponsorship and the finished product will be published as a (glossy, but authoritative) book by the Air Power Development Centre. Ian is aiming to achieve this outcome before the Orion -3C is withdrawn from RAAF service.



The story of the P-3 in RAAF service starts in the early 1960s, when the process of selecting the replacement for 11SQN's P-2E Neptunes began. The RAAF P-3 story could have started even sooner. The then P-3V Electra was briefly considered, but judged too expensive to replace 10SQN's ageing Lincolns and as history now records, those Lincolns were grounded in June 1961 with main spar corrosion and replaced in 1962 by the P2V7 (later SP-2H) Neptune.

From the early 1960s until now, those lucky enough to be part of RAAF Maritime have been part of an incredible and often little known story. To the extent that it is possible to do so, Ian intends to tell that story to a broad audience.



He welcomes your input! To this end he plans to attend VPI Fridays (in Canberra), as often as possible, to connect with Canberra-based members and as he is a member of MSA, he can connect with a number of people via the various state-based gatherings. Ian says "The recent 75th anniversary celebrations in Adelaide proved to be a very useful opportunity to catch up with many of you. Indeed, I hope you aren't hearing from me for the nth time and if you are, a little reinforcement goes a long way! Otherwise I am contactable on DRN [HERE](#) or my private email address [HERE](#) or you could get my mobile phone number from the Radschool Association

"While I welcome your war (and other) stories, I need authoritative evidence (eg log book extracts, photos, etc), to support any tale you may wish to see in print. Naturally I am unable to use any material that is still classified. What I am particularly looking for is anything that either materially contributes to the story of the P-3 in RAAF service, or a story you would want to be reading in a book. If you have a photo that you would like to see included, I need details like the names of any people in the shot, aircraft tail number, date and any other information you have to provide the all-important context. Poor quality photos (generally), just another SAR or just another Gateway sortie isn't going to make the cut, but if there was something significant, or otherwise interesting about those sorties, I want to know about it. You may have the very story everyone wants to read!

I look forward to catching up with old mates and to meeting those of you I don't already know. No doubt someone will point you in my direction if you don't know who you are looking for!"

## Ambulance Drone

23-year-old Alec Momont, a Belgian Industrial Design Engineer, is seeking sponsors to get his prototype "ambulance drone" off the ground. The airborne medical kit can be flown to the scene of an emergency without the risk of traffic delays at speeds of up to 100km/h (60mph). The precious minutes it saves could mean the difference between life or death. Alec came up with the design while studying at Delft University of Technology.

Around 800,000 people suffer a cardiac arrest in the European Union every year and only 8.0 percent survive. The main reason for this is the relatively long response time of emergency services of around 10 minutes, while brain death and fatalities occur with four to six minutes. The ambulance drone can get a defibrillator to a patient within a 12 square kilometre (4.6 square miles) zone within a minute, reducing the chance of survival from 8 percent to 80 percent. The drone tracks emergency mobile calls and uses the GPS to navigate. Once at the scene, an operator, like a paramedic, can watch, talk and instruct those helping the victim by using an on-board camera connected to a control room via a livestream webcam.



However, the drone is still in its infancy as far as developing its steering mechanism and legal issues regarding its use are concerned. Momont wants it to become a 'flying medical toolbox' able to carry an oxygen mask to a person trapped in a fire or an insulin injection to a diabetes sufferer. He hopes to have an operational emergency drone network across the Netherlands in five years.

The drones are expected to cost around 15,000 euros (\$19,000) each but when operational, it is hoped they will save hundreds of lives. It is essential that the right medical care is provided within the first few minutes of a cardiac arrest, getting to an emergency scene faster can save many lives and facilitate the recovery of many patients. 'This especially applies to emergencies such as heart failure, drownings, traumas and respiratory problems and it has become possible because life-saving technologies, such as a defibrillator, can now be designed small enough to be transported by a drone.

Click [HERE](#) to see a video of the drone in operation.

## The Casualty List

A great number of us know about the "Butcher's List": the list of 500-plus Australians and New Zealanders who died through various means during Australia's involvement in Vietnam during the period 1963 to 1973.

Very few of us know about those who were wounded, hurt and disabled during this period. The Casualty List is an insight to the real human cost that Australia and Australians paid during our involvement in the Vietnam conflict.

The research into the information required to put together this list has taken the author over 20 years of on-and-off study, reading unit histories, speaking with Veterans, listening to their stories, their tales, their humour, their hurts; and then corroborating the facts. The nature of this list means that it is constantly being edited, is nowhere near complete and some errors appear. For this, the buck stops with the author, no-one else. To correct errors and omissions the author welcomes the addition of further information which can be sent by email to [enquiries@thecasualtylist.com](mailto:enquiries@thecasualtylist.com)



This list is as close to the truth about what happened to many of the Veterans who served in Vietnam as anyone can get. In the author's mind, the truth must be told, at whatever cost. Some of the casualties listed will cut close to the heart, the mind, and the psyche, and will hurt some, if not all of us. Some may be appalled, some may be horrified. Sometimes the truth is like this.



It gives me pleasure to announce that [The Casualty List](#) has been accepted by the Australian War Memorial

I wish to thank the AWM for their help and guidance.

Cheers,

Bob Coker (WA)

## Avalon AirShow 2015

A series of spectacular battlefield re-enactments will provide a unique dimension to Airshow 2015. These ground warfare scenarios will be in keeping with the event's observance of the centenary of Anzac. Battle sequences will be staged on a number of "historic combat zones" on a large tract to the east of the main Avalon runway.



The scenarios will include trench warfare (World War One), desert and European campaigns (World War Two) and other sections focusing on, Vietnam and the Gulf War. Re-enactment groups from throughout the state will gather at Avalon for the occasion.

Members of the Australian Great War Association will stage a World War One battle complete with trenches, period weaponry, heavy equipment and soldiers in authentic uniform. The Light Horse Museum will host a captivating display including weapons, field artillery, photographs, memorabilia and a fully decked out field hospital.

The Geelong Military Re-enactment Group will take part in the recreation of the Battle of Brellos Pass (Greece April 1941) complete with German and Australian artillery and assorted heavy vehicles including two German Panzer tanks.

This 20 minute performance will be presented twice daily and can be viewed from a grandstand adjacent the battlefield. Members of the Commemorative History Society will provide equipment and uniformed troops for a living display on war in the Pacific. The Victorian Military Vehicle Corps will supply a vast array of wartime machinery including tanks and heavy armour.

The Corps will present four campaign displays reflecting the two World Wars and the Gulf War. Airshow 2015 will also feature a stunning array of military aircraft from the birth of Anzac to the present day.

A series of unforgettable flying displays will pay tribute to the heroes of the sky in the centenary year of the Gallipoli landings. The Airshow consists of four trade days and three public sessions. It will be staged at Avalon Airport (Vic) between 24 February and 1 March with the final three days, 27 February to 1 March, open to the public

You can see more information [HERE](#).

## Ballarat WAGS

Some time ago, a builder who was demolishing an old suburban house in Melbourne, noticed an envelope with faded photos dumped in a rubbish skip. On having recognising these as Air Force related he fortunately kept them and passed them to Kevin O'Reilly who is a member of the RAAFA Ballarat and Aviation Historical Soc. of Aust. for interest and preservation. Thanks to the diligence of the photographer, (presumably Thomas Worley who was on the same course and whose kit bag number appears in one shot) names have been included on the back of some and as a result the writer has been able to identify all members of the WAG (Wireless Operator/Air Gunner) course which commenced on the 9<sup>th</sup> January 1942 at the recently opened Ballarat Base (No1 WAGs) and who resided in Hut 15.



No 1 WAGs Base Theatre in 1941. Occasion unknown but possibly passing out parade and address.





These young men who had volunteered were responding to a call to arms for air crew at the behest of the Empire Air Training Scheme which undertook to supply partly trained airmen for the defence of England. It is easy on looking at their faces, that these young fellows were full of enthusiasm for the adventures that were ahead of them. Sadly, of the 14 occupants of Hut 15, only 4 would survive World War 2 and most would be killed within two years of their training.



Occupants of Hut 15, click the pic for their names. This pic most likely taken by airman Worley.

The attrition rate amongst the early air crews in this war was horrific.

Kevin O'Reilly had done his National Service at this Ballarat Base back in 1955, so these photos and the resultant material were of special interest to him





Looks like a Monday night...



Overies were the dress of the day back then too.





Edgar Brown and Edgar South at the drink fountain

Edgar Harold Brown was born in Brighton in Victoria on the 29<sup>th</sup> September 1916. He enlisted on the 8<sup>th</sup> December 1940 and after Ballarat was attached to 34 Sqn RAF. He was in a reserve crew in the 7<sup>th</sup> plane for (6) Bombers to raid Sungei Patani. One plane of the six bogged and the reserve aircraft took off in its place. Storms were encountered one hour approximately from Singapore and two aircraft returned to base. One aircraft reached the target area. Two others flew till dawn and no wireless communication or any further news was heard at all from Brown's machine. He was declared dead on the 10<sup>th</sup> January 1940.

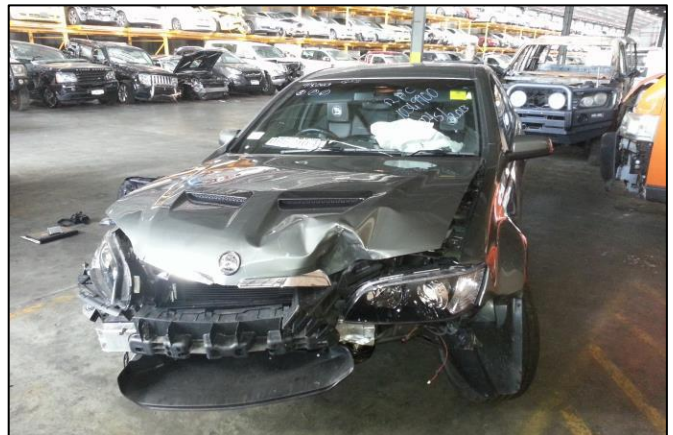
Edgar South was born on the 4<sup>th</sup> September 1913 at Lakes Entrance. He enlisted in Melbourne on the 8<sup>th</sup> December 1940 and was attached to 100 Squadron RAF and was reported missing in the Far East. It was later reported that he had survived an incident as a POW of the Japanese. He dies of Cholera in a POW camp in Thailand on the 21 July 1943.

## Big Brother.

A driver lodged an insurance claim stating that he was driving his high powered HSV sedan through residential streets and as he turned a corner, claims that he missed third gear and accidentally changed into first gear. As a result he lost control of the vehicle, left the road into parklands and crashed into trees. The vehicle was severely damaged and both airbags were deployed. The member said that he was only doing the speed limit at the time.



The claimant's version of events, the extensive damage to the vehicle and the fact that it was a high powered vehicle triggered concerns and as a result, inquiries were conducted and the claimant was interviewed. The claimant maintained his version of events that he was doing 50kph and only lost control when he put it in the wrong gear. He denied any reckless or deliberate acts.



Other inquiries were conducted to locate witnesses or physical evidence at the scene, however on this occasion there was nothing available. Police had attended but no charges were laid. In many instances, without sufficient evidence to prove otherwise, these claims would be accepted.

However claimants of TCU had recently attended a conference on motor vehicle theft and fraud where there was a presentation on how it was possible to download and access information stored in certain vehicle's Air Bag Control Module. The Air Bag Control Module (ACM) stores data much like a planes 'black box recorder' and can give an insight into what a vehicle is doing up to 10 seconds prior to an incident or crash.

The airbag control module is housed within the vehicle and is very well protected. In this instance the following data was downloaded in regards to the crash:

Parameter	-2.5 sec	-2.0 sec	-1.5 sec	-1.0 sec	-.05 sec
Vehicle Speed (MPH)	52	49	57	54	39
Engine Speed (RPM)	5376	4736	6592	4672	3712
Accelerator Pedal Position (Percent)	28	8	100	0	0
Percent	100	24	100	24	33



throttle					
Brake Switch Circuit State	Off	Off	Off	On	On

What was of particular interest in these details is that 1.5 seconds prior to the airbags being deployed (when the crash occurred) the claimant was travelling at a speed of 57 MPH (91.7Kph) with the throttle at 100% and the accelerator pedal depressed at 100%. The vehicle was also redlining at 6500 RPM. What this reveals is that the claimant was driving with his foot flat to the floor until he applied the brake a half second later when he lost control and it was too late. The speed limit was 50kph and the claimant was travelling a whopping 41kph above the speed limit, which is dangerous in any circumstance.

The claimant was re-interviewed and surprised at the evidence we were able to obtain. He could not offer any defence to the irrefutable evidence on his reckless driving and chose to withdraw his claim and arrange his own repairs.

It's fair to assume that big brother is everywhere these days, and in this case even in your vehicle. The vehicle was a total loss and resulted in a \$50000 saving to the RAC. This has now become a very effective and invaluable tool in investigating claims with questionable manner of driving.

So – don't try and beat the big boys....

