

THE RAM

THE MAGAZINE BY & FOR SERVING & EX-RAAF PEOPLE & OTHERS

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

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Our lovely Page 3 girl this issue is Janice Dixon and we have lots of old time pics.

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Windows 10 is here to stay – but is it for you? And how do you make a recovery drive?

See Page 4

Gallipoli Barracks at Enoggera (Qld) puts on another party for the troops and their families

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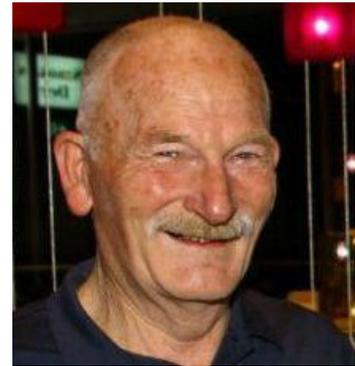


Life is not a bed of roses for disabled Vets and Ted has a look at UAV's.

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John Seward and Arthur "Gus" Comer tell us their stories

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We try and unravel the mystery behind different grades of engine oil.

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Vietnam Vets finally get their rewards and Allan has a look at car lemons.

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We have a look over the base at Wagga.

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Is sugar really that bad?

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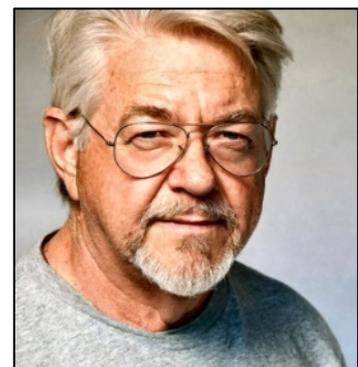


Jeff remembers his jungle training at Canungra and DVA (Qld) put on a Christmas Party.

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How to make a Syrian Salad.

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The GEMS people and their ladies have a rip snorter of a get together in Wagga.

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It's wonderful to see that Remembrance Day is so well celebrated.

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Escape or fry – the reasoning behind the cockpit knife and 3 Sqn hold a get together at the Caloundra RSL,

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Sick parade.

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

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

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

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Index.

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

Opinion.

George Mansford got it right when he said”

“All for One and One for All



It would seem government authorities obsessed with political correctness are creating double standards within our military to appease minority groups. It is an unfortunate initiative which many old diggers would find provocative and offensive. Simply put, applying special treatment and separate rules for minority groups create hostility and divisiveness; not unity

It's granted that we live in a rapidly changing world and our society must demonstrate flexibility to keep up with the times. Nevertheless it does not include prostituting or compromising established values of our way of life which includes standards and discipline within our Armed forces They are not negotiable

Diversity is not new and has always been a characteristic within our Military. No matter what pages of our history since Federation, the composition of our Armed Forces has always been from all walks of life in the towns, cities and suburbs to the outback. Just as importantly, contrary to political correctness, no matter the religion or lack of it, race or colour, all must continue to be treated the same if unity is to be achieved.

There should definitely be no favourites. All have and should continue to be subject to the same considerations, the same discipline and the same sense of purpose. They are well established procedures which develop individual and collective pride and respect for each other within the military family.

Hard and demanding training develops personal bonds and teamwork which ultimately implies caring and sharing for each other and facing the same challenges. Such training creates a powerful weapon for operational service, no matter be our military black, brown, brindle or white. It's called mateship and never them and us.

When time permits, there are church parades for religious worship, however when operational or training demands, duty always comes first. After all, all took the same oath to serve our country and its way of life and unless there is a further surge of politically correct madness, all will still wear the same uniform of our nation

Our military despise poor leadership which is often revealed by favours and special treatment for a selected few. If it persists, there will be resentment within the ranks and the very fabric of that powerful weapon will begin to tear.

Our warriors from all three Services do understand and accept the demands placed on them. They are willing to put their lives at risk. They are at their best when they're given as the original ANZAC's would have said "a fair go"

Put simply "All for one and one for all"----GM

We couldn't agree more!!



Membership.

The response to our membership questionnaire was outstanding, we received hundreds of replies and suggestions and we've decide to go with the following.

We will offer:

1 year memberships for \$12.00
5 year memberships for \$50.00

We'll start early next year, more on this later.



RAM thought for the day.

Have you noticed that life, real honest to goodness life, with murders and catastrophes and fabulous inheritances happens almost exclusively in the Press?

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.



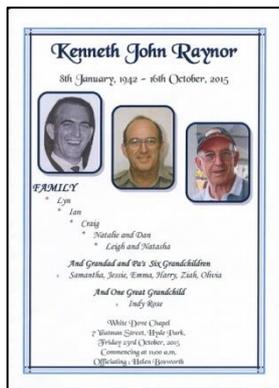
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IN MEMORY OF

Ken Raynor – WOFF RadtechG

Ernie Gimm advises that Ken Raynor died on Friday 16th October.

Ernie attended Ken's funeral which was held on the 23rd October. He says: "I attended Ken's funeral and have attached the front page of the Service Guide. (Click it to read a bigger copy)



Ken was born in Townsville and went to the South Townsville primary. He later attended the Townsville Grammar where he joined the ATC. He was awarded a scholarship and qualified as a Cessna and Tiger Moth pilot before he was 17 years old. He was also a qualified Life Saver with the Picnic Bay Life Saving Club when he met wife Lyn.

He joined the RAAF in the mid to late 60's and served for 21 years with postings to UK and Malaysia. He served in Darwin from Dec 70-74, Williamstown from 74-77, Malaysia 77-80 and later in Townsville where he was promoted to WOff and served as WOff Rad until his retirement in 1989. He then served at Alice Springs and Canberra as a public servant before returning to Townsville to commence his own business.

At age 62 in 2004, Ken was diagnosed with dementia which eventually lead to his death."

Albert "Alby" Burns.

Arthur Rennick advises that Alby Burns, ex WOFF, passed away on Sunday 18 October 2015 after a long battle with prostate cancer. Alby was a Clerk Admin and served in Vietnam from May 1967 to May 1968. His funeral will be held on Wednesday 21st October at the Gregson and Weight funeral home Wises Road, Buderim.



Vic Guthrie, GPCAPT, Retired.

John Griffiths advises that Vic Guthrie passed away in Canberra on Monday, 5th Oct 2015. Vic was buried on Tuesday 13th October in



Mitchell, ACT.

Vic Guthrie was awarded the DFC for his service as CO RTFV/35SQN Vietnam. Vic was the initial CO of RTFV/35Sqn, arriving Vung Tau in November 1965. He returned to 38 Sqn at Richmond in July 1966 flying Caribou and Dakota aircraft. He was then posted as CO Base Squadron, Darwin in 1967 and in 1968, was posted to Dept of Air.

Vic joined the RAAF in 1941 and completed pilot training at Narromine and Forrest Hill. He was sent to England where he was operational in training novice pilots to fly Spitfires and Hurricanes. He was then sent down to India as an instructor with the RAF until 1943/44 when he posted to No 136 Fighter Squadron (RAF) flying Spitfires/Hurricanes against the Japanese in India, Burma, Ceylon.

After the war and back in Australia, he converted to Mustangs and was then posted to Japan with No 82SQN (BCOF), from 1945 until 1947. In 1947 he was posted to 3SQN (Mustangs) then, in 1950, to No 87SQN (Mosquitos).

In January 1956, it was back to the UK for parachute training after which he returned to Williamstown as CO of the Parachute Training Wing.

In November 1959, he was posted to the RAAF Academy as OC Cadet Squadron then it was off to the [RAAF Staff College](#) (Pt Cook) after which he was posted to 11SQN which at that time was flying Neptunes out of Richmond. In December 1961, he was appointed CO of 22SQN at Richmond.

He discharged in May 1970 after 29 years' service and was on staff at Government House, Canberra for 14 years until his retirement.

In May 1966, the Australian Prime Minister Mr Harold Holt pauses for a moment to have his picture taken during his recent visit to the RAAF Transport Flight in South Vietnam. With him are Squadron Leader Vic Guthrie (left) and Flight Lieutenant Richard Jones.





Colin Hendy

Rod McLaren advises the passing of Colin Hendy on 06 November 2015 – he was only 67 years old. Colin was an Engine fitter and crewman with 9 Sqn serving in Vietnam from August 1969 to July 1970.



Vietnam veterans Alan Lamb, Colin Hendy, Peter Robinson, and Brian Mahony

Col was one of the blokes instrumental in getting Iroquois 296 refurbished and installed at the Bull's Creek museum in Perth. He had acute Prostate cancer, which Rod understands spread to his spine and head.

He leaves a wife and family and lived in the Perth suburbs.

Russell Douglas Anderssen.

Stew Bonett advised that "Russ" Anderssen had died peacefully while in the Bundaberg Base Hospital on Tuesday the 22nd September. Russ was a well-known identity and electrician on the first RAAF Mob in Vietnam. Russ was with RTFV from 20 July 1964 to 26 Feb 1965. He had been in poor health with renal





problems. He joined the RAAF as an apprentice and was on the 3rd intake (Sunbeams) which graduated in 1951.

Russ was 84 years old. His funeral was held on Tuesday 29th September, 2015 in Bundaberg.

Kerry Bos

Chris Neil advises the sad news that our colleague Kerry Bos passed away last Thursday 29 October 2015 at 11:00 am. He had been suffering from melanoma, and finally succumbed. His funeral will be held at Christ Church, Rutledge Street, Queanbeyan, on Monday 9 November at 1030.

Nevell Smallwood

John Sambrooks advises that Nevell Smallwood passed away on the 30th August. Nev was a framie and served in Vietnam with RTFV/35Sqn from Nov 1965 to July 1966 as a Sgt. He had been living in Beerwah (Qld) and died just 2 months before his 88th birthday. We knew Nev, damn nice bloke, he will be sadly missed.

Barry Barlow.

Ernie Gimm advises the passing of Barry Barlow. Barry died on the 27th November 2015 and his funeral service was held on the 8th December at the Norwood Park Crematorium in Mitchell, ACT.



Barry was a Teleg and was on course 86 Telegs.

Ron Burr and Ted O'Donovan.

Ernie Gimm sent us this information, sadly, we have no further details.

Ron Burr died earlier this year and Ted O'Donovan died on the 13 October in Seattle Washington.

Page 3 Girl.

Our lovely Page 3 girl this edition is Janice Dixon.



Janice joined the RAAF in February 1987, as Janice Jays, “as a CLKA and as a very young 17 (and a bit) year old”. She was born in Gunnedah NSW and lived on a 7000 acre property on the Liverpool Plains. Her High Schooling was completed at Coolah Central School.



She remembers arriving at 1RTU Edinburgh after an overnight bus trip from Sydney to join Course 8/87 with CPL Greg Baker as its Instructor. She met her husband-to-be, Michael Dixon, while at 1RTU, he was on her 'Brother' course. They both came to Wagga in April 1987 (until August 1987) to complete their Trade Training and fell in love with the area and hoped one day to come back.

Rooky Course 8/87.



Janice is far right, middle row.

After completing their course in August 1987, they were both posted to the Melbourne area, she to OTS/RAAFCOL at Point Cook and Michael, as a Clerk Supply, to RAAFPU (Publications) then Base Squadron Laverton. She was posted to 1SD at Tottenham in May 1988 then in Feb 1989, after she was married, she took a discharge. Their first son arrived while they lived in Werribee, then in July 1992 Michael was posted back to Wagga, where, in 1995, they welcomed their second son.



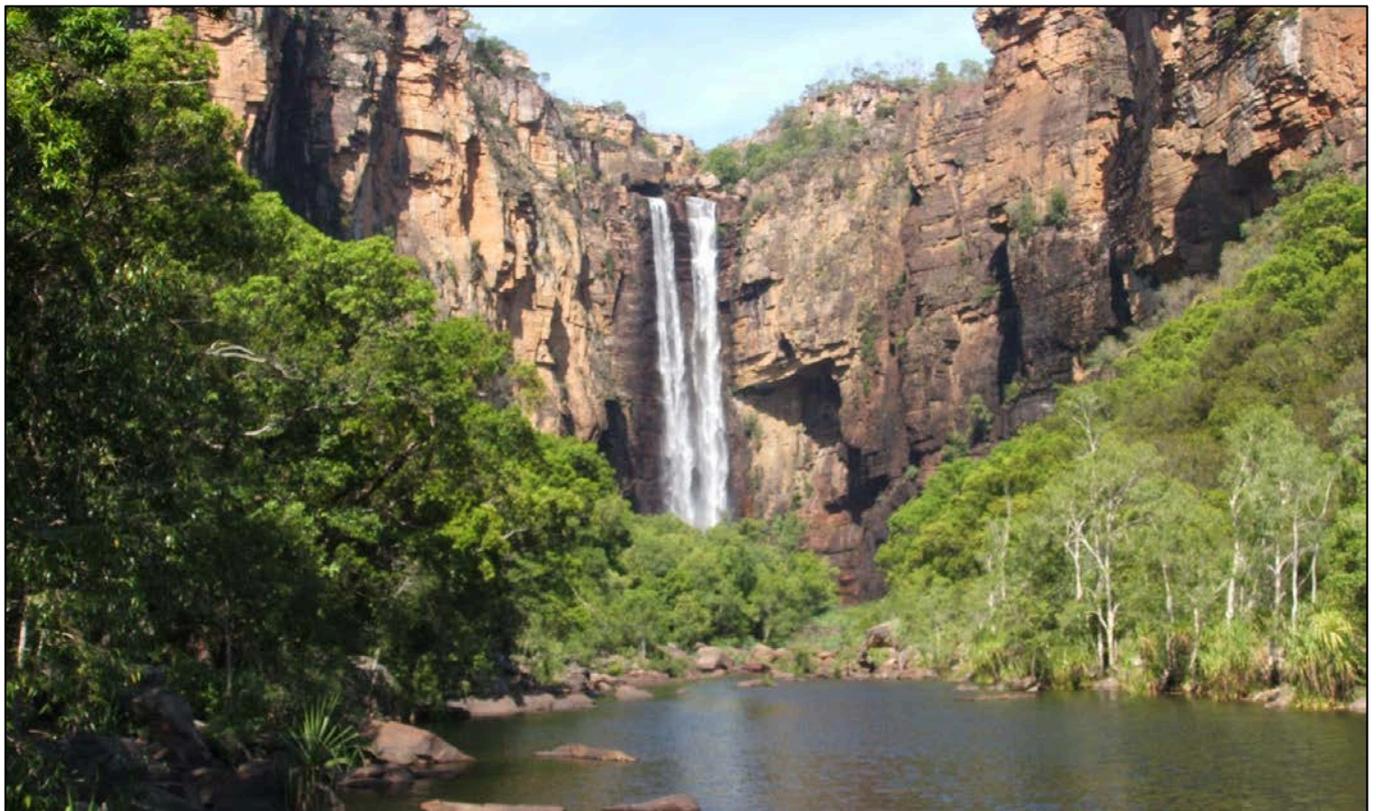
Michael was posted into various Units around Wagga including, Base Squadron Stock Control, Ration Store and RAAF Supply Training as a CLKSPY Instructor. He finally discharged in September 1999 and they stayed on in Wagga, bought a home and settled down.

During the time they have been in Wagga, Janice has predominantly been a "stay at home" Mum, raising their two wonderful boys, the eldest is currently in the ARMY based in Enoggera (Qld) and is engaged to a lovely young Queensland girl. Their youngest is studying IT at TAFE. She now keeps busy working in the Administration side of the Automotive Industry and at Kapooka Army Base and is currently one of the Admins of three EX RAAF member Face Book pages.

Both she and Michael are keen motorcyclists, both riding and watching and they enjoy the few and far between times their small family are together in Wagga.

Fishing at Jim Jim Falls.

Some time back, Ray Noonan, Dave Peters and Bill Callinan headed off from Darwin for a fishing trip in the Kakadu at Jim Jim falls.



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Jim Jim Falls is about 350 klms (or two cartons) east of Darwin and Ray (they called him Leroy for some reason) got a migraine headache as a consequence of a blend of factors including an old Landrover Ute, a couple of slabs of beer in the back and several white posts on the side of the road. On arrival Leroy was to declare both Callinan and Peters as seriously unhinged persons and proceeded to complain at length and steadfastly refused any offer of beer.

On arrival at Jim Jim, Bill and Dave set up the tent so Ray could hide away, console himself and try and shake off the headache, they then launched the boat complete with rods, bait and a carton to keep any pending thirst at bay. When they were an hour or so out on the Yellow Water Billabong (no fish caught), an enormous thunderstorm broke directly above them - the cloud was greenish and so low you could just about touch it. When lightning struck very close (numerous times) accompanied by very loud, instantaneous claps of thunder, they shook off the effects of copious quantities of lager, with a lot of help from profuse amounts of self administered adrenalin, drove the boat onto the mud and ran like hell towards the tree line. They had a theory, lightning always strikes the tallest object, trees are big - therefore!!!

They then collected Leroy from the tent which was, by this time inundated with water, they didn't anticipate the Billabong filling quite so quickly when they chose a site to pitch the tent. Leroy was actually quite distraught, somewhat frightened and still suffering from the migraine and he was very reluctant to leave what he considered the safety of the tent and instead take solace in the local just up the road. Eventually, the safety of 4 solid walls and a metal roof overcame any reluctance to leave and Leroy was finally convinced to depart the tent and take up temporary residence in the pub until at least the storm, which was a doozy, even by NT standards, had left the scene.

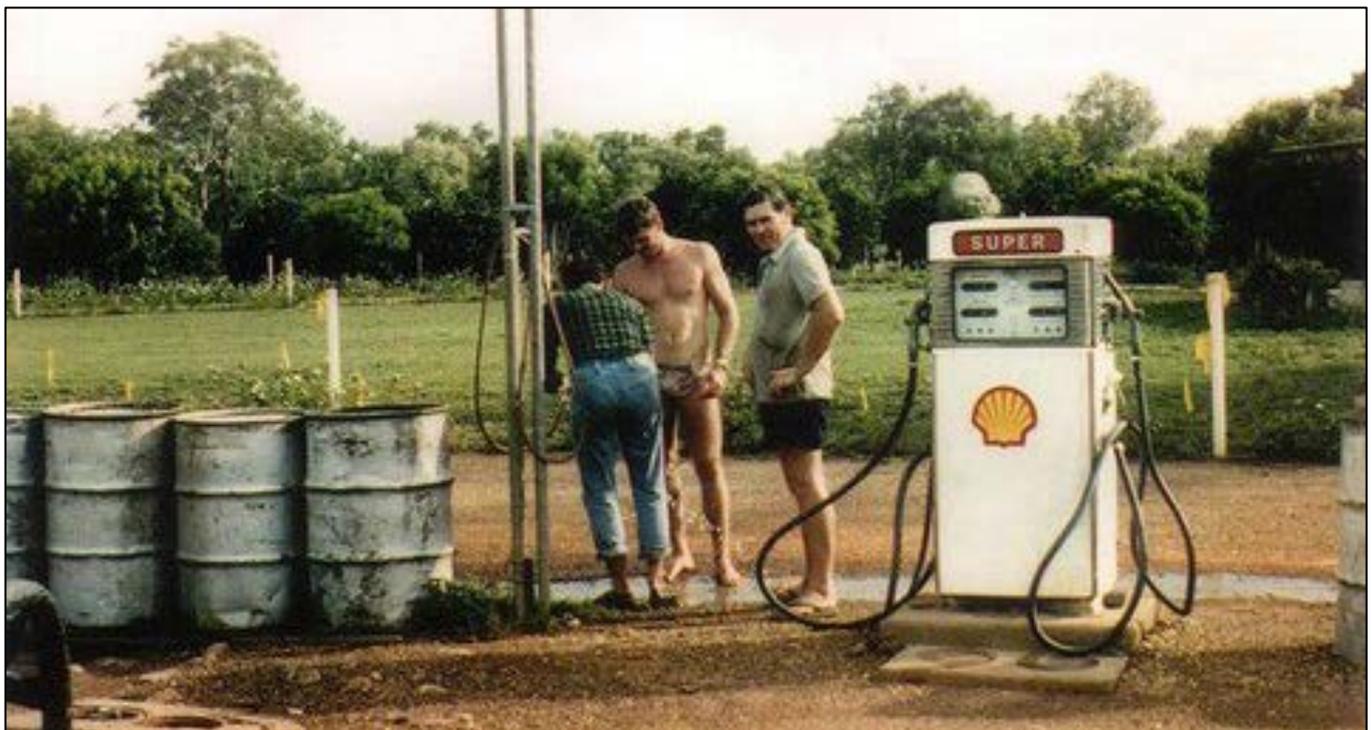
Unfortunately, on arrival at what was considered the high ground, they found that the storm had earlier found the generator shed and knocked out the genset, consigning the pub into darkness. There were no fans, no aircon, no lights, no TV, no music and no tills but the fridges had been working up until just a few minutes ago, so the beer was still cold. Ray, Bill and Dave were the only patrons in the hotel, and mine host Tom Opitz, who didn't want to see a good opportunity pass him by, came up with a way in which he could still serve them and keep a tally of what they had drunk - and then relieve them of sufficient funds when the power was restored and the till worked again.

The trick was, Tom would serve them beers and then place the rip tops in front of them on the bar (Ray had refused to drink) and the idea was that when the power came on they would just count up the tops, multiply the number of caps by \$X and they would settle up. The storm raged on, and it was at least two to three hours before the lights came on again and the count started. Bill and Dave had already drunk a very considerable amount during the course of the day so they didn't think they'd end up with a large bar bill - Not the case, when the lights finally came on they were confronted with a huge pile of rip tops, the count of which they vigorously disputed, to no avail, and they had to cough up. To this day they reckon old Tom took



advantage of a couple of drunks and the only bloke that might have successfully backed them up, was Leroy who was asleep in a darkened corner.

As happens in the top end, once the storm had gone, out came the sun and next day was fabulous. They caught a bunch of fish and eventually headed back to Darwin, but Leroy point blank refused to go fishing with them ever again.



Ray Noonan and Dave Peters - on the road back to Darwin.

114 MCRU

Trevor Wilkinson sent us these, he says: "Just wanted to submit a couple of pics that may be of interest.

The pic of 114 MCRU dudes was taken in Jan 1974 (and yes before Tracy later on that year). We had just packed the entire unit up prior to going on an exercise to RAAF Darwin in the middle of the wet season I might add! Who remembers jacking up all those cabins with jacks on each corner! The guys are sitting on the radar balloon. A few people in the pic that I remember were Graham Venn, Hedley Horne, Paul Nipperess - can't remember others as I didn't stay at 114 for very long. I do remember that the whole move was a big pain in the ass and with the wet season in full swing, quite uncomfortable. We set up the radar very close to the runway and passengers on international flights must have wondered what was going on.

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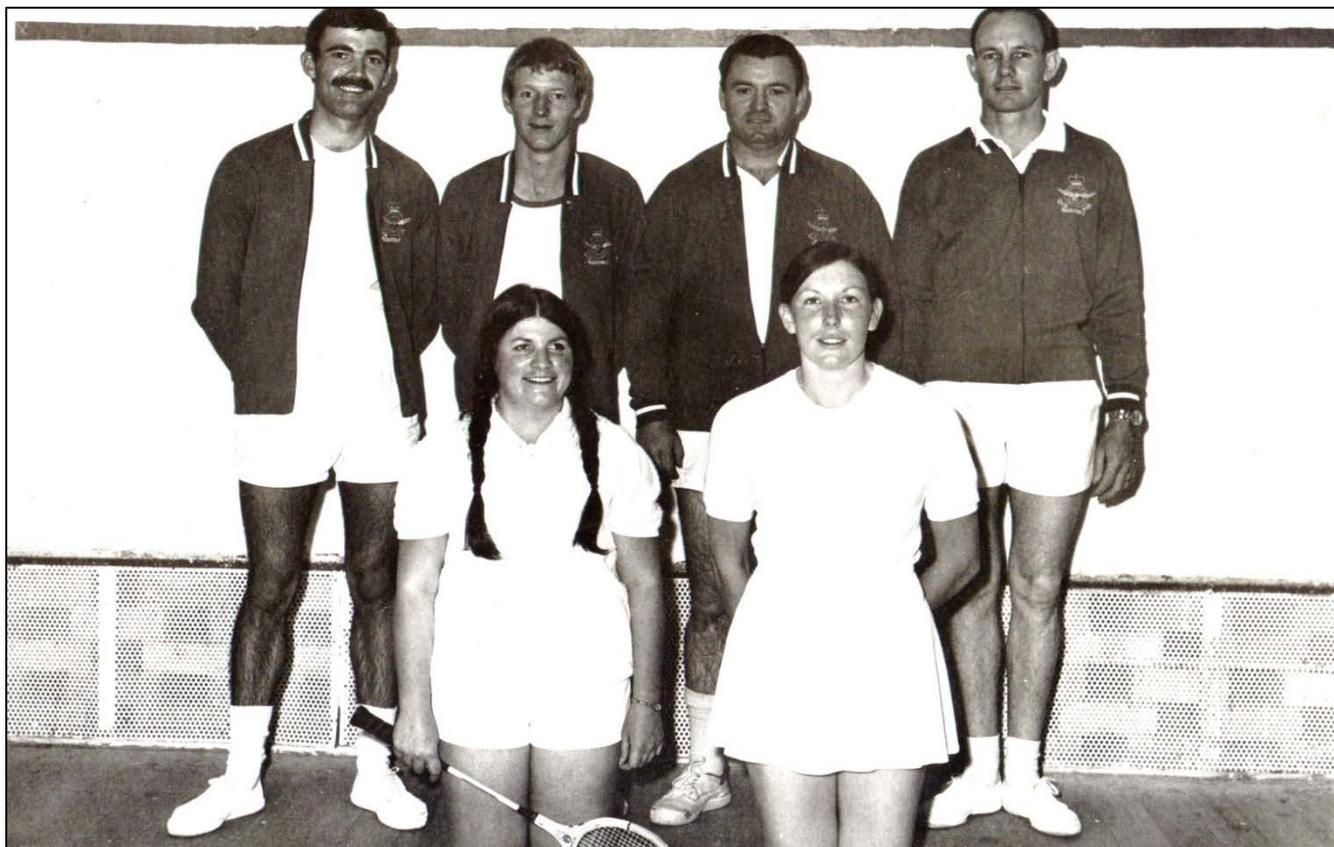
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The boozier was very well patronised and I remember an interesting competition involving carving of male appendages!



One very sad moment on that trip was the death of Trevor Lamont and others, killed in a plane crash while heading out on a skydiving jaunt - very tragic.





Also who remembers the "bones of contention" between RAAF Laverton and the Army Survey regiment based at Bendigo? The Army had a very nice workplace and many different sports were contested there between the two establishments. I was fortunate to compete in squash there (unfortunately being trounced) but a great day out however. I'm on the left and Flt Lt Abernathy 2nd from the right. Can't remember the others.

Base Radio

Al Snelling sent us this, he says: "Another shot of the boys at base radio. That's Phil Haase far right. Boyd Lang with his back to us. Redhead was another Phil I think, X-appy and finished up a WOFF I believe. Any help on the other?"



61 EQASST

This photo (below) was sent to us by Phil Gibson. He says the course was held at RAAF School of Technical Training in Wagga and ran from May to June 1966 (6 Weeks). Phil says his memory has faded a bit and he can't remember all the names, if you can help??

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Back Row L-R: Barry Flynn, Phil Gibson, Peter Head, ? Reilly, ? Pound, ? Evans
Middle Row L-R: Eric Lay, Bobby Goodwin, ? Moody, Bob Eising, ? Cole, ? Dillon.
Front Row L-R; ? Nielsen (Bluey), Bryan Carpenter (Rags), ? Smith, ? Williamson (or Williams), ? Pike, ? Natale, Ralph Dickenson
Course Instructors: Warrant Officer Bluey Guest & Flight Sergeant Barry Drinkwater.

A farewell salute.

Kay Hart send us this pic which was taken back in Dec 1983 when she and husband Brian, and a bunch of other people, were on the Freedom Bird on the way home after a few years in Butterworth.

Back then, before the world went crazy and introduced Political Correctness and Global Warming and stopped believing in Santa Clause, whenever the B707 left Malaysia for Oz, a



couple of Mirages would fire up and fly each side of the Boeing for a few miles to say thanks and good bye. A lovely gesture but you'd get shot if you did that today. SAD!!



Lunching.

Seen celebrating his 72nd birthday at the upmarket "[GREEN ZEBRA](#)" Restaurant and Bar at Kawana on Qld's Sunshine Coast was that well-known man about town, Mal Sayers!!

Also seen congratulating him was the also well-known and charming personality, Miss Maggie Moonbeam of the "Sugar Town Sweethearts".

Those remarkable Red Hat Ladies were enjoying an early salute to the fast approaching Festive Season.

Miss Moonbeam looked her usual enchanting self in a large picture hat decorated with twinkling lights, feathers and



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flowers for which she was awarded Best Hat of the Day and a welcome bottle of champagne.

Mall, of course, had on a pair of denim shorts for which he was awarded nothing.....

Mervyn Kurts (right) sent us these pics,
taken in 1946 on route to Rabaul.



L-R: Merv Kurts, Flight
Engineer, David Evans (later
to become the CAF), Flt Lt
Fitzgerald (Nav) and the radio
operator (name forgotten).



Crew and members of the
WW2 disposal group. Merv
and David Evans flew this
group to many locations.



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Kawana Resort for officers outside Tokyo.

Kawana was an old castle or palace and would be about 4/5 stars on today's hotel rankings. It included a first class golf course and professional instructor. Young girl caddies and all golf equipment included in \$1 tariff, plus all meals and the usual hotel services. (You had to buy your own beer). But alas all good things must come to an end, in this case prematurely. On the 28th of April 1952, WWII legally came to an end when all combatant nations signed a peace treaty and Japan regained its sovereignty. This gave them the right of access to all establishments. Consequently the RAAF had to leave.

The hotel still exists, see [HERE](#)



Entry to Clark Field airbase
Manilla, 1948



No 2 CRU (Lee Point) RAAF DARWIN NT.



Howie Campbell, (Welfare Officer, Radar Branch, RAAF Association NSW Div), got in touch, he's currently in Darwin and advises the old site of No2 CARU has been levelled, the radar towers removed and the site will soon be covered with Defence Housing.

Sadly another bit of our history disappears.



Computers and Stuff.

Sam Houliston.

hbj Highgrove Bathrooms

This page brought to you with the compliments of Highgrove Trading.
Designer bathrooms at discount prices.

Windows 10??

Windows 10 has arrived, it's better than all previous versions and it's a freeby but – is it for you???

What Microsoft, or anyone else, hasn't told you is it just mightn't be – unless your computer is a real young pup, it might not have the relevant drivers to run Windows 10 and if you do take advantage of the free offer, your computer might slow down considerably and occasionally lock up.

Before you download Windows 10 and end up screaming at your computer when it starts to play up, you should log onto the manufacturer's web site and check to see if your particular model is compatible with Win 10 (ie: if the drivers are available). If you have a Toshiba machine, one of the most popular on the market, log onto this site (<http://www.mytoshiba.com.au/support>) fill in the form below and it will tell you if a driver is available.


SUPPORT FINDER

Enter your model information or SKU for information about your product

<input type="text" value="Enter Model/Part Number"/>	OR	<input type="text" value="Select Product Type"/>
<input type="button" value="Submit"/>		<input type="text" value="Select Family"/>
		<input type="text" value="Select Product"/>

Where do I find my Model/Part Number?



If there isn't – DON'T INSTALL WINDOWS 10 unless you do some googling that indicates it should work. For most activities Windows 10 is more efficient than Windows 7, and on a par with Windows 8.1, and it will be supported for longer into the future than either of those, so there are benefits in upgrading if you can do it safely.

Other manufacturers also run compatibility notifications, see below.

For:	Go here:
ACER Computers	http://www.acer.com.au/ac/en/AU/content/windows10-eligible-models#_ga=1.172110563.137751394.1446080455
ASUS Computers	http://www.asus.com/event/2015/osupgrade/upgrade.html
Dell Computers	https://www.dell.com/support/article/us/en/19/SLN297954/en
HP Computers	http://www8.hp.com/us/en/drivers.html
Lenovo Computers	https://support.lenovo.com/us/en/documents/ht103535

If you have a computer not listed above, Google "*Is my XXXX laptop compatible with windows 10*" inserting your brand instead of the XXXX.

If it is not compatible – don't install Windows 10 yet. Perhaps one day your computer manufacturer *might* release a driver/s for your machine, but if it is an elderly machine, don't bank on it!!!

If you have installed the upgrade and your computer is as slow as a wet week, (after allowing time for it to settle in and catch up on updates) and it is less than 30 days since you did so, click on **Settings**, then **Update and Security** then **Recovery** and roll back to the version you had previously. If it's more than 30 days I'm afraid the only option available to you is to do a clean restore of your original system – big job!!!

Good luck!!

The Trouble with Texting

THE TEXT

Hi Bob, This is John next door. I'm sorry buddy, but I have a confession to make to you. I've been riddled with guilt these past few months and have been trying to pluck up the courage to tell you to your face, but I am at least now telling in text as I cannot live with myself a moment longer without you knowing. The truth is, I have been sharing your wife, day and night when you're not around. In fact, probably more than you, particularly in the mornings after you've left for work. I haven't been getting it at home recently, but that's no excuse I know. The temptation was just too much. I can no longer live with the guilt and I hope you will accept my sincerest apologies and forgive me. I promise that it won't happen again. Regards, John .

THE CONSEQUENCES

Bob, feeling anguished and betrayed, immediately went into his bedroom, grabbed his gun, and without a word, shot his wife twice, killing her instantly. He returned to the lounge where he poured himself a stiff drink and sat down on the sofa. He took out his phone to respond to the neighbour's text and saw he had another message.

JOHN'S SECOND TEXT

Hi Bob, This is John next door again. Sorry about the slight "typo" on my last text, I expect you worked it out anyway, but as I'm sure you noticed, my predictive text changed 'WIFI' to wife. Technology hey?!? Hope you saw the funny side of that.

Regards John.

Windows 10 Recovery Drive.

If you have Windows 10 and everything is working just fine, you should be very happy as it is an excellent system. However, sometime in the future, odds are it will play up and it will need some TLC to get it up to speed again. Microsoft knows this and they have built in an excellent self-booting rescue feature into their system. It's called the **Recovery Drive** and you should follow this advice.



If you're lucky, you'll never need your Win10 recovery drive but when/if things go seriously wrong, you'll be extremely relieved to have it. Here's how to create and use a recovery drive.

Preparing the Recovery Drive.

The changes to the self-booting, Windows-recovery system start with the name. It's no longer a rescue disc, it's now a rescue drive. In fact, creating a bootable CD or DVD is no longer an option; you must use a spare USB flash drive with a capacity of at least 8GB in order to produce a recovery drive with a complete set of tools.

It's important that you create your new recovery drive now while your Win10 setup is healthy but remember, a recovery drive created on one PC might not work on

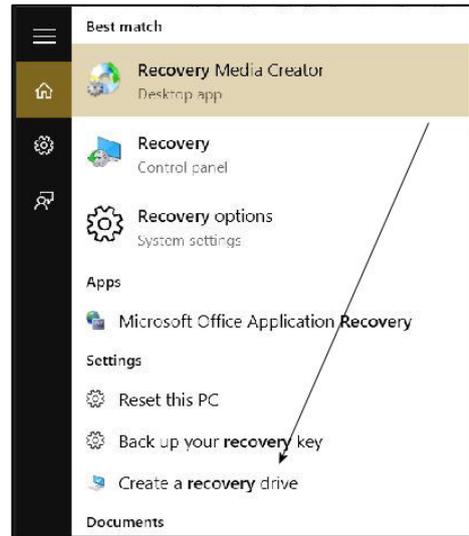


another machine. You should create and label a Recovery Drive for each computer you have that is running Win 10.

Insert a suitable (at least 8 GB) flash drive into your system, then in the Win10 search box, enter "recovery" and select the option under Settings (arrowed right).

Click "Create a recovery drive" and follow the prompts. This can take a while as you will be backing up system files.

When the process is done, label the flash drive with something like "Recovery" plus the make and model of the PC. Store it securely, so it doesn't get used for some other purpose and you'll be able to find it in an emergency. It is a good idea to test the drive before you file it away, to do that, do this!!



Booting Windows from the recovery drive.

Plug the flash drive into your USB drive and switch on the computer. When the recovery drive boots, you'll first be asked to choose a keyboard layout — which is really a choice of languages and nationalities. (Choose US.). The next screen, Choose an option (below), offers three choices. Click (or tap) Troubleshoot.

Next, you get three more choices:

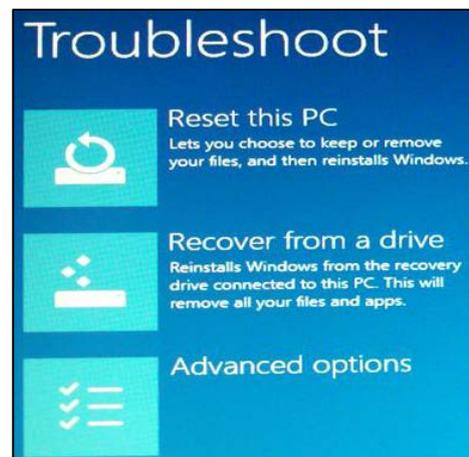
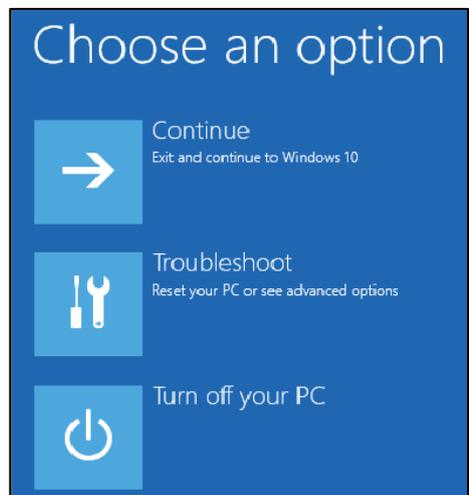
- 1) Reset this PC,
- 2) Recover from a drive, and
- 3) Advanced options (below).

The Advanced option offers a variety of tools for fixing Win10 issues.

(After selecting one of these tools, you might be asked to select an operating system — even though the only option is Windows 10. Don't worry about it; simply select Windows 10.)

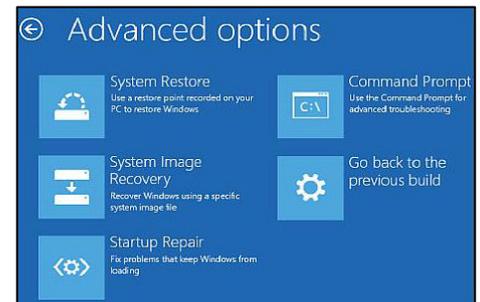
Advanced options: When you don't need to reinstall.

Despite the heading, most of the offerings under "Advanced options" (below) aren't more advanced than anything else on the Troubleshoot menu. They are simply tools that might fix



Windows without reinstalling the operating system. In other words, these are the tools you should look at first.

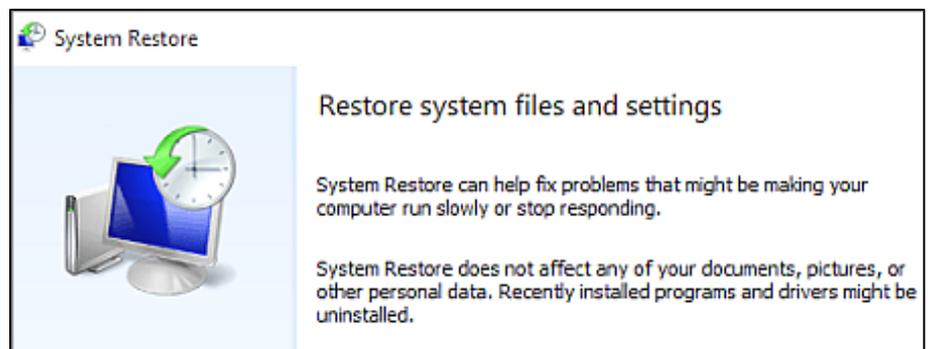
The recovery disk's Advanced options includes various levels of repair. (Note that all these tools are available within the default Win10 setup. Click **Settings**, then **Update and Security**, then **Recovery**, then **Advanced Startup**. Next click **Restart** then **Troubleshoot/Advanced** options. But, of course, you can't access those tools if you can't boot your PC.)



Startup Repair: This simple tool examines all system files and settings that play a role in the Windows boot process. It then tries to determine what's at fault and attempts to fix it. Because it's relatively quick, this tool is a good place to start your troubleshooting. If it doesn't work, you can then move on to more extensive solutions.

Go back to the previous build: If you've upgraded from Win7 or Win8.1 within the last 30 days, and you haven't removed your Windows.old folder, this option will take you back to the previous OS.

System Restore: Most likely, you're already familiar with Windows restore points — records of previous operating-system settings and configurations that you can access and restore via Control Panel/Recovery. The option in the recovery drive works that same way.



System Image Recovery: You can also access backup images of your system hard drive (SSD), stored on another drive. (If you don't have a recent image backup, click **Control Panel** then **File History** tool. The link, **System Image Backup**, is in the lower-left corner of the File History window.) To restore an image from an external drive, plug in both the recovery drive and the backup drive into separate USB ports.

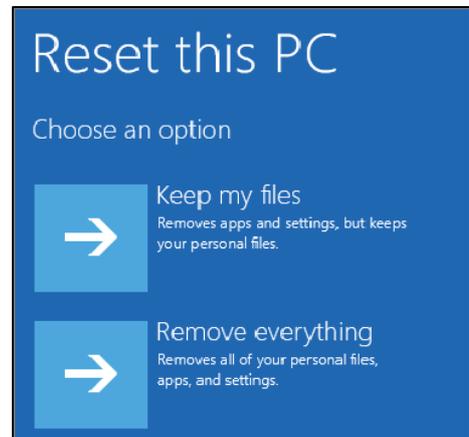
Command Prompt: There are times when the command-prompt environment is useful, for example, when booting to Safe Mode from the recovery drive. Unfortunately, recovery drive doesn't include a simple safe mode–restart option. The command prompt has other recovery uses. For example, use XCOPY ([more info](#)) to move your personal files to an external drive, or use DISKPART ([more info](#)) to delete or create drive partitions (if you're careful and patient). Of

course, you'll also want to remember the "exit" command, which gets you out of Command Prompt.

Reset and Recover: Reset this PC and Recover from a drive. Both reinstall Windows and offer essentially the same options. Where the two options differ is that Reset uses the installation files on the internal drive and Recover uses files on the recovery drive. That's why you'll see the Recover option only if you used an 8GB or larger flash drive and chose the Back-up system files to the recovery drive option when you created the recovery drive. When would you use Recover instead of the Reset option? Typically when the special recovery partition on the main system drive has been destroyed or corrupted. You might also use Recover when replacing or upgrading the main drive and you're creating a clean installation.

Neither of these options will require a product key — assuming you're running the recovery drive on the original PC.

When selecting Reset this PC, you'll be asked whether you want to Keep my files or Remove everything. The first option reinstalls Windows but leaves your personal documents, photos, and other data files where you left them, at least if you left them in folders (Documents, Music, and so on) recognized by Windows as part of your libraries. Personal files in other locations might get deleted. (Obviously, you should have all your data files backed up before you do anything involving significant changes to Windows. In fact, your data files should be regularly backed up, period.) Reset the PC also remembers who you are; you won't have to set up your account all over again.



If you select Recover from a drive or if you go with Reset this PC and Remove everything, the installation process will delete all files. Once it's finished, you (or perhaps a new owner) will have to start from scratch, including setting up user accounts.

Remove everything has two more options: Just remove my files and Fully clean the drive. That last one, which can take hours, securely wipes everything off of the drive. A secure wipe will make it impossible to recover any data from your hard drive.

Final thoughts: Create a recovery drive and store it someplace where you won't forget where it is. One of these days, it may save, if not your life, than at least your sanity.

Windows safe mode: Many advanced users and system admins still use Safe Mode. Safe mode boots Windows with a limited set of essential drivers and startup files. It loads just enough to get Windows running and is useful for troubleshooting problems with programs and drivers that might not start correctly or that might prevent Windows from starting correctly. If a

problem doesn't reappear when you start in safe mode, you can eliminate the default settings and basic device drivers as possible causes. If a recently installed program, device, or driver prevents Windows from running correctly, you can start your computer in safe mode and then remove the program that's causing the problem. Microsoft doesn't make it easy to access safe mode either in Windows 8 or 10 but here are two ways you can do it:

1.

Win10 has a set of troubleshooting tools for fixing operating-system problems. The easiest way to access them is to open the start menu and click the Power icon. Next, hold down the Shift key and click Restart. That will pop up the "Choose an option" window; select Troubleshoot and then Advanced. In the Advanced options window, select Startup Settings; you'll end up with the window shown at right. It merely describes what options you'll have. Click Restart (bottom right in the window).

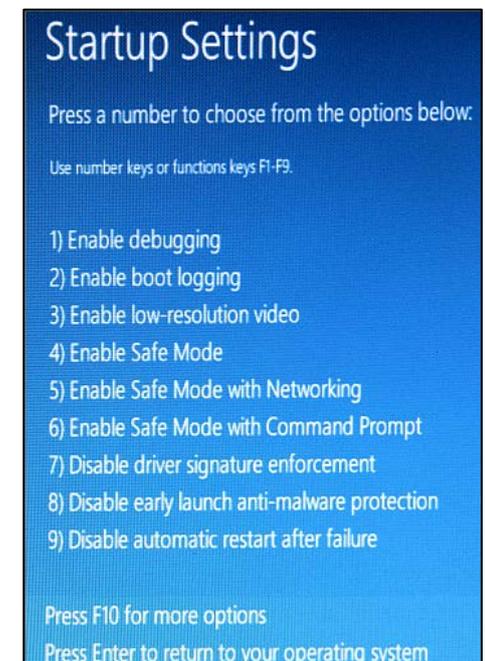


Your system will then do a full restart. A second Startup Settings window then appears with your actual choices (below right). Pressing the F4 key restarts Windows again and opens with the classic safe mode look. Rebooting out of safe mode returns your system to its standard startup format.

2.

Launching the classic startup options. On some systems, through a trick of the command prompt, you can have the OS boot to the DOS-like "Advanced Boot Options" window. Here's how. Launch Windows 10 using a standard installation/recovery/rescue disc or flash drive. Select your language. If "Repair my computer" appears on the next screen, click it, otherwise, click **Troubleshoot** then **Advanced** options then **Command Prompt**. Enter the following commands, as shown, on separate lines.

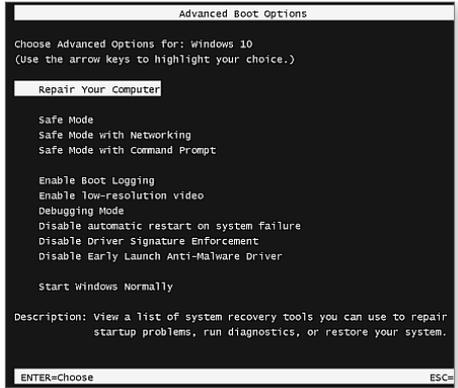
```
C:/  
BCDEDIT /SET {DEFAULT} BOOTMENUPOLICY  
LEGACY  
Exit
```



Back in the Troubleshoot menu, click Turn off your computer. Power up the system again, and as the boot process starts repeatedly press the F8 key until the Advanced Boot Options menu appears, shown below.

Again, after you're finished with safe mode, rebooting will return your Windows installation to its normal startup process.

This procedure might not work on some computers, if it doesn't you might have to change a BIOS setting. If you don't know how to do this, I would suggest you'd be better off not trying this method at all – stick with method 1. If you do know how to get into your BIOS setting, turn off the FAST BOOT option. That should fix it.



I decided to change calling the toilet the John and renamed it the Jim.
I feel so much better saying I went to the Jim this morning.

Renovating??



With house prices at an all-time low and renovation shows like 'The Block' and 'House Rules' having an overwhelming success, it has never been a better time to look at your own home and assess the rooms that need improvement. The bathroom and laundry used to be very practical areas, that didn't get much attention to the way they looked.

What trends are now showing is that with a combination of clever interior design and affordable bathroom products, a bathroom can be transformed into a sanctuary. Along with the kitchen, the bathroom is now one of the most pivotal rooms when trying to sell a home. Without having to spend a fortune, a bathroom upgrade can even increase the sale price of your home by about 10%.

Gone are the days of showering over a bath tub while frameless glass showers continue to be one of the most popular items in a modern bathroom. Some people prefer an enclosed

frameless shower while others just prefer a singular panel, either way this popular choice looks very clean, sophisticated and opens the bathroom up.

A lot of people ask, do you think I should keep the bath or just have a larger wet area? This is up to personal preference; however we would always recommend keeping at least one bath in the home if space permits. Consider the next 10 years – do you expect to move or sell your home? Will you have children or elderly people present? Try to think through all options before you make the decision that is best for you. Freestanding baths are still a very popular purchase and are often used as a feature within the room.



An important thing to consider is how much storage space you need. The vanity is one of the biggest decisions as you want it to be highly functional as well as good looking. Wall hung



vanities have been the popular choice over recent years although a floor mount vanity will generally have more storage. If you need excess storage then have a think about integrating a mirrored cabinet or having a side cabinet in the room too.



The mood of a bathroom is set with the choice of tile. The modern bathroom opts for floor to ceiling tiles so it is more crucial than ever, to choose wisely. The monochrome palette has been a popular choice of those who take a particular interest in the recent renovation shows. Some prefer a warmer style and opt for natural looking, stone coloured tiles. Feature walls are also very popular and the possibilities are endless but we are seeing a lot of exposed brick, textured tiles to add depth.

A lot of people find it overwhelming thinking about renovating their bathroom. The process starts to flow with your initial research. There are a huge amount of resources online to get a feel for the style you would like to achieve or alternatively there is still a wide range of magazines on the market.



Once you have an idea of the style, you have to think practically. Measure the area and take note of where the plumbing is currently. Think about the current area – does the layout work for you? What would you like to change and what do you think should stay the same?

Now is the time to start looking at product, bearing in mind the style and space constraints. At this stage, we would suggest to visit your local Highgrove Bathrooms store to start making your ideas, a reality. Our friendly sales people will be able to consider your personal taste and room measurements to help you pick out some products from our wide range in store.



It is important in this day and age to realise that cheaper doesn't necessarily mean inferior quality. Highgrove Bathrooms pride ourselves in offering great looking, high quality products at an affordable rate. We can do this as we import the product ourselves, cutting out the middle man and selling directly to the public via our 25 stores Australia-wide. This, along with our friendly customer service and product on hand, is why Highgrove Bathrooms is the fastest growing bathroom company to date.



Providing quality bathroom products since 2004, Highgrove Bathrooms have just celebrated our 10th Birthday in the industry. We have strived to be at the forefront of bathroom design by closely watching the current and future bathroom trends over the duration.

15% discount.

Being an Australian owned company, the business owners would like to pass on a price discount to all ADF personnel who hold a DVA Health-care Card (either Orange, White or Gold) as a token of their appreciation for the dedication and service to Australia provided by these ADF personnel. As such, the owners hereby offer the gift of a 15% discount off retail prices to all DVA Health Card holders (and their families) on any product, in any Highgrove Bathrooms' store. This offer is value until 31 December 2015.

To receive 15% discount, please present your DVA health card when you purchase/order any item. Click [HERE](#) for the store closest to you

I changed my car horn to the sound of a machine gun.
People move out of the way much faster now!

Moving to the “Cloud”.

If you're in business, moving to the cloud, whether it be OneDrive, Dropbox, SkyDrive, Sharepoint etc, has a lot going for it, your employees can access files from anywhere (provided there is an internet access), your files are safe, if your lose your computer or your hard drive dies, your files are intact, and 99% of the time, the cloud's security is far better than yours, your files can't be hacked – BUT!!!!

The problem is the speed of the connection, particularly, the upload speed. If you've got a cable connection a download speed of 30mbps is relatively normal these days, but with that you get an upload of only 1mbps. If you have your documents located in the cloud, then getting hold of them is easy, you click to download and within a few minutes your file is accessible locally but when you've finished work, you have to put that amended file back into the cloud and with a much slower upload speed, this can take ages.

Achieving the best upload speed possible is becoming the holy grail of moving to the cloud.

The answer is what is called a “BOND” - joining multiple broadband connections together. There are numerous ways of doing this and there are numerous companies out there that offer it, but at the end of the day if you want to use the cloud, you need a solution that just works, is fast and is reliable. But - It's not cheap and of course it only works “at the office” – it won't work

from your employee's home or a shared WiFi. However, a BOND will mean, while "at the office" all your employees will have access to a bullet fast internet.

Unless you've got big pockets and a way of laying the expense off against profits, it's not for you, costs of (about) \$300 per month are the norm. One day, not too far off, you can bet upload speeds will be made a lot quicker than they are today.

You can read a bit more about it [HERE](#).

Old age is coming at a really bad time!

Microsoft's Solutions for Common Problems.

Microsoft provides many automated, online solutions for common problems you might encounter with Windows software and hardware, on top of the dozens of always-available troubleshooting tools built into Windows 7 and Windows 8. These extremely useful tools can provide 24/7 self-help fixes for problems with printing, audio, security, and networking along with many other hardware and software issues. But (there's always a "but") not all fix-its and trouble-shooters are easily found. In fact, following Microsoft's system for searching for help can sometimes lead to dead ends, wrong answers, or missed solutions!



The information that follows will help you find the automated repair/diagnostic tools you need. Use it as a quick reference for what's available, how Microsoft organizes its tools, and the best way to search for the solution to a particular problem.

Fix-its and trouble-shooters are user-friendly implementations of two advanced Microsoft technologies: the Support Diagnostics Platform (SDP) and the Microsoft Automated Troubleshooting Service (MATS). SDP is a mechanism to collect diagnostic information such as Registry data, configuration files, and application event logs. MATS can analyze SDP data to see whether the conditions fit a known pattern and if so, suggest or implement automated repairs that are likely to resolve the detected problem

(See the MS Support article [2598970](#), "Information about Microsoft Automated Troubleshooting Services and Support Diagnostic Platform" and MS Support article [2672837](#), "Microsoft Diagnostics Services — Self-help diagnostic portal.")

For most individual PC users, those pro-level MATS/SDP offerings are overkill. So instead, let's look at Microsoft's far-easier-to-use, but still highly effective, automated fix-it and troubleshooter tools.

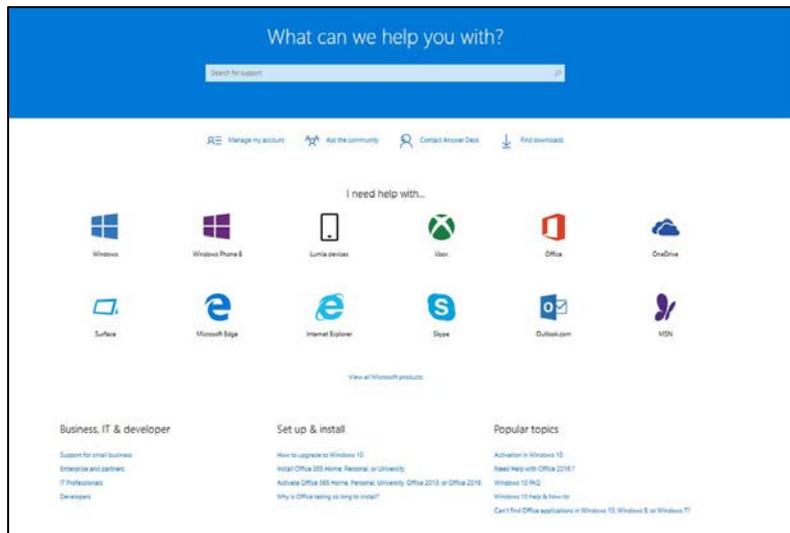
Start with Microsoft's fix-it library.

Microsoft has collected most of its fix-it solutions in the Fix it Solution Centre site which you can access [HERE](#). The site's deceptively simple homepage (see right) is in fact the portal to some 500 solutions, accessed by simply pointing and clicking.

The page is divided into three sections, which Microsoft clearly wants you to step through in a 1-2-3 order.

Step 1: Select a problem area.

Choose from the twelve major application categories the one that's closest to what's causing trouble.



Step 2: What are you trying to do?

This section attempts to narrow your search by listing specific kinds of trouble. Depending on what you chose in Step 1, you'll get a number of sub-choices

Step 3: View or run solutions.

Suggested solutions, such as a click-to-run fix-it or related information, will appear in the Step 3 text box. If you don't find an answer to your problem you have the choice of putting your problem to the MS Community or putting it to the Microsoft Answer Desk.

Microsoft's three-step method seems straightforward and should work for inexperienced users, anyone who enters the site with little or no clue as to why their system is malfunctioning or what might need to be fixed. If you already have at least a general idea of what the trouble is, or what the needed repair is, you can often do much better with a more direct approach.

There is another way!!

Running Windows' built-in troubleshooters.

Some problems are common enough that Microsoft built the relevant fix-it right into Windows itself, there's no need to go online. Microsoft calls the built-in fix-its "Troubleshooters." Built-in



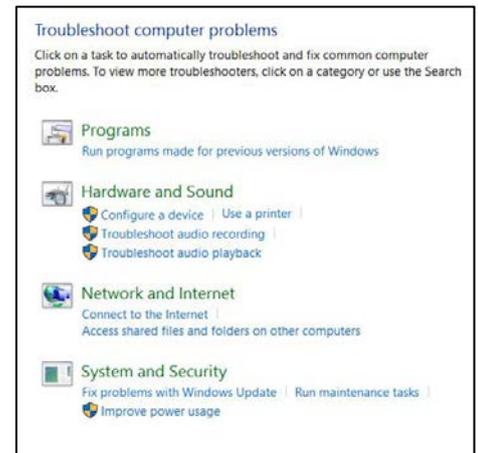
troubleshooters aren't just handy, they could be vital if a problem prevents the PC from going online. (Obviously, a Web-based fix-it is of no use at all if you can't access it.)

Windows 10, 8 and 7 each have many trouble-shooters built in; Vista, alas, has but one. You can see the available trouble-shooters by opening the Control Panel and if you're in the Category View, type the word "troubleshoot" into the search box (If you're in Icon View [my suggestion] just click on Troubleshooting. Depending on your version of Windows, a window similar to the one at right will appear (This is from Windows 10)

You can then open each subcategory to drill down to the individual trouble-shooters. When you find an appropriate trouble-shooter, just click to run it.

When local and online solutions don't work.

Combined, the local trouble-shooters and the online Solution Centre offer hundreds of solutions, but, oddly, not all of the automated solutions are offered by Microsoft. Sometimes, you have to search elsewhere.



For example, let's say you've made some networking changes to a Win7 system. Suddenly, all the network connections, including the Home (local) network, are now stuck in the limited "Public" mode, which is preventing you from properly sharing files and devices. Surprisingly, it's not a rare problem at all though none of the built-in networking trouble shooters addresses this problem but there is an excellent, fully automated solution: Microsoft fix-it 50725, described in and accessed by MS Support article [2578723](#), "Windows 7 Network connections are stuck in Public mode."

Although the Solution Centre can't find that particular fix-it, a general Web search can. For example, entering the same keywords, e.g., "stuck public network" into Google or Bing yields a listing for KB 2578723/fix-it 50725 within the first few search results. In fact, Google usually lists the correct Support article and fix-it as the very first result.

So don't give up if your initial searches of Trouble-shooters and the Solution Centre come up dry. Your favourite search engine might help you find additional automated repair tools that Microsoft didn't include in those two resources.



Windows 10 Update.

As was expected, Microsoft has released their “Fix” for Windows 10. It’s called Version 1511 and it’s a huge download, about 3 gig – which could stretch the friendship for a lot with a small monthly data allowance.

Depending on your configuration, you mightn’t see the new update, the reasons being:

- If you’ve only recently upgraded to Windows 10, you won’t see the update until your “fall-back” option (this is the 30 day period when you can revert back to Win 7 or 8.1) has expired. When this 30 day period has expired, the update will show up in Windows Update.
- If you selected Defer Upgrades in the Windows Update advanced options there will be a delay in you receiving Ver 1511.
- You don’t have room on your hard drive to take the update.

The changes are few, which makes us think more are to come. You can see what has changed by clicking [HERE](#). One setting they have changed is the ability to switch time zones automatically. Windows has long handled seasonal time changes automatically, but bizarrely it hasn’t offered to ever switch time zones automatically like your mobile phone does - until now. To turn this feature on, go to *Settings > Time & Language* then select *Set Time Zone Automatically*.

Get your USB devices out of low gear.

USB 3.0 data transfers should be up to 10 times faster than USB 2.0 and 2.0 should be almost 10 times faster than USB 1.0. But many factors can cause your USB connections to limp along at a fraction of their expected speeds. Here's how to check your USB system's performance to verify that it's running at its full speed and what to do if it's not.

Here is how to check:

Like a lot things, a USB connection is only as fast as its slowest link. USB is a complex system of controllers, software drivers, hubs, ports, cables, and external devices. For a USB 3.0 connection to achieve its full Super Speed throughput, up to 625 megabytes per second (MBps), all those system components must be fully 3.0 compliant. If any component isn't 3.0 compatible, the USB setup will drop back to a slower speed: e.g., High Speed (up to 60MBps), Full Speed (1.5MBps), or even Low Speed (0.19MBps).



Unfortunately, getting USB components to fully match can be the proverbial can o' worms. At last count, there are some 110 different variants in common use. Checking your USB system starts with a simple visual inspection that should take only seconds. All USB hardware is supposed to have clear, external labeling that indicates whether it supports versions 2.0 or 3.0. For example, fully compliant USB 3.0 devices, cables, and sockets (ports) should have the Super Speed logo, a USB trident prefixed by the letters SS (see below). And 3.0 ports typically have an easily seen blue interior.

On the left, the simple trident logo of USB 2.0 devices, cables, plugs, and sockets; on the right, the dual-S Super Speed logo of fully USB 3.0-compliant hardware.



The best and most reliable way to fully explore USB setups, in all Windows versions, is to run Microsoft's free and easy to use USBView tool. It isn't part of Windows; it's a separate download and is part of the Windows debugging (WinDbg) toolkits for Win10, Win8, and Win7. (Vista can use Win7's USBView.) The WinDbg toolkit, in turn, is included in the Windows Software Development Kit (SDK). There are separate SDKs for each Windows version, and all are free. Fortunately, you don't have to install the full, huge SDK just to obtain USBView; you can selectively download just the WinDbg toolkit portion of the SDK. Here's how:

Download the appropriate SDK using one of the links below. (Note: There are slightly different versions of the SDK for different versions of Windows. Download the one that relates to the version of Windows you currently have on your PC). Vista people use Win 7

Win10 SDK ([HERE](#)) Click "Download the standalone SDK"

Win8.1 SDK ([HERE](#)) Click "Install and download"

Win7 SDK ([HERE](#)) Click "Download"

When the installer process opens either the "Installation Options" or "Select the features you want to install" window, leave only the Debugging Tools for Windows option checked (uncheck all other offered components). Again, the Windows debugging toolkit will include USBView.exe.

When the install completes, navigate to USBView.exe — it's usually in one of the following locations. (If not, use Windows' local search function to find USBView.exe on your system.)

Win10 64 bit	C:\Program files (X86)\Windows Kits\10\Debuggers\X64
Win 10 32 bit	C:\Program Files (x86)\Windows Kits\10\Debuggers\x86
Win 8 64 bit	C:\Program Files (x86)\Windows Kits\8.1\Debuggers\x64
Win 8 32 bit	C:\Program Files (x86)\Windows Kits\8.1\Debuggers\x86

Win 7 64 bit	C:\Program Files\Debugging Tools for Windows(x64)
Win 7 32 bit	C:\Program Files\Debugging Tools for Windows(x86)

Scroll down to USBView.exe (it's down the bottom of the directory) right click it then click **Send To** then click **Desktop (create shortcut)**. This puts an icon for this file onto your desktop which gives you access to it at anytime.

Go to the desktop and click the icon, USBView opens and you will see two windows. The left window displays a connection-oriented tree view. You can select any USB controller, hub, or device that you wish to learn more about.

The right window provides a vast amount of information about the selected item, depending on the PC's setup and the selected device's capabilities. It will also show the component's current speed plus what other speeds it might be capable of. (See below) The selected device is operating at USB 2.0's High Speed, but it's not capable of operating at 3.0's Super Speed.

The screenshot shows the USB Device Viewer application. The left pane displays a tree view of the USB device hierarchy. The right pane shows detailed information for the selected device, [Port3] ASKEY Bluetooth Controller BTU1030.

```
[Port3] : ASKEY Bluetooth Controller BTU1030
Is Port User Connectable: no
Is Port Debug Capable: no
Companion Port Number: 0
Companion Hub Symbolic Link Name:
Protocols Supported:
  USB 1.1: yes
  USB 2.0: yes
  USB 3.0: no
Device Power State: PowerDeviceD2
-----Device Information-----
English product name: "Askey for Toshiba"
ConnectionStatus:
Current Config Value: 0x01 -> Device Bus Speed: Full (is not SuperSpeed or higher capable)
Device Address: 0x03
Open Pipes: 7
---Device Descriptor---
bLength: 0x12
bDescriptorType: 0x01
bcdUSB: 0x0200
bDeviceClass: 0xE0 -> This is a Wireless Controller(Bluetooth) Device
bDeviceSubClass: 0x01
!*ERROR: bDeviceSubClass of 1 is invalid
bDeviceProtocol: 0x01
bMaxPacketSize0: 0x40 = (64) Bytes
idVendor: 0x0930 = Toshiba Corporation
idProduct: 0x020F
bcdDevice: 0x0308
iManufacturer: 0x01
  English (United States) "Broadcom Corp"
iProduct: 0x02
  English (United States) "Askey for Toshiba"
:SerialNumber: 0x03
  English (United States) "E839DF558A6"
bNumConfigurations: 0x01
-----Open Pipes-----
---Endpoint Descriptor---
bLength: 0x07
bDescriptorType: 0x05
bEndpointAddress: 0x81 -> Direction: IN - EndpointID: 1
bmAttributes: 0x03 -> Interrupt Transfer Type
wMaxPacketSize: 0x0010 = 0x10 bytes
bInterval: 0x01
---Endpoint Descriptor---
bLength: 0x07
bDescriptorType: 0x05
bEndpointAddress: 0x82 -> Direction: IN - EndpointID: 2
```

In fact, USBView provides so much information, it can be confusing. One way around that is to disconnect all USB peripherals, wait a moment for the system (and USBView) to reset (or click File/Refresh), and then reconnect your USB devices, one at a time. This will let you more easily connect a particular device with its somewhat more cryptic description in USBView.

After running USBView, you'll know everything that Windows knows about your USB setup. The proof, as they say, is in the pudding, or in the case of USB systems, in the actual, real-life, delivered throughput speeds. To verify that your device is operating as it should, test its throughput and then compare the actual USB speeds to the theoretical maximum speeds listed earlier. Although no real-life system will ever achieve its theoretical maximum speed, a properly functioning system will at least be in the ballpark.

If your USB setup seems stuck at speeds significantly lower than expected, here are some troubleshooting steps.

Start by checking the obvious. Try plugging the device into different ports on your PC; some systems have a mix of 2.0 and 3.0 ports. And if you're trying for USB 3.0 speeds, make sure that all physical components are 3.0 rated. Look for the double-S trident logo and the blue color-coding in all ports and plugs. Important: Note that some USB hubs operate at the speed of the slowest attached device. In other words, a USB 3.0-rated hub might throttle down to 2.0 speeds if even one 2.0 device is attached to any of its ports. If you suspect this is the case, and you're using an external hub, disconnect the hub and plug each device directly into an appropriate port (USB 3.0 or 2.0) on the PC. Re-test the devices. That'll let you see what each device can do, without the hub's influences.

If you detect trouble with no obvious cause, try uninstalling and then reinstalling your USB drivers. Use the latest available, USB 3.0-rated mainboard or chipset drivers from your system maker and from your external USB device manufacturers. If the drivers and all the accessible hardware check out okay but the slow speeds persist, then the problem is likely to be internal, within the PC itself. In that case, contact the manufacturer for an explanation, upgrade, or repair.



Another option: If your PC has open and available expansion slots, you might consider adding a third-party, plug-in USB 3.0 board. With luck, it'll never get that far. With a physical inspection, OS reporting, USBView data, and real-life throughput testing, you'll know everything there is to know about your USB system and devices — including any bottlenecks.



New attack steals passwords and ransoms your files.



If you click on a link in a scam email or visit a compromised website, you may receive a message saying your files are locked and cannot be accessed without you paying a ransom to unlock them. If this is the case, you've been hit with a [ransomware](#) attack.

The scam email may look official and even incorporate the logos of prominent organisations to encourage you to click on the links in the email body. The compromised website may be legitimate but be infected by malicious software.

Stay Smart Online has previously provided alerts about [several ransomware attacks](#), including [Cryptolocker](#) and [CryptoWall](#). But now there is a dangerous new ransomware attack targeting Windows users. This attack reportedly steals victim's passwords before using CryptoWall to lock down their files.

A victim of this type of ransomware who restores access to their files (preferably from a backup system not connected to the computer under attack from the ransomware) may still be subjected to further attacks. The attacker may use the password to gain access to sensitive personal and financial information on the victim's computer. As a result, victims should also change all their passwords immediately.

The new ransomware [starts by infecting various websites](#) in order to attack people who visit them.



Staying safe.

If your computer has been infected by ransomware, you should restore your files from backup and update your systems. To do this, you need to maintain regular backups of important files. Stay Smart Online has [information about how to do this](#), and we recommend you seek technical advice if you are unsure about next steps.

We recommend against paying any ransom demanded to decrypt your files. There is also no guarantee the attackers will provide a working decryption tool, and you are not protected against future attacks.

You should also change all of the passwords and usernames on your computer. Stay Smart Online has [advice on choosing strong passwords](#) and we recommend the use of a password manager to help you choose and use very strong passwords.

The best cure is prevention, and we recommend that you keep your antivirus programs and computer systems updated at all times, and to be cautious of viewing attachments in emails from unknown sources and visiting websites of dubious origin.

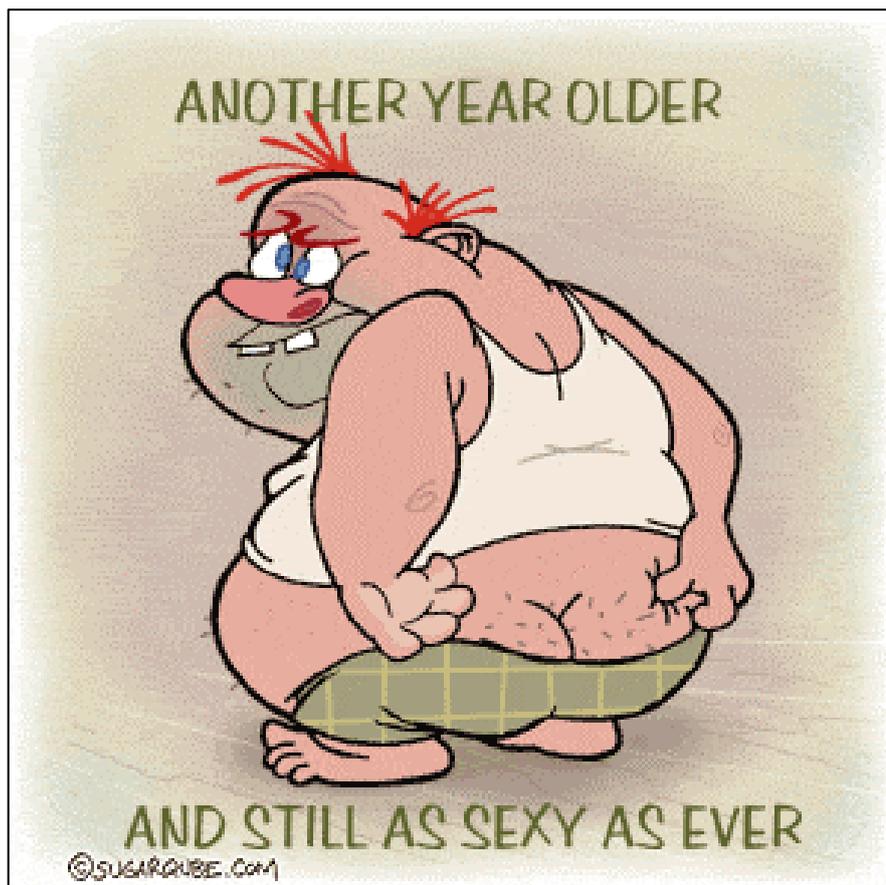
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Family Christmas Party. Gallipoli Army Barracks Enoggera Qld.

On Sunday 01 November, the Army at Gallipoli Barracks (Enoggera Qld) held a Christmas party for the troops and their families - once again organised by Major Graham Palmer, the 7th Brigade Welfare Officer. As we've said before, we wonder whether people appreciate the amount of work this bloke puts in. His job requires him to give up a lot of his weekends and spare time to organize events such as this – a fact that probably goes un-noticed, but which is appreciated by a lot of people. He deserves a big thank you!!!



There's been a lot of changes in the ADF over the years, people aren't "volunteered" like they used to be so Graham arranged for "helpers" from 3 local RSL Sub-Branches to come along and help with the day. These helpers formed up under his watchful eye early on the Sunday morning and were delegated off into various jobs. The focal point of the day being a "Bunnings-style" sausage sizzle and the RSL boys and girls got to work setting up shop, cranking up the barby, separating the 60 or so Kg of snags, buttering then stacking the bread, setting out the sauces, thawing the onions then when everything passed muster, on went the snags and onions and by 10.00am the cooked snags started to roll.



Only a few days previously, (on the 31st October) about 300 ADF members were farewelled from the Base on their way to Iraq under [Operation Okra](#). A majority of the 300 were from the 7th Brigade which is based at Gallipoli Barracks, most of whom have left behind young families who naturally are worried about the welfare of their loved ones. These parties/barbies are events where these young (mainly) wives can get together, in a happy and social atmosphere and help each other through the worrying times their loved ones are away.

The ADF (and Australia as a whole) has learnt a lot since Vietnam. No longer are ADF personnel left to their own devices when returning from a conflict zone, no longer are they expected to just "toughen-up" when they have problems, today the ADF, DVA and many



volunteer groups are freely available to help returning personnel through a troubled period and thankfully no longer are they ridiculed on their return to Australia by mongrels like Jim Cairns, wherever he is today, I hope it's nice and warm.

One group that has been there for the troops for what seems forever is the Salvation Army. The Salvation Army Red Shield Defence Services (RSDS) has been serving Australia's Defence Forces for over 110 years. It 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 and this began the tradition of support in theatres of war involving Australians during the 20th 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.



The Sallies had one of their Tojos at the barby and their volunteer staff were on hand to provide hot and cold drinks to the mums, dads and their kids during the day – though we reckon some

mums and dads might later regret they allowed their off-spring to have that 3rd raspberry cordial.....

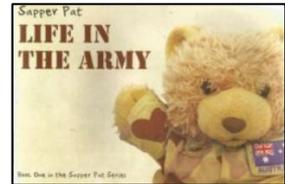
Another support group which is provided by the ADF is the Defence Community Organisation (DCO). In 1986, Sue Hamilton, the Assistant Secretary for the Office of the Status of Women, issued a report titled [Supporting Service Families](#). This report suggested urgent changes which underpin DCO's support for Defence families to this day, including family stability, dealing with absence and disruption to partners' careers and children's education. Today the DCO provides a [Defence Family Helpline](#) which provides a 24-7 support service to families as well as the [FamilySMART range of programs](#) which help Defence families manage the challenges of military life, such as deployment, parental absence from home, moving house, or a partner returning after a long time away. It recently released an informative book titled the [Deployment Support Booklet](#) to provide families with a go-to resource to assist them during times of deployment.



Julie Penman – a Defence Community Organisation volunteer.



Julie was on hand to provide support to those that needed it and she also had a bunch of “hand-outs” for the kids including the 3 wonderful little “Sapper Pat” booklets.



Nicky Matthysen from the Gallipoli Barracks Welfare Centre.

Gallipoli Barracks has a very well equipped Welfare Centre provided by the DCO and in which the Barbecue was held. Volunteers provide various activities for families during the week, such events include play-groups for the kids, a “girl’s night in”, craft groups and a “Mums and Bubs” centre where new mums can meet with other mums and help each other when, in a lot of cases, their menfolk are overseas/.

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

Nicky is one of the volunteers who help manage the Centre and she was on hand, with her very young son, to sell tickets in the Christmas raffle to raise funds for the Centre.



During an election campaign, a political candidate's driver lost control of the car which ran roughshod through a farmer's field killing several animals. The politician agreed to reimburse the farmer which was the first (and only) time a politician took responsibility for all the bulls hit.

Other volunteers who “tossed-in” to help Graham at his party include:



Karen Fieldhouse and Chloe Andersen, from Greenbank RSL Sub-Branch.

Karen and Chloe came all the way from Greenbank which is on the south side of Brisbane (about an hour's drive away) to set up a trestle table and give out balloons, windmills, muffins and other much sought after “kid's stuff” and they were an instant hit with the little ones who (as we've always thought) much prefer a simple toy with which to play rather than one that plays itself. A balloon on a stick and/or a windmill can be anything to a young imaginative mind, whereas most toys today have one purpose and as such don't hold the child's attention for long, they leave no room for that little fertile imagination to kick in.



The Gallipoli Barracks Welfare Centre.

The Army, in their wisdom, arranged for some of their vehicles to be available and some of the kids were lucky enough to get a ride around the block in one of the Bushmasters.



When kids think of the Army they think of these things, great big camouflaged tanks or trucks, they are symbolic of the Army. Kids think everyone in the Army has one, when you sign on, you go to the Q store for your gun, your uniform and your tent then to the “big shed” to get your own “Army Truck”. The kids love them, they love to touch them, get in them, hear them, pretend they are driving them, to some of the little ones they must seem as big as Ayer’s Rock and be completely indestructible bits of machinery.

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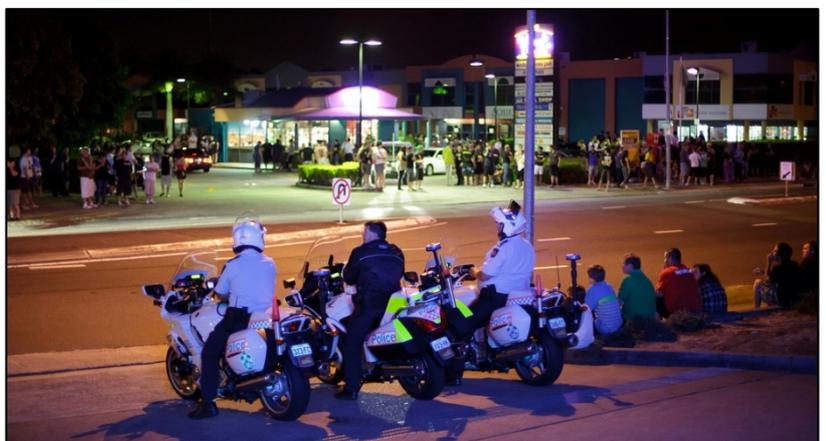
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Also on display for the kids, and we noticed some big kids were keen to have a look too, was the ASLAV (Australian Light Armoured Vehicle). This thing is unbelievable, it will do 100kph on the highway, will power through water at 10kph, will climb a 60 degree slope, cross a 1.2metre wide trench and at a cruise speed of 70kph has a range of 660klm.



It is normally crewed by 3 people, a commander, gunner and driver. If you were going to cross the Simpson, this is the machine you'd love to have.

There is a traditional 1950's American style café in Brisbane called Harry's Diner. On Thursday nights it is a magnet for muscle cars and for people wanting to look at the muscle cars. The Police keep an eye on things but although it has been there for yonks there has never been any trouble. Some time ago, Graham got the idea of inviting the cars and their owners to the barbecue – to give the mums and dads an opportunity to look over



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these remarkable machines and for the vehicle owners to get together on the base and have a free barby.

They turned up in droves.



A distraught senior citizen phoned her doctor's office. "Is it true," she wanted to know, " that the medication you prescribed has to be taken for the rest of my life?" "Yes, I'm afraid so," the doctor told her. There was a moment of silence before the senior lady replied, "I'm wondering, then, just how serious is my condition because this prescription is marked 'NO REPEATS' "

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Car owners Greg Herbert and Tony and Kay McKenzie.

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Tony and Kay McKenzie's heavily modified 1975 HJ Holden ute.



This immaculate machine is fitted with GM's high performance 350 cub in V8, a fact lost on a lot of mums at the barbecue, but immediately recognised by most of the dads.

Other vehicles on display were:

1960 Chevy El Camino ute.





1968 VW Country Buggy.



Although 1,956 of these vehicles were built back in 1967/8, today there are not a lot still operational. Designed in Australia (Clayton, Victoria), they were intended as a cheap farm vehicle and although they could not compete with 4WDs, (only two [rear] wheel drive), they had good clearance, a light body, a low centre of gravity, wide track and with most of the weight over the rear wheels, they could go far beyond where a `normal' two wheel drive was capable.

Built on the beetle's platform, it looked a little like the Kubelwagen, the military Beetle used by the Germans in WW2. It was powered by VW's proven 1285cc (1300) `flat' four cylinder, air cooled engine, although a 1192 cc (1200) was an option. It hit the market at \$1598 and was sold for only eight months before the project was pulled.

How come every time you ring a wrong number it's never engaged?'

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Also enjoying the morning were:



Jayden Ross, Robert and Wendy Hill, Alex Ross, Jasmine Hill.



Rex Scoles, Matt Davies, Donna, Jesse and Billy Scoles.



Abby Morrison and Hannah Branch.

By about 1.00pm, all of the snags had been cooked and enjoyed by those present. It was time to start winding up, cleaning all the barby tools, pickup up any rubbish, stacking tables and chairs away, collecting all the toys and leaving the centre ready for the little ones who will invade it again in the morning.

All in all, a very successful day, once again, well done Army.

Last year I joined a support group for procrastinators. We haven't met yet.



Spartans by two.

On Sunday Monday, (1,2 Nov) 35 Sqn brought both of their C-27 Spartan aircraft up to Amberley from Richmond and we were invited out to Amberley to have a look.



Getting onto the Base is a bit of a mission these days, thanks to the nutters who walk amongst us. The Base is at what the RAAF calls, "Safe Base Charlie" – we don't know whether Charlie is third down the line after Alfa and Bravo nor do we know if it goes any further down, but if Charlie is at third base and it did get to Delta – forget it. Your uncle would have to be the PM himself if you wanted to get on. As it is, you need a "sponsor" to meet you at the gate, someone who must remain with you at all times and who is responsible for your behaviour and/or actions.

After we had watched the 5 minute video which tells you when, where and why you can or can't go anywhere and/or do anything, you fill in your name, address, car rego etc, then front the guard room and get your day pass. Then you drive up to the gate, swipe your pass at the gate which opens the boom and you're on.

We were met by FSgt Damon Edwards, a loady off the C-27 who looked after us, we thank him for that.

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Spartan number 2, number 1 had left for home earlier in the day.



John Sambrooks, metal basher extraordinaire, John Griffiths, pilot of Caribou (and other lesser) aircraft, John McDougall, ex-Caribou loady.

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John McDougall, pretending to know what he's looking at.

If God wanted me to touch my toes, he would've put them on my knees.

Akubra

With the by-pass bridge now in place and operational, (to be called the Macleay Valley Bridge) not a lot of people go through Kempsey anymore – which is a shame as it's a lovely little town with much to see and much to do. Kempsey, which is about





midway between Brisbane and Sydney, is on the Macleay River which, it is said, is the second fastest running river in the world and apart from being very quick, it also has the bad habit of regularly flooding. Between 1946 and 1989, there have been 16 major floods – see [HERE](#), each of which isolated the town and closed the Pacific Highway for days on end.

Which of course is why the bypass was built.



Kempsey has a population of about 11,000 people with one of its famous sons being David Gordon Kirkpatrick, better known as Slim Dusty. Recently the [Slim Dusty Centre](#) was opened in Kempsey and features objects and images from the Kirkpatrick family's own extensive archive, as well as contributions from fans and friends from all over the world. The display provides a look into Slim's first steps into show business, the early years of adventures with Joy and their mates touring the towns and villages of Australia's outback and the glory days of life on the showgrounds of Australia with artistes and performers of vaudevillian delights. Memory acts, dental trapeze and comedy skits were all part of Slim and Joy's shows for years, until they settled into the type of performances for which they became famous; rollicking country music and Slim's natural good humour, all with a very Australian flavour. If you're a country music fan it's a must see.

Other "must sees" in Kempsey include the [Kempsey Museum](#) and the Akubra factory. Unfortunately, because of WH&S regulations, visitors are no longer able to tour the Akubra factory which is one of Kempsey's major employers.

Akubra started life in Hobart in 1874 when Benjamin Dunkerley arrived in Tasmania from England and decided to start a hat making business. His skills as a hatter were backed by his ability to invent machinery and soon after his arrival he had developed a mechanical method of removing the hair tip from rabbit fur so the under-fur could be used in felt hat making. Previously this task had to be done by hand.



In the early 1900's Dunkerley moved the business to Crown Street, Surry Hills, an inner suburb of Sydney, setting up a small hat making factory then in 1904 Stephen Keir I, who had also migrated from England, joined Dunkerley. Keir had hat making experience from England and was seen as a valuable acquisition for the business. In 1905 he married Ada Dunkerley, Benjamin's daughter and soon after was made General Manager. In 1911, the business became Dunkerley Hat Mills Ltd, and had a mere nineteen employees.

The increasing popularity resulted in the move to larger premises in Bourke Street, Waterloo and expanded production, especially of Slouch hats during World War I. The trade name "Akubra" came into use in 1912 and soon after all hats were branded Akubra, the word is

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supposed to have derived from an Aboriginal word for “head covering”. When Dunkerley died in 1925, ownership of the business transferred to Stephen Keir I.



The business continued to flourish and when Stephen Keir retired in 1952 he was succeeded as Managing Director by his eldest son, Herbert. His second son, Stephen Keir II, served as General Manager and became Managing Director in 1972. His son, Stephen Keir III, became Managing Director in 1980 and the company has been in the Keir family ever since

Each hat takes on average 14 rabbit skins, most of which are now imported from Europe. You can see an excellent video on how the hats are made [HERE](#).



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.



Disabled Veterans continue to Struggle.

The TPI Federation together with its ADSO partners is underway with a campaign for fair economic loss compensation to be afforded to the most disabled Veterans in our community, namely the Special Rate/Totally & Permanently Incapacitated (SR/TPI) members. What is required is adjusting their compensation payment to reflect today's standard of living. These Veterans, most physically and psychologically disabled from their service to the Nation, can simply not adequately survive and support their families on an ongoing decline in their standard of living.

In effect, what is sought is that those disabled Veterans be allowed to live in dignity and with self esteem by having the SR/TPI Compensation increased to 100% of the average weekly wage. It is currently at a lowly 43%. This has diminished over the past 65 years from 80% to 43%.

Can this continue to be tolerated? Arguably not at all!!

For that reason, the TPI Federation with ADSO support initiated a campaign in August 2015 seeking public and defence community support. Part of the campaign includes a public petition Fair Compensation for our Most Disabled Diggers and releasing an explanatory awareness SR/TPI video.



Readers are cordially asked to access both links and support the cause for redress for our most disabled veteran colleagues.

The lack of redress explains a number of inalienable facts:

- The number of Veterans who are homeless;
- The number of Veterans' whose spouses/partners must work to bring in a sustainable income;
- The number of Veterans who cannot afford the ever increasing cost of living;
- The number of Veteran and civilian organisations asked to provide the very services that are the responsibility of Government;
- The number of Veterans who cannot hold their heads high with the proud knowledge that they have done their country proud and that the Government will look after them;

What should not be forgotten is the outstanding grievance that the families of the disabled would benefit the grant to them of the same structural increase as other pensions received in 2009. This would restore parity with other pensions and replace the \$3,300 pa taken from them by the then ALP Government and not restored since.



Disability Pension.

The Veterans' Disability Pension is compensation for war veterans who become seriously wounded, ill or injured during their Government accepted service to the nation and is

compensation for their foregone ability to work sufficiently and sustainably for an adequate wage or salary. It is not a welfare payment.

Personnel accepted by DVA as disabled, on and under the 100% General Rate, are able to continue in the paid workforce without loss of pension. Totally and Permanently Incapacitated (TPI) or Special Rate disabled have in the main their compensation package for inability to remain in waged employment made up from two components, the TPI rate makes up 60% and the Invalidity Service Pension (ISP) makes up 40%. The ISP component is means tested/reduced by 50 cents in every dollar earned above \$7,000 pa. This means test/reduction is extended to the earnings of a partner, inheritance and pre disability savings and assets. I.e. not all TPIs are compensated for their war cause wounding/injuries at the same level.

The Federal Government says it understands the impact of rising costs of living and the importance of ensuring that entitlements do not erode in value and is committed to ensuring that our Disabled War Veterans have their pensions adjusted to take account of "not just the cost of living but also the standard of living".

It took the Australian TPI Federation almost a decade (1997 - 2007) to gain indexation parity for the DVA Disability Pensions with the Age and Invalidity Service Pension as a formulated 25% of the Male Total Average Weekly Earnings (MTAWE) or CPI whichever was the greater. That parity was lost in 2009 when the Age and Invalidity Service Pension rose as a result of the ALP adopting the recommendation of the Harmer review into pension levels as compared to community increases in wage levels. The review found that pensions to remain relevant to wage levels needed to be increased by a factor of 2.7% of the Average Wage i.e. MTAWE. DVA Disability Pensions were excluded from the increase and remain based upon 25% of MTAWE.



After parity was granted, DVA Disability Pensions were adjusted twice-yearly (in March and September) in accordance with the movement in the; Consumer Price Index (CPI), or the 25% of MTAWE, whichever was the greater.

In 2009, despite assurances by the Labor Government's Veterans' Affairs Minister (Alan Griffin MP), the Treasurer (Wayne Swan MP) and the Minister for Families, Community Services and Indigenous Affairs and Minister for Disability Reform (Jenny Macklin MP) that DVA Disability Pensions were included for [Review by Dr Jeffrey Harmer](#) into the Reform for More Secure and Sustainable Pensions, it was omitted. This was seen as a blatant and intentional act of discrimination by the Rudd Labor Government against Disabled Veterans. I.e. the ALP moved the goal posts for all pensions except for DVA Disability





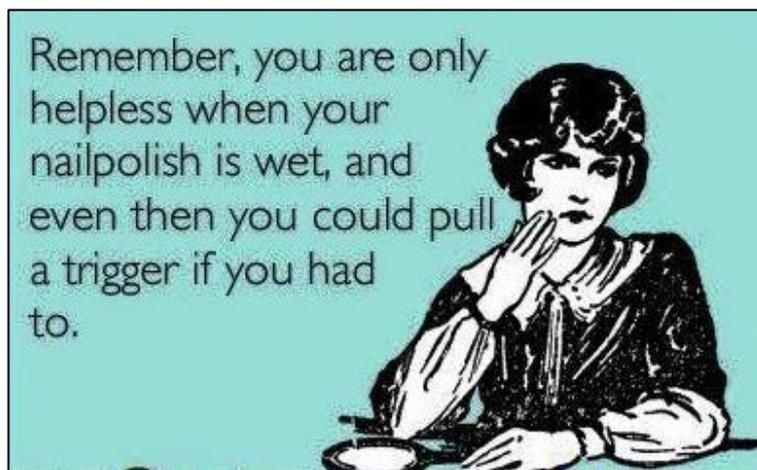
Pension.

To ensure that Veterans' Disability Pensions were excluded from the Harmer Review's increases in the 2009 Budget, the Rudd Government inserted an exclusion clause into the "VEA Amendment Bill 2009." This circumvented the existing parity that had been established in the 2007 legislation thus preventing the increases automatically flowing to DVA Disability Pensions.

The Government also accepted the Harmer Review's recommendation for an additional factor the Pensioner and Beneficiary Living Cost index (PBLCI) to be included in the new indexation method for the Age and Service Pensions but like the MTAWA increase to 27.7% was not passed on to DVA Disability Pensions. The Review's indexation increase to 27.7% of MTAWA to the Age and Service Pensions effectively removed the existing parity established in the 2007.

What's been the financial impact on DVA Disability Pensions?

The denied 2.7% increase in MTAWA amounts to a loss of approximately \$3,300.00 pa to the TPI/Special Rate pension and approximately \$1,200.00 pa of 100% of the General Rate pension. All other DVA Disability Pensions are affected pro-rata by the same 11.4%.



Other benefits going!!

From July 2016, disabled war veterans and war widows will no longer be eligible for concessional travel on Great Southern Rail



journeys. Great Southern Rail operate The Ghan. This joins a shameful list of slashed benefits already implemented or announced:

- The government will reduce the pensions of more than 10,000 Part Service Pensioners and completely cut out the Service Pensions of some 2,800 others.
- The government has withdrawn its \$223million share of an agreement with the States to fund Service pensioners' concessions for travel, electricity, phone and council rates.
- The government intends to axe the three month backdating of Veterans Disability Pension claims; a very long standing concession giving some flexibility for delays in obtaining medical evidence and a recognition of the special nature of military service.
- It has axed the Seniors Supplement (\$876.20 a year) for Gold Card holders not receiving income support.
- It has cancelled the indexation of the Clean Energy Supplement added to Veterans Affairs pensions and payments, causing it to quickly lose real value.
- Military Superannuation not previously counted, now to be counted as income when applying for a Commonwealth Seniors Health Card.
- Some regional DVA offices are closing with clients sent to Centrelink.
- Some regional dedicated VVCS offices will close and staff at others reduced.
- The government tried (unsuccessfully thanks to an unimpressed Senate) to downgrade the indexation of the TPI, General Rate Pensions, Invalidity Service Pension, Age Service Pension, War Widows Pension, Income Support Supplement, wholly dependent partner payment. Whilst the Senate thwarted its attempt this time, will it be able to thwart it next time?
- The government has downgraded the quality of hearing aids available under SRCA.

From 01 July 2016, the current discounts provided to Commonwealth Seniors, Pensioners and Veterans will no longer be offered, instead, Great Southern Rail will provide a 20 per cent discount for the 2016/17 travel year.

Certain Veterans receiving concessions from the Department of Veterans Affairs are entitled to significant savings in the Red Service Day/Nighter seats and Gold Service. Further to this, their travelling companion is eligible for the same discount when travelling as a carer.



Veterans include:

- Totally and permanently incapacitated veterans;
- Veterans entitled to the extreme disablement adjustment;



- Intermediate rate disability Pensioners;
- 100% general rate Pensioners in South Australia;
- World War 1 Veterans, their spouses or widows;
- Blinded disability Pensioners;
- Veterans receiving the disability pension for pulmonary tuberculosis class B and class C;
- Veterans receiving the special disability amount Items 1-14 (listed under section 27 of the Veterans' Entitlements Act 1986);
- Blinded Service Pensioners.

A carer can be any person travelling with a Special Veteran. Great Southern Rail requires a medical certificate to be required prior to travel confirming the need of a carer for the Veteran travelling.

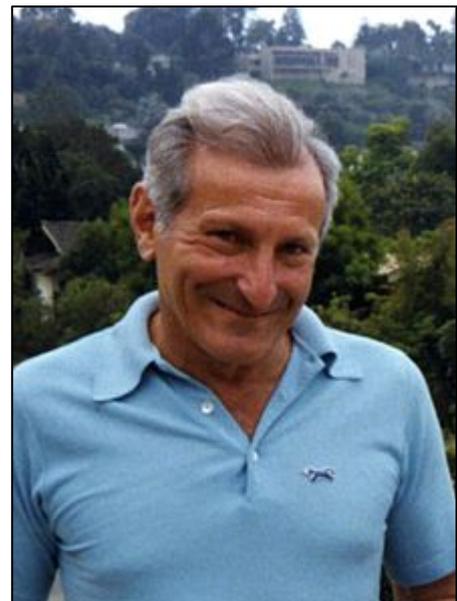
You can see the costs as they will be from 01 July 2016 [HERE](#). You've only got a few months left at the current rates, if you can, do it now!!!

Global warming The World's "Blue Hills"!!

Although this occurred 5 years ago, the [British Telegraph](#) ran it again on the 2nd October, there must be a reason??

Harold Warren Lewis, (October 1923 - May 2011) a respected physicist who had previously advised both the U.S. Government and the Pentagon on various matters including missile defence and nuclear winter, shocked his peers when he disseminated his letter of resignation from the American Physical Society (APS).

Lewis accused the American Physical Society of supporting "the global warming scam, with the trillions of dollars driving it that has corrupted so many scientists." The physicist's letter contained a number of complaints, including the APS' lack of a response to his endeavours to gather a committee to evaluate evidence for a human link to climate change. Lewis revealed that global warming was "the greatest and most successful pseudoscientific fraud" he has even seen in his career.



The letter, sent via e-mail to Curtis G. Callan Jr, the then-President of the American Physical Society and dated October 8, 2010, was released to the public by Emeritus Professor of



Physics Hal Lewis. The physicist made clear that when he first joined the APS over 65 years ago, it was “much smaller, much gentler, and as yet uncorrupted by the money flood.” Back then being a physicist meant being a “guarantor of a life of poverty and abstinence,” but everything changed after the World War II.

Lewis said that his former pride at being an APS Fellow turned into shame, which is why he decided to resign. According to him, the APS “has accepted the corruption as the norm, and gone along with it.” He revealed that about one year before sending his resignation letter, he joined forces with some of his colleagues and sent an e-mail with regard to this issue. Even though the organisation ignored these problems, the then-President launched a “hostile” investigation of where they got the e-mail addresses.

Another problem was the organisation’s “appallingly tendentious” statement on Climate Change, which is “certainly not representative of the talents of APS members” as he has long known them, the physicist claimed. Because of this, he joined forces again with some colleagues and petitioned the Council to reconsider it. APS appointed a secret committee that “never met, never troubled to speak to any sceptics, yet endorsed the Statement in its entirety.” The Council admitted the existence of some uncertainties, but they were brushed aside “to give blanket approval to the original.” The original statement was eventually kept.

When the ClimateGate scandal broke into the [news](#), Lewis and along with some of his peers “collected the necessary 200+ signatures to bring to the Council a proposal for a Topical Group on Climate Science.” The group could not use the APS [membership](#) list and the petition was declined. Although the organisation asked its members if they would sign a petition to establish a Topical Group on their “yet-to-be-defined subject,” it offered no petition whatsoever. “The entire purpose of this exercise was to avoid your constitutional responsibility to take our petition to the Council,” Lewis said in the letter.

After the physicist publicly resigned from the APS over issues having to do with climate change, the organisation sent a statement in which it “totally” rejected Lewis’ claims that global warming is a “pseudoscientific fraud” and a “scam.”

Harold Lewis was Emeritus Professor of Physics, University of California, Santa Barbara, former Chairman; Former member Defense Science Board, chmn of Technology panel; Chairman DSB study on Nuclear Winter; Former member Advisory Committee on Reactor Safeguards; Former member, President’s Nuclear Safety Oversight Committee; Chairman APS study on Nuclear Reactor Safety Chairman Risk Assessment Review Group; Co-founder and former Chairman of JASON; Former member USAF Scientific Advisory Board; Served in US Navy in WW II; books: *Technological Risk* (about, surprise, technological risk) and *Why Flip a Coin* (about decision making)



Belief in the cause of global warming/climate change has divided the world like nothing before it, depending on your point of view, you're either a "believer" or a "sceptic". For every argument for it there is an equal and opposite argument against it and the sum of money that is involved is staggering. Depending on which way you lean, it is either money well spent or a complete and utter waste.

TV and radio stations, newspapers, blogs, people in pubs, everyone has taken a side and is vigorously trying to "convert" the opposition. If you're a FOR person you can't (and won't) understand the other side's argument, similarly, if you're an AGAINST person, those on the other side have got it all wrong. Each side trots out stats to prove their point of view, but the true believers rely more on faith than stats – the whole thing has now got a life of its own, but in the end, someone HAS to be wrong!!!

In our opinion, before any more time and money is spent on this 'cause', we should crank up a Royal Commission to have a look at the whole thing because one side is knowingly peddling "duff gen". An un-biased Royal Commission could examine the why question as this is the sticking point in the whole argument, there is no question that the climate is changing (as it has always done) what divides us is whether the change is natural or is it because of what we are doing. tb

A fairly accurate essay about Australia

The following is by Douglas Adams, author of "The Hitchhiker's Guide to the Galaxy".

"Australia is a very confusing place, taking up a large amount of the bottom half of the planet. It is recognisable from orbit because of many unusual features, including what at first looks like an enormous bite taken out of its southern edge; a wall of sheer cliffs which plunge into the girding sea. Geologists assure us that this is simply an accident of geomorphology, but they still call it the "Great Australian Bight", proving that not only are they covering up a more frightening theory but they can't spell either.



The first of the confusing things about Australia is the status of the place. Where other landmasses and sovereign lands are classified as continent, island or country, Australia is considered all three. Typically, it is unique in this. The second confusing thing about Australia is the animals. They can be divided into three categories: Poisonous, Odd, and Sheep. It is true that of the 10 most poisonous arachnids on the planet, Australia has 9 of them. Actually, it would be more accurate to say that of the 9 most poisonous arachnids, Australia has all of them. However, there are few



snakes, possibly because the spiders have killed them all. But even the spiders won't go near the sea. Any visitors should be careful to check inside boots (before putting them on), under toilet seats (before sitting down) and generally everywhere else. A stick is very useful for this task.

The last confusing thing about Australia is the inhabitants. A short history: Sometime around 40,000 years ago some people arrived in boats from the north. They ate all the available food, and a lot of them died. The ones who survived learned respect for the balance of nature, man's proper place in the scheme of things, and spiders. They settled in and spent a lot of the intervening time making up strange stories. Then, around 200 years ago, Europeans arrived in



boats from the north. More accurately, European convicts were sent, with a few deranged people in charge. They tried to plant their crops in autumn (failing to take account of the reversal of the seasons), ate all their food, and a lot of them died. About then the sheep arrived, and have been treasured ever since. It is interesting to note here that the Europeans always consider themselves vastly superior to any other race they encounter, since they can lie, cheat, steal and litigate (marks of a civilised culture they say), whereas all the

Aboriginals can do is happily survive being left in the middle of a vast red-hot desert, equipped with a stick.

Eventually, the new lot of people stopped being Europeans on 'extended holiday' and became Australians. The changes are subtle, but deep, caused by the mind-stretching expanses of nothingness and eerie quiet, where a person can sit perfectly still and look deep inside themselves to the core of their essence, their reasons for being, and the necessity of checking inside their boots every morning for fatal surprises. They also picked up the most finely tuned sense of irony in the world, and the Aboriginal gift for making up stories. Be warned.

There is also the matter of the beaches. Australian beaches are simply the nicest and best in the world, although anyone actually venturing into the sea will have to contend with sharks,



stinging jellyfish, stonefish (a fish which sits on the bottom of the sea, pretends to be a rock and has venomous barbs sticking out of its back that will kill just from the pain) and surfboarders. However, watching a beach sunset is worth the risk. As a result of all this hardship, dirt, thirst and wombats, you would expect Australians to be a dour lot. Instead, they are genial, jolly, cheerful and always willing to share a kind

word with a stranger. Faced with insurmountable odds and impossible problems, they smile disarmingly and look for a stick.

Major engineering feats have been performed with sheets of corrugated iron, string and mud. Alone of all the races on earth, they seem to be free from the 'Grass is greener on the other



side of the fence' syndrome, and roundly proclaim that Australia is, in fact, the other side of that fence. They call the land "Oz" or "Godzone" (a verbal contraction of "God's Own Country"). The irritating thing about this is they may be right.

TIPS TO SURVIVING AUSTRALIA

Don't ever put your hand down a hole for any reason WHATSOEVER. The beer is stronger than you think, regardless of how strong you think it is. Always carry a stick.



Air-conditioning is imperative. Do not attempt to use Australian slang unless you are a trained linguist and extremely good in a fist fight. Wear thick socks. Take good maps. Stopping to ask directions only works when there are people nearby. If you leave the urban areas, carry several litres of water with you at all times, or you will die.

And don't forget a stick.

Even in the most embellished stories told by Australians, there is always a core of truth that it is unwise to ignore.

HOW TO IDENTIFY AUSTRALIANS

They waddle when they walk due to the 53 expired petrol discount vouchers stuffed in their wallet or purse. They pronounce Melbourne as "Mel-bin". They think it makes perfect sense to decorate highways with large fibreglass bananas, prawns and sheep. They think "Woolloomooloo" is a perfectly reasonable name for a place, that "Wagga Wagga" can be abbreviated to "Wogga", but "Woy Woy" can't be called "Woy". Their hamburgers will contain beetroot. Apparently it's a must-have. They don't think it's summer until the steering wheel is too hot to handle. They believe that all train timetables are works of fiction.

And they all carry a stick.

Kedron Wavell Services Club.

The modern, three-level, multi-million dollar Club features two restaurants, four social bars, 300 gaming machines and TAB facilities. The Club is open 7 days a week, from 9.30am until late. Renowned for its unique dining, Kedron-Wavell Services Club offers two distinctly different dining experiences offering both indoor and alfresco dining. [Restaurant Thr3e](#) is a family friendly buffet restaurant with a twist while the popular [HQ Cafe](#) is a favourite meeting place with its modern Australian cuisine and covered alfresco dining deck.

The Gallipoli Bar, situated at the rear of the downstairs section, has something for everyone. You can catch all your favourite sports action live in this new sports lounge and should you wish, have a punt in the TAB area. You can also enjoy the FREE live and local music acts or just enjoy a relaxing drink after work.

From 8.30pm every Friday and Saturday night, the Gallipoli Bar provides free live music acts to entertain you while you enjoy a drink and relax in one of our many seating areas.

To view upcoming free live music acts [click here](#).



On Thursdays, from 7pm in the Gallipoli Bar, you can grab a group of friends and test your wits in our free trivia challenge. There are lots of great prizes to be won! First prize is \$100 Kedron-Wavell Kash. Second prize is \$50 Kash plus there are plenty more giveaways throughout the night.



On Saturdays, from 4.30pm, there is a free sausage sizzle and the Club's 12 HD TV's will cover all the live sporting action from venues in Australia, as well as some overseas sports.

There is a free live band on stage from 8.30pm.



It's easy to see why Kedron Wavell is considered Queensland's premier club.



Husband store!

A store that sells husbands has opened in Perth, where a woman may go to choose a husband. Among the instructions at the entrance is a description of how the store operates:

- You may visit this store ONLY ONCE!
- There are six floors and the value of the products increase as the shopper ascends the flights.
- The shopper may choose any item from a particular floor, or may choose to go up to the next floor, but you cannot go back down except to exit the building!

So, a woman goes to the Husband Store to find a husband. On the first floor the sign on the door reads:

- **Floor 1** - These men Have Jobs . She is intrigued, but continues to the second floor, where the sign reads: .
- **Floor 2** - These men Have Jobs and Love Kids. 'That's nice,' she thinks, 'but I want more.' So she continues upward. The third floor sign reads:
- **Floor 3** - These men Have Jobs, Love Kids, and are Extremely Good Looking. 'Wow,' she thinks, but feels compelled to keep going. She goes to the fourth floor and the sign reads:
- **Floor 4** - These men Have Jobs, Love Kids, are Drop-dead Good Looking and Help With Housework. 'Oh, mercy me!' she exclaims, 'I can hardly stand it!' Still, she goes to the fifth floor and the sign reads:
- **Floor 5** - These men Have Jobs, Love Kids, are Drop-dead Gorgeous, Help with Housework, and Have a Strong Romantic Streak. She is so tempted to stay, but she goes to the sixth floor , where the sign reads:
- **Floor 6** - You are visitor 31,456,012 to this floor. There are no men on this floor. This floor exists solely as proof that women are impossible to please. Thank you for shopping at the Husband Store.

To avoid gender bias charges, the store's owner opened a New Wives store just across the street.

- The first floor has wives that love sex.
- The second floor has wives that love sex, have money and like beer
- The third, fourth, fifth and sixth floors have never been visited.



**BEING A MAN MEANS DOING
WHAT I WANT WHEN I WANT
AND NOT HAVING TO ANSWER
TO...**

**SHIT SHE'S COMING!!!
TO BE CONTINUED...**

The Power behind Unmanned Aerial Vehicles.



“Smart” weapons, like Unmanned Aerial Vehicles (UAVs) and Precision Guided Missiles (PGMs), have become a major area of development in the American military, reducing costs and the need for human personnel in dangerous or inaccessible areas. The growth of UAV technology in recent years is astounding; indeed, unmanned systems have been essential in U.S. operations in Afghanistan, where adversaries employed unconventional, dangerous methods of combat on the densely populated, urban battlefield. For this reason, continuing to invest in this developing technology is critical to modern warfare.

The United States Department of Defense (DoD) defines unmanned aircraft as “an aircraft or balloon that does not carry a human operator and is capable of flight under remote control or autonomous programming.” The U.S. military currently employs over 7,000 unmanned systems, which are used in a wide range of applications, including security, search and rescue, disaster management, and telecommunications, though they are most effective as ISR (intelligence, surveillance, and reconnaissance) tools and munitions.



Depending on their function, unmanned systems fall into military branch-specific tier systems, such as the ones utilized by the United States Air Force (USAF) and United States Marine Corps (USMC). Tiers designate the role an aircraft must fill and assist military planners in the overall usage plan for integrated operations. In the USAF, for example, aircraft size and function range from the Wasp III (Tier N/A), a miniature UAV that provides real-time intelligence to its operators, to the MQ-9 Reaper (Tier II), a high altitude, long endurance UAV that provides high-altitude surveillance and can search for and engage enemy targets.



Gary Clayton, Chairman of the Unmanned Aerial Vehicle Systems Association (UAVS), explains, “Unmanned Aerial Vehicles can maintain long operational periods and therefore maintain persistence over an area of interest. It is also possible to use an unmanned vehicle where you may not want to risk a manned flight.” In its Unmanned Systems Integrated Roadmap, the DoD also acknowledges the fact that unmanned systems dramatically reduce the risk to human life and are the preferred alternatives for missions that are characterized as “dull, dirty, or dangerous.” Examples of these include long surveillance missions (dull), missions involving potential exposure to chemical, biological or nuclear elements (dirty), and high risk operations (dangerous). Because UAVs function in a stand-off manner, operators maintain a greater distance between themselves and the theatre, removing them from harm’s way.

Critics can be quick to discredit UAV technology for leaving life and death decisions to the whims of a robot—bringing the implications of a lack of human oversight into legal and ethical territory. But as Clayton explains, “Unmanned systems can operate automatically but not autonomously. Although the [autonomous] technology exists, this is one step too far with respect to the regulations.” Indeed, while most of the unmanned aircrafts in the DoD’s arsenal require very limited human interaction, they still operate under the pilot’s control, performing their function with greater accuracy and fewer incidents.

Military-qualified UAV design components are rugged and cost-effective. Typically, creativity can be exercised in payload design, yielding high-level performance and minimal size, weight, and power (SWaP) of design elements, which result in greater UAV endurance. Gregory Powers, Business Development Manager of Aerospace, Defence & Marine for TE Connectivity, says that depending on the mission, unmanned systems are designed to employ a variety of technologies—always with minimal SWaP in mind.

“UAVs fulfill two roles today, ISR and potentially ISR with strike capability,” Powers says. “As a result, payload systems like EO/IR imaging/targeting, radar, and signals intelligence sensors are predominant in larger UAVs. They must also have vehicle management avionics, where items like datalinks and GPS play multiple roles in vehicle and mission management. Larger UAVs also will carry significant computing power in an effort to sort the ‘needle from the haystack’ and relay the most important information to the operator.”



The UAV's wireless function is to transmit and receive information to and from the operator across large air gaps where neither the weight savings nor distance can be duplicated by a wire plant. Additionally, many unmanned systems are equipped with M2M capabilities, as they rely on the sharing of information via GPS technology for safe navigation. Therefore, advancements in wireless capacities increase a UAV's operational effectiveness and inter-relationships with other military assets.

Prioritizing minimal SWaP is most critical in smaller UAVs, as heavy and often power-hungry subsystems must be sacrificed in the design. Larger UAVs typically have more room and power generation capability to carry a more complex payload. As a result, they not only can be equipped with more sophisticated payload and connectivity, they also need to have it ruggedized against temperature, altitude and long duration vibration. In small UAVs the payload is a much smaller, compact design with a minimum of production break connectors and a preference for direct attach technology.” Similarly, PGMs are very SWaP-sensitive, as small-framed munitions allow for maximum payload and stealth of the host vehicle. Again, this can prove challenging in terms of design. PGMs typically rely on GPS, datalinks, and seekers for laser guidance or infrared

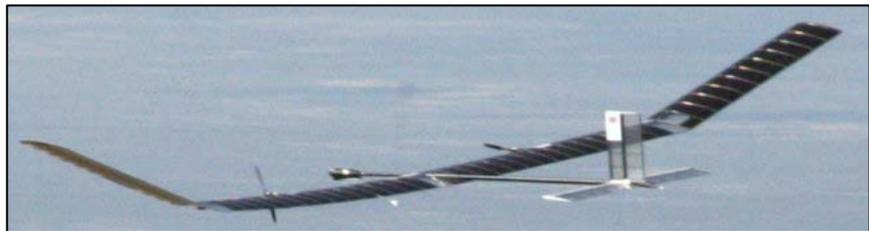




targeting, and incorporate power, vehicle, and payload management subsystems involving a variety of electrical and optical technologies. Each device also includes compact antennas, various analog, digital, and power components, and sensors ranging from EO/IR to accelerometers—a lot to pack into a small frame.

Whether a large or small system, battery capacity remains to be an issue for UAV design engineers. One example is High Altitude Pseudo Satellites (HAPS), which fly and operate on harvested energy and are therefore limited in their power.

The smaller, electric-powered systems, are also constrained by their battery capacity. The issue of power (as with overall UAV design) depends on a number of



factors. In order to specify the ideal power supply for a guided munitions application, various parameters may need to be considered including voltage, capacity, energy density, size and weight restrictions, special packaging requirements, required shelf life, temperature range and other environmental requirements, the need for instant activation, and the need to conduct routine testing.

Design engineers currently have several power options available to them:

- reserve and thermal batteries,
- silver zinc batteries,
- spin-activated batteries, and
- lithium metal oxide batteries, which, in particular, reap several benefits since they employ commercial off-the-shelf (COTS) technology, delivering cost savings, high current pulses, and high rate energy with up to 20 years of shelf life. Further, they feature a wide temperature range (-40°C to 85°C), but do not generate high internal temperatures themselves, eliminating the need (and therefore cost and equipment) for insulation.

Recently, high-power lithium metal oxide batteries were used in the Defence Advanced Research Projects Agency (DARPA)'s Optically Directed Attach Munitions (ODAM) project, powering the laser-guided, optical seekers in the system's 60 mm mortar rounds. They are also frequently utilized in the guidance systems of air-to-ground missiles; upgrading to the lithium batteries from silver zinc cells has resulted in a 30 percent size reduction, 75 percent weight reduction, and 3.5 greater energy density.

Recent trends in military UAV development is the creation of even smaller airframes that mimic the navigational and automatic skills of birds or insects. These "mini-drones" are intended to overwhelm enemy radar systems and/or blanket high-threat areas with multiple, simultaneous intelligence sensors. Though deployment of these mini-drone "swarms" has already been

tested, engineers are still limited by the power, sensing, and computing components that can be integrated in such small airframes.

Unmanned systems have also taken a more commercial turn. Previously, only specialists could field UAVs successfully, however, many countries and private companies are now developing their own unmanned systems. We are seeing some cross-over of commercial and military in the lower cost area, where commercial designs are being evaluated for expanded use in tactical roles, ranging from ISR to rescue. This upward trend will result in higher performance military Unmanned Carrier-Launched Airborne Surveillance and Strike (UCLASS) and Unmanned Combat Aerial Vehicles (UCAV), though commercial development of UAVs will likely progress slower due to increased regulations in the civilian airspace.



Islam – is there a solution??

The Sunni and the Shiite people have been at each other's throats for more than a thousand years. A lot of people in Australia are now of the opinion that the western nations should not be in the Middle East trying to stop the fighting, the west should just let them fight it out. Likewise, many feel that any Australian who wants fight there should be allowed to go, just do not let them back.

Perhaps if Muhammad had left a will and a succession plan, we might not have the problems of today.

There is an interesting short video that explains the problems – unfortunately we can't see an early fix to this problem at all. You can see the video [HERE](#).

Possibly the greatest quote ever?? Nope!!!

This quote is flying around the internet, reportedly a word for word response to a question posed to her by an unknown person. "My accomplishments as Secretary of State? Well, I'm glad you asked! My proudest accomplishment, in which I take the most pride, mostly because of the opposition it faced early on, you know... the remnants of prior situations and mindsets that were too narrowly focused in a manner whereby they may have overlooked the bigger picture and we didn't do that and I'm proud of that. Very proud. I would say that's a major accomplishment."

Hillary Clinton 11 March 2014



Like a lot of these things, it's all garbage. (See [HERE](#)). It possibly originated from the desk of one of her Presidential hopeful opponents.

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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!!

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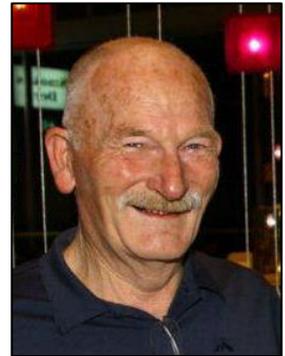
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My Story.

John Seward

John was born in Featherston in the North Island of New Zealand and in 1960 joined the Royal New Zealand Air Force (RNZAF) as an apprentice armourer. Back then the RNZAF didn't have their own appy training facilities and prior to John joining, NZ appies did their training in the UK at RAF Halton which is one of the RAF's largest bases. Unfortunately for John, the Kiwi Gov't decided to switch their appy training from the UK to Australia, so John missed out on a 3 year holiday in the UK and instead "enjoyed" a 3 year stint in the middle of NSW at Wagga with the dust and flies in summer and frost and fogs in winter.



14 Appy Armourers.



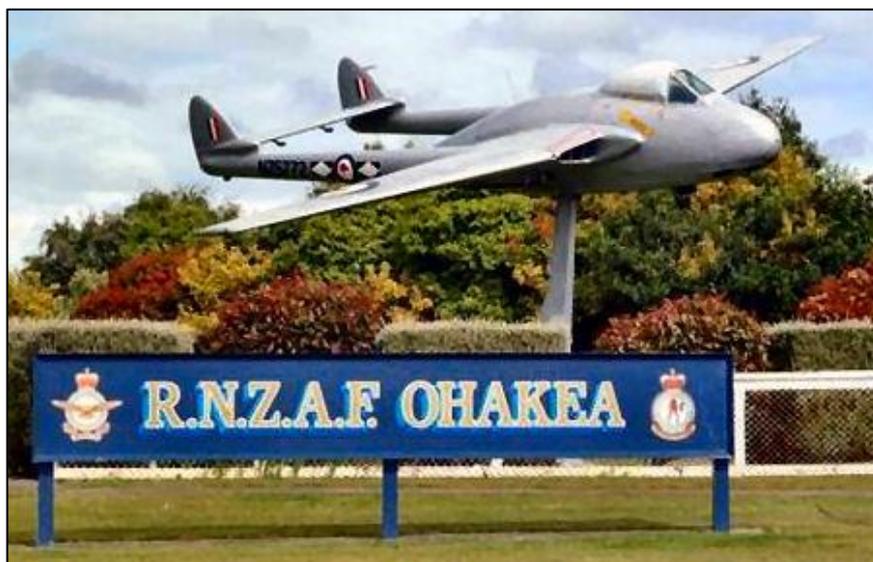
Back row (L-R): Greg Morrison; John Wattus; John Clarkson; Bob Hogg; Pat Godman; Brian Dettman; John Curtis.

Front row (L-R): Larry Hayne; Jeff Hatswell; Bill Chitty; Graeme Monkhouse; John Seward; Bob Wilson; Barry Scott Dennis Evans.

Apart from being selected as the NSW Apprentice of the Year in 1962, he completed his training in August 1963 as Dux of the combined 14Appy intake. His other interests, while at Wagga, included:

- football, he was Captain of the First XI RAAF Training Establishment Rugby Team and:
- small and large bore shooting, he was a Champion-Shot Marksman while at Wagga and later on his return to NZ.

After Wagga he was posted to 2 Sqn at Amberley for 6 months follow-on training before being repatriated back to NZ to Armament Section at the RNZAF's Base at Ohakea. Back in NZ he became involved in sport parachuting and was elected the president of the NZ Federation of parachute clubs, a position he held from 1966 to 1976 where he was responsible to the NZ Civil Aviation Authority for overall administration, training and accident investigations. He also planned and managed the first international 10 man Star Meet at Masterton in 1971.



In 1964, shortly after returning to NZ, he applied for and was successful in transferring to Aircrew and in 1966, at RNZAF Base Wigram, he graduated as a navigator with a Distinguished Pass. In 1967 he was posted to Ohakea for conversion training onto Canberras with 14 (Bomber) Squadron then from 1968 to 1969 he operated with the Fiji, Australia and other South East Asian Air Forces as well as deployments to RAF Base Tengah in Singapore.

Apart from operational navigation duties with five NZ squadrons, he was involved in the training and setting of standards for navigators and pilots on four of the squadrons, being the Navigation Leader on three of them, Flight Commander on two and Deputy Squadron Commander on one.

In 1970, until 1972, as well as continuing to fly periodically with 14 Squadron, he served as the Joint Services Public Relations Officer in Auckland. He lived with the Navy, worked from Army HQ in Auckland city and looked after a region comprising most of the North Island where he was responsible for joint Service media liaison and publicity requirements, including at times, the NZ Police. In 1972 he was deployed to Bangladesh to report on RNZAF contribution in international humanitarian aid mission under auspices of International Committee of the Red Cross (ICRC).

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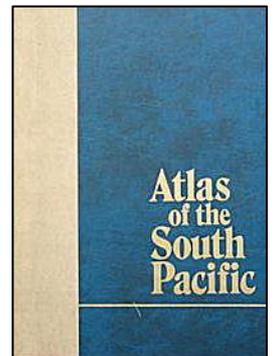
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In 1972 he was posted to 1 Sqn which operated 6 “slow and uncomfortable” Bristol Freighters then after converting on this aircraft he had 12 months flying through NZ, Australia and the South Pacific and in Jan 1973 it was off to the NZ Junior Staff College for a course then back to 1 Sqn as the Sqn’s operational Navigator. In July 1974 he completed an Advanced Navigation Course from which he qualified as a Nav Instructor then it was back to 1 Sqn as the Sqn’s Navigation leader, responsible for line training and setting standards for Sqn navigators.



In 1976 he was off to 41 Squadron, which had been at the RSAF’s Tengah Base in Singapore since 1962 and which also operated the Bristol Freighter (4 of) as well as 4 UH1 Iroquois then in 1977, the RNZAF finally realised the old Bristol had had its day and pulled the Sqn back to NZ and replaced the Bristols with C-130’s.

Back in NZ he was attached to the NZ External Intelligence Bureau which was part of the Prime Minister’s Department and which had the task of collecting, collating and analysing information on Pacific Nations. This involved liaising with Government and Civil Aviation authorities with regard to NZ’s civil aviation international operations. He also contributed to the production of the “Atlas of the South Pacific”, an oversize hard-cover book which provides a great overview of all the islands in the South Pacific and which is an official atlas provided by the New Zealand government. It is full of maps of each country and the major islands within various countries and provides basic information about each country which can be supplemented with cruising guides.



From 1979 to 1982 he was posted to 42 (VIP) Air Transport Squadron which operated 4 four Andover twin-engine transports out of Ohakea RNZAF Base and while there he was promoted from Navigation Leader to Flight Commander and eventually deputy Squadron Commander. He was also elected President of the Officers’ Mess Committee. Today, 42 Sqn operates Beechcraft B200 Super King Airs.



In 1982, until 1987, he was promoted and posted once again, this time as Base Commander of RNZAF Base Shelly Bay which was situated in Wellington. Shelly Bay was home to Army, Navy, Air Force and civilian people and John’s responsibilities included their training,



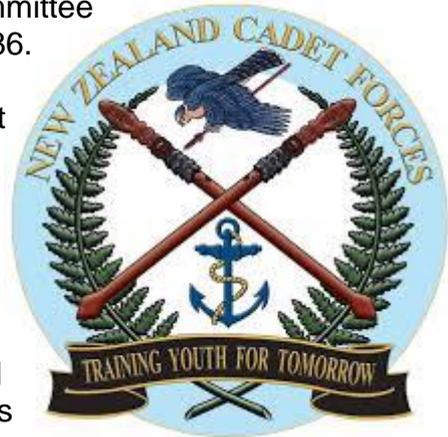
advancement, health, welfare, morale, accommodation and catering. He had also to provide administrative support for over 500 RNZAF personnel serving either in Wellington or overseas and providing catering and reception facilities for senior Government and Defence officials and visiting overseas VIP's. In his spare time he joined the "Friends of the RNZAF Museum" committee which was busy raising funds for the establishment of the Museum at RNZAF Base Wigram.

Shelly Bay, which had been in Defence Force hands from 1885, was closed in 1995 and in 2009 was handed over to the local Wellington People.

In 1985 he was on the move again, this time to RNZAF headquarters in Wellington as the Air Transport Staff Officer where he represented the RNZAF at Skytanker 85 meet at RAF Fairford in the UK, and at Air Standardisation Coordination Committee (ASCC) meeting 44 (Air Transport operations) in Canada in 1986.

His next move was to the Commandant of the NZ Cadet Forces' desk, a position he held for 3 years. During his stewardship, the organisation, which comprised 5000 cadets and 420 volunteers, grew from 87 to 104 cadet units.

His last eleven years of service were as the spokesperson and Public Affairs Officer for the Chief of Defence Force, a position he thoroughly enjoyed and which included operational service in East Timor alongside the ADF contingent. He was contracted to the Civil Aviation Authority during the last four years as a Search and Rescue Mission Coordinator, providing that service on a roster that covered out-of-normal working hours, weekends and public holidays.



He left the RNZAF in May 2004 to join New Zealand's Maritime Safety Authority and became the Operations Manager of Rescue Coordination Centre New Zealand, which had responsibility for sea, air and land search and rescue activities over an area of 30 million square kilometres of the earth's surface – the third largest SAR region in the world. He qualified as a commercial pilot and was, for twelve years, the President and Chief Instructor for the New Zealand Federation of Sport Parachute Clubs, with the added responsibility of investigating and reporting on sport parachuting accidents on behalf of the Civil Aviation Department.

He finally retired from his search and rescue role on the 24th September 2014 and just to give himself "something to do" he has strapped on the tool bag and joined a mainline steam railway preservation and operating trust.

The RNZAF's permanent facilities are now structured around only three Air Force bases, two in the North Island - Auckland, Ohakea, and Woodbourne at the top of the South Island with the Air Staff in Wellington. Each base is home for units unique to that base and can host other units moving to that location on a temporary basis for exercises or operations.



Arthur “Gus” Comer.

The story of Arthur (Gus) Comer, famous as a the ‘Bible-bashing’ airman.

On the 27th October, 1947, Gus enlisted at Laverton, the beginning of a 22 year career that saw him rise through the ranks at an astonishing rate, to become a Warrant Officer Radio Technician (Air) in December 1960, finally being discharged in September 1969 – a long time ago.



How did this shy, adolescent youth get enough courage to take such a dramatic step? The answer lies with the young lady pictured above, his wife Margaret, who he married at Penrith (where she had lived all her life), in March 1956 and who is still with him sixty years later. In her early teens someone told her she should pray and ask God to bring her the right husband. This Christian young woman, part of a Methodist family (her mother the church organist), dutifully did so. Then, she waited. And waited, and waited.

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Early in life Gus had become an atheist, believing Christianity was just a prop for weak people to lean on. But he believes God chose him as the answer to Margaret's prayer and so organised his life in order to answer that prayer. He had been born and raised in Victoria, a long way from Penrith.

Quite a remarkable event led him into RAAF service. He and a friend, Les (Marconi) Jenkins had been working in radio in civvy street when Les saw a recruiting ad in the paper looking for men to join the RAAF to become Radio Technicians and the pay rate quoted for RAAF service seemed very attractive. So they applied. Following Recruit Training at Laverton (No 7 PAF) it was off to Ballarat for No 36 Radio Serviceman course (Ground), then off to Williamstown for a few months, then a stint at No 1TS Point Cook, then back to Ballarat for No 99 Wireless Maintenance Mechanics course, (roughly Nov 49-Jan 51), followed by a posting to 1 AD Radio Section. (he ended up an airy). At that time Church Parade was compulsory for all who had entered a religion on their enlistment form and Gus had put Methodist, the nominal religion of his parents. It was during those regular church parades his atheism was first challenged by those science films made by the Moody Science Institute in the US which showed some of the marvels of the natural world. He still wasn't convinced, but it had opened the door slightly.



He got his LAC props about ten weeks after getting to Laverton and his Corporal's 23 months later. From October 51 to Jan 53 he was in Japan, running the Base Squadron Radio Section. In June 1953 he was posted to 2SD, detachment D, at Dubbo where he got his third stripe and together with LAC Bob Kemp, he had to assess many thousands of radio and radar relics left over from WWII, all of which were stored in a gigantic hangar. All that gear ended up at Board of Survey.



Having being brought up in a Methodist household, he had not been introduced to alcohol and when he received his third stripe and on being introduced to the Sergeant's Mess, he was forced to down his first pint of beer. After that, not being too keen on the drink, and not wanting to spend his evenings at the bar, he started analysing and editing the antiquated 'Y' Group stores (see [HERE](#) for the RAAF's full equipment grouping) vocabs they had to use to try and identify equipment. He found they had stacks of errors in them, items often given two different numbers, or two or more different items given the same number. He filled several exercise books with suggested corrections, which were forwarded to Suppcom HQ in Melbourne. The job at Dubbo finished after about six months, but because of his extra-curricular efforts, the CO recommended him for 'Accelerated promotion', which explains how he came to be promoted to F/Sgt less than 24 months later, not long after arriving in Penrith, in April 55.



He was still not a Christian, but God had entered his life in a quite remarkable way two years earlier. He was walking through a forest in Boronia, close to his parent's home, quite alone, nobody around for hundreds of metres, when he says he suddenly had the overpowering sense of another presence, he immediately felt God was there. He said "I fell to my knees, wrote on the ground 'Nearer my God to thee'. I didn't become a Christian then, but I never again questioned God's existence".

How did he get to Penrith with the RAAF? There was no Airborne Radio or Radar there but a Remote Receiving Station was being constructed at Marsden Park, a few km north from Penrith, to provide communications for eastern Area HQ at Lapstone. He thought it was a job for a Ground Technician, surely? and there were two Ground SNCOs at Laverton who would normally go on such a mission, but both were unavailable at that precise moment, 'Shorty' McDonald was ill and Gabby Hayes had a drink problem. So an Air Tech was sent. Gus!

The Marsden Park project got nowhere, the underground bunker filled with water, which refused to go away. But God had a purpose in all this. On the sixth Sunday after his arrival (8th May, 55), he went to the evening service at the local Methodist church, and there met Margaret. Had he gone in any previous week, it wouldn't have happened. God's perfect timing again?? He visited her home after the service, met her family, returned to the barracks, rose early next morning, wrote a letter to his family down in Melbourne saying: 'I have found THE girl'. I had never even had a girlfriend prior to this!

He spent a week there, went to a movie on Friday night with Margaret and family, had another experience of God's presence in early hours of the Saturday morning, and there committed his life to him. On the Monday morning he was whisked off to Rathmines for a 14 day stint for an Officer's Pre-selection Course. He didn't get a commission, then, or when he applied again in 59. After Rathmines it was back to Ballarat for a six-month stay on No 3 Rad Tech Air conversion course, Radar stuff which he found very interesting.



During that course he made several high-speed dashes to Penrith, leaving Ballarat around 1630 Friday, driving through the night to Penrith, getting there around 0700 more dead than alive, then leaving around 1400 Sunday to dash back to Ballarat.

After his marriage in March 56, it was back to 1AD, renting a place in Newport until being granted a Married Quarter in Nov 58. Their elder daughter was born in May 57, (9lb 11oz), causing vast damage. He was in the Radio section and was one of a group of SNCOs sent to GAF, Fisherman's Bend for training on the new Sabre jets being made there, then it was back to 1 AD to pass on the knowledge. He moved from Radio to Radar section around mid '59, (he thinks).



He was promoted to Warrant Officer on the 1st December 1960 and was posted to Radschool at Ballarat which was preparing to move to Laverton, so he didn't have to vacate their house at Laverton. He reported to Ballarat then was sent straight back to Laverton as part of the advance party, with Sqn Ldr Stuart Jenkins, to oversee fitting out of new buildings. In February he was sent to Point Cook for a Warrant Officers and SNCOs Admin course, which he topped, mainly because his English was better than that of the others on the course. Then it back to Laverton to teach, until April 65.

April 65 saw a move to Williamstown, Mirage Radio Section, then Radar Section. Their second daughter Anne had been born at Laverton in June 60, and they had adopted a part-aboriginal boy, David, in early 64. April 67 saw a final posting, to SUPPCOM HQ in Melbourne, before finally to Laverton for discharge.

He and Margaret are now in a Retirement Village at Sebastopol, next move to the crematorium when the time comes. They spend a lot of time informing people of the threat Islam poses to the future wellbeing of Australia, which he sees as sleep-walking to its own destruction. He commends to anyone interested in understanding Islam, Mark Durie's excellent book, *The Third Choice* (Deror Press).

As to the 'Bible-bashing', he refutes that term. He says "I never hesitated to tell people where I stood, but left it at that. I believe I was denied a commission in 1960, because of my faith."



Margaret and Gus at Frankston in 07, just before their move to Sebastopol.



The People I meet.



Larissa Mialkousky, Savannah Callow and Trev Benneworth.

A week or so ago, I was at the Grand Central Hotel in Brisbane, enjoying a few drinks and the great company of a few blokes I had worked with in Madang PNG many moons ago. For those not familiar with the Grand Central, it is the hotel in Ann St, under Central Railway Station and opposite the ANZAC Memorial. Over the years it's had a bunch of different names, but it's still a great place for lunch and normally draws a huge crowd around midday.

We were chatting and reliving the time when we were all a lot younger and a normal day was having up to 30 active VFR aircraft on your board, all full reporting, on HF, receiving full traffic info, usually in crook weather and how after your shift you were normally shattered and looked forward to a bunch of green bottles and the debrief at the Madang Club. We were in a corner of the bar, having a great old time when unfortunately, someone let slip that I was ex-RAAF and had been, at one time, a Radtech Air.

Pandemonium erupted.



Girls came running from everywhere. Once they realised there was someone with Radtechitis in the room, they couldn't help themselves and raw instinct over-ruled their normal tranquil demeanour and they had to drape themselves upon one's self in an attempt to obtain some of that magnetic allure. They rushed past the dining patrons, lunch plates went flying left right and centre and it wasn't until 20 or so heavily armed SWAT team members from the Qld Police arrived that order was once again restored.

Fame is such a burden.



Ex DCA Madang bods, Peter Davey, Bob Taylor, Jim Finnigan, Errol "Hajji" Barber, Trev Benneworth.

Motor Oil Viscosity Grades.

What does the SAE Viscosity rating on an oil container mean? and how do they come up with this rating? (SAE stands for Society of Automotive Engineers). The SAE has established a numerical code system for grading motor oils according to their viscosity characteristics. SAE viscosity gradings include the following, from low to high viscosity: 0, 5, 10, 15, 20, 25, 30, 40, 50 and 60.



Most of the time when viscosity is explained, words are used that are too technical for the average person to quickly grasp. This leaves them still wondering what the viscosity numbers really mean on a bottle of motor oil. Simply put, viscosity (or grade as it is more often called) is the oil's resistance to flow or, for the layman, an oil's speed of flow as measured through a device known as a [viscometer](#). The thicker (higher viscosity) of an oil, the slower it will flow.



What does a 10W-30 oil do that an SAE 30 oil won't?

When you see a W on a viscosity rating it means that this oil's viscosity has been tested at a colder temperature. The numbers without the W are all tested at 100° C which is considered an approximation of engine operating temperature. (In petrol engines, the top piston ring can expose the motor oil to temperatures of 160° C while in diesel engines the top ring can expose the oil to temperatures over 315° C. This is why you need a different oil for a diesel engine.)

In other words, the above example has a viscosity of 10 when the engine is cold and a viscosity of 30 when the engine warms up. It is called a 'multi-grade' oil. This allows the engine to get oil flow to where it is needed when it is started cold verses dry running until the oil either warms up sufficiently or is finally forced through the engine oil system. The advantage of a low W viscosity number is obvious, the quicker the oil starts to flow through the engine, the less the engine runs dry meaning much less engine wear.

A single grade oil, on the other hand, works the opposite way. An oil with a viscosity of (say) SAE 30 starts out at grade 30 when cold but "thins" out as it warms.

Basically to determine a single grade oil's viscosity using a viscometer, a measured amount of oil is heated to 100° C then allowed to flow through an orifice and timed. Thicker or high viscosity oils will take longer to flow through the orifice in the viscometer and end up in higher number ranges such as SAE 50 or SAE 60. If an oil flows through faster because it's thinner/lighter then it will wind up in a low number range such as SAE 10 or SAE 20.

When categorising multi-grade oils, they first reduce it to a colder temperature and measure it in the viscometer, then it is heated to 100° C and measured again. If it performed as an SAE 5 oil at the low temperature and SAE 30 at the high temperature, it will be classified as SAE 5W-30.

You will often hear people say they wouldn't use a 5W-30 motor oil because it is, "too thin" but they would use a 10W-30 oil. At engine operating temperatures these oils are the same. The only time the 5W-30 oil is "thin" is at cold start up conditions where you need it to be "thin." Just ignore them!!

This leads to two questions,

1. How do they get an oil to flow in the cold when it is a thicker viscosity at 100° C?

The addition of Pour Point Depressant additives (VI) keep the paraffin in petroleum base oils from coalescing together when the temperature drops. Pour Point Depressants can keep an oil fluid in extremely cold temperatures, such as in the arctic regions.

2. Why don't we just use an SAE 10 motor oil so we can get instant lubrication on engine start up?

The answer is simple, it would be a SAE 10 motor oil at 100⁰ C! The lower the viscosity, the more wear will inevitably occur. This is why it is best to use the proper oil viscosity recommended by the auto manufacturer as it will protect hot and at cold start ups. Obviously a SAE 10 motor oil won't have the film strength to prevent engine wear at full operating temperature like a 5W-20, 10W-30 or 5W-30 motor oil.

The VI additives have a double affect, they keep the oil fluid at cold temperatures and prevent it from thinning out at higher temperatures. The farther the temperature range required, like with a 10W-40 oil, the more VI additives are added.

Multi-grade motor oils perform a great service by not being too thick at cold starts and prevent engine wear by providing more instantaneous oil flow to critical engine parts. However, there is a draw back. These additives shear back in high heat or during high shear force operation and break down causing some sludging. What's worse is once the additive begins to be depleted the motor oil no long resists thinning so now you have a thinner motor oil at 100 degrees. Your 10W-30 motor oil can easily become a 10W-20 or even a SAE 10 motor oil. The more VI additive that is added, the worse the problem gets which is why car makers decided to steer car owners away from motor oils loaded with heaps of VI additives like the 10W-40 and 20W-50 viscosities.



The less change a motor oil has from high to low temperatures gives it a high Viscosity Index. Synthetic motor oils that are made from Group IV (4) PAO base stocks have Viscosity Indexes of more than 150 because they are manufactured to be a lubricant and don't have the paraffin that causes the thickening as they cool. But petroleum based motor oils (Group I (1) & II (2)) usually have Viscosity Indexes of less than 140 because they tend to thicken more at the colder temperature due to the paraffin despite the addition of Viscosity Improving additives. The higher the Viscosity Index number the less thinning and thickening the motor oil has. In other words, high number good, low number bad. Low numbers thicken more as they cool and thin more hot. You see these Viscosity Index ratings posted on data sheets of motor oils provided by the manufacturer – but you have to look for them, they are not normally easy to find.



As already mentioned, VI additives can shear back under pressure and high heat conditions leaving the motor oil unable to protect the engine properly under high heat conditions and can also cause sludging. Also there is a limit to how much viscosity improving additives can be added without affecting the rest of the motor oil's chemistry. Car makers have moved away from some motor oils that require a lot of viscosity improving additives, like the 10W-40 and 20W-50 motor oils, to blends that require less viscosity additives like the 5W-20, 5W-30 and 10W-30 motor oils. Because stress loads on multi viscosity motor oils can also cause thinning many racing car owners/drivers choose to use a straight weight petroleum racing motor oil or a PAO based Synthetic which do not have the VI additives.

Fully synthetic oils (Group IV) are chemically made from uniform molecules with no paraffin and generally don't need Viscosity Additives. However, in recent years Group III based oils have been labelled "synthetic" through a legal loophole. These are petroleum based Group II oils that have had the sulphur refined out making them more pure and longer lasting. Group III "synthetic" motor oils must employ Viscosity Additives being petroleum based.



If you can, you should use synthetic Group IV oils as they are compatible with petroleum based oils and fuels plus they have better seal swell than petroleum. These oils use no Viscosity Index additives yet pass the multi-grade viscosity requirements as a straight weight! This makes them ideal over a greater temperature range and because they don't have to add Viscosity Improving additives, they can load it with more longevity and performance additives which will keep the oil cleaner for longer and you'll get better mileage/horsepower.

And change your oil and filter every 10,000 klms – oil is a lot cheaper than an engine rebuild.

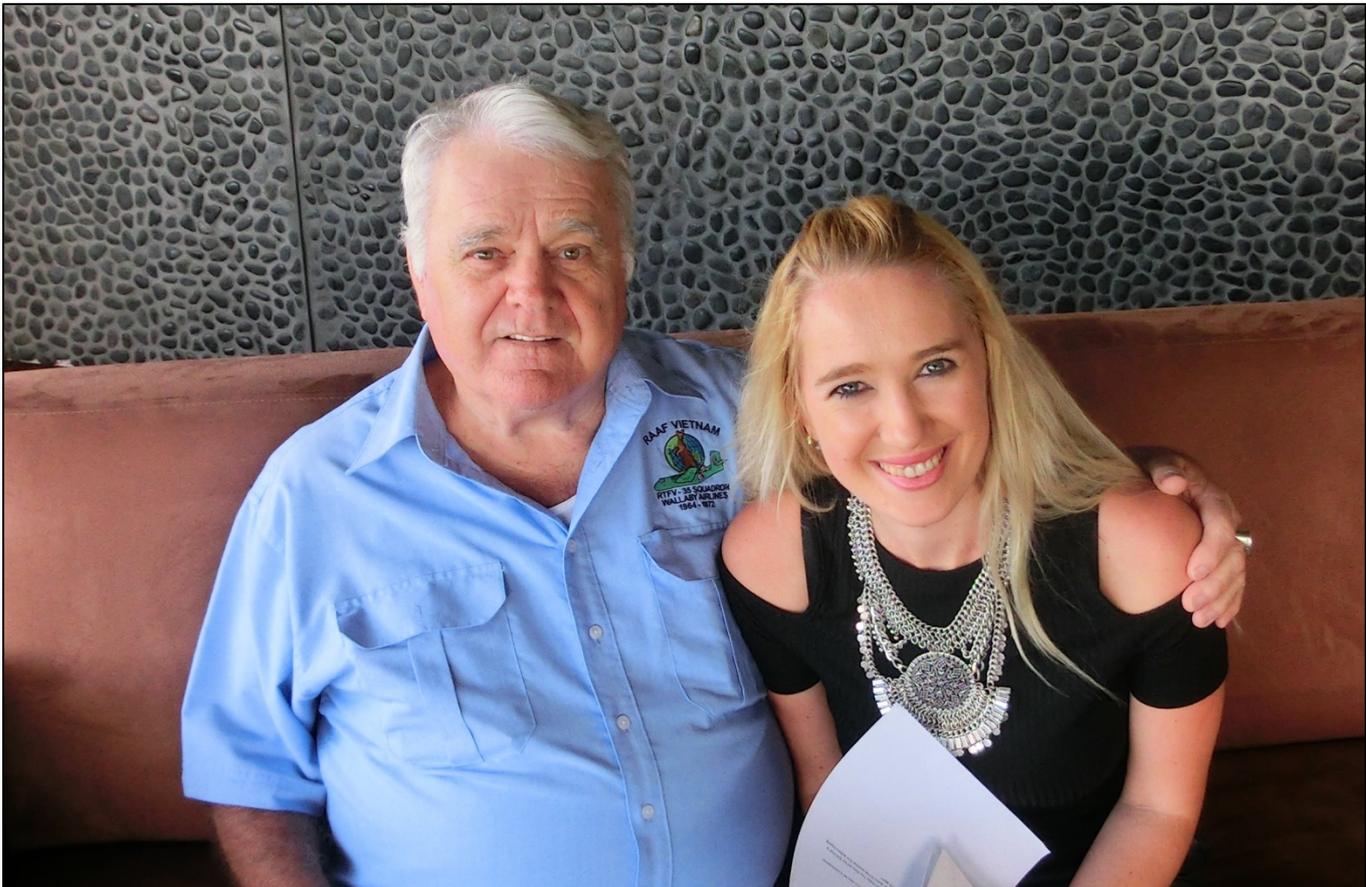
I am a Seenager. (Senior teenager). I have everything that I wanted as a teenager, only 60 years later. I don't have to go to school or work. I get an allowance (pensions). I have my own pad. I don't have a curfew. I have a driver's licence (so far) and my own car. I have an ID that gets me into bars and a liquor store. The people I hang around with are not scared of getting pregnant and I don't have acne.

Life is great.

A Pretender.



Someone sent us the pic below and suggested that perhaps Sambo also has been inflicted with Radtechitis as he seems to be able to attract all the pretty girls in Brisbane. Now, we know Sambo and that just didn't ring true to us, we're sure Sambo wouldn't know the difference between a diode and a didgeridoo, so we decided to do some super sleuthing.



John "Sambo" Sambrooks and Sarah Danielle.

After doing some in-depth sleuthing, we found out why Sambo is in such demand – click [HERE](#).

Navy Captain announced as Telstra Business Woman of the Year, 2015.

Is this a joke???

Captain Mona Shindy was awarded the Telstra Business Woman of the Year Award for 2015. The Royal Australian Navy Weapons Electrical Engineering Officer, Captain Mona Shindy has been named the 2015 Telstra Australian Business Woman of the Year. Currently Director Littoral Warfare and Maritime Support and former head of the Fast Frigate System Program, Captain Shindy was recognised for her excellence in managing multi-million dollar budgets to support the Navy's fleet.

Captain Shindy has combined a 26 year naval career with sea time and motherhood, and is also Chief of Navy's Strategic Adviser on Islamic Cultural Affairs. She attributes her success to her values of collaboration, inclusion and empowerment.

"As a senior military officer and engineer, project director and business leader, being successful as a female has always just been one piece of the puzzle," she said. "Effecting necessary change, in business

practice or community attitudes, requires strong leadership by example. "It requires creating environments where people are encouraged to collaborate and innovate, where all contributions are respected and valued, where there is a strong sense of belonging and personal responsibility, then people and organisations are empowered to be their best and to give their best."

"Mona's ability to unify and inspire as a leader in a traditionally male dominated industry has created lasting business improvement and made way for real change within the Navy. She has faced numerous challenges throughout her career and has met them with resilience and drive.

The Telstra Awards Judges noted Captain Shindy's sharp financial acumen in managing substantial budgets and more broadly, her dedication to building and strengthening bridges between the Islamic community and the Navy.

Has everyone gone mad?? How can you take these people seriously?? - tb.



THE RAM

THE MAGAZINE BY & FOR SERVING
& EX-RAAF PEOPLE & OTHERS



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Allan George's Gems

Vietnam veterans awarded 50 years after the war.



Frank Mallard (1st Field Sqn) and Hans Hurij (MP)
with the medals awarded to them decades after the war.

The Governor-General, His Excellency General the Honourable Sir Peter Cosgrove AK, MC (Retd) has formally approved the awarding of the Republic of Vietnam Cross of Gallantry with



Palm Unit Citation to Veterans in recognition of the military assistance provided to the former Republic of Vietnam while under the operational command of the United States 173rd Airborne Brigade.

The Republic of Vietnam Cross of Gallantry with Palm Unit Citation was awarded by the former Government of the Republic of Vietnam (South Vietnam) to specific military units that distinguished themselves in battle. To be eligible for the insignia of the citation members must have served in Vietnam under the command of 173rd Airborne Brigade from 5 May 1965 to 31 May 1966 in one of the following units;



- 1st Battalion, The Royal Australian Regiment
- 1 Troop, A Squadron, 4/19 PWLH (redesignated as 1 APC Troop, 1 APC Squadron from late Sep 1965)
- 105th Field Battery, RAA
- 3rd Field Troop, RAE
- 161st Reconnaissance Flight, AAAVN
- 1st Australian Logistic Support Company
- Battery Section, 4th Field Regiment Light Aid Detachment, RAEME (and redesignated in country to 105th Field Battery Section, 12th Field Regiment Light Aid Detachment, Royal Australian Electrical and Mechanical Engineers).

The 1st Battalion, Royal Australian Regiment, were formally presented the streamer of the citation at a parade on the 23rd November 2015 at Lavarack Barracks, Townsville.

The streamer was presented by Sir Peter Cosgrove, as part of a larger parade to celebrate the 70th Anniversary of the formation of the 65th, 66th and 67th Battalions, later to become the 1st, 2nd and 3rd Battalions of the Royal Australian Regiment. As part of the ceremony, the 2nd and 3rd Battalions were also be presented replacement Queen's and Regimental Colours.

This symbol of recognition, some 50 years in the making, has made its way into the palms of two Vietnam War veterans. Hans Hurij of the Royal Australian Army Provost Corps who served in Vietnam from May 1965 to April 1966 and Frank Mallard, of the Royal Australian Engineers and who served in Vietnam from September 1965 to September 1966. Both were recently awarded the Republic of Vietnam Cross of Gallantry with Palm Unit Citation.

They served with the 1st Battalion, Royal Australian Regiment (1RAR) under the United States 173rd Airborne Brigade, whose members received the Cross of Gallantry in 1970. Because Australians were not formally offered the award, the Australian rules meant it could not be recognised here.



Decades later, reforms on foreign award recognition opened the gate to allowing Australian veterans to receive accolades outside Australia. This award from the former South Vietnamese government was finally recognised in Australia in May 2015 – 45 years after US veterans in the 173rd Airborne Brigade received theirs. For Hans Hurij, the toils of war took its toll and the trauma resulted in him retiring early from a long career with the fire services.

“We came across a lot of resentment at the Vietnam War which was directed at us when we returned,” he said. “It left its mark on a lot of guys; many became reclusive due to the stigmatisation of the war and they just wanted to be left alone. “We were largely shunned by much of society and that had a big effect on a lot of guys.”

The 1RAR participated in seven operations with 173rd Airborne Brigade between May 1965 and May 1966. It was only in May this year Australian veterans were eligible to apply for the award, recognising specific military units that distinguished themselves in battle.

Applications for the insignia of the Citation can now be submitted to Defence Honours and Awards through their webpage: <http://www.defence.gov.au/Medals/Content/Applications.asp>

The things that come to those that wait, are usually the things left by those who got there first.

MS AIDA prima

The AIDA Prima is a cruise ship built by Mitsubishi Heavy Industries (MHI) for the German cruise operator AIDA Cruises. MHI was awarded a contract to build two new generation cruise ships for AIDA Cruises in August 2011 and the first of those, the AIDA Prima, was expected to embark on her maiden voyage from October 2015, sailing from the Japanese city of Yokohama to Hamburg, Germany but delays at the shipyard has meant that the actual delivery date has been pushed back – costing MHI



[buckets](#). When completed, the cruise vessel will be the first to sail from the German port of Hamburg all year round. She has a length of 300m, width of 37.6m and a draft of 8m. The gross tonnage of the cruise ship is 124,500t.



The Hyperion Class AIDAprima will be the first cruise ship to use MHI's proprietary technology Mitsubishi Air Lubrication System (MALS). The system forms small air bubbles, which cover the bottom of the vessel like an "air carpet", thereby reducing friction between the hull and seawater when sailing. MALS reduces carbon dioxide and fuel consumption by approximately 7%. The ship will also be fitted with a detailed filter system, which will reduce harmful emissions such as soot particles, nitrogen oxide and sulphur oxide. The new cruise ship will feature 1,643 staterooms of 14 different categories to accommodate up to 3,300 passengers.

The luxurious Veranda staterooms vary in size, from 20m² to 2,520m², and feature walk-in closets, two bathrooms and a convertible sofa. They also have a 6m² sunning area with space for up to two sun loungers. Deck eight of the vessel will feature Lanai staterooms, which will feature a winter garden and a large veranda. The doors to the winter garden in the rooms can be opened all the way to create a 32m² of open, sunny area. AIDAprima's 36 Panorama staterooms provide exclusive access to a new patio deck, housing the bar, a protected sunny area and a private water landscape.

The 32 suites on-board the ship will have 53m² of living space with up to 82m² of private sun deck. Each suite will feature a separate bedroom, a king size sofa bed, two bathrooms and a walk-in closet. You can watch a time lapse video of how the ship was made [HERE](#).

How this video was made: Long-term timelapse specialist MKtimelapse from Hamburg, Germany was tasked by AIDA with filming the first cinematic quality naval timelapse of a cruise ship construction. To do this, they used their proprietary timelapse cameras that can capture one 16mp frame every minute over many years and edit this material into a stunning timelapse movie.

2015 Lemons.

Australia's 60-odd automotive brands try to justify why each of

the 300 cars on sale today are not just adequate, but allegedly excellent. There's a massive difference between the marketing spin and the reality - it's a kind of confidence trick, like the elephant in the room. The car companies selling the worst cars are aware, painfully aware, that these vehicles are both dogs and lemons, yet they will happily sell you one of these third-rate cars and wait patiently for you to discover its inherent deficiencies.

Let's make sure that just doesn't happen. Scratch these dogs from your short list, and you're that much more certain to buy a good car instead.

AutoExpert



Number 10.

You can buy a brand new car for under \$15 grand - sure. But that doesn't mean it's a good idea. You get that new car smell and the full factory warranty, but there is a point where buying a used car makes more sense - and \$15,000 is that point. Economic rationalism kicks in here. Anything that costs \$15,000 or less, brand new, is going to be eclipsed by a two-year-old used car costing \$15 grand. It's that simple.

So, your Suzuki Alto, your Nissan Micra, your Mitsubishi Mirage - interesting as they are, you'll be better served by a used car. Often the range of some cheap car spans the \$15,000 price-point. Take the Kia Rio - always on special drive-away under \$15k. That entry-level Rio - with an asthmatic 1.4-litre engine and clunky four-speed auto is hardly a definitive good buy. But the upmarket Rio with a 1.6 and six-speed auto and all the fruit is a great little car. What a difference another four or five grand ultimately makes. If it's brand new and \$15,000 or less, it's barking. Don't buy it.



Number 9.

You need to scratch from your 4WD Ute buying short list any ute that's not a Ford Ranger, a Mazda BT-50, or a Holden Colorado. It really is that simple. If you want a contemporary complement of 4WD ute goodies and current engineering best practice: let's call that a five star ANCAP safety rating, six-speed auto transmission and 3.5-tonne tow capacity, plus an engine with more than 400 Newton-metres, only the Mazda, Ford and Holden tick all the boxes. Everything else, at the time of writing, scratches and barks and licks its ... well, you get the idea.



The current Hilux is yesterday's hero, frankly - and none of the others were ever even that. This is not about opinion - objective criteria leads you inevitably to choosing one of these three. The Toyota HiLux, Nissan Navara, Mitsubishi Triton, and Isuzu D-Max just don't measure up.



Number 8.

All South Korean Holdens. Holden right now is like watching Air Crash Investigation in the seconds before someone in First Class accidentally hits the 'wings fall off' button. This once-great Australian icon is on the cusp of becoming the country's third major South Korean car importer - the one without the five-year warranty. The one that's had no money to invest in R&D for the past five years. The one that comes from the factory that was so on the nose around the world - Daewoo - that GM had to drive a stake through the heart of the brand and change its name.

Slapping the lion badge on these cheap, under-done imports is the last nail in the Holden coffin. Holden is already shedding customers faster than they drop kilos on The Biggest Loser. If you buy a Barina, a Barina Spark, a Captiva, a Malibu or a Trax, you are making a monumental mistake. Holden's entire South Korean import inventory does not measure up against the competition.



Number 7.

Land Rover says: "The Range Rover Evoque can take anything the city can throw at it". Anything ... except of course crashing. It's not very good at that. Independent Australian crash testing authority ANCAP says, of the Evoque, "Protection from serious chest injury was marginal for the driver." ANCAP added, "The bonnet provided predominantly poor protection in the areas likely to be struck by a pedestrian's head".

The Range Rover Evoque didn't even qualify for five stars. After the first crash test it was immediately a five-star scratching - scoring only 12.39 out of 16 in the offset frontal crash test. (You need 12.5 to qualify for five stars.) A Hyundai i30 gets 15.35 out of 16 in the same test, and it's about a quarter of the price. If you're buying a premium car, you expect the gold standard on safety. It's that simple. And here, Range Rover Evoque does not deliver. This is what happens when you get Victoria Beckham to design a car. It's like getting Kim Kardashian to sit in the big chair at Mission Control. When that happens, the moonshot is guaranteed to go bad; you just know it. So: you could buy this 'Kim Kardashian' of Range Rovers ... or a vehicle that will actually protect you properly in a crash.





Number 6.

Anything with the Audi 2.0 TFSI engine. This engine - the 'T' stands for 'turbocharged' and the 'FSI' stands for 'fuel stratified injection' - it's a direct-injected turbo. Everything in engineering is a compromise and in their zeal to achieve fuel efficiency through reducing internal resistance, the Vorsprung durch technophiles at Audi managed to compromise fundamental engine integrity.

In an engine, the rings and the valve guides need to keep the lubricating oil from the combustion chamber. If you go nuts reducing friction inside an engine, it starts drinking oil like a sailor on shore leave, because it leaks past the rings and valve guides. That's exactly what the 2.0 TFSI engine has a global reputation for doing. And the fix? Wait for the low engine oil warning light then add a litre of engine oil. That's a premium ownership experience right there, don't you think? Now: rather than just say 'hey, we got the balance wrong, and we're gunna fix it, which you could absolutely respect, Audi says 'move on, nothing for you to see here, this is just normal engine operation'. Really? Kia and Hyundai manage to build turbo, direct injection engines that don't consume any oil. This is a fascinating window into the mindset of a company that puts its reputation ahead of its integrity.



Number 5.

Locally made large cars are under-done, out of date and an economic fiasco. Depreciation is a disaster. Billions of taxpayer dollars - your money, which could have built roads, funded the health system, taken better care of pensioners, or been put to many other productive uses - has been squandered propping up failing factories owned by companies about as Australian as McDonald's. These cars are a national disgrace - and they have not kept pace with the rest of the market on objective criteria. They've been blown into the weeds on value, build quality and reliability. The factories will close. The money's been blown. The cars are antiques. They're the 50-year-old soccer mom who hasn't yet learned that hot pants and a halter top don't turn mutton into lamb. Buying a Commodore or a Falcon is a joke. Go for a drive in a Mazda6 - that's what a real family car should feel like.





Number 4

The Ford Territory is the ageing relative on life support, with the doctor is late for that last, fateful consultation. The priest and the fat lady are in the wings. Everything about the Territory screams 'too little, too late'. It was launched 10 years ago, and since then, Ford has invested 90 per cent of bugger-all in substantive upgrades. All they've really done is tweak its hair and makeup a couple of times.

So, buying a Territory is like buying a 10-year-old car with new-car smell. They added a diesel in 2011 - an engine of convenience, an outdated Land Rover / Jaguar powerplant discovered loitering in a far-flung corner of the Ford empire long after its use-by date had expired. The third seating row is a joke, and the Territory is both a reliability and resale value basket case. Do yourself a favour and buy a Hyundai Santa Fe instead. To see why, watch this related video.



Number 3

Premium German cars really are outstanding ... provided you spend more than about \$100,000. Below that, well, they're a marketing con and below \$50,000 you really have to ask yourself what 'premium' actually means - because equivalent Japanese cars don't just beat them, they drop thermobaric bombs. Direct hits.

If you analyze a \$50,000 premium German car objectively, on measurable criteria, a Japanese car at the same price-point just makes it look like someone left the tumble drier on overnight in Dresden. If you want a Bavarian Money Waster, the four rings or that much-vaunted three-pointed star, go nuts - provided you can drop \$100,000 on the deal. Below that you're just a badge bunny and you'll be sitting on a milk crate, wondering if you should have ticked the box for the optional steering wheel and pedals. Even the dealer will think you're a loser, at \$50k. German cars under \$100,000 are a way too anaemic in both the Vorsprung and the technik departments. They're not the ultimate driving machines and they're not even engineered as well as Japanese cars.





Number 2

From the Polo to the Amarok, Volkswagen has profound quality problems - this is the great secret of the brand first popularised by Adolf Hitler. Basically Volkswagen has growing pains, although it's the customers feeling it. Sales have leapt ahead off the back of the company's over-arching objective: which is to be the world's number one carmaker by 2018.

In Australia in just 10 years from 2004 to 2013 inclusive, Volkswagen sales skyrocketed - up from 8400 in 2004 to almost 55,000 in 2013. That's better than a six-fold increase and it's mainly off the back of an aggressive roll-out of new product aimed at achieving Objective One: World Domination. What a pity the engineering fundamentals just aren't right. So, it's like this: if you're happy with your Volkswagen, you're likely to be a very happy camper indeed. But if it lets you down you're likely to be profoundly unhappy. Partly because the problem could be solution-resistant, partly because the parts could take forever to get here, and partly because the dealer network and the company generally are renowned for not really giving a toss about you. Rather than admit the problems and work with you, their strategy is to protect the brand by denying any problem exists. To be fair, all car companies have problems. So, in a sense, buying any car is like playing Russian roulette with reliability. Only, when you buy a Volkswagen, there are so many more bullets loaded into so many more chambers, that the odds of decorating the wall get a lot shorter. But it's your choice to buy one. It's not as if anyone's actually holding a gun at your head.



Number 1.

And the winner is!! The leader of this pack of automotive marketplace 'don't buy' dogs is without doubt the Holden Cruze - voted car most likely to catch fire, all around the world.

Even if it doesn't do that, the Cruze is beset on all sides by the inequities of underdone engineering and fundamentally flawed build quality. It's the car designed and built to keep on letting you down, over and over. If it doesn't turn into a charred and smoking wreck at the roadside, the transmission might fail, or the engine ECU could fry itself, or a driveshaft might break. That's always fun. Or any one of a dozen other things could go horribly and





expensively wrong.

The Holden Cruze is exhibit A for what happens when a major, global car company drops the ball, goes bankrupt, slashes its R&D budget, hastily adapts a dog of a brand - Daewoo - then slaps on a Holden badge and says "she'll be right, mate". Only, it won't. Exchange the chronic pain of Cruze ownership for something else: buy a Mazda 3 or a Hyundai i30 instead. The Holden Cruze is the worst mainstream car on Australian roads, by a country mile. It's the automotive equivalent of Glenn Close in Fatal Attraction, and if you buy one, it will boil your bunny.

Is That a Jet in Your Cornfield?

In 1970, while assigned to the 71st Fighter Interceptor Sqn (FIS) at Malmstrom AFB , Montana , its pilot ejected during an in-flight emergency. The pilot somehow got himself into a flat spin, considered generally unrecoverable in an F-106 and he did what the flight handbook said to do, he get out of it, i.e., he ejected.



After the pilot did just that, 58-0787 recovered itself from this "unrecoverable" situation. In a vain attempt to break the spin, the pilot had lowered half flaps, rolled in take-off trim, and throttled the engine back to an approach power setting.

After the ejection, the aircraft recovered from the spin on its own and established a wings level low rate descent under reduced power to the ground. Ground effect broke its rate of descent, and it settled into a near-perfect gentle belly landing in a farmer's snow-covered cornfield.



When the local sheriff came upon the scene, the engine was still running. The aircraft was situated on a slight incline and as the snow compressed to ice under it, it was creeping forward slowly under the thrust of its still-running engine,. Concerned about where it might be headed, the sheriff didn't think he could wait for the recovery team to get there from Malstrom which was about 50 miles away; so he got himself connected to the aircraft's squadron for engine shut down instructions before he entered the cockpit to secure the engine.



The attached photos show pretty much what the sheriff beheld on that fateful day. A depot team from McClellan AFB recovered the aircraft and it was eventually returned to service. When the 71st FIS was disbanded in 1971, 58-0787, now famously known as the "Cornfield Bomber", was transferred to the 49th FIS, where it finished out its operational service life. Pilots of the 49th FIS would occasionally run into ex-71st FIS guys at William Tell and rag them unmercifully about the "emergency" so dire that the plane landed itself.

58-0787 is now on permanent display in its 49th FIS markings at the USAF Museum at Wright Patterson AFB , where its story is told in the exhibit.

While the 49th FIS Eagle jocks are reportedly glad to see their squadron immortalized in this way for millions to see, they would prefer to see it made more clear that it was the 71st, and not one of theirs, who jumped out of this perfectly good aircraft.



Money can't buy everything.. but then again , no money buys a lot less .



TPI Payments.

In a major victory for injured defence veterans, a Family Court judge has ruled that invalidity payments are immune from divorce settlements. The judgement means that thousands of veterans have been wrongly advised by the Commonwealth Superannuation Corporation (CSC formerly CommSuper) that the payment was “splittable”. It could involve hundreds of millions of dollars in incorrect payments and unnecessary court action.

The ruling was made by Justice Michael Kent in Queensland after a Family Court battle by a 44-year-old army veteran who ran his own case against the might of the Commonwealth. Justice Kent ruled that the CSC’s argument that invalidity entitlements under the Military Superannuation and Benefits Scheme (MSBS) were “superannuation” was wrong. The ruling was not contested by the veteran’s former spouse.

Despite the judgement, the CSC still regards invalidity benefits as “a form of superannuation payable as income support for the pensioner for the extent to which the person has been incapacitated for civilian employment by their ADF service.”



Justice Kent ruled that the CSC’s argument was incorrect and that the benefit was insurance and therefore not “splittable”. The judgement has been ignored by the CSC, (in other words, it plans to appeal), but supported by the legal fraternity who say it could have major consequences for veterans receiving invalidity payments and their ex-spouses.

The CSC refused to comment on the matter, but in correspondence obtained by News Corp it attacked the judgement. “The Judgement in the Family Court proceedings did not expressly address any of the relevant statutory provisions within the complex framework governing family law superannuation splitting and should not be regarded as a conclusive determination of this issue,” it said in a letter to the Commonwealth Information Commissioner.

Principal lawyer with Slater and Gordon, Annemarie Gambera, said that invalidity benefits under the MSBS were clearly not deemed “superannuation interests” under Family Law. “Noting that the pension was not in fact a superannuation entitlement/interest, it is impossible to split it under superannuation splitting,” she said. “This is consistent with the purpose of these benefits as expressed in the Cole Report.”

That 1990 report said the payment would “provide insurance against invalidity and death with the amount of benefit payable providing compensation for the retirement benefit foregone because of premature termination of service.”



The veteran who cannot be identified said it appeared that he was the only person to have audited information provided by the CSC. "It didn't sit right with me on principal," the eight-year army veteran said. He was medically discharged with serious back injuries and receives a Totally and Permanently Incapacitated (TPI) pension and is unable to work. "I urge veterans to get into the Family Court and to not take what the CSC or its expert witnesses say as gospel. Invalidity payments are insurance not superannuation and because they are not defined benefits they are not splittable."

He said he could see why the CSC was reluctant to admit its error because there could be thousands of cases like his and hundreds of millions of dollars at stake. "It took two years of arguing against nine different lawyers and three barristers in two federal courts in front of two registrars and three judges to get the message across," he said. "Although I won I still find it a national embarrassment that people who have fought for their country have to go through this due to incorrect information provided by their Super fund."

A veteran who became a paraplegic following two parachuting accidents while serving with the army's 3rd (parachute) Battalion has vowed to fight to save his invalidity pension. The former soldier, who cannot be identified, was medically discharged in 1995 and fought for two years for a TPI pension. He has been in court battling his ex-wife who is seeking to 'split' his invalidity payment by seeking half of the \$1200-a-fortnight 'insurance' benefit. "Many veterans are sick and just hand over the money after being bullied by lawyers," he said. "I can think clearly and will fight this to my last breath."



The veteran, who has competed in wheelchair triathlon championships, said he would always look after his dependent children, but he would not hand over the invalidity payment he received for serving his country.

He welcomed the judgement in the Burns matter. "I look forward to going to trial." He said.

In the light of recent police announcements that they no longer consider it necessary to attend the scene of domestic burglaries I have taken down the Australian flag from beside the house and peeled the burglar alarm sticker off the front door. We've disconnected our home alarm system and quit our Neighbourhood Watch. I've bought two Pakistani flags on eBay and raised them in the front garden, one at each corner, plus a black flag of ISIS in the centre. Now the local police, AFP, ASIS, ASIO, SAS and other Counter Terrorism agencies are all watching the house 24/7. We've never felt safer and we're saving \$24.95 a month.



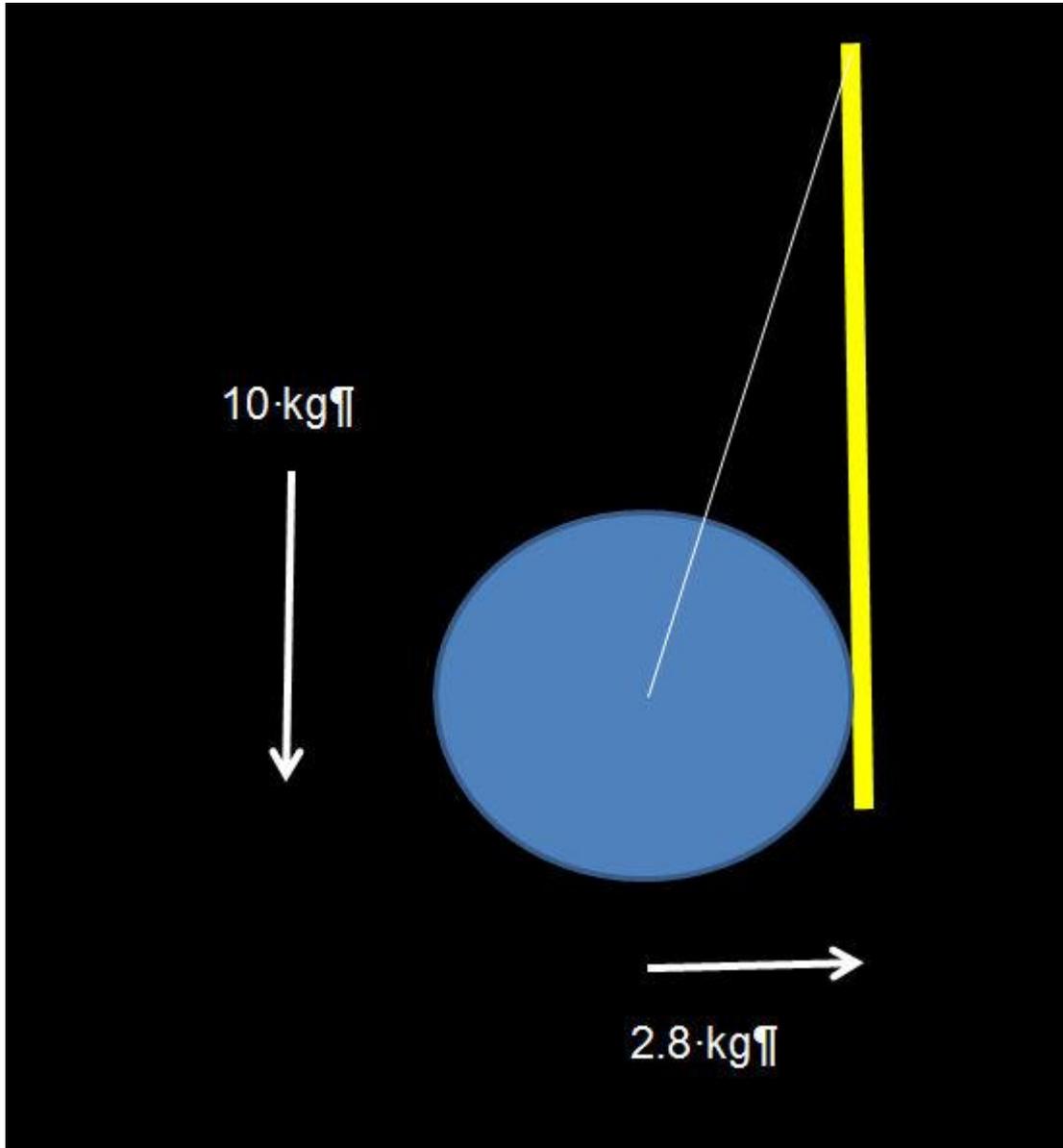
At Last - the answer!

Since the dawn of creation, mankind has been plagued with that perennial old chest-nut, does the paper come out from the front of the roll or from the back of the roll??? Well - at last we can provide the answer and as such, return 95% of the world's population to a sound sleep.

The answer has got a lot to do with the study of science and physics and maths and other weird stuff. Check out the two pics below.



This holder is hinged at the top on the wall surface (see arrow above) which means the wooden rod at the bottom which holds the roll is out from the wall by about 4 cm (half the width of the toilet roll). Now, if the distance from the hinge down to the centre of the roll is 15 cms, that means if the toilet roll and the wooden rod weigh (say) 10 grams, 10 grams is felt straight down, but there is an apparent force of 2.8 grams actioned straight back against the wall - see the pic below.



So!! In this type of holder, if the paper comes from the front of the roll, when you pull it you will actually increase the force back towards the wall increasing the possibility that the paper could tear and you could end up with less sheets than you require. If you've got one of these holders your only option is to have the paper come from behind the roll as that will pull the paper from the wall and you'll get all the sheets you want.



So!! In this type of holder, if the paper comes from the front of the roll, when you pull it you will actually increase the force back towards the wall increasing the possibility that the paper could tear and you could end up with less sheets than you require. If you've got one of these holders your only option is to have the paper come from behind the roll as that will pull the paper from the wall and you'll get all the sheets you want.



If, on the other hand you have one of the toilet roll holders as above, where the roll doesn't and can't touch the wall, you can put the roll either way, from the front or from the back. You will, of course, be directed by "she who must be obeyed".

There, I'm glad I could sort that out for you!!!

Vietnam.

Click [HERE](#) to see an excellent short video on the Vietnam War – It is an American feature but definitely worth a look.

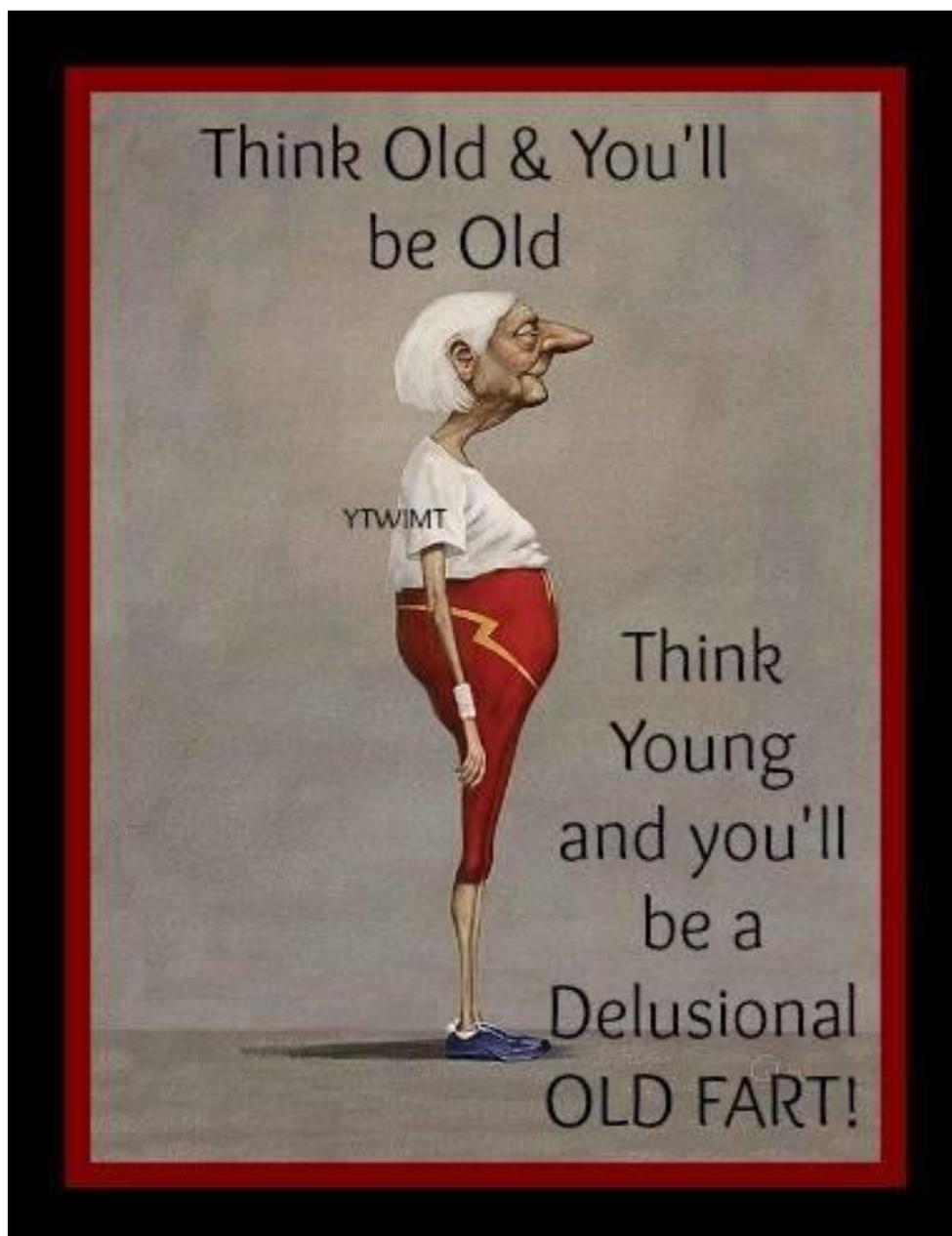
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Velly Inteesting – but stupid!!!!



Wagga revisited.

Recently we were in Wagga Wagga to attend the GEMS reunion and while there we thought it would be a good opportunity to have a look over the RAAF Base. We put in a request to MediaOps in Canberra who, as always, were very helpful and organised it for us.

Not a lot of the Laverton mob would be familiar with RAAF Base Wagga, it sits about 10km east of the City of Wagga Wagga, on the Sturt Highway and has been an operational RAAF base since 1940. Until a few years back, it was the training home for all trades except radio/comms, but these days it does the lot, including rookies which has been moved up from Edinburgh.



It began life as RAAF Base Forest Hill on the 29th July 1940, during WW2 and has been an integral part of the local Wagga Wagga community ever since. In conjunction with airfields at Uranquinty and Temora, it was initially established with the sole purpose of housing No 2 Flying Training School (2FTS) which was part of the British Commonwealth Air Training Plan (known as the Empire Training Scheme). In August 1942 it had an additional tenant when 31 Sqn, which flew Beaufighters, was established and then after peace broke out, in 1946, it was declared the home of all Ground Training and in 1950 the School of Technical Training was established.





In 1952 it was renamed RAAF Base Wagga to identify with the broader community, then the School of Management was established in 1985 (but was disbanded in December 2004) and in 1999 the Ground Training Wing was established and merged with the Point Cook based RAAF College.

Not long after we all survived the year 2000 computer hysteria, big things began to happen at Wagga. The School of Administration and Logistics Training was established in 2005, in 2008 the RAAF College, which was established at Point Cook in 1947 was uprooted and moved to Wagga and the biggest change of all, also in 2008, No 1 Recruit Training Unit, which had been at Edinburgh, was also relocated to Wagga. In December 2009 Ground Training Wing was re-established after splitting from RAAF College and finally No 31 Squadron was re-formed in July 2010 after disbanding in 1946.

Today there are two Air Force Training Group Wings based at Wagga, the RAAF College Wing and the Ground Training Wing and under these wings are four major training units;

- No 1 Recruit Training Unit (1RTU),
- The School of Postgraduate Studies (SPS),
- The RAAF School of Technical Training (RAAFSTT), and
- The RAAF School of Administration and Logistics Training (RAAFSALT).

Wagga is referred to as the 'Home of the Airman' due to the presence of Air Force recruit and trade training schools.



A Brief History of RAAF Wagga.

The first Europeans to settle in the Wagga Wagga area were land holders from around Sydney who had expanded their holdings firstly by moving into the Goulburn area and then in the 1830's further south into the Wagga Wagga area. Although at first as illegal settlers, from 1836 these squatters were able to obtain licences to graze stock on their runs. Their demands for security of tenure resulted in them being granted fourteen year leases and then the right to purchase unlimited areas of land at a minimum price of £1 (\$2) an acre. A Charles Tompson and his sons Frederick and Edwin took up land on the north bank of the Murrumbidgee River. Soon after, a former convict, George Best along with his sons, took up land on the southern side of the Murrumbidgee but a disastrous flood in 1852 caused them to move to higher ground a bit to the west. The settlement began to grow.



In 1949 the 'town' of Wagga Wagga was planned by Surveyor Thomas Scott Townsend, who, for unknown reasons, designed the town in the flood prone area straddling north and south of the Murrumbidgee River instead of the higher land at Gumly Gumly, just a short distance east where a comparable settlement of a few stores and houses also existed at the time.

The name 'Wagga Wagga' was taken from an Aboriginal word meaning 'a place of many crows'. The local Aboriginals did not have a method of pluralising a word. In English we simply add an **S**, whereas the Aboriginals on the other hand repeat the word to indicate two or more, for instance, they would say **Dog** to indicate one dog, but **Dog Dog** to indicate more than one dog – which is why we have Wagga Wagga – to indicate more than one crow.

The township began to grow but major floods in 1852 and 1853 required it to be moved to the south side of the river, then on the 15th March 1870, when the population of the district numbered about 1,200, the Municipality of Wagga Wagga was formed. A courthouse, schools, churches, a hospital, flour mills, breweries and other industries quickly followed.



Baylis St, Wagga's main street, 1897.

Following the end of the First World War, an increase in the local population resulted from the Soldier settlement program. Many soldiers were mistakenly settled on the land as there was a misconception that most of them had come from the bush and secondly that Australians were natural farmers. This settlement was, in the main, a complete disaster as most WW1 soldiers had come from Urban areas and a lot had settled onto blocks that had not previously been take up because they were too small and/or too dry to support a family.



After a few years, faced with crippling debts and unable to earn a living, many simply walked off the land.

This increase in population gradually turned Wagga Wagga into an important rural service centre and it was not long before the local authorities realised that air transport was an important necessity for the district's development. The Wagga Wagga Municipal Council subsequently developed an airport at Forest Hill on the Sturt Highway which opened in 1938 and the fledgling airline, Australian National Airlines began a daily service between Sydney, Canberra, Wagga Wagga and Melbourne.



In 1939 the world was at war once again and Wagga Wagga was a key centre in the Federal Government's Defence plan. In July 1940, the RAAF took over the Wagga Wagga airport and thousands of young service men and women were trained at the Base.

In 1940 No 2 Service Flying Training School began operations (2SFTS) and No 5 Aircraft Depot (5AD) was established to repair and maintain aircraft and new aircraft which were delivered from factories were flown to Wagga Wagga to be equipped with armament and radio equipment. In 1942, number 1 RAAF hospital, which had been established at Laverton in 1940, was moved north to Wagga Wagga and Number 2 Training Group, which co-ordinated the flying training at the various airfields in the area, was moved in in May 1942. It had its headquarters atop the Commercial Hotel, (later renamed Romano's). Romano's still trades as a hotel in Wagga Wagga, though these days it is a bit tired having lost most of its original charm.

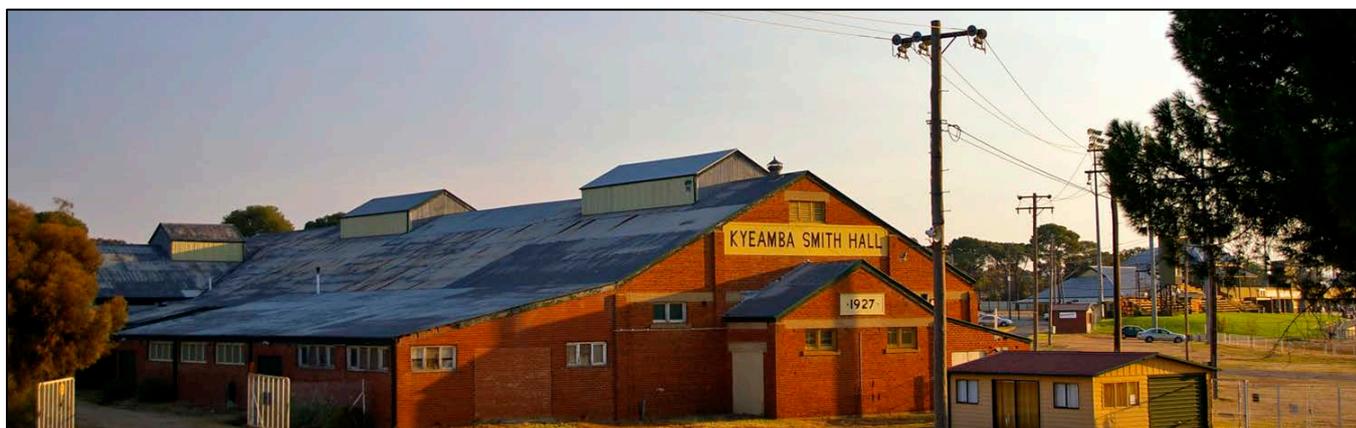




A WAAF with an ambulance attached to 1 RAAF hospital, 1942. If you could survive a ride in that thing you could survive anything!!



From Romano's, 2 Training Group controlled all flying ops including No 8 Elementary Flying School at Narrandera (about 100kms WNW Wagga Wagga), No 10 Elementary Flying School at Temora (about 90 kms north of Wagga Wagga), No 1 Air Observers School at Cootamundra (about 100kms NE of Wagga Wagga) and No 2 Communication Flight which operated at the Gumly Civil Aerodrome. The Wagga Wagga Show-ground was used as a temporary camp for recruits from June 1940 until February 1941. Two exhibition Halls on the Show-ground, the Hammond Hall and the Kyeamba Smith Hall were converted into sleeping quarters and the sheep pavilion was converted into a dining room. Eventually about 1,000 recruits were stationed at the camp.



A permanent Army camp was established at Kapooka (Now Blamey Barracks) about 9.5 kms south west of Wagga Wagga. At Kapooka, the Army combined six of the seven engineer recruit training centres [excluding the West Australian centre] into one major Royal Australian Engineers Centre. From July 1942, over 47,000 AIF engineers were trained in basic soldier skills as well as field work [mainly demolitions and bridging]. Kapooka was also used as a transit camp for some members of the Australian Women's Army Services [AWAS] and until November 1943 as a base for the First Australian Anti-Aircraft Search-light Training Regiment which at its height had 400 women recruited from all over Australia.

If a woman on the internet tells you she's twenty and looks sixteen, she's twelve. If she tells you she's twenty-six and looks twenty-six, she's got to be at least forty.



By 1943 there were 8000 troops stationed at Kapooka and it was one of the largest military camps in the Commonwealth.



At the end of the war, the Kapooka Army Camp, the flying school at Uranquinty, 1 RAAF Hospital and Head Quarters No 2 Training Group at the Commercial Hotel (Romano's) were all disbanded however the Forest Hill RAAF Base continued as an important training centre. The crude huts used for accommodation during the war years were replaced by two and three storey barracks in the 1960s. Uranquinty was reopened again in 1951 for pilot refresher courses but closed for good in 1958 when everything was moved to Point Cook.

Kapooka was re-opened as a basic training centre in 1951 when the 1st Recruit Training Battalion (1RTB) was established. During 1952 and 1953, 1RTB was joined by 2nd Recruit Training Battalion in temporary buildings on the ridge south of the main camp and in the 1960s more permanent mess buildings and barracks [named Blamey Barracks] were built to replace the galvanised iron and weatherboard structures.

During the war years, aircraft design advanced at an enormous rate. Prior to the War, the RAAF trained its pilots in aircraft such as Tiger Moths, (right, of which the RAAF had 861), but in 1947, it had introduced the De Havilland Vampire to its training empire. This rapid advancement in technology required some serious re-training of its service people.



5AD was disbanded in 1946 but the engineering facilities, including the Belman Hangars were left behind awaiting future use. To train and prepare its technicians for the modern aircraft that the RAAF had in the pipeline, in 1946 it moved No1 Engineering Training School from Ascot Vale in Victoria to the now vacant hangars at Wagga, renaming the



school “The Ground Training School” and establishing Wagga as the RAAF’s centre for aircraft trade training. In 1950, it renamed the School to the RAAF School of Technical Training (RAAFSTT). From its inception, the School has focused on delivering capable technical tradespeople to maintain the RAAF’s operational edge.

In 1948, the first apprentice scheme was commenced at Wagga. This continued without interruption to provide a steady flow of keen, trained young men (and in later years, young women) who would form the technical backbone of the service until in 1993, following the technical trade restructure, it was (sadly) disbanded.

As it turned out, the 1960’s will be remembered as a decade of vast re-equipment. Never before had the RAAF had to absorb such a variety of sophisticated and costly equipment. The training of the men and women to fly the aircraft and the technicians to maintain the equipment placed a heavy burden on the RAAF.

In November 1971 RAAFSTT took a unique and privileged place in Air Force history by being the first unit to be awarded a Unit Queens Colour. Presentation of the Queens Colour to RAAFSTT recognised the school’s enviable record of training thousands of servicemen and women in a wide range of specialties. The Colour is honoured as a symbol of the trust the Queen reposes in the School and as an emblem of achievement.



In 1996 the role of the School expanded significantly following its amalgamation with the RAAF School of Clerical and Supply Training. In 2005 this element of the School was terminated and then reformed as the RAAF School of Administration and Logistics Training. In 2013 the Air Force entered a contract with the Defence Aeroskills Training Academy, comprising BAE Systems, Royal Melbourne Institute of Technology (RMIT) and [Pennant Pty Ltd](#), to deliver nationally accredited aeroskills packages. At last, RAAF trained technicians’ papers would be accepted in civvy street.

Today, the RAAFSTT is one of the most diverse training units in the ADF. The School has an annual throughput of around 1100 trainees and students and is responsible for the conduct of over thirty different technical courses. Graduates of RAAFSTT maintain aircraft, aviation components, avionics, armament systems, life support equipment for aircrew and other technical equipment, in addition to managing maintenance processes at all levels. As well as training men and women to work on the RAAF’s aircraft, Wagga also trains future aircraft technicians for the Australian Army and the Navy, as well as students from other countries’ Defence Forces. The Australian Army and Navy personnel do their basic aviation training at





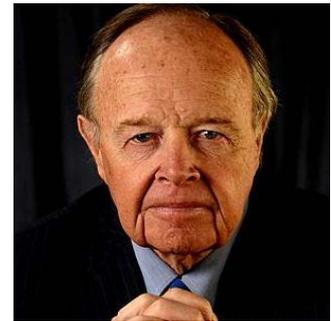
Wagga then return to their own units to be trained on type. This system seems to work extremely well.

Courses conducted at RAAFSTT include:

Avionics Technician
Aircraft Structural Fitter
Armament Technician
Aerospace Engineer Maintenance
Systems Technician
SNCO Technical Manager – Ground
Non-Technical Duty Crew
Trade Supervisor Principles
CAMM2 Data Manager
Senior Maintenance Manager

Aircraft Technician
Aircraft Life Support Fitter
Aerospace Engineering Initial
Ground Support Equipment Technician
SNCO Technical Manager - Air
Advanced Aircraft Metal Machining
Air-Conditioning/Refrigeration Specialist
Aircraft Welder
Military Aviation Technical Training Program
Restricted Electrical Work

Wagga's biggest challenge came in 1997 when the Minister for Defence, Ian McLachlan, in his wisdom, announced his intention to close the Base as part of a rationalisation of the ADF. This, of course, caused an unholy uproar and Mr McLachlan and the Government were told in no-uncertain terms where to get off. An organisation called "Save Our Base" was formed and by 2000 this decision was on the cutting room floor.



It had been many years since I had been to Wagga, the last time was back in 1972, when in a different life, this time working for DCA, I had worked at the Flight Service Unit/Pilot Briefing Office. The building still stands, though these days it is occupied solely by the Aerodrome's radio techs. Pilot briefing is no longer provided on a face to face basis, instead, pilots obtain their own flight information and lodge their flight plans via the internet on their tablet or smart phone.





I still think the personal method was the better way to handle it, you got to meet and chat with the pilot before his/her flight, he or she got to meet you and each party was able to put a face to the voice on the radio. You could also obtain flight conditions from previous flights and pass them on, on the whole, I think it was a safer way to handle things – but alas, tis all gone now!!

Ah, the good old days!!!!

The Tour.

On Friday the 4th September, Kev Weatherspoon, Geoff Spackman and I were met at the front gate by GPCAPT Geoff Kimmins CSC, OAM, the OC of the Ground Training Wing. Geoff, who had graciously given up his day to show us around is an old Radschool boy, having started life as a Radtech off 116 RTC in 1977-79 and who through a lot of hard work and much study has worked his way up the ladder.



Wagga's front gate area, with its bygone era aircraft, has obviously had a spruce up as it looks magnificent and is very welcoming. People can come and spend time looking through the Heritage Centre, (in the old Guard Rooms), which is open from 10.00am to 4.00pm on Wednesdays, Saturdays and Sundays, or they can just spend time looking over the 5 aircraft on public display and which represent over 60 years of RAAF flying history. There is plenty of parking space and tables and chairs too should they wish to sit and have a snack.



The Heritage Centre was a concept proposed by a group of enthusiasts headed by [Wing Commander Brian Duddington](#) who was helped by a bunch of people, particularly Flight Sergeant Doug Vickers and Mrs Gabi McCormack. The high standard of the Centre and



surrounds are a tribute to Brian and his team who spent countless hours (often in their own time) in establishing and maintaining the Centre. The Wagga community, service clubs and local businesses contributed significant resources into its development and donated some of the original memorabilia and displays. Today it is administered by a dedicated team of volunteers. The building itself is significant as it was the first building established on the Base back in 1940, it was a multi-purpose building, housing the Base's telephone switch board, a guard house and cells to accommodate the naughty boys.



After producing our ID's to the civvy guards (no more guard duty for the troops) we were presented with our visitor's passes and boarded Geoff's vehicle to start the tour. The long road from the main gate down to the centre of the Base is called Newton Rd, named after [Flt Lt William \(Bill\) Newton](#) who was awarded a posthumous VC for service with 22 Sqn in New Guinea in 1943.

In 1917, NSW Railways opened a 130km long branch line from the Wagga Wagga Railway Station south east to the small town of Tumberumba. On its way to Tumberumba the line went through the small settlement of Forest Hill and the Wagga Wagga Municipal Council decided to put their airport close to the line when they built it in 1938. When the RAAF took over the airport during the War, they built a siding on the line from which they transported goods and troops to and from the Base. The operational section of the base was all south of the line with the living quarters and social areas built north of the line.



The railway line as it was back in 1957. This was originally the entrance to operational area of the Base, the road, being Newton Rd, leads back to the old Guard Room.

For many years the trains ran through the middle of the Base. In 1974 a significant flood damaged a large portion of the line east of the Base which was then abandoned. The occasional train continued to run from Wagga Wagga out to Ladysmith, the next stop east of the Base until the whole thing was closed in 1987.



All of the line within the Base confines has now been pulled up and all that is left is a small hump in the road where it once crossed the line and built up corridors leading off left and right from the roadway where the lines once laid.



The old line looking east (above) and looking west below.



There is a proposal to turn the abandoned line from Wagga Wagga out to Ladysmith into a bike track, though how they would get on once they hit the fence of the Base is another question. You can bet a diversion would be required.

Note: If all else fails, stop using all else.

THE RAM

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& EX-RAAF PEOPLE & OTHERS



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Wagga used to be Appy-land. On Monday, the 2nd February 1948 the first group of 53 youths aged 15–17 who had been selected for engineering training under the RAAF's new apprenticeship scheme entered the Ground Training School at RAAF Forest Hill. Recruitment of a second intake of apprentices began almost immediately, leading to another 84 joining at Wagga by the end of July. When the apprenticeship scheme ended in 1993, a total of 6151 tradesmen and technical specialists had graduated into the RAAF.



The old Appy-land living quarters have long gone and there is now not much left on the base to indicate that the scheme ever existed. Even the old Shanty Hotel, the Appy's hotel of choice (they were not allowed to drink on base) which is a few kms down the Sturt Hwy towards the Hume Hwy, has closed down.



After we left the main gate, with Geoff Kimmins at the helm, we stopped off to have a look at the recently reconditioned F-111 which will eventually join the other aircraft on display at the entrance to the Base. Murray Kaufmann had stayed around to open the hangar for us to have a look at arguably one of the best looking military aircraft that had every flown.

Murry told us that eventually there will be a glass building erected at the front gate to house the F-111, but the non-availability of funds is holding things up. He doesn't mind, an aircraft that doesn't move or even go out of the hangar is very easy to look after.





From the F-111 we stopped off at the Base's gym. Physical fitness plays a vital role in the Australian Defence Force these days and recruits are required to possess a pre-determined standard before they are accepted into any of the ADF Services. Most ADF Bases now have very well equipped gyms each run by PTI's and Wagga is no different.



Part of the Gym's sporting fields and "torture track."

Australian Defence Force sporting facilities are world class and Wagga personnel have unrestricted access to the Gym with its state-of-the-art weights and cardio machines and are encouraged to participate in the available sports played on the base.



The troops at Wagga also have access to football ovals, basketball and tennis/squash courts and a swimming pool and the gym building is constantly being used by groups from the various training regimes on the Base.



All enlisted airmen and women have to undergo 13 weeks recruit training (“rookies”) at Number 1 Recruit Training Unit (1RTU) where men and women are transformed from civilians to RAAF personnel. At the end of successful training, recruits are “passed out” at a Graduation Parade.

The RAAF formed 1RTU back in 1954 at Richmond, then in 1958 it was moved to Rathmines (just south of Newcastle) then down to Wagga in 1960, then in 1964 further south to Edinburgh, and in 2008 it was moved back to Wagga. Originally, 1RTU was for men with the women being inducted into the Air Force through a WRAAF Recruit Training Flight (WRTF) at Point Cook. In 1965 the WRTF moved down to 1RTU at Edinburgh then in 1977, when the WRAAF were absorbed into the RAAF, the WRTF was renamed the Women’s Training Unit (WTU) and was moved to Tottenham, then to Laverton. In 1981 the WTU was disbanded and the girls joined the men at Edinburgh until everyone moved back to Wagga.

The men originally did 12 weeks at 1RTU while the girls did only 4 (were they smarter??) but now both men and women do the same 13 weeks course, live in the same blocks and graduate together. 1RTU can train up to 1,200 recruits each year in very modern facilities that were purpose built in 2008. In addition to a classroom environment, recruits are exposed to field conditions in the Ground Defence Training Area and also undertake live weapon qualification on the military firing range.

We were shown over 1RTU by its CO, the lovely WGCDCR Jules Adams. Jules was born in 1969 and grew up near Marlborough, in England. She enlisted in the Royal Air Force in 1989, where she undertook a variety of administrative and out of category assignments before commissioning in 1998 as an Administration Officer. In 2001, she resigned from the RAF to join her Australian husband in Adelaide. She was appointed to the RAAF in 2002 and was posted to No 1 Recruit Training Unit as a Recruit Flight



Commander. Between January 2004 and 2009, she was the Administration Officer at Number 381 Expeditionary Combat Support Squadron, the Military Support Officer for the Hunter Region and Staff Officer Personnel at Headquarters Air Combat Group. During this period she also deployed to the Australian Air Force Task Group 633.2 in the United Arab Emirates and to the Headquarters Joint Task Force 633 in Baghdad.

In 2010, she graduated from the Australian Command and Staff College with a Masters in Strategy and Management. She was selected as Staff Officer to the Deputy Chief of Air Force and was subsequently appointed Staff Officer to the Chief of Air Force in June 2011. In April 2012, she was posted to Headquarters International Security Assistance Force in Kabul and returned in October 2012 as Deputy Director Air Operations within the Directorate of Personnel – Air Force. In December 2014, she was appointed Commanding Officer No 1 Recruit Training Unit.



Jules is the first woman to take over the reins at RTU – and about time too.

WGCDR Jules Adams is married to GPCAPT Guy Adams, the Director of Unmanned Aerial Systems (right). Her interests include travel; camping and trekking; skiing; health and fitness and reading.



If Men Ever Got Pregnant!

Morning sickness would rank as the nation's number one health problem.

We must thank Jules, who went out of her way to give us an excellent and comprehensive look over her unit of which she is very proud. We started our tour with a look through the brand new blocks in which both the men and women live. Recruits are required to live in for the entire 13 weeks. Accommodation is dormitory style, with four persons to a room with communal shared amenities “down the hall”. Recruits must “panic” daily and are subject to having their blocks and the shared facilities inspected daily.



We have to feel a bit sorry for Steve Christian. Steve had been in the RAAF for a total of 6 weeks, was about half way through his Rookies' course and at lunch time was alone quietly hanging out in his room, which he shares with 3 other mates, when in pops Group Captain Geoff Kimmins, his CO, Wing Commander Jules Adams and 3 civvies with cameras strung around their necks. Until then, Steve had probably never had contact with anyone above the rank of Cpl and you have to wonder what went through his mind that instant when he was confronted by two senior Officers in his own little room – what you did in that situation hadn't yet been explained to him.

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After he'd got over the shock and had composed himself, Jules explained to him who we were and asked if he'd mind if we had a look around his room, to which of course he hastily agreed. Steve opened his locker for us to have a look and what we saw was what we expected, everything neat and tidy, right-dressed and lined up accordingly, with not a bit of civvy gear anywhere.



They would serve beer instead of coffee at antenatal classes.



Bed rolls are no longer required though, today the bed is just neatly made.



We had a quiet chat with Steve just before we left, thanked him for his time and hoped we hadn't given him too much of a surprise. He in turn told us even though he hadn't been in long, what he'd seen so far of the RAAF he was loving and was looking forward to making it a career. We wished him all the best and assured him it gets a whole lot better once you leave rookies and get into the real Air Force. He'll definitely have something to talk about at the next smoko!!

Jules then showed us the facilities available for the rookies, some things have definitely changed for the better!



No more walking out along the open veranda to the wash room with its open shower stalls, the rookies' facilities at Wagga are five star.

Maternity leave would last for two years with full pay.



The old Lightburns have long gone, as are the super-heated drying (exchange) rooms, instead, today's recruits enjoy the latest and the best front loader washing machines and tumble dryers, all just down the corridor too.



But not everything has changed. Drill is still a bit part of a Rookies' day, but from (a long) memory, it wasn't too bad, it instilled a sense of competitive in you, you were always trying to be better than the other course, a method in RTU's madness perhaps??

Children would be kept in the hospital until toilet trained.

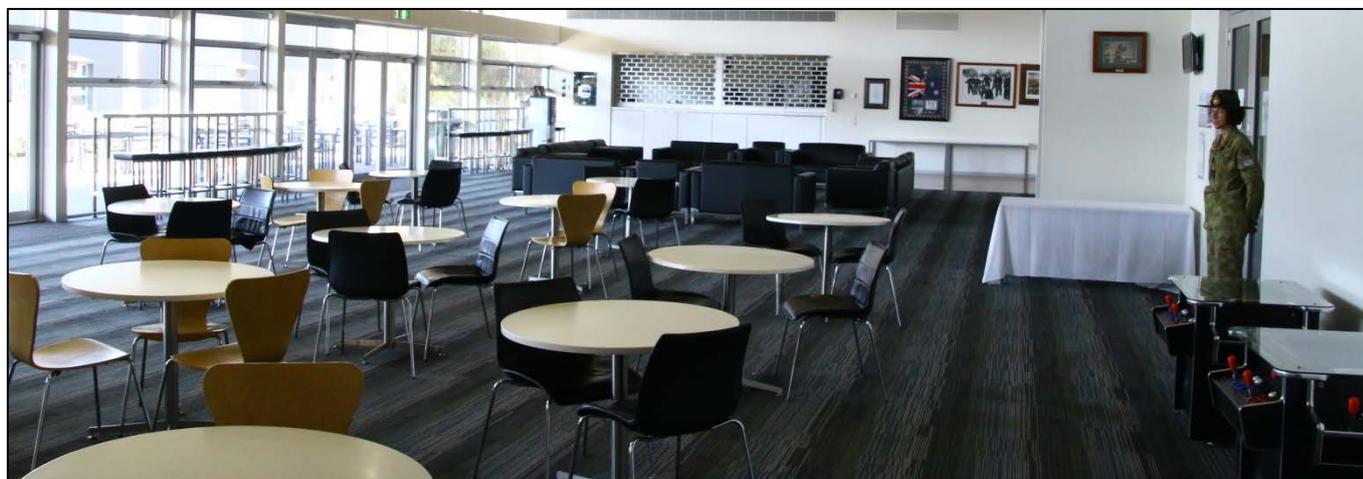


Lecture rooms have entered the 21st century too, Rookies are taught via computer terminals, no more Moody Institute films shown on the old Bell and Howell. In these rooms, Rookies are taught teamwork, self-discipline, 'esprit de corps' and respect for the values of the Air Force.



Instructional staff at 1RTU, which includes Military Skills Instructors (MSIs), Airfield Defence Guards (ADGs) and Physical Training Instructors (PTIs), as well as other support staff, instil in their students all the aspects of Air Force values – Respect, Excellence, Agility, Dedication, Integrity and Teamwork.

But life for the Rookie isn't all work with no play, they have their own "Boozer" and "games room".





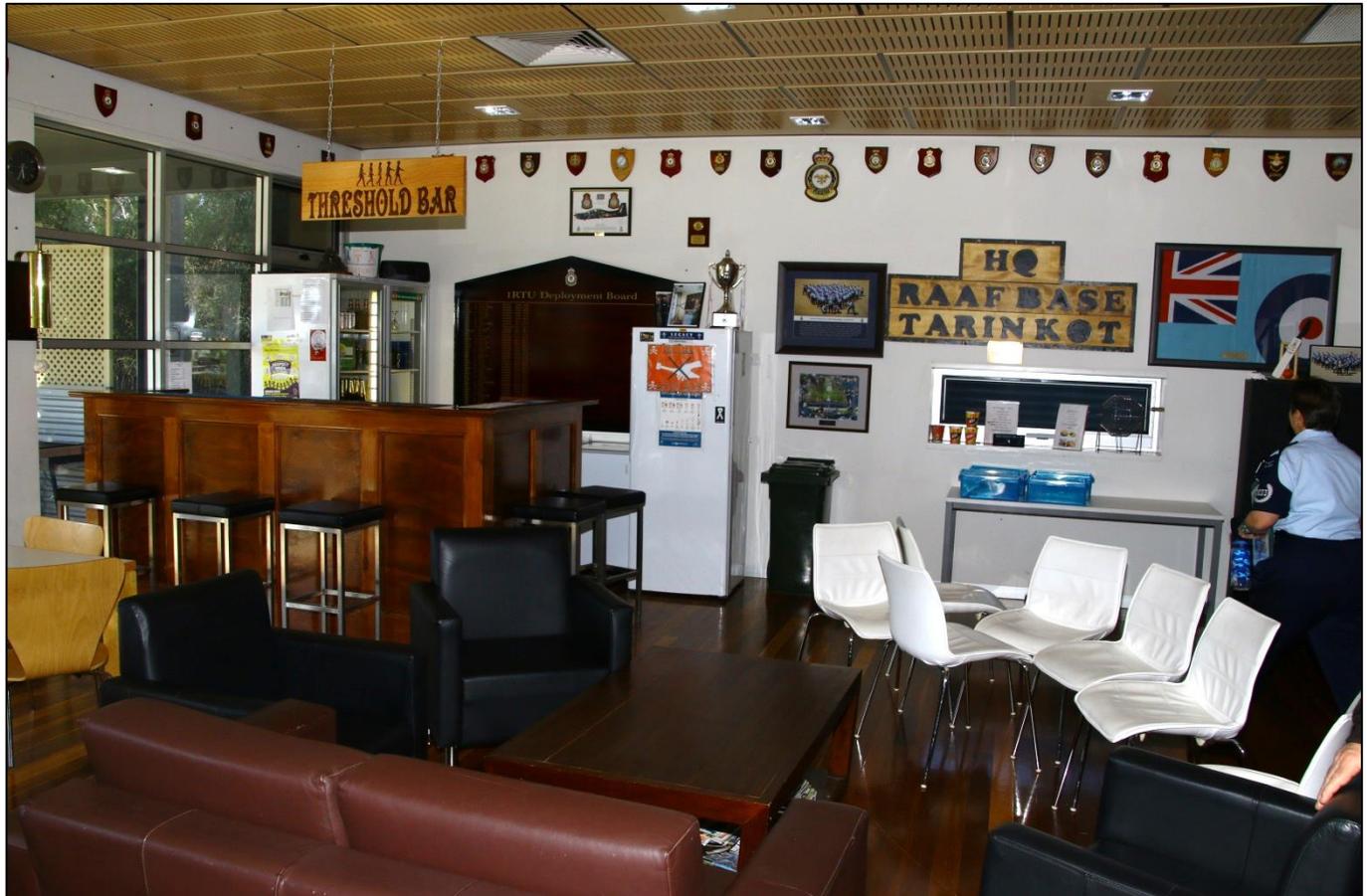
And as the idea is to keep the Rookie apart from those “bad-influence” people in the real Air Force, Rookies have their own well-equipped gym which they don’t have to share with anyone.



Following successful completion of recruit training and having experienced their graduation/passing out parade, most graduates go on to their next course of training but they all receive their first taste of Air Force at 1RTU. With everything now at Wagga, it’s a simple matter of leaving the RTU blocks and moving over to the RAAFSTT blocks, easy. This must save the RAAF thousands in not having to move 30 or more troops from Edinburgh to either Laverton or Wagga every month.

The RAAFSTT is managed by the Defence Aeroskills Training Academy (DATA) which is managed by BAE Systems and its partners, RMIT University and Pennant Training Systems. BAE Systems is Australia's largest defence and security company and for more than 50 years has been designing, maintaining and integrating systems for the ADF. DATA was introduced to Wagga in March 2013 to provide initial and postgraduate training to more than 1,000 aircraft related technical trainees each year. DATA delivers state of the art training which includes some of the most advanced training aids and tablet devices (similar to an iPad) to meet students learning styles and ensure the most effective outcomes are achieved. New training aids are being incrementally introduced. The first Integrated Avionics Maintenance Trainer (IAMT) and Generic Flying Control Trainer (GenFly) devices, the first of their type in Australia, arrived in April 2015. Backup IAMT and GenFly trainers are being installed now.

Once a week, RTU staff of all ranks get together in their “de-briefing room” to discuss progress and formulate future plans.



This informal atmosphere allows the training staff to discuss any problems they have, or they see which could arise, with their contemporaries and/or with the directorate and formulate corrective action before the problem escalates.

It works very well.

A blonde met her friend for lunch, but her tooth hurt so much she couldn't eat. Her friend convinced her to see a dentist. She called, set up an appointment for the following Monday, and followed through on it. The next week, they had lunch again. "So?", he friend said, "Does your tooth still hurt?" The blonde replied, "I don't know. The dentist kept it."

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L-R: LCDR Andrew Patmore, Rob McNeil, Chris Hudson – BAE Systems RAAF Wagga.

We were then introduced to the 3 men who administer DATA on the Base and who had volunteered a big part of their day to show us the various hangars where students are taught for the next 57 weeks.

We thank them for that...

Sons would have to come home from dates by 9 pm.



As Wagga is now a tri-Service training base, Army, Navy and RAAF trainees all commence their aviation training in the “barbecue” hangar, obviously named from the appearance of the training aids.



Trainees are here introduced to levers, rods, turn-buckles, lock-wiring etc, systems where a force applied in one direction can be increased or decreased then actuated at right angles to the direction of input, essential knowledge for working on aircraft control surfaces. They also learn how tool boards are used, how and why it is essential to always know the whereabouts of any particular tool and why each tool removed from the tool board is tagged. Nothing worse than having a 12 inch shifter flying around your cock-pit when you’re putting an F-18 through its paces!!

Once they had mastered this class, trainees are moved across the concrete to another hanger where they learn how to file, bend, join, drill and cut bits of metal in a workshop that can only make you drool with envy.



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After that, it is time for those heading down the engine/airframe route to start and play with some aero engines, while the queer trades blokes' and blokettes go another way. Noticeable was the fact that while there was a lot of engines in that hangar, there was not one piston engine in sight, Sumpies these days are taught jet engines only.



It is all very well to work on an engine while it is on a stand, that's easy!! Once they have mastered that part of the course, and are comfortable with the workings of an engine, trainees are introduced to various aircraft to see how the engine is attached to the aircraft, to learn how the engine is managed, how to access it, how to get it out of the aircraft if necessary and how to diagnose a fault.



All methods of birth control would become 100% effective.



We saw a bunch of Army blokes in the midst of their course, they will learn the same principals as their RAAF counterparts and will then head off to Oakey (near Toowoomba) where they will learn the helicopter systems.

And while the Sumpies go the engine route, Framies go to the other side of the hangar for instruction on Pennant's GenFly training device.



With fewer aircraft being made available for teaching purposes, a potential training gap is emerging when it comes to the practical, hands on elements of technical training. GenFly is a unique flying controls training system that provides a safe and effective environment to train aviation technicians. It comprises a facsimile airframe, consisting of an open frame aircraft structure and a representative cockpit fitted with controls and indicators. The layout is similar to



a generic modern fast-jet aircraft. GenFly supports a complete range of hands-on maintenance activities for aircraft hydraulics, flying controls, landing gear and services. The open sides allow access and enables the student to see what's happening to the primary and secondary flying control systems, landing gear systems and auxiliary systems, including nose-wheel steering and wheel braking.

Hydraulics control surfaces and landing gear systems are activated by electro-mechanical devices controlled by computer software. Each connection of the hydraulic and electrical system is monitored allowing the system to reproduce the effect of a correct or incorrect connection / disconnection and to enable the Instructor to fully monitor a student's progress.

Blokes and blokettes who favour the avionics trades (radio, inst, elec, gunny) don't go through the engine/airframe hangar where there is the possibility of one getting one's hands dirty, instead they go to the Integrated Avionics Maintenance Trainer (IAMT) which is situated in a quiet air-conditioned room, away from the noisy old, open-aired sumpie/frame hangar.



The IAMT provides basic and advanced training in front-line integrated avionic systems maintenance, fault diagnostic procedures for operation of aircraft controls and systems and repair of integrated avionics systems by replacement. No longer are black boxes pulled apart



looking for faulty components. If a transmitter fails, you just rip out the Tx card and replace it with another one. Halleluiah!!! The IAMT provides students with generic cockpits on which to practise the execution of maintenance procedures, exercise fault finding techniques and carry out testing procedures.



Kev Weatherspoon getting to know the cockpit of the IAMT BAE Hawk.

As well as working on the mock-ups in hangars, students do get to train on “real” aircraft, a Nomad and a couple of Wessex helicopters are available for instructional purposes.



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As it was now past midday, Geoff Kimmins suggested we head for the Airman's mess and join the troops for lunch.



Unlike other bases to which we had been, the Airman's Mess at Wagga was very well attended, possibly because the standard of food provided was excellent.



The multi-choice hot food bain-maries.

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The self help salad bar.



Ex Army Appy (Balcombe) Geoff Spackman, who was one of the path-finders into Vietnam in 1965/66 enjoying his RAAF meal and was probably thinking "I knew I should have joined the RAAF."



Geoff Kimmins joined us for lunch and we sat with a bunch of blokes who were under training at the Base. The young blokes were a bit apprehensive at first, after all, an AC does not normally dine with a Group Captain, but Geoff quickly put them at ease and the banter eventually flowed freely. Geoff explained to them that the Air Force offered a wonderful future for those that wished to work at it, he explained how he started out as a trainee Radtech, just like them and through a bit of hard work, some study and keeping your nose clean, that anyone could imitate him and obtain senior officer status.

It was interesting to hear the young men speak of their experiences in today's Air Force and for them to tell us what they thought of the conditions and training they were receiving – all of which was favourable. Some will remember that lunch, it was an epic event for them and a few years in the future, one or more will make a decision based on that memory and commence the ascent up the ranking ladder.

As Kev Weatherspoon was to say later that day, with young blokes like that in the ADF, our future is in pretty good hands!!



One feature at the Mess which we saw and which we think is a master stroke, is the self-help barbecue. This is fired up for Friday dinner and airmen/women can stand around the barby with



their mates, cook their own steaks and then sit and eat their dinner and even enjoy a wine. The Airman's Mess is a BYO facility on Friday nights – how wonderful!!!

It was then time to say our good-byes and head back to our digs in Wagga. We must thank Geoff Kimmins and Jules Adams for giving up their day and showing us around their base.



Thanks also to Wing Commander Kris Johnston, CO of 31 Sqn (Base Sqn) for putting together the program. It was all greatly appreciated.

A blonde goes into a library and tells the girl at the desk, "Hello. I'm here to see the doctor." The librarian replies, "This is a library." So the blonde lowers her voice and says, "Oh sorry!" Then whispers, "Sorry, I'm here to see the doctor."

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Sugar is it that bad??

What's the truth about sugar, is it bad for you or is it good for you. It all depends on what you read really.

At the end of the second world war, the world's population was reasonably fit. There are hundreds of photos of people in the streets, in all countries, celebrating the end of the war, what is noticeable though, is there is not an overweight person to be seen. What happened?? Did all of a sudden the entire western world just become a bunch of gluttons and sloths? All at the same time? I mean, get real!!



AUTHORITY NUTRITION
An Evidence-Based Approach

Today the common consensus is we are eating far too much sugar. It is now thought that excessive added sugar is the single worst ingredient in the modern diet. Sugar can have harmful effects on metabolism and contribute to all sorts of diseases.

Here are 10 disturbing reasons why you should avoid excessive added sugar like the plague.

1. ***Added sugar contains no essential nutrients and is bad for your teeth.***

You've probably heard this a million times before... but it's worth repeating. Added sugars (like sucrose and high fructose corn syrup) contain a whole bunch of calories with NO essential nutrients. For this reason, they are called "empty" calories. There are no proteins, essential fats, vitamins or minerals in sugar, just pure energy. When people eat 20% or more calories as sugar, this can become a major problem and contribute to nutrient deficiencies. Excess sugar is also very bad for the teeth, because it provides easily digestible energy for the bad bacteria in the mouth.



Bottom Line: Sugar contains a lot of calories, with no essential nutrients. It also causes tooth decay by feeding the harmful bacteria in the mouth.

2. ***Added sugar is high in fructose, which can overload your liver.***

In order to understand what is so bad about sugar, you need to understand what it is made of. Before sugar enters the bloodstream from the digestive tract, it is broken down into two simple sugars - glucose and fructose. Glucose is found in every living cell on the planet. If we don't get



it from the diet, our bodies produce it. Fructose is different. Our bodies do not produce it in any significant amount and there is no physiological need for it. The thing with fructose is that it can only be metabolized by the liver in any significant amounts.

This is not a problem if we eat a little bit (such as from fruit) or we just finished an exercise session. In this case, the fructose will be turned into glycogen and stored in the liver until we need it. However, if the liver is full of glycogen (much more common), eating a lot of fructose overloads the liver, forcing it to turn the fructose into fat. When repeatedly eating large amounts of sugar, this process can lead to fatty liver and all sorts of serious problems.

Important, this does NOT apply to [fruit](#). It is almost impossible to overeat fructose by eating fruit.

There is also massive individual variability here. People who are healthy and active can tolerate more sugar than people who are inactive and eat a Western, high-carb, high-calorie diet. You can see more info [HERE](#).

Bottom Line: For people who are inactive and eat a Western diet, large amounts of fructose from added sugars get turned into fat in the liver.



3. ***Overloading the liver with fructose can cause non-alcoholic fatty liver disease.***

When fructose get turned into fat in the liver, it is shipped out as very low density lipoprotein ([VLDL](#)) cholesterol particles, however, not all of the fat gets out, some of it can lodge in the liver. This can lead to [Non-Alcoholic Fatty Liver Disease](#) (NAFLD), a growing problem in Western countries that is strongly associated with metabolic diseases. Studies show that individuals with fatty liver consume up to 2-3 times as much fructose as the average person.

Bottom Line: Excess fructose gets turned into fat, which can lodge in the liver and cause non-alcoholic fatty liver disease.

4. ***Sugar can cause insulin resistance, a stepping stone towards metabolic syndrome and diabetes***

Insulin is a very important hormone in the body. It allows glucose (blood sugar) to enter cells from the bloodstream and tells the cells to start burning glucose instead of fat. Having too much glucose in the blood is highly toxic and one of the reasons for complications of diabetes, like blindness.



One feature of the metabolic dysfunction that is caused by the Western diet, is that insulin stops working as it should. The cells become “resistant” to it. This is also known as [insulin resistance](#), which is believed to be a leading driver of many diseases, including metabolic syndrome, obesity, cardiovascular disease and especially type II diabetes

Many studies show that sugar consumption is associated with insulin resistance, especially when it is consumed in large amounts.

Bottom Line: When people eat a lot of sugar, it can cause resistance to the hormone insulin, which can contribute to many diseases.



5. *The insulin resistance can progress to type ii diabetes.*

When our cells become resistant to the effects of insulin, the beta cells in our pancreas make more of it. This is crucial, because chronically elevated blood sugars can cause severe harm. Eventually, as insulin resistance becomes progressively worse, the pancreas can't keep up with the demand of producing enough insulin to keep blood sugar levels down. At this point, blood sugar levels skyrocket and a diagnosis of [type II diabetes](#) is made. Given that sugar can cause insulin resistance, it is not surprising to see that people who drink sugar-sweetened beverages have up to an 83% higher risk of Type II diabetes.

Bottom Line: Because of the harmful effects of sugar on the function of insulin, it is a leading driver of type II diabetes.

6. *Sugar can give you cancer.*

Cancer is one of the leading causes of death worldwide and is characterized by uncontrolled growth and multiplication of cells. Insulin is one of the key hormones in regulating this sort of growth. For this reason, many scientists believe that having constantly elevated insulin levels (a consequence of sugar consumption) can contribute to cancer. In addition, the metabolic problems associated with sugar consumption are a known driver of inflammation, another potential cause of cancer.

Bottom Line: There is considerable evidence that sugar, due to its harmful effects on metabolism, can contribute to cancer.



7. Due to its effects on hormones and the brain, sugar has unique fat-promoting effects.

Not all calories are created equal. Different foods can have different effects on our brains and the hormones that control food intake. Studies show that fructose doesn't have the same kind of effect on satiety as glucose. In one study, people drank either a fructose-sweetened drink or a glucose-sweetened drink. Afterwards, the fructose drinkers had much less activity in the satiety centres of the brain and felt hungrier. There is also a study where fructose didn't lower the hunger hormone [ghrelin](#) nearly as much as glucose did. Over time, because the calories from sugar aren't as fulfilling, this can translate into an increased calorie intake.

Bottom Line: Fructose doesn't cause satiety in the brain or lower the hunger hormone ghrelin nearly as much as glucose.



8. Because it causes massive dopamine release in the brain, sugar is highly addictive.

Sugar can be addictive for a lot of people. Like abusive drugs, sugar causes a release of dopamine in the reward centre of the brain. The problem with sugar and many junk foods is that they can cause a massive dopamine release, much more than we were ever exposed to from foods found in nature. For this reason, people who have a susceptibility to addiction can become strongly addicted to sugar and other junk foods. The "everything in moderation" message may be a bad idea for people who are addicted to junk food because the only thing that works for true addiction is abstinence.

Bottom Line: Because sugar causes a large release of dopamine in the brain, it can cause addiction in a lot of people.





9. ***Sugar is a leading contributor to obesity in both children and adults.***

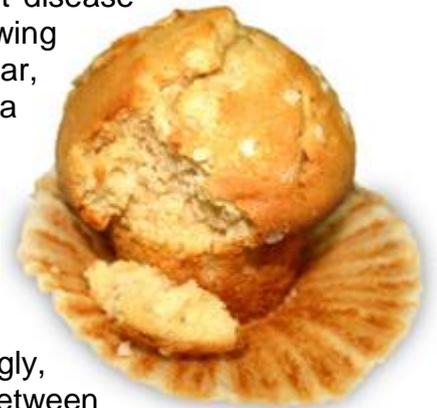
The way sugar affects hormones and the brain is a recipe for fat gain disaster. It leads to decreased satiety and can get people addicted so that they lose control over their consumption. Not surprisingly, people who consume the most sugar are by far the most likely to become overweight or obese. This applies to all age groups. Many studies have examined the link between sugar consumption and obesity and found a strong statistical association. The link is especially strong in children, where each daily serving of sugar-sweetened beverages is associated with a whopping 60% increased risk of obesity. One of the most important things you can do if you need to lose weight is to significantly cut back on sugar consumption.



Bottom Line: Because of the effects of sugar on hormones and the brain, sugar dramatically increases the risk of becoming overweight or obese.

10. ***It ain't the fat, it's sugar that raises your cholesterol and gives you heart disease.***

For many decades, people have blamed saturated fat for heart disease which is the #1 killer in the world. However, new studies are showing that [saturated fat](#) is harmless. The evidence is mounting that sugar, NOT fat, may be one of the leading drivers of heart disease via the harmful effects of fructose on metabolism. Studies show that large amounts of fructose can raise triglycerides, small, dense LDL and oxidized LDL (very, very bad), raise blood glucose and insulin levels and increase abdominal obesity in as little as 10 weeks.



These are all major risk factors for heart disease. Not surprisingly, many observational studies find a strong statistical association between sugar consumption and the risk of heart disease.

Cardio 101: Benefits and tips.

The term aerobic means "with oxygen." Aerobic exercise and activities are also called cardio, short for "cardiovascular." During aerobic activity, you repeatedly move large muscles in your arms, legs and hips. Your heart rate increases and you breathe faster and more deeply. This maximizes the amount of oxygen in your blood and ultimately helps you use oxygen more efficiently.

How well you use oxygen is called your aerobic capacity. When your aerobic capacity is high, your heart, lungs and blood vessels efficiently deliver large amounts of oxygen throughout your body. As a result, you feel more energized and don't tire as quickly. If you are a beginner to exercise, start with low to moderately intense cardio activities, so you can do them for long periods of time and gain many health benefits. Common examples include walking, bicycling, swimming, dancing and water aerobics, but don't limit yourself: You can choose any activities you enjoy, such as canoeing, in-line skating, golfing or martial arts.



If you haven't got enough aerobic exercise, you may use your entire aerobic capacity while walking up a flight of stairs. You'll realize this when you get to the top and feel out of breath. But if you're fit, you'll have no problem because your aerobic capacity is greater. That's just one example of how you can benefit from cardio exercise.

Cardio exercise and activities can also:

- Strengthen your heart and muscles.
- Burn calories.
- Help control your appetite.
- Boost your mood through the release of endorphins, which are feel-good chemicals released by your brain.
- Help you sleep better at night.
- Reduce arthritis pain and stiffness through joint movement.
- Help prevent or manage high blood pressure, heart disease and diabetes.

No matter what your age, aerobic exercise will help you in your daily activities and increase your stamina and endurance.

If you're a beginner, start slowly. You might walk five minutes in the morning and five minutes in the evening. Gradually add a few minutes to each session and then pick up the pace a bit. Soon you could be walking briskly for 30 minutes a day. Also consider hiking, cycling, jogging, rowing, elliptical training — any activity that increases your breathing and heart rate.

Include three elements in your workout:

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"My doctor told me to start my exercise program very gradually. Today I drove past a store that sells sweat pants."

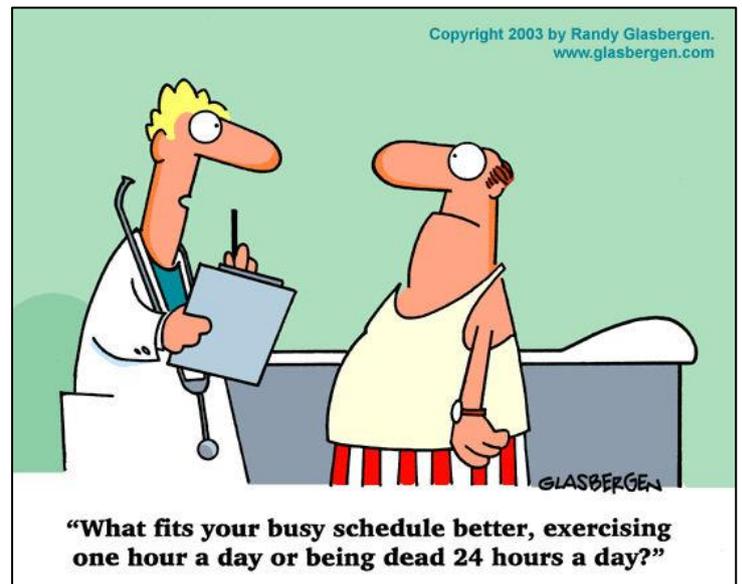


Warm-up. Before each session, warm up for five to 10 minutes to gradually rev up your cardiovascular system and increase blood flow to your muscles. Try a low-intensity version of your planned activity. For example, if you plan to take a brisk walk, warm up by walking slowly.

Conditioning. At your own pace, work up to at least 30 minutes of cardio a day to develop your aerobic capacity by increasing your heart rate, depth of breathing and muscle endurance.

Cool-down. After each session, cool down for five to 10 minutes. Stretch your calf muscles, quadriceps (upper thighs), hamstrings, lower back and chest. This after-workout stretch allows your heart rate and muscles to return to normal.

Moderate activity should cause you to breathe faster and feel like you're working. But if you experience unusual pain or alarming symptoms during exercise, stop immediately and seek medical attention.



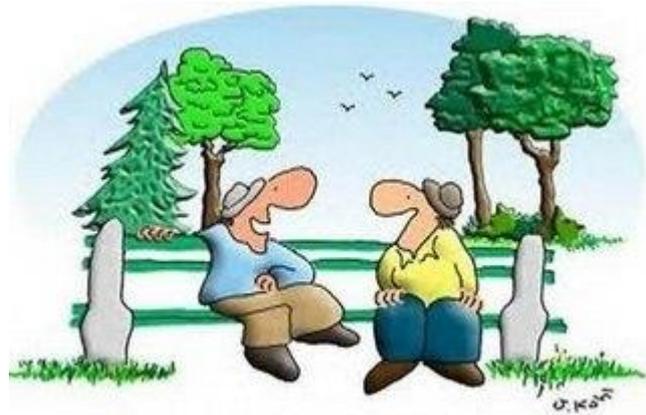
Your wonderful body!

Sometimes you may feel like your body is beginning to creak and fail you on the outside, but do you ever stop to consider the incredible work that is taking place inside of it? There is so much going on and everything fits together so well, that it's almost impossible to comprehend it. The following facts will remind you that there are miracles going on inside your body every single day.

- Your heart pumps approximately 7,500 litres of blood through its chambers every single day! It beats more than 100,000 times a day to achieve this incredible feat.
- You take around 17,000 breaths a day on average and don't have to think about a single one of them. Yet, if you want to stop breathing temporarily, you can voluntarily hold your breath. A typical pair of adult lungs can hold a huge six litres of air.
- Every day your body ensures you don't contact cancer thousands of times over. Cancer is formed when cells are altered in a way which re-programs their DNA and it's estimated that tens of thousands of cells suffer cancer-causing lesions every day. The body sends special enzymes scuttling around to inspect DNA strands for faults and fix them before they turn into tumours.



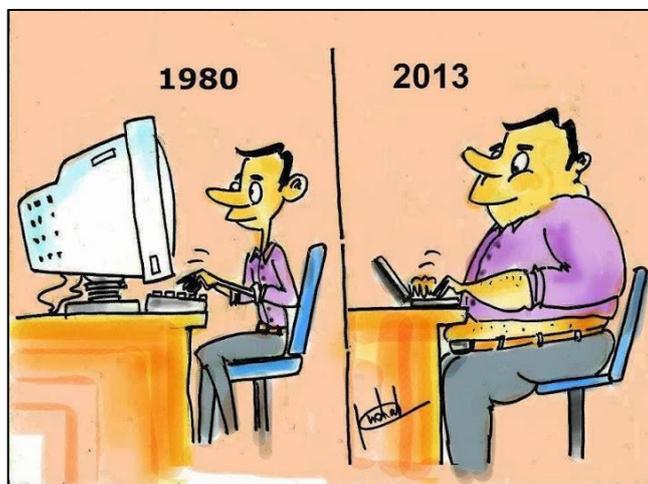
- Your brain doesn't stop working. It's estimated that about 50,000 thoughts pass through it each day on average, although some scientists put the figure closer to 60,000. That is a whopping 35-48 thoughts every minute.
- The cells in your stomach lining produce an alkaline substance every few milliseconds to neutralize stomach acid. If you didn't do this, your stomach would digest itself because some of the acids are strong enough to dissolve metals.
- You blink about 28,800 times every day with each one lasting just a tenth of a second. This is a voluntary reflex the body uses to keep the eyes clean and moist which is pretty crucial given that 90% of the information you process is visual and you can weigh up any visual scene in just 0.01 seconds. Consider how many people and objects you look at every day – it's remarkable.
- Most of the body's energy is expelled via heat. Your body produces the same heat as 25 light bulbs over the course of a single day.
- Red blood cells literally shoot around the body taking less than 60 seconds to complete a full circuit. This means that each of yours makes 1,440 trips around your body every day delivering oxygen and keeping your body energised. Each cell lives for about 40 days before being replaced by a younger model. During their short life span, they make about 60,000 trips around your body.
- You shed more than 1 million skin cells every single day but they are constantly replenished automatically to save you from turning transparent and becoming rather exposed. Your skin is actually an organ, in fact it's the largest organ you have with a surface area of 2 square metres.
- Your hair (if you still have any) grows about half a millimetre per day and the average adult with a full scalp has around 100,000 on their head. So, that's a combined 50 metres of hair growth every single day.
- The brain and mouth work together to allow us to speak an average of 5,000 words each day, that's if you're a woman because studies suggest that men only speak 2,000 words each day. Both sexes utter 500-700 words/day of real value (ie, that get a job done or provide useful information).
- Your liver is so busy over the course of a day it is almost impossible to summarize its activities. It manufactures cholesterol, vitamin D and blood plasma, it identifies the nutrients your body needs and stores some away for future use, it filters 1.5 litres of blood every minute and produces a litre of bile every day to help you break down your food. Basically, you have a factory plant running inside of you every day.



"My doctor told me to avoid any unnecessary stress, so I didn't open his bill."



- The glands in your mouth produce an incredible 1.5 litres of saliva every day. That's a lot of dribble! If this didn't happen your mouth would dry up and become overrun with bacteria and you wouldn't be able to digest your food.
- The average male's testicles manufacture 10 million new sperm cells every day. Those that aren't used age and are eventually broken down inside the body with any useful nutrients being absorbed and put to use.
- Each of your kidneys contains 1 million tiny filters that work together to filter an average 1.3 litres of blood every minute - that's 1,875 litres every single day, despite each kidney only being the size of a fist. If that wasn't enough, they also expel an average of 1.5 litres of urine from your body every day.
- Your body works over time to digest your food and the process starts before it even hits your mouth. When you smell food, your mouth automatically produces more saliva to prepare the digestive system for work. It takes about 6-8 hours for food to pass through the stomach and two days to complete the full digestion process. The average person will eat over 50 tonnes of food in his or her lifetime – which seems ridiculous but never-the-less, is true!
- Your body cells are regenerating themselves every single day without any prompting. This means you get an entirely new set of taste buds every ten days, new nails every 6-10 months, new bones every 10 years and even a new heart every 20 years.



So next time you think that your body is starting to creak, just think about all the incredible things that are happening inside it every day because all of us really are a miracle.

Medical products.

Click [HERE](#) for the list of products that are available for Gold Card holders from a Chemist on prescription from your doctor.

Commercial.

[THIS](#) is a very touching commercial – definitely worth a look.



Is there any link between mobile phones and cancer?

The possible connection between mobiles and cancer is controversial. Many years' worth of studies on mobiles and cancer have yielded conflicting results. Currently, there's no consensus about the degree of cancer risk — if any — posed by a mobile phone use.

The primary concern with mobiles and cancer seems to be the development of brain tumours associated with mobile use. Some research suggests a slight increase in the rate of brain tumours since the 1970s, but mobiles weren't in use during the 1970s. Instead, the subtle increases are more likely related to other factors — such as increased access to medical care and improvements in diagnostic imaging.

So what have researchers learned about mobiles and cancer? Here's an overview of various studies:

In one study that followed more than 420,000 mobile users over a 20-year period, researchers found no evidence of a link between mobiles and brain tumours. Another study found an association between mobiles and cancer of the salivary glands, however, only a small number of study participants had malignant tumours.



calamitiesofnature.com © 2011 Tony Piro

Another study suggested a possible increased risk of glioma, a specific type of brain tumour, for the heaviest mobile users, but no increase in brain tumour risk overall. After evaluating several studies on the possibility of a connection between mobiles and glioma and a noncancerous brain tumour known as acoustic neuroma, members of the International Agency for Research on Cancer, part of the World Health Organization, agreed that there's limited evidence that mobile radiation is a cancer-causing agent (carcinogenic). As a result, the group classified radiofrequency electromagnetic fields as possibly carcinogenic to people.



Still, a series of recent studies can't tell the entire story. It often takes many years between the use of a new cancer-causing agent, such as tobacco, and the observation of an increase in cancer rates. At this point, it's possible that too little time has passed to detect an increase in cancer rates directly attributable to mobile use.

The bottom line? For now, no one knows if mobiles are capable of causing cancer. Although long-term studies are ongoing, to date there's no convincing evidence that mobile use increases the risk of cancer. If you're concerned about the possible link between mobiles and cancer, consider limiting your use of mobiles, or use a speaker or hands-free device that places the mobile antenna, which is typically in the mobile itself, away from your head.

Six Best Doctors in the World

1. Sunlight.
2. Rest.
3. Exercise.
4. Diet.
5. Self Confidence. and,
6. Friends.

Maintain them in all stages of life and enjoy a full and healthy life.

Self-Harm amongst Military Personnel.



Ian McPhedran
National defence writer

There has been a disturbing jump in the number of self-harm incidents and suicides in the military with the Australian Veterans Suicide Register recording more than double the number of deaths between 2012 when there were 10 and the 25 so far this year.

A high-level source has said that top defence brass didn't even know that the self-harm list existed. When an ADF member is identified as being at risk of suicide, self-harm or harm to others, Defence mental health professionals undertake a comprehensive mental health and risk assessment.



A Service Police document entitled 'self-harm and suicide attempts 2008-2014' shows that the army dominates the list with 175 individual incidents followed by navy with 20 and the RAAF with 17.

A total of 174 of the 212 people who committed self-harm were males with 75 of them aged between 26 and 34 years. The next highest age bracket was 17 to 25 years with 62 instances followed by 35 to 43 years with 50 and just 20 in the 44 to 52 years age group.

The highest rank involved was a RAAF Wing Commander followed by an Army Major and several Captains while there were a number of Warrant Officers and Sergeants included in the disturbing statistics.

The number of incidents varies each year with last year's total of 58 a major increase on the 25 in 2013 which was a drop on the 2012 result of 37 and 35 in 2011.

Vice-chief of Defence Vice-Admiral Ray Griggs has said that Defence was very concerned about suicide and self-harm and has devoted resources, personnel and training to mental health issues. He said while not all self-harm incidents were suicide attempts, all reports were considered serious and appropriately assessed and managed.



Vice Admiral Griggs said the military had a strong commitment to mental health and especially overcoming the stigma attached to issues such as depression and post-traumatic stress. He said that Defence was at the forefront of what is a truly national challenge. Defence research shows that military personnel had a higher rate of suicidal thoughts but a lower rate of suicide than the general community.

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Clinical Director at the South Pacific Private Hospital in Sydney Dr Ben Teoh treats damaged veterans and he said he was seeing a growing number from Afghanistan suffering from chronic Post Traumatic Stress Disorder (PTSD). He said many were not getting the support they needed and if not treated they could develop severe depression and become suicidal particularly if they were disinhibited by drugs or alcohol.



Dr Teoh says they are not getting better so they feel people do not appreciate the severity of their condition and they have a sense of hopelessness and many are very angry and anger is directly related to suicide.

Dr Teoh said the constant worry about being shot by both the enemy and the Afghan soldiers they were training had preyed on the minds of many veterans and made their circumstances very traumatic. He said these poor people can't distinguish between the enemy and peaceful people and he fears they might act on it."



SELF-HARM IN DEFENCE:

2008 (six months) = 7

2009 = 21

2010 = 29

2011 = 35

2012 = 37

2013 = 25

2014 = 58

By age group:

17-25 years = 62

26-34 = 75

35-43 = 50

44-52 = 20

53 plus = 5

By service:

Army = 175

Navy = 20

RAAF= 17

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Pedro's Patter.

Jungle Survival.

As part of aircrew qualification pilots, navigators and signallers (later called airborne electronics officers) had to attend a two-week Jungle Survival School, run by the Army at Canungra in Queensland. Our dress for the course was standard issue flying suits and combat boots.

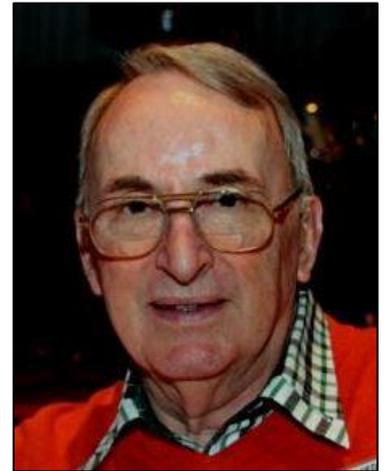
The first week was spent learning jungle survival techniques, such as living off the land, by day. It's amazing what is out there. We were shown how to collect rain water from plants and other vines and how to harvest the hearts of Palm trees.

At night we had to live in a jungle environment, cooking our own meals and sleeping in improvised hammocks made from parachute silk, simulating a situation following an emergency landing/bail out. We were issued with an emergency ration pack, such as you would find with a parachute. The pack contained such exciting items as an oatmeal block, to mix with water and a brick-hard block of chocolate, along with vegetable extracts and rice for making soup. We were also encouraged to augment these supplies by fishing for and cooking eels from a nearby stream. The instructor claimed cooked eels tasted like chicken. What a joke!

At the end of this introductory week our half-starved attendees were herded into the back of an army truck and driven to a beer garden in Surfers Paradise. Needless to say, after our deprivation we ate BBQ steaks and drank the local beer to excess.

Back to Canungra. After this sadistic interruption to our jungle routine we embarked on the second week of the course. We again climbed aboard the army truck, this time with the canvas sides rolled down so we couldn't see to where we were being taken and were literally dumped into virgin jungle, each with a parachute pack, emergency rations and a map with instructions for navigating to an RV point and a time required to meet there a week hence. We were split into pairs, each pair deciding how best to get to the RV point.

At first we stuck together as a group, navigating our way down a dry creek bed full of large boulders. I have two memories of this, the first being of one of the group, Stan Clark, falling head over heels on every rock he stepped on, the second of the funny man of the group, Nick Watling, who made us all laugh until we reached the river at the bottom of the creek bed. (Stan, now deceased, ended up an air commodore after an illustrious Air Force career while Nick ran the Flying Doctor service out of Cairns). At the river we resumed our pairings and individual navigation.





It was January, the middle of the wet season in Queensland. As we trudged around in the jungle it rained continuously. My partner was Bruce Grayson. Just before it got dark we selected a spot to set up our "para-hammocks" for what promised to be a miserable night. We found suitable small trees to tie our hammocks to and huddling underneath managed to light a small fire to cook a very basic meal. I think it was some kind of soup. After that it was completely dark so, soaking wet we climbed into our hammocks for what promised to be a very uncomfortable night. We steamed dry during the night ready for the next exciting day.

Our slumber was occasionally interrupted by strange jungle noises and thumps on the sides of our hammocks by unknown creatures. Enclosed in our parahammocks in complete darkness all we could do was ignore both, hoping we were not being attacked by malevolent jungle creatures.

Breakfast was made by shaving an oatmeal block into our survival pack tin and boiling the result with water. I suppose we were so hungry we would have eaten anything.

After breakfast Bruce and I headed out, maps and machetes in hand. We plotted a route which seemed to head towards our RV point, slashing our way through virgin jungle. On the way we discovered two unpleasant impediments. The first was what we were later told were lawyer vines. They were a tangle of clinging tendrils which if you merely brushed against them ensnared you to the point where if you tried to pull away they would tear your clothing to shreds. The second was, if one glanced upwards a gigantic spider web with a huge tarantula in the middle. These creatures reportedly ensnared and ate small birds. Such was the jungle.



Following our chosen route on the map we came upon an unmarked chasm which we realised was impossible to cross. Enticingly the RV point was not too far across the chasm from our present position. We turned and followed the edge and were pleased to find a large fallen tree which reached across to the other side. I held Bruce's hand while he gingerly stepped on the log and managed to cross over. My turn. I got half way and slipped, falling into a springy mass of lantana vines. I still had a firm grip on my machete. Up to that point I'd never contemplated suicide but I swear if I could have manoeuvred my machete around I would have slit my throat. Somehow I managed to get out and across to join Bruce and we continued on our way.



The rest of the week was basically a repeat. At the end of the sixth day we identified the RV point and met up with our bedraggled group of "survivors". We set up camp and waited in trepidation for our rescue vehicle. For the first time we were pleased to see the army truck rumbling towards us and even more pleased when we were driven to the mess for our first hearty breakfast in a fortnight.

The culmination of the course was a presentation to each of us of an elaborate certificate saying we had successfully completed the Army Jungle Survival course.

Popondetta

Popondetta is a typical Caribou strip inland from the north coast of PNG. My crew and I had to drop someone in there one morning after heavy rain. We established contact with the ground party and asked for a strip report. "Come on in - it's fine here" was the reply. The strip looked all right so we set up a circuit for a good look and decided to go in.

The landing was OK but after turning off the strip it was apparent we were about to get bogged. Cursing our optimistic report I applied full power and we skidded into the parking area which, unlike the strip, was relatively dry. Another lesson learnt: don't always trust strip reports (unless of course you get the official one – tb).

Tapini is another strip guaranteed to stimulate the stomach muscles. The strip was situated in a valley and nick named the Tapini ILS due to a rather nerve racking circuit and landing. Having overflowed the strip and setting up on a downwind leg from which the strip was invisible behind a ridge, one had to guess when to turn base, hoping the strip would once more come into view. Hence the "ILS" and a short finals setting up for landing on the short strip. I'm not even sure why we used to go there - just for practice I guess.

Click [HERE](#) to see the approach and departure from a Porter – it's easy when you've got GPS and it's 8/8 blue!!

PNG is, or was, littered with war time wrecked aircraft. Some of these have been recovered and shipped to Australia for restoration by enthusiasts, but the PNG government has since put a stop to that. One old war time aerodrome which I overflow, and later regretted not exploring was Aitape, northwest of Moresby. Clearly visible from the air were Lightnings, B24s and many other war time aircraft. Another was Vanimo, near the PNG border with West Iran, still in use as a working airfield.

Another grave yard for WW II aircraft is [Bootless Bay](#), a strip of water on the extended centreline of the main runway at Jacksons field, the international airport of the country. Quite visible from the air is a line of wrecked aircraft, B29s and other types, on the bottom of the bay.



One wonders whether low cloud or fuel starvation claimed the victims.

The Solomons.

One of the longer Navaid checking trips in the F27 was to the Solomon Islands. If you look at a map the route almost describes the arc of a circle, starting from Port Moresby.

The first leg was of course from the Flying Unit home base at Essendon to Moresby, a long day with an overnight stop prior to continuing on to Honiara, the site of our NDB commissioning task.

Getting to Honiara involved changing from PNG to the Solomons and of course clearing Customs at Kieta. This involved predictable paperwork. The Customs officer laboriously filled out the forms and then took us to another office for stamping and signature, finally returning to the first office to complete the process. There was no hurrying this man up.

Our accommodation at Honiara was a very pleasant motel, our rooms overlooking the beach, in fact directly outside sliding doors to our rooms. I can't remember dinner that night but I'm sure it was agreeable.



Next day we got on with the job, planning to finish on the second day. Due to duty time regulations we had two days off before returning to PNG. We had a rental car and decided to drive over to Tambia beach, a well-known local picnic spot. On the way we had to cross a shallow creek. We managed to do this without any grief.

Tambia Beach was a delightful spot, backed up by a line of flowering tropical shrubs. We were soon into our swimming togs and into the water, a shade under body temperature. When we left the water and sat on our beach towels we were approached by a dark skinned native carrying a silver tray of cocktails, a most welcome complement to our seaside sojourn.

Offshore was a wreck, the remains of the filming of the movie "South Pacific". A good day was had by all. On departure for PNG we passed the wreck of an aircraft embedded in the tree-line. Two more overnights and we were home to Essendon airport.

Gingin.

As enjoyable as flying and instructing on the Macchi was, there were moments of boredom. When AFTS got Gingin (satellite airfield about 40 klm north of RAAF Pearce) up and running it was decided to bus some of the students up there to be met by their instructors who, of course, flew up. The boring bit was flying up from Pearce. I think it was my idea but we started a competition among the instructors to see who could do the trip in the shortest time. Of course QFI brains



started working out ways to minimise the time. Departing on runway 36 at Pearce was essential, weather permitting, and landing on runway 27 at Gingin was the way to go.

The trick was to judge the speed so that joining a left base for 27 wasted no airborne time. I can't remember who won the "prize"! Using Gingin of course allowed a wave of other students to fly out of Pearce while their compatriots used Gingin.

Make sense?



DVA (Qld) Christmas Party.

On Thursday the 3rd December, the Queensland “branch” of the Department of Veterans’ Affairs (DVA) held their annual Christmas Party/get together at their Brisbane HQ in the Bank of Qld building in Queen St. These social events are an ideal opportunity for ESO people, ex-ADF Association members and Welfare Groups to meet with the helpful DVA people with whom they have had dealings over the year, to discuss any problems they have or foresee or to get assistance with any claim or grant with which they are dealing.

It is also an ideal opportunity for “guests” to meet each other in a social environment and to swap ideas and pass on suggestions on how to deal with the many problems faced by both serving and ex-service people.



DVA is a huge organisation with an annual budget of \$12.1 billion. It looks after 316,000 vets and their dependants through its State and Territory Departments, each of which is managed by a Deputy Commissioner. That \$12.1 billion comprises \$6.5 billion for income support and compensation (pensions), \$5.5 billion for health (gold, white and orange cards) and \$88.7 million for War Graves and Commemorations.

That is an awful lot of money.

Below is a table which shows the number of people from each conflict that are being helped by DVA. (Current Sept 2015)

<u>Conflict</u>	<u>Vets being cared for.</u>
First World War	117
Second World War	88,809
Korea, Malaya, Far East Strategic Reserve	19,092
Vietnam	46,947
Gulf War	1,060
East Timor, Afghanistan & Iraq	8,820
Peacekeeping and other Operations	4,139
No Operation Service	44,069
British Commonwealth and Allied	3,933
Total	216,986

The following tables show the number of current individual cards (Gold and White) that are on issue in each State. (Current Sept 2015)



Number of Gold cards by State.

NSW	50,440
Vic	31,146
Qld	37,767
SA	12,261
WA	13,137
Tas	4,798
Total	150,126

Number of White cards by State.

NSW	15,956
Vic	8,985
Qld	17,842
SA	4,740
WA	5,993
Tas	1,534
Total	55,541

The Department of Veterans' Affairs employs around 2000 people throughout Australia. They have offices located in each state and territory capital, as well as smaller regional offices, known as Veterans' Affairs Network (VAN) offices. You will find the locations of their offices [HERE](#) and their VAN Offices [HERE](#).

DVA is responsible, under the Veterans' Entitlements Act 1986, for granting pensions, allowances and other benefits and arranging for the provision of treatment and other services for veterans, dependants of veterans and other persons in accordance with the Act. It also provides advice to the Minister on matters relating to the Act's operation and, subject to the Minister's control, generally administering the Act.

At times you hear grumbles about DVA, especially when the grumbler doesn't get what he/she wants. We think that is very unfair. DVA have to administer the Act in their dealings and people should really direct their annoyance to the Government of the day, not at DVA and definitely not at a DVA employee. We have had dealings with DVA for many years now and have always found them very helpful and very pleasant with which to deal. Even though they have a huge number of "clients" they never make you feel like you're just a number – we have always found them on the plus side of caring and supportive.

No matter where you are in Australia, you can contact the closest DVA office by ringing 133 254.



This year's festival event was an excellent opportunity to meet Queensland's new Deputy Commissioner – the delightful Jill Simpson and also the new Deputy President of the Repatriation Commission, Major General Craig Orme AM CSC.

Jill has recently joined the Department of Veterans' Affairs as the Queensland Deputy Commissioner with direct management responsibility of Rehabilitation and Compensation processing after the Determination of Liability.

Prior to joining the Department Jill was the State Director for the Department of Immigration and Border Protection and Global Manager Temporary Visa Processing. She has worked in Federal, State and Local Government including the Department of Defence as well as a number of private sector companies. She has extensive experience in client service delivery, large scale processing operations, stakeholder engagement and project management. She has managed a number of large scale projects including the implementation of the Family Assistance Office to Centrelink's national call centre network and the creation of the Defence Service Centre to manage initial recruitment enquiries to the ADF and civilian personnel enquiries.



Jill has a keen interest in the engagement of younger veterans as her son served in Afghanistan as part of Operation Slipper.

Jill is supported by the un-flappable Amanda Green. Amanda is the Executive Assistant to the Deputy Commissioner, assisting with the day to day operations. She is DC's gate keeper/problem solver and has worked for DVA for 5 years, 4 of those as the Assistant to the Deputy Commissioner. Prior to this position she worked in VAN Brisbane and in the Defence Home Ownership Assistance Scheme (DHOAS). She is a very experienced lady, always pleasant and is very good at her job. DVA are lucky to have her.



The new Deputy President, Major General Craig Orme (Retired), (That's AVM in the real money) has extensive knowledge of the Defence, veteran and ex-service community, as well as the legislation administered by the Department of Veterans' Affairs.



Jim Hall and Vivienne McNally.

Jim is the President of the 3 Squadron Association while Vivienne looks after the [Rehabilitation and Compensation](#) section in DVA in Queensland. She is a very busy lady!

A senior citizen said to his eighty-year old buddy: 'So I hear you're getting married?' 'Yep!' 'Do I know her?' 'Nope!' 'This woman, is she good looking?' 'Not really.' 'Is she a good cook?' 'Naw, she can't cook too well.' 'Does she have lots of money?' 'Nope! Poor as a church mouse.' 'Well, then, is she good in bed?' 'I don't know.' 'Why in the world do you want to marry her then?' 'Because she can still drive!'

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Sharon Galvan.



Sharon was a very popular girl that afternoon, she was doling out the prawns and other delightful delicacies – she was everyone's favourite.



[John Griffiths](#). For years John was one of the RAAF's pilots, and during his career, flew most of the RAAF's different types of aircraft, including a tour of Vietnam where he flew the mighty old Caribou (May 1968 to May 1969) and later the E model Herc on numerous supply/medivac missions.

After retirement from the RAAF (as a Wing Commander), he was appointed to the Australian Air Force Cadets as the Commanding Officer of Number 2 Wing. He has finally hung up his wings and is now a Director of the Air Cadet Alumni.

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Barbara Bower, John Griffiths, Doug Bower.

Many years ago, Doug was a firey at RAAF Richmond and was on duty the day (Sept 1968) Caribou A4-233 landed on its nose wheel and ramp door. The aircraft had just come out of the hangar after a D (major) service and unbeknown to one and all, the rods that close the left hand under-carriage doors when the gear is retracted had been put back together the wrong way around, the outboard one had been put on the inboard side and vice versa.

The aircraft left Richmond on its proving flight with enough fuel for about 5 hours flight and with Bob "Father" May at the controls. Down the back were a bunch of blokes, all of whom had worked on the aircraft, RAAF rule number 1, you fix it, you fly in it.

When the gear went up the strut got all tangled in the rods and thereafter refused to either go right up or come back down again which was a bit of a problem for the crew and a hulluva problem for the blokes down the back.





After much jiggling and jaggling trying to get the gear loose, all on board finally came to the realisation that when Father eventually put the aircraft back on the ground at Richmond, a normal landing it was not going to be.

Now the Caribou was a pretty basic sort of aeroplane and although it was good at a lot of things, one thing it couldn't do was jettison fuel. Rule number 1 for aircrew is to always have as much fuel on board as you can, the only exception to the rule being when you were about to crash or belly land the aeroplane. The exception to rule number 1 is there because the more fuel you have on board when you crash usually means the bigger the fire afterwards – pretty basic really. So, if you can't jettison fuel, the only way to get rid of it is to use it up, so all on board had a wonderful sightseeing trip all around Sydney at about 2000ft, all having a go at flying the old girl which was in auto-rich and after a couple of hours, with the needles at 9.00 o'clock, it was time to bring her home.



Father had of course let Richmond ATC know of his predicament and they in turn had flicked the problem straight to the fireys. With Father and his team inbound, it was time for Doug Bower and his crew to get to work. Out came the big red trucks and they laid a foam path from the piano keys on 10 to about half way down the runway and as the word had spread, practically everyone on base was out on the tarmac waiting for the big event.

You can get the nose wheel down in the Caribou by blowing a compressed air bottle, which they did and to save the belly of the aircraft as much as possible, Father lowered the ramp door and then set the aircraft up for a landing. As they crossed the fence, all engines were stopped, props were feathered and the aircraft was put down on its nose wheel. Father held it up as long as lift would allow and eventually the rear dropped and the Caribou made a copy-book two point landing.

As soon as the roll stopped, all on board left the aeroplane as though there was a keg on in one of the hangars, it was actually quite funny to see though those on board would not have seen the funny side at all. Thankfully there were no injuries, except Doug slipped in the foam and skun his knee.

Apart from the poor old Framie who stuffed up the doors, the whole episode was handled in a very professional and expert manner. Bob, called Father because he was a bit older than most other pilots, was very experienced and due to his handling of the aircraft, it suffered only minimal damage and after replacing the ramp door, a VHF/UHF antenna that had about 3 inches shaved off its exterior from rubbing against the ground and after some new rods were fitted to the undercarriage doors, it was flying again practically next day. And when you look at the photo of the aircraft after it had come to a stop, you can see how well the fireys judged the length of the foam path – the aircraft came to a stop right at its end. Doug is in the pic, squatting near the nose wheel.

Sadly, this aircraft which was later attached to a flight of 3 aircraft in Port Moresby, was on a flight from Lae back to Moresby when it [crashed](#), killing 25 of the 29 people on board, most of whom were kids.



Carol McDonald and Trev Benneworth.

Carol McDonald is the Assistant Director Case Coordination and is in charge of the Case Coordination Team in Queensland. Case Coordination assist clients identified at risk of self-harm or harm to others or with complex needs, to navigate DVA services and benefits in order to minimise the risk of self-harm and maximise quality of life. Case Coordinators also provide a DVA primary point of contact for the client and assist them and their families with other psychosocial needs external to DVA to help them enhance their quality of life.

While it was not possible to obtain the exact number of younger clients, most case coordinators advise that younger veterans (aged 45 years and less) represented around 50–60 per cent of their case loads.

Carol has a very responsible and an extremely necessary job.

Benneworth is there only because he can't resist having his photo taken with pretty girls.

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The Rats of Tobruk Association presented Jill with a plaque to the Department of Veterans' Affairs in recognition of support and services rendered over the years. The plaque was presented by President Gordon Wallace 2/15 Inf/Btn, "Rat of Tobruk" and Hon Secretary/Treasurer Jock Hunter Ex RAF (Ret)



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Sharon Galvan and Carol McDonald.

"Sorry Sharon, things have been a bit tight this year, here's your Christmas present."

A Pommy bloke fronts up to Australia House in London to get a visa to visit family in Australia. The bloke behind the counter asks "do you have a criminal record ? Pommy bloke sighs and asks, " Is that STILL a requirement.....? "



L-R: Truus Perry, Barbara Bower, Pett Rayner.

These three lovely ladies all served in the RAAF, Truus was an accounting machine operator from 1966 to 1969 and spend most of her time at 2SD at Regents Park, Barbara was also an accounting machine operator, though she was posted to Richmond from 1964 – 1970 where she was swept off her feet by debonair Doug and Pett was a Teleg in the RAAF during the war years and served from 1944 to 1945.

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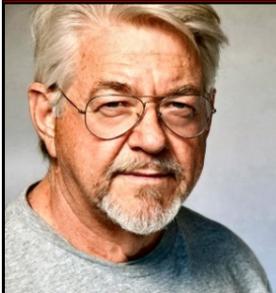
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It's Elementary.

Anthony Element

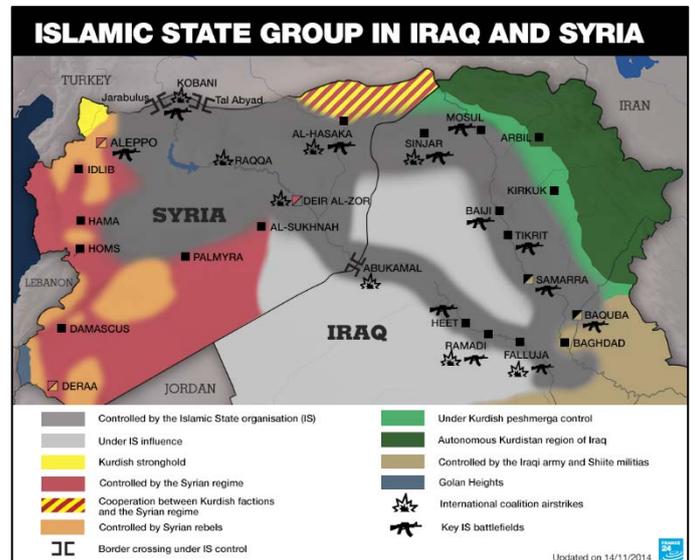
How to Make a Syrian Salad.

As I write this, the media is still wringing the last emotional dregs from the Paris terrorist attack story, the Turks have just shot down a Russian fighter and Syria is still Terrorism Central.

I've decided it's high time I took a close look at this whole Syrian salad. As with most such dishes, it's basically a case of getting all the ingredients together, mix well and throw in some dressing.

So, here's the basic ingredient list:

Syrian government,
Syrian people,
USA,
Russia,
France,
Turkey,
Kurds,
Australia,



UK,
Canada,
Saudi Arabia,
Iraq,
Iran,
ISIS,
AL Qaida,

and numerous other miscellaneous bands of crazy people with guns.

Moving away from the salad metaphor for a minute, the first thing we have to grasp to make sense of this situation is that nobody really trusts or gets along with anybody else, sorta like mixing vinegar and ice cream. (I don't know what it is with me and food today.)



The second key to getting it is that every player is saying one thing but believing another. The third thing is everybody knows that everybody is lying about their true agenda, but they all pretend that they're all telling the truth.

The technical term for this kind of international situation is it's a Colossal Clusterf***k.

Let me show you what I mean.

Assad and the Syrian government and ISIL are supposed to be mortal enemies. But just today, the US State Department announced sanctions against a Syrian businessman who's set up deals so that Assad can buy oil from ISIL; oil that comes from wells that used to belong to Assad.



That oil will be used to power Syria's army and Air Force which is fighting... ISIL. But ISIL needs money, so I guess a deal is a deal.

Well one thing we now know, ISIL's leaders have embraced good old Western Capitalism, as in – *“any customer with money is a good customer”*.

Next we come to Turkey's little turkey shoot. You'd have to think that splashing a Russian fighter right off the bat, just for - maybe - violating your airspace, is a tad over the top, as responses go. Like having your car crushed and recycled for parking in a Disabled Persons' spot. (Actually, that's not a bad idea...)

So why the overreaction.

Well... it turns out that wealthy Turkish businessmen have also been buying smuggled ISIL oil at rock bottom prices and on selling it for huge buckeroos. But the Russians, who are a bit less particular about civilian casualties than the Coalition, have been bombing the crap out of the smuggling routes and the, now ISIL owned and operated, oil wells.



So, a bit of pressure on the Turkish govt from Turkish business and bingo... message sent. Not terribly subtle, but then, neither Erdogan nor Putin do subtle so I'm sure they understand each other perfectly.



At least I hope they do.

Also the Turks don't like the Russians because the Russians support Armenian claims of Turkish genocide, which by the way did or did not happen, depending on your nationality, about a hundred years ago.

Are you still with me?

Now for the US.

Everything America does internationally is driven by two things:

First, US domestic politics. Basically, the Republicans just want to bomb everybody, while the Democrats, deep in their heart of hearts, sort of feel like they should be bombing somebody but just can't figure out who.

The second thing about US foreign policy is that for about the last century it's been based on that highly sophisticated principle - the enemy of my enemy is my friend.

Now the problem for the Americans in Syria is that everybody there is the enemy of at least one of their friends and the friend of at least one of America's enemies. Which leaves Washington like a dog with fifteen tails and is trying to chase all of them at once.

Fun to watch, but good foreign policy? Mmm, not so much.

To further get the full taste of the salad, we have to delve into the complicated structure of Islam.

About 80 to 90% of the world's Muslims are Sunni and they believe that Prophet [Muhammad](#)'s first [Caliph](#) was his father-in-law [Abu Bakr](#). Shias, on the other hand, who make up the other 15%, hold that Muhammad's son-in-law and cousin [Ali ibn Abi Talib](#), not Abu Bakr, was his first caliph.

Now, given that this argument has been going on since the 7th Century AD, I think someone's in serious need of some negotiating skills. Personally, I wouldn't have thought it would make all that much difference after 1300 years, but then, I'm an atheist, so none of it makes any sense to me anyway.

By the way, did you know that Syria is officially a secular state? Now that's what I call irony.

Now, back when Syria actually had a population, about 74% were [Sunnis](#) (including [Sufis](#)), whereas 13% were [Shias](#) (including 8.0% [Alawites](#)).



But here's the thing. Assad and his cronies are pretty much all Alawites, so 8% of the population was controlling the rest - and looking after themselves fairly well – everybody else? Not so much.

You just knew that was going to end in tears, right?

The Saudis are also Sunni, so they are seriously not best friends with Assad. For a good part of the crisis, the Saudis officially stood on the side lines. Unofficially, they funded many of the rebel groups, including ISIL. But then ISIL ideology started to become a bit more popular in Saudi Arabia, which scared the Saudis, so they decided that ISIL were really baddies after all and joined the US led Coalition.

The Russians support Assad and claim to be defending everything from democracy to the price of sand. They're not bombing the crap out of anything that moves or doesn't move, out of self-interest, oh no, it's for the good of humanity.

Yeah, riiiggghhttt!

Except that Russia has for decades leased a naval base at the Syrian port city of Tartous. If the Russians lose that then they have virtually no presence in the region.

Which would never do.

The Turkish government has said it will never accept Assad as Syrian leader, because he's caused 350,000 deaths, which seems like a fair point, on the face of it.



So for years the Turks have been looking the other way as fighters crossed its borders with Syria, along with money and weapons, all heading for rebel factions, including ISIL. But Turkey is now supporting the Coalition against ISIL. See, ISIL is also battling the Kurds, who the Turkish government hate because the Kurds want their own homeland, including part of Turkey.

So ISIL is fighting Turkey's enemy, the Kurds, even though Turkey is nominally fighting ISIL.

Are we having fun yet?

Iran is especially interesting, because as a Shia country it's supporting Assad, (because the Alawites are a subset of Shia, remember?) Which puts both the US and Iran in a rather embarrassing situation, because both countries are the avowed enemy of ISIL, which puts them, more or less, on the same side.



But the US and Iran have been best enemies for decades. Oh well, needs must...

And then of course, there's ISIL.

Most of its management were officers back in Saddam Hussein's army and were all members of the Iraqi Ba'ath Party, which was a political party and not particularly religious. Go figure! Bush Mk2's advisors (genius's all), decided it was better to have these guys outside the tent peeing in, rather than inside peeing out, so they banished them right after the invasion of Iraq. Said officers did not take this at all well, so they set up much of the Iraqi post invasion insurgency. (Who could possibly have seen that coming?)

Now they run ISIL and have developed quite an effective business model.



Basically, they advertise all over the world to recruit foot soldiers. They target losers, drug dealers, night club bouncers and other miscellaneous dickheads who measure at least 7 out of 10 on International Scale of Psychopathy, and mostly have IQs somewhere at about room temperature. They then tell them that it's okay to live out their wildest fantasies of murder, rape and brutality as long as they do it all for ISIL. They then tell these crazies that it'll all work out okay in

the end 'cos they're also doing it for God. Of course, they didn't bother to check whether God was okay with any of this.

(Well, right away you can see the basic problem there.)

No doubt you'll note in the picture of ISIL Pea Brains (above), the cool sneakers and ingenious desert camouflage – no one will ever spot them.



Last off, the ISIL numero unos give their troops a drug called Captagon, which makes them feel like real men, an experience with which most of them aren't all that familiar.

And that's your basic ISIL business model. Which finally brings us to Australia's involvement, which is simple to explain.



We're there because we were told to be there.

Well, there's your Syrian Salad recipe done and dusted, so I'll finish with a couple of points.

First, if you can keep your head in the midst of all this confusion you don't understand the situation.

Second, and this is a question for our Gung Ho politicians who want to put Australian feet, in probably Chinese made boots, on the ground in Syria. Can anyone - Obama, Turnbull, Abbott, Cameron, absolutely anybody would do - describe to us all what a realistic outcome for Syria, that we'd describe as a success, would look like?

Didn't think so.

So if we don't have the first clue what success would look like, why are we all there? Because doing something similar in Iraq and Afghanistan just worked out so wonderfully well, didn't it. And it's worth remembering a few things from history.

When the Allies eventually occupied Germany to end WW2, when did they leave? Answer: they haven't; 37,000 US troops are still there. Likewise when American led forces invaded Japan for the same reason, when did the allied soldiers leave? Answer: They haven't either. They're also still there. And, after fourteen years, Coalition Forces haven't completely left Iraq or Afghanistan.

Maybe, there's a message there.

Are you confused yet? I know I am.

But I hope you enjoy eating salad, because this baby, munchy and crunchy, is going to be around for a long time.

And if you couldn't understand that, see [THIS](#).

An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen. The two gentlemen were talking, and one said, 'Last night we went out to a new restaurant and it was really great. I would recommend it very highly.' The other man said, 'What is the name of the restaurant?' The first man thought and thought and finally said, 'What's the name of that flower you give to someone you love? You know, the one that's red and has thorns.' 'Do you mean a rose?' 'Yes, that's the one,' replied the man. He then turned towards the kitchen and yelled, 'Rose, what's the name of that restaurant we went to last night?'



Army chaplains.

On the 20th November, the Sydney Daily Telegraph screamed the following headline:

“Army chaplains to remove ‘conquer’ from 102-year-old motto because it is offensive to Muslims”.

It went on to say: *“The Australian Army is removing the motto “In this sign conquer” from the 102-year-old hat badges of army chaplains because it is offensive to Muslims.*

The move comes after an imam approved by the Grand Mufti was appointed to join the Religious Advisory Committee to the Services in June.



Australian Army chaplains have had the motto on their hat badges since 1913.”

We recently received the following from the Director General Chaplaincy – Army (DGCHAP-A) who asked that we distribute the following Statement:

“The Army is aware of recent reporting regarding a change to the Australian Army’s Chaplaincy badge, which is officially known as the Royal Australian Army Chaplains Department badge. This reporting is misleading. A change to the Australian Army Chaplaincy badge is not a matter the Chief of Army is currently considering.

Some Chaplains raised the idea to contemporise the corps badge when looking into the current and future needs of chaplaincy in the Army and broader Defence. For their open mindedness they are commended.

In all cases, where changes to the Australian Army’s corps and regimental badges are considered, the Chief of Army is the final decision authority.

The Royal Australian Army Chaplains Department has two cap badges: one for its Christian chaplains and another for its Jewish chaplains. The current badge worn by Christian Chaplains of the Australian Army is the second iteration of their corps badge and is modelled after the British Army. The in-service version was issued in 1955 and includes a stylised Maltese Cross, a half wattle and half laurel and the motto in this sign conquer. The motto was inherited from the British Army’s Chaplain insignia and the words are believed to originate in the 4th century Roman Empire.



Over time, the Australian Army has amended the design of several emblems to reflect contemporary events, with changes relating to wording, design or a new monarch. There have been seven versions of the Rising Sun Badge. The corps badges for infantry, signals, artillery, medical, ordnance, intelligence and armoured are all examples of emblems that have had minor and significant changes throughout our Army's 114 year history.

The Army is committed to creating an inclusive environment that ensures all serving members who wish to practice their faith are respected and appreciated, regardless of their religious denomination or affiliation. Army's Chaplains of all faiths do outstanding service in ministry to our people.

Should a proposed change to the Australian Army Chaplaincy badge be raised, it will be considered by the Chief of Army in the normal course of his duties.

Kindest Regards,

*Mark Peet
SO DGCHAP-A
Director General Chaplaincy – Army*

It seems the Daily Telegraph relies on the old adage: "Why let the truth interfere with a good story"

Today, there are just over 80,000 full time permanent personnel in the ADF of which 102 self-identify as Muslim. How selfish are those 79,898 who won't change to suit the 102. – tb.

W.A.A.A.F'S GOOD SERVICE.

During 1944, members of the WAAAF were for the first time among those who received "Good Service" cards, awarded to selected Air Force personnel who, while they have no opportunity of earning operational awards, have rendered exceptionally valuable services which merit some recognition.

The first twenty one airwomen to be so honoured were:

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A/Cpl TM Backshall
(Stewardess)

Cpl AC Carroll (Clerk G)
Sgt JM Cummings (Clerk)
Cpl EJ Harrison (Cook)

Cpl ME Martin (Cook's
assistant)
Sgt T O'Connor (Clerk G)

A/Sgt AM Spring (Clerk G)

A/Sgt SM Blakeley (Clerk)

Sgt LM Comley (Clerk G)
ACW M Deal (Armourer)
Cpl JV Humphries Armament
assistant)

ACW HA May (Equipment
assistant)

F/Sgt HDF Parker (Clerk G)

Sgt EM Walker (Clerk G)

Sgt AM Cantwell (Clerk G)

Sgt M Crowe (Cook)
Sgt EM Fraser (Cook)
Cpl KE Keig (Clerk G)

ACW NJ Oliver (Stewardess)

Sgt AA Quinn (Equipment
assistant)

F'Sgt D White (Clerk stores)



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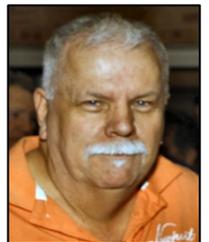
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Gems Reunion.

On the 4th, 5th and 6th September 2015, about a hundred people from the GEMS mustering group (GEMS = Ground Equipment Mustering Association) and their ladies got together in Wagga Wagga for their second biennial reunion.



The event was planned by Greg "Jacko" Lyons and Ken McLeod, with a little help from their mate Gary Cochrane.



Since day one of Flying Operations, there has always been a requirement for Ground Equipment Maintenance to repair, overhaul or manufacture ground support items associated with the Aircraft of the RAAF. In the early days, Mustering's were formed under their individual Squadron banner before being grouped into Motor Transport Repair Squadrons or Motor Transport Maintenance Squadrons. In the late 1960's, these were part of Aircraft Depots and through the years became Ground Equipment Maintenance Squadrons or Flights and stayed that way until the 2000's when the units became Mechanical Equipment Operation and Maintenance Sections (MEOMS). Flying or bigger non flying Squadrons had Ground Support Equipment or Ground Equipment Sections as part of the unit or Squadron. Mustering's were wide and varied in these units from Engineering Officers to Motor Transport Fitters, Works Fitters, Motor Body Builders both Wood and Metal, Carpenters, Metal Machinists, General Fitters, GSE Fitters, Motor Trimmers, Surface Finishers, Wood Machinists, Electroplaters, Welders, Electrical Fitters as the bulk of the mustering's but also included in the units could be Clerk Admin, Aircraft Welders, Clerk Supply, Supplier, Vulcanizers, Engine Fitters, Airframe Fitters, Armament Fitters, Radio Technician's Ground, Draftsmen, NDI Tech to name a few of the smaller groupings of mustering's.



Basically they repaired, overhauled or manufactured a huge variety of items for use within the RAAF, from all types of Motor Vehicles including Cars, Trucks, Forklifts, Cranes, Refuelling, Sweepers, Fire and Rescue Vehicles, Ground Power and Air Conditioning Carts, Mobile Aircraft Stairs, Aircraft Loading Equipment, Air Transportable Cabins, RAG Hangers, Specialist Vehicles including Mobile Air Traffic Control and Recruiting Vehicles, Radar Equipment and some aircraft parts like F111 Wing Pivots and 707 Cargo Panel Covers and in



general they worked with Motors, Wood, Steel, Aluminium, Plastic Sheeting, Stainless Steel, Fibreglass, Glass, Perspex, Canvas, Cloth, Rubber and many other products.

When Aircraft trades wanted something built that they couldn't, it was requested to a GEMS unit. Many a presento has been produced by a GEMS Section as many a CO has been impressed by what they could produce in those days.

In 1923 a young FLTLT George Jones was appointed OIC of the MTRS at Pt Cook, he of course went on to become AVM George Jones Chief of Air Staff in 1942 and The current DCAS AVM Warren McDonald started his RAAF Career as an Apprentice MT Fitter in GEMS units.

These days sadly, many jobs that have been done by GEMS Units is now done by contractors externally or simply not done anymore.

The idea was to hold a "Meet and Greet" on the Friday night, at the Wagga Rugby League club rooms, (part of the Equeox Centre) followed by a dinner at the Mercure Hotel on Saturday night and finish up with a "Sick Parade" breakfast on the Sunday morning.



The weekend went off exceedingly well, with everyone enjoying being back in Wagga. Most had done their training at the Base at Wagga and many had not been back since being posted out all those years ago. Although a lot of the landmarks were familiar, the town had grown considerably in the intervening years, and for some it was like being there for the first time. Wagga's population in 1971 was only 30,000, today it is in excess of 65,000 – and still growing. "Jacko" invited us along and as it had been many years since we had been there, we couldn't resist the invite.

(These pics have been crunched to allow them to open faster.
You can click most of them to get a better copy which you can download and/or print)



The GEMS at play!!



These are some of the people who were at the Meet and Greet. All names left to right.

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Barry Coad, Wendy Minner, Robyn Nordheim.



Barry Kennedy, Tex Ewans, Bill Sanderson.

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Brian Hare, Ron Robertson, Mick Ryan.



Chris Osborne, Allan Arthars.

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Dave and Sue Ryan, Rae Greaves, Brenda Turner.



Gail and Bruce Ryan.

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Garry Dalton, Bob Laurie, Trevor Prior.



Chris Osborne, David and Heather Pearson, John and Norma Haskew.

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Garry Mason, Janice and Ralph Feige.



Gerry Noonan, Bob Laurie, Peter Fahey.

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Garry Mason, Slim Williams.



Graeme Bell, Lorraine Shea, Russell Robertson.

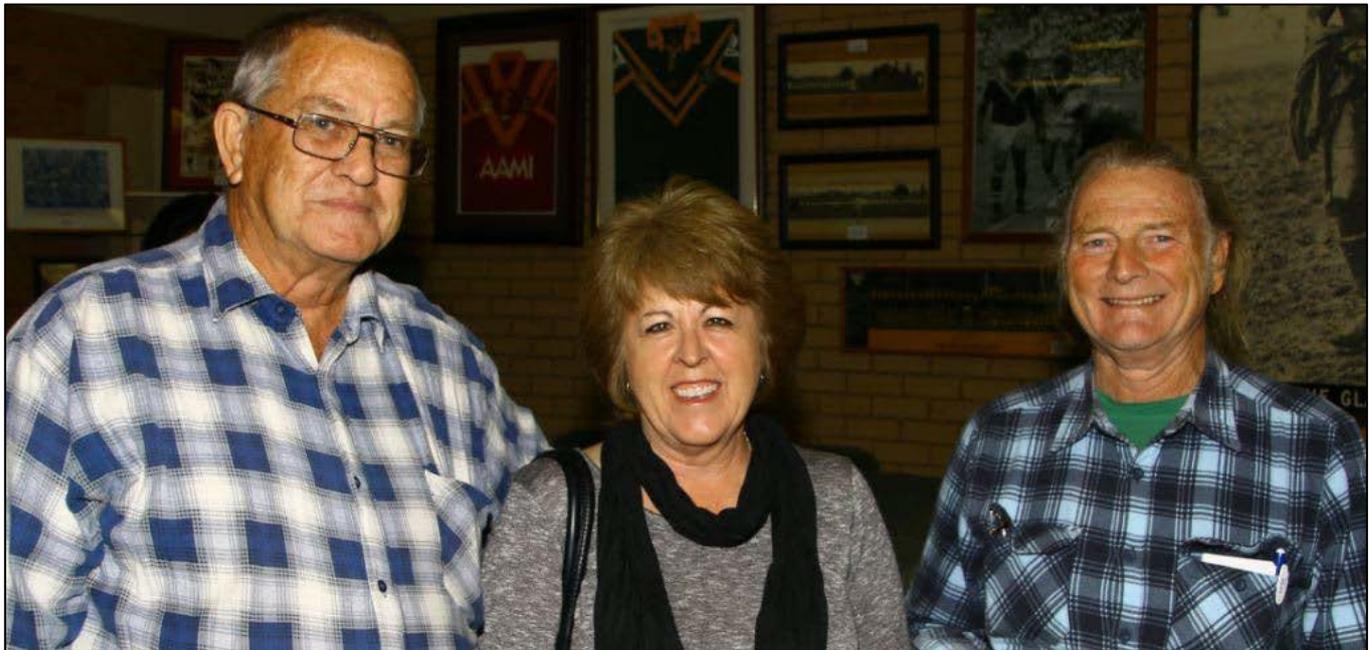
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Jeff Smith, Kerry Thomas, Don Watt.



Jim Sheridan, Glenn McLean, Ray Reichard.

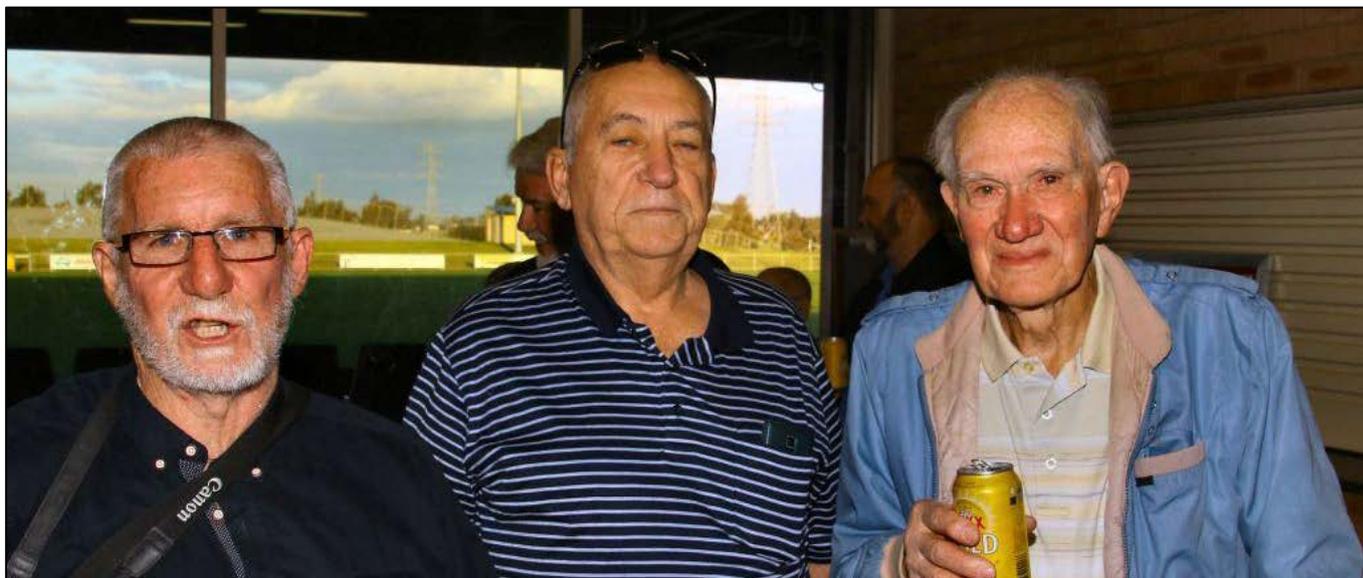
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Ken McLeod, Ken Robinson, Jim Skelton.



Kev and Evelyn Robinson.

K

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Leanne Greenacre, Dennis Jones, Henry and Sandra Jones.



Margaret Sheridan, Alison Reichard.

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Max "Hawkeye" and Sandra Hawkins.



Paul "Zeke" Wood, Lee and Snow O'Connell, Allan Murray.

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Willie Millar, Liz Mason, Barbara Robertson – the sexy Sale girls!!



Steve and Sheila Bower, Laurie and Peter Cutten.

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Sue Pepper and Kara Prior.

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After the Friday night's festivities, it was decided to leave Saturday morning 'blank' for people to come and go as they please, have a look around at some of the sites and for the ladies to hit the shops.



Wagga Railway Station, a familiar site for a lot of blokes who would have started their stay at Wagga via the station, has had a facelift and is now a wonderful old building sitting pride of place overlooking the City. Wagga is on the main Sydney – Melbourne line and is served by two NSW TrainLink XPT services each way each day. It was opened in September 1879.



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Wagga's main street has undergone a lot of changes too since most blokes were into the books at the Base. A lot of the "High St" shops have gone, to be replaced by Shopping Malls with their majors and familiar (and boring?) franchised outlets.





The Wagga Wagga Victory Memorial Gardens are still there and are well kept and in excellent condition. The Cenotaph, which was built in 1962 in the memory of the men of Wagga Wagga and District who fell in the Great War 1914-1918, World War 2 1939/45 and Vietnam 1962 – 1972, sits pride of place in the gardens.



As does the monument commemorating the 50th anniversary of the formation of the Base at Forest Hill. Group Captain Kev Griffin was the OC at the time. Kev is also well known to a lot of blokes who worked on the Caribou, he was EngO at 38Sqn and also 35Sqn in Vung Tau from June 1969 to June 1970 – making him part of the [A Team](#)!!





The Saturday just happened to be the day the Kangaroo March Re-enactment took place, starting from outside the Victory Memorial Gardens in Wagga so Saturday morning was taken up watching the event.

100 years ago, men of rural Australia signed up for what was then known as King, Country and Empire, to fight in a war that threatened to end the way of life Aussies and others in the British Empire held so very dear. They were away for 3 more years; some never came home, some came home permanently scarred, maimed or poisoned with mustard gas, or damaged mentally having witnessed the horrors of mates being killed before their eyes. Mothers, fiancées, wives, sisters, daughters all said goodbye to their menfolk, not knowing what the outcome would be, not hearing for weeks if their son, husband, or brother was alive or not, dreading, but so often receiving, the soulless telegram: "Missing in Action, or Killed in Action".

On the 1st December, 1915, 88 blokes set off on foot, amidst much fanfare and marched across the Riverina from Wagga down to Campbelltown south of Sydney, a march of 350 miles (565 klms). The route took them via Junee, Cootamundra, Bowning, Yass, Goulburn, Mittagong then Camden onto Campbelltown, recruiting all the way. By the time they reached Campbelltown, their number exceeded 220.



A committee was formed to re-enact the march to commemorate the 88 brave young men who left home and families to join the Australian Imperial Force to fight for the King and Country. The Committee had Dr Brendan Nelson, Director, Australian War Memorial, as its patron and had the full support of Michael McCormack MP, the Federal Member for Riverina.

A well-attended ceremony and service was held on the forecourt of the Wagga Wagga City Council building at which the head speaker was Dr Brendan Nelson. The service included wreath laying and sounding of The Last Post at the Cenotaph in the Memorial Gardens before the re-enactment march left, retracing the steps of the original 88 Kangaroos.



The marchers, decked out in dress of the day, were led by 4 horsemen in period costume of the WW1 Light Horse.

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Then on the Saturday night, the GEMS and their ladies got together again for their reunion dinner, which was held at the Mercure Hotel conference rooms.



“Macca” and “Jacko” welcomed everyone to the evening, thanked them for making the effort to get to Wagga, some had come quite a distance and promised to hold reunion number 3 in 2017. Jacko was seen taking bribes, though the reason why is, at the moment, unknown!!!

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Some of the faces in the crowd include: (Click each pic for a bigger view)



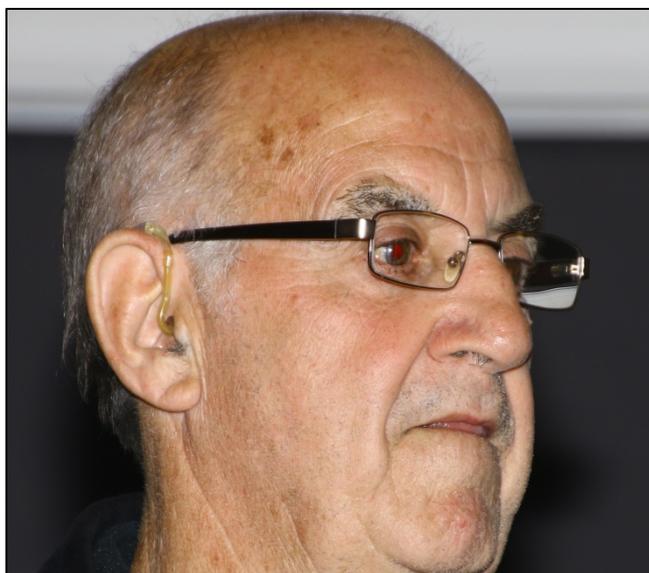
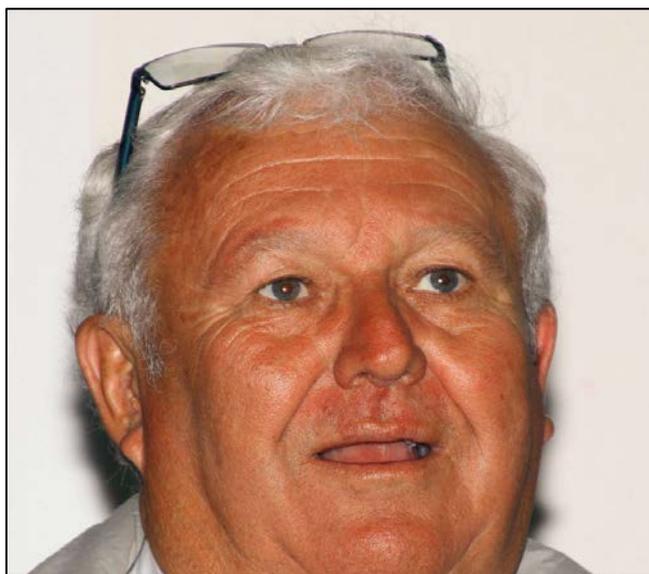
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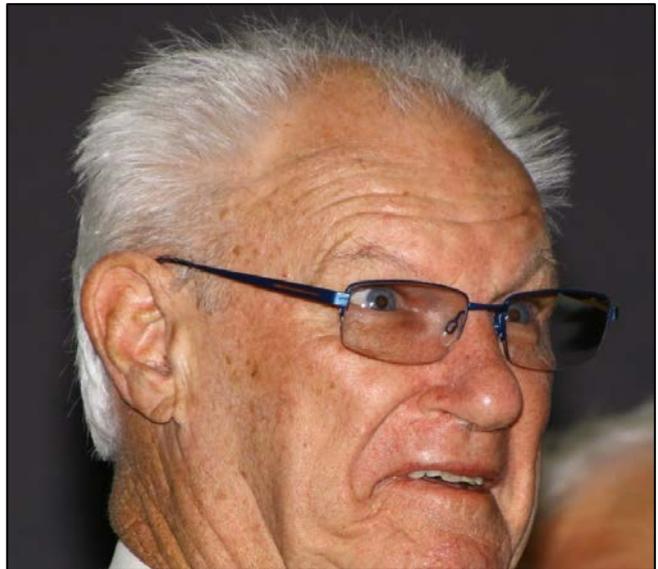
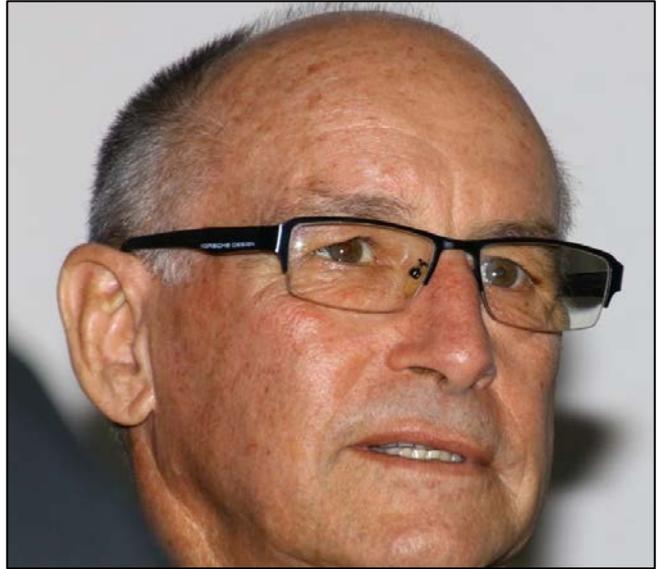
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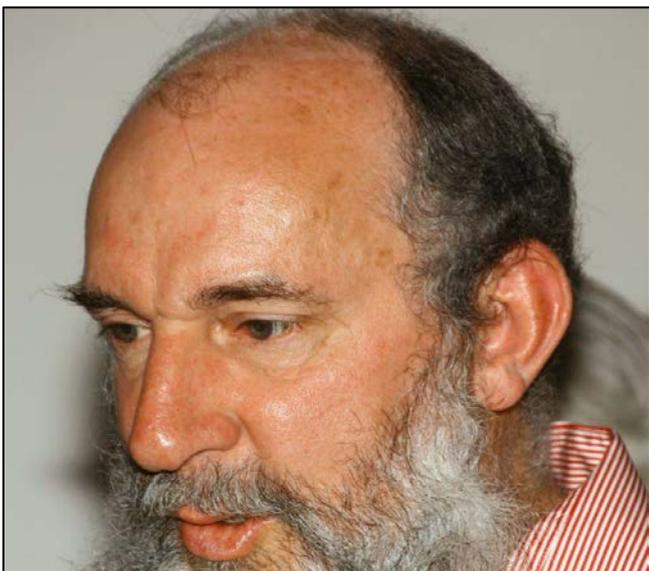
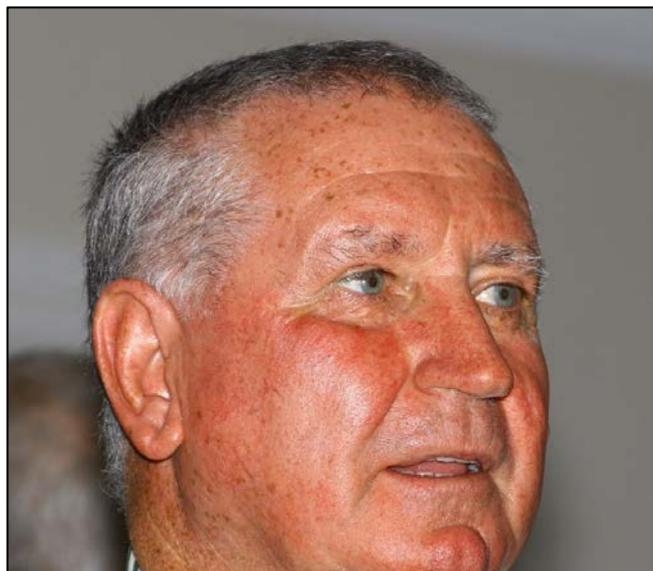
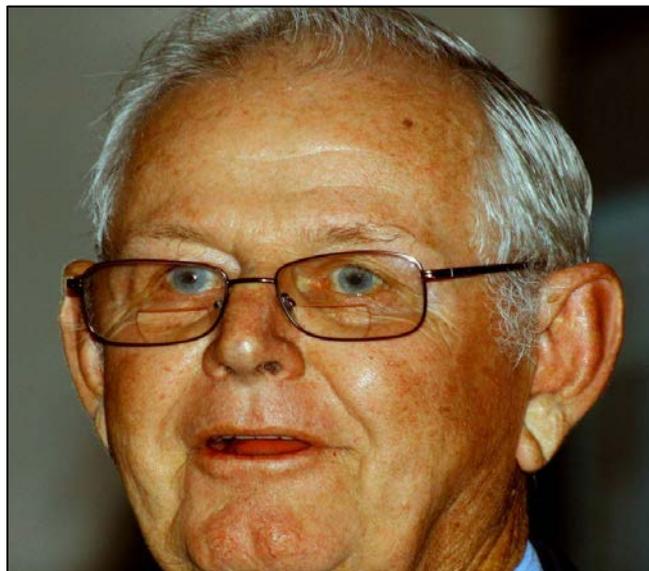
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BB

And while the people partied, Michael Anschaw from [Marshalls Mobile Discos](#) provided the music. If you live around Wagga and need music for an event, you could not do better than to contact Marshalls.



Rumour had it that while the music played, Jacko was spied out in the car park practicing his Pride of Erin steps.

After everyone had been suitably primed on Fourex's finest, it was time to bring on the food. The Mercure did themselves proud as their offering was excellent!!



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When the food was made available, years of Mess practice kicked in and without being barked at or bossed around, the troops lined up in an orderly fashion, all in a single line and quietly filed past the food line helping themselves as they went.

DD



Suddenly the conversations went dead and the troops got down to some serious Messing..





A special thanks must go to the 5 lovely girls who looked after the troops and their ladies, they kept the fluid flowing to feed the tall stories, handed out the nibbles to soak up some of that golden fluid then set up the main meal – after which they hopped in and cleaned up afterwards, a helluva job, one that was appreciated by everyone - thank you!!



Tes, Katherine, Izzy, Lee and Allana.



Remembrance Day.

At 11 am on the 11th November 1918, the guns of the Western Front fell silent after more than four years continuous warfare. The allied armies had driven the German invaders back, having inflicted heavy defeats upon them over the preceding four months. In November the Germans called for an armistice (suspension of fighting) in order to secure a peace settlement. They accepted allied terms that amounted to unconditional surrender.

The 11th hour of the 11th day of the 11th month attained a special significance in the post-war years. The moment when hostilities ceased on the Western Front became universally associated with the remembrance of those who had died in the war. This first modern world conflict had brought about the mobilisation of over 70 million people and left between 9 and 13 million dead, perhaps as many as one-third of them with no known grave. The allied nations chose this day and time for the commemoration of their war dead.



On the first anniversary of the armistice in 1919 two minutes' silence

was instituted as part of the main commemorative ceremony at the new Cenotaph in London. The silence was proposed by Australian journalist Edward Honey, who was working in Fleet Street. At about the same time, a South African statesman made a similar proposal to the British Cabinet, which endorsed it. King George V personally requested all the people of the British Empire to suspend normal activities for two minutes on the hour of the armistice "which stayed the worldwide carnage of the four preceding years and marked the victory of Right and Freedom". The two minutes' silence was popularly adopted and it became a central feature of commemorations on what was called back then "Armistice Day".

On the second anniversary of the armistice in 1920 the commemoration was given added significance when it became a funeral, with the return of the remains of an unknown soldier from the battlefields of the Western Front. Unknown soldiers were interred with full military honours in Westminster Abbey in London and at the Arc de Triumph in Paris. The entombment in London attracted over one million people within a week to pay their respects at the unknown soldier's tomb. Most other allied nations adopted the tradition of entombing unknown soldiers over the following decade.



After the end of the Second World War, the Australian and British governments changed the name to Remembrance Day. Armistice Day was no longer an appropriate title for a day which would commemorate all war dead.

In Australia on the 75th anniversary of the armistice in 1993, Remembrance Day ceremonies again became the focus of national attention. The remains of an unknown Australian soldier, exhumed from a First World War military cemetery in France, were ceremonially entombed in the Memorial's Hall of Memory. Remembrance Day ceremonies were conducted simultaneously in towns and cities all over the country, culminating at the moment of burial at 11 am and coinciding with the traditional two minutes' silence. This ceremony, which touched a chord across the Australian nation, re-established Remembrance Day as a significant day of commemoration.

Four years later, in 1997, the then Governor-General Sir William Deane issued a proclamation formally declaring 11 November to be Remembrance Day, urging all Australians to observe one minute's silence at 11 am on 11 November each year to remember those who died or suffered for Australia's cause in all wars and armed conflicts.

On the 11 November 2015, most schools, colleges, hotels, clubs and radio/TV stations observed the 1 minute's silence. People also gathered at memorials throughout the length and breadth of Australia to observe the minute's silence, to lay wreaths and to remember the sacrifice of those that had died or suffered in all wars and conflicts. Kedron Wavell RSL Sub Branch was no exception.



People began to gather at the Kedron Wavell Services Club in the northern Brisbane suburb of Chermside early in the morning for the 10.30am start of the ceremony. The MC for the day was Major Phil Lilliebridge (Ret'd), the Sub-Branch's senior Vice President and its Welfare/Ceremonial Officer.



Philip Lilliebridge was born in Gunnedah NSW and following schooling in NSW and his early working years in the Commonwealth Bank, he enlisted in the Royal Australian Armoured Corps as a Trooper/ Driver/ Signaller. Following his commissioning he served in various Regimental and Staff positions throughout Australia, deploying on [Operation Bel Isi](#) to Bougainville in 2001 and [Operation Catalyst](#) with Australian Army Training Team-Iraq in 2006. He completed his military career serving with 2nd/14th Light Horse Regiment (Queensland Mounted Infantry) in late 2011.

He now volunteers with Kedron Wavell Services Club, Kedron Wavell Sub Branch RSL, Brisbane Legacy, Department of Veteran Affairs and other Ex-Service Organisations in the South East Queensland area.

Phil thanked everyone for making the effort to attend the ceremony and reminded all that although it was now 97 years since the guns on the Western Front had been silenced, unfortunately man has not learnt a lot as conflicts continue to rage in parts of the world and our nation's youth are still being exposed to terrible dangers. Today, he said, is a day to give thanks to all those young men and women who, in our name, have made the ultimate sacrifice so that we can enjoy our wonderful peaceful existence.



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The 2nd/14th Light Horse Regiment formed the Catafalque Party. The 2nd/14th, in which Phil served and which is a regiment of the Australian Army, forms part of the Royal Australian Armoured Corps and traces its lineage back to 1860.

There is a claim that it is the oldest Australian Regular Army unit through the antecedent units [2nd Moreton Light Horse](#) (QMI) and the 14th West Moreton Light Horse (QMI) and it celebrated its 150th anniversary in 2010. Today it is equipped with ASLAV vehicles used in the armoured reconnaissance role. The regiment is assigned to 7th Brigade based at Gallipoli Barracks in Brisbane.



Also on Parade were two members of the Queensland Mounted Infantry Historical Troop, mounted on their magnificent horses.

The QMI was formed on the 27th February 1860 when the first Governor of Queensland, Sir George Ferguson Bowen proclaimed and approved the Rules and Regulations of the Brisbane Mounted Rifles.

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In 1864 the unit was renamed the Queensland Light Horse. Under the 'Defence Act of 1884' there was a reorganisation and the unit name changed in 1885 to Moreton Mounted Infantry. They were called on to maintain the peace during the shearers' strike in 1891 then in July 1899, the then Premier of Qld, James Robert Dickson, offered troops to help the mother country in its fight against the Boers in South Africa. This was the first offer of assistance made by any of the Australia Colonies.

In October 1899, the QMI marched through the streets of Brisbane before departing for the war in South Africa. Two of these men, Privates Victor Stanley Jones and David Cumming McLeod were the first Australian soldiers to die in battle.

In 1901 with the advent of Federation, all State forces were amalgamated to form the Commonwealth Military Forces and the QMI were called the "Light Horse". Since 1901, they have been involved in many conflicts and in 1917 they played an important role in what has been commonly referred to as the last great cavalry charge in history when they charged the town of Beersheba in Turkey.





In 1948 they were equipped with Staghound armoured cars and later with Saracen armoured cars. In December it once again became a Regiment and was named the 2nd/14th Light Horse and today operates the ASLAV vehicle out of Gallipoli Barracks,



Spotted in the crowd, John Boughton and John "Sambo" Sambrooks.

Guest speaker on the day was Lieutenant Commander (SqN Ldr in the old money) Craig Flynn from the Australian Navy. Craig is a Brisbane old-boy and joined the Navy as a Midshipman (Officer Cadet) at the Defence Academy, majoring in Business and Management. In 1999, after completion of his Academy courses, he was posted to HMAS Watson, on Sydney's South Head for a Seamanship Officer's Course after which he served time on HMA Ships ANZAC, Tarakan and Bendigo and was awarded his primary bridge watch keeping badge in 2001.

He was then promoted to Sub-Lieutenant (F/O) and it was back to HMAS ANZAC as its Electronic Warfare Officer and in 2002 was awarded the Peter Mitchell Prize as the most outstanding officer within the Fleet - an outstanding achievement.

In Jan 2011 he was posted to the Fleet Battle Staff as the Royal Australian Navy Liaison Officer to the Headquarters First Division where he was awarded a Commander Deployable Joint Force Headquarters commendation for his work in the development of the new Amphibious force.



At 1050, MC Phil Lilliebridge asked those that wished to lay a wreath in honour of the departed to so do.

David Izatt, the Sub-Branche's Treasurer laid a Wreath on behalf of the Club. David served in Vietnam with the 3rd Cavalry Regiment from Oct 1968 to June 1969 where he earned a Mention in Dispatches.

David, a National Serviceman, commenced his military service in July 1967 and was allotted to the Royal Australian Armoured Corps. He joined A Squadron, 3rd Cavalry Regiment in South Vietnam in October 1968 and was transferred to B Squadron, 3rd Cavalry Regiment in May 1969. On 18th January 1969 during Operation Goodwood, Lance Corporal Izatt was the crew Commander of the lead vehicle in an armoured personnel carrier section conducting a resupply mission for an infantry company. At approximately 1143 hours, the Section Commander's vehicle, which was moving behind Corporal Izatt's vehicle, detonated a large anti-tank mine. The detonation severely damaged the armoured personnel carrier, fatally wounded the crew Commander and seriously wounded the other five occupants of the vehicle.





Corporal Izatt reacted immediately and organised his own crew and the attached engineer element to secure the area from possible enemy action and to check it for any further mines. He then calmly organised assistance to the wounded and their evacuation by air. All these events took place in a very rapid space of time. With this completed he then proceeded to organise the recovery of the damaged carrier.

Corporal Izatt, by his presence of mind, reacted immediately to master a confusing situation. Despite his inexperience, his was an above average performance under adverse conditions and his personal conduct set an example to all.

After the Wreath Laying ceremony and at 11.00am, the MC asked all to be upstanding and to observe the minutes' silence, after which the Mount Alvernia College Girl's Choir sang the Australian National Anthem.



After the ceremony, the President of the Sub-Branch, Greg Peake, who also served in Vietnam with the 3rd Cavalry Regiment from December 1967 to October 1968 then again from July 1970 to June 1971, invited everyone into the Club rooms for some refreshments.



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After the ceremony, everyone enjoyed some refreshments in the Club's rooms.



John Sambrooks, Val Dagnall, Mavis Obst, John Broughton.

Val joined the RAF in 1964 as an inflight steward on their [Britannia](#) aircraft and sometime after she retired from the RAF in 1967, she decided that the good UK was a bit too cold and damp so she did the smart thing and moved out to Qld. Mavis joined the RAAF in 1944 and

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during WW2 served as a Teleg with Fighter Section in the long gone WD & HO Wills building in Brisbane.



Elaine Johnson (left) and Patricia Smith with the W.D. & H.O. Wills building in the background, RAAF 8 Fighter Sector Headquarters was located on the 3rd Floor of this building

Like ANZAC Day, Remembrance Day is being remembered and celebrated by more and more people each year. Long gone is the spiteful condemnation of all things military that dogged the late 1970's, early 1980's, these days the public realise and are thankful for the dedication and sacrifice offered by their Defence Force personnel, long may it continue.





I am not a badge of honour,
I am not a racist smear,
I am not a fashion statement,
To be worn but once a year,

I am not glorification
Of conflict or of war.
I am not a paper ornament
A token, I am more.

I am a loving memory,
Of a father or a son,
A permanent reminder
Of each and every one.

I'm paper or enamel
I'm old or shining new,
I'm a way of saying thank you,
To every one of you.

I am a simple poppy
A Reminder to you all,
That courage faith and honour,
Will stand where heroes fall.

Paul Hunter 2014

Officer: "Soldier, do you have change for 20 dollars?"

Soldier: "Sure, buddy."

Officer: "That's no way to address an officer! Now let's try it again! Do you have change for 20 dollars?"

Soldier: "No, SIR!"

Caboolture Historical Village. Aviation Museum.

As you head north on the Bruce Highway from Brisbane towards the Sunshine Coast, you pass by the township of Caboolture. Years ago you used to go through Caboolture but the inevitable happened and it was bypassed by a multi-lane highway and as is usually the case, once bypassed, it languished for quite a while - but now it's booming. Caboolture is about half way between Brisbane and Caloundra on the Sunshine Coast, is accessed by electric suburban train and a six lane highway and being only about 30 mins away is considered a northern suburb of Brisbane and a sought after destination for home owners. Today it has a population of about 60,000.



Back in 1979, the Caboolture Historical Society had a dream to preserve the local heritage and

on a 4 hectare site just north of the town, on the old Bruce Highway, they relocated the disused Shire Council Chambers' building and in so doing, began the Caboolture Historical Village which is now the number one tourist destination in the region. Today the village has over 70 buildings, one of which is the Aviation Museum which



was the brain-child of Sqn Ldr Russell Walker MBE (Retired). Russell has worked on the project for years and as the F-111's were being retired, he began negotiations with the RAAF with the aim of obtaining an airframe for the Museum's display. The going wasn't easy. He says:

"As a result of the decommissioning of the RAAF's F-111 Fleet, the Australian Government invited offers from suitable historic and aviation oriented organisations to provide static displays for up to seven complete aircraft and four flight control (crew) modules. Three members representing the Caboolture Historical Village (CHV) attended a presentation on Tuesday 13th December 2011 at RAAF Base Amberley where a joint RAAF and Australian Government team described the terms and conditions under which the decommissioned aircraft and crew modules may be loaned to organisations that could satisfy the loan requirements.

In summary, the Request for Offer requirements were quite stringent. A complete aircraft would require a purpose built display facility, essentially a hangar and a crew module would require a dedicated and secure display area. The loan conditions also imposed a number of restrictive requirements in terms of maintenance, insurance and visitor access. The initial and ongoing costs of mounting a display whether for a complete aircraft or a crew module would be considerable.



One wonders why the RAAF thought it preferable to dump 23 airframes in a hole out near Ipswich instead of loaning them to museums or historical organisations for people to see. As Ipswich Councillor Paul Tully said "If there had been some serious community consultation then I think more communities would have put their hands up for them. To be unceremoniously dumped in a rubbish tip is not a fitting end for something that has served Australia from the 1960s on. The F-111 was known to generations."



In summarising their findings from the presentation the CHV team reasoned that an aviation display commemorating the F-111 would enhance the CHV and would be a worthwhile project,

particularly for school children who were the major visitors to village. However, the team concluded that it would be difficult for the CHV to meet the costs associated with loan requirements, particularly a hangar. Therefore an alternate proposal was developed which could provide CHV with a commemorative F-111 display at a modest outlay and with minimal maintenance costs. The alternate proposal, which centres on building models of the aircraft and a dummy but realistic crew module, focuses on children having hands-on access to the crew module, something that was restricted should a genuine crew module be acquired.

Group Captain David Richardson represented the RAAF at the briefing. He is responsible for all aspects of display of historic RAAF aircraft. This proposal recommends that we liaise closely with him to secure RAAF assistance with drawings/images, memorabilia, aircraft fittings or instruments that would assist with the building of the module. He would also be able to assist with photographs, videos and other items, such as posters, that would enhance the display. While such assistance would be beneficial, the development of this proposal is not contingent upon RAAF support. However, the RAAF has a history of supporting requests for display material, particularly displays that would encourage young people to join the Service. The contact officer for the RAAF History and Heritage Section is understood to be Squadron Leader Dennis Deering.



The centre point of the display would be a dummy crew module constructed from timber, foam and fibre glass to represent an actual crew module. There are many drawings and scale models of F-111 aircraft which could be used to scale up and develop the module. It would be



constructed using standard modelling techniques by firstly preparing formers and linking these with stringers which fix each former in its respective place. Internal bracing would be installed to provide mounting points for seating and other cockpit features. The completed frame would then be covered with foam sheeting and fibreglass.

The front radar dome would be similarly constructed. Windscreens would be Perspex sheet. Dummy cockpit hoods would likely be inoperative but also made from Perspex. The module would be painted in camouflage colours to match an Australian use aircraft.



Russell Walker with the completed F111 module replica.

The module would be mounted on a trolley that would allow it to be moved as required but with locking wheels to fix it safely in position. Access to the module would be via step ramps. To facilitate visitor entry, the module may need non standard access doors. On the real aircraft



the pilot steps over the cockpit rim to enter the aircraft, an action which may be unsuitable for visitor access, particularly children.

The key feature of the module would be to allow access to the cockpit and the flying controls. One of the loan requirements prevents unfettered visitor access to any loan module. This would be a major disincentive to CHV operation.

To make the module experience more credible, a commercially available, model aeroplane computer controlled flight simulation system was integrated into the module with a television screen forward of the control column. Sitting in the cockpit the person will be able to fly a simulated flight using the cockpit control column, engine controls and foot pedals. A reset button allows a new flight to commence at any time. If required two systems will be installed one for each flight control position in the module. The Video Display Consoles have the capacity to play up to four video sessions each and these include aviation history segments and career information for the aviation industry as a whole whether civil or the Services. The intention is to encourage school children to strive for the best possible education and then look at the aviation sector for a fulfilling life-time career.



Other displays now available in the museum are:

- Static display of aircraft fittings and parts.
- Static display of suitable art work, posters and memorabilia.
- Static display of flying suits and uniforms.
- Dynamic displays of DVDs showing various aspects of the F-111 and other aviation and educational career features.
- Two Static Flight Simulator Consoles each running MicroSoft Flight Simulator in kiosk mode using F111 flight profiles).



The Aviation Museum is now open and if you're up that way the Historical Village and the museum are definitely worth a visit. As soon as walk through the visitors centre you step out into a Village of yesteryear. The street with the old post office, barber, hotel, butcher and general store will bring back memories for many.

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The Old General Store contains many items that would be familiar to most of us, but which are not available today.

There is much more including an exhibition from the Queensland Prison's Museum, the old Caboolture Hospital, several cottages that were moved from various sites around Caboolture, the old Caboolture Railway Station, and a popular exhibit with models of ships from the First Fleet to arrive in Sydney in 1788 in the Maritime Museum.

Radio bods will be especially interested in the old radio hut which includes old valve sets, many of which were in use when most of us were kids.



Entry costs are:

Adults = \$15.00. Concession = \$9.90. Children (5 to 12) = \$5.00. Kids under 5 = Free.

The Village encourages you to bring your own picnic lunch and sit around on the lawns or at one of their picnic tables or if you prefer, you can buy tea, coffee, soft drinks, morning or afternoon tea or a full lunch at either the Redhall Cafe or the Boiling Billy Tea Rooms.

If you've got grandkids (or young kids) they will love it, as will you showing them the way things used to be.

Airborne approximately thirty minutes on an outbound evening flight from Darwin to Brisbane, the lead flight attendant for the Virgin cabin crew nervously made the following painful announcement. "Ladies and gentlemen, I'm so very sorry, but it appears that there has been a terrible mix-up just minutes prior to takeoff by our airport catering service. I don't know how this has happened, but we have 103 passengers on board and, unfortunately, only 40 dinner meals were delivered to the plane. I truly apologise for this mistake and inconvenience." When the passengers' mutterings had died down, she continued... "Anyone who would be kind enough to give up their meal so that someone else can eat will receive free, unlimited drinks for the duration of our flight." Her next announcement came 90 minutes later. "If anyone would like to change their minds, we still have the 40 dinners available!"

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John Laming.

ESCAPE - OR FRY

During the early 1960s I was the RAAF's Aero Club Liaison Officer, administering flying scholarships to Air Training Corps cadets around Australia. Selected cadets were trained to PPL standard by flying schools at RAAF expense. Mainly a public relations exercise, the spinoff was that some might make the RAAF their career. Some did, eventually reaching high rank. Others became general aviation pilots and eventually joined the airlines. Despite being a desk job, it was arguably the RAAF's best for a Flight Lieutenant!

Every now and then I would fly a Vampire from Laverton to Richmond or Edinburgh. There would be a leisurely lunch at the Officers' Mess and meet old friends, then a staff car would whisk me to Bankstown or Parafield where I would flight test ATC cadets in a Chipmunk or Cessna. After discussions with the local RAAF aero club liaison officer and flying school instructors, it was back to the Mess for dinner and a bed for the night, followed by an unhurried trip back home the next day.



A tough life, but bearable for someone supposedly deskbound.

The RAAF allocated me 50 hours a year on light aircraft for what they euphemistically termed "continuation training". In theory it was to be used to keep me current so I could test cadets effectively. I nursed these hours carefully, occasionally floating a little racket to my advantage. This involved flying a Cessna 172 from Moorabbin to the RAAF CFS at East Sale. Lined up on the tarmac were Dakotas, Wirraways, Winjeels and Vampires -- a smorgasbord of wonderful aircraft!

I'd arranged with the CFI, Squadron Leader Jim Wilson, to let me fly one of his Vampires after lunch. Jim understood the desperation of desk-bound pilots, it was common to have senior



officers attached to CFS to undergo refresher flying after long spells behind the mahogany bomber (RAAF cynicism for a big wooden desk). In return, I would check out his CFS instructors on the 172. Three quick circuits, including a simulated engine failure on takeoff, and I'd sign their log books. I wondered if DCA examiners would have approved my signing a civil registered aircraft to a RAAF pilot who did not hold a civilian licence. But I worked on the premise of what they did not know would not hurt me!

My Cessna chores behind me, I would don a parachute, strap into a single seat Vampire, and hack, flick and zoom around every fleecy cloud in the training area. After landing with the usual 10 minutes of fuel (the Vampire's endurance was barely an hour at low level), it was a quick cup of coffee in the flight hut over a pot-bellied stove, then back to Moorabbin at 90 knots. The way I saw it, an hour in a Vampire was worth three in a Cessna, anytime. And it didn't cost me a cent!

Each day as I drove to work at Victoria Barracks, the journey would be spent scheming and plotting how I could get away from the office. I was ably abetted by Flight Lieutenant Geoff (Slim) Talbot, who shared the car and worked in the office next to mine. Slim was a qualified test pilot on his first desk job, writing flight manuals. Once a week we would sneak out and go flying in a Chipmunk from Moorabbin. (Years later Slim became an Air Commodore and flew the F111, while I became a Boeing 737 pilot with Air Nauru).

While the RAAF refused to pay for my flying the dainty Debonair at the Royal Victorian Aero



Club, the club made a good profit on my Tiger Moth flying. So I arranged to fly the Debonair and pay the difference out of my own pocket, pointing out to the CFI that, as I was responsible for allocating ATC cadets to his school, it would be a nice touch on his part to give me reduced rates on the Debonair. He got the message.

At Moorabbin, I saw a 1939 vintage Avro Anson of Flinders Island Airways and fell in love with its classic lines. It was used to fly newspapers to Hamilton. The pilot was Barry Allen, a tall young chap of my own age and the cockpit had glossy pictures from girlie magazines plastered on the overhead panels. Barry offered me the co-pilot's seat on one of his paper runs, my job being to wind the undercarriage up or down. This required 50 turns of a handle and was tiring - hence the offer of a ride. The nubile in the cockpit were well endowed, making it difficult to concentrate of my secondary duties of tuning and identifying the Morse code emanating from the ancient radio compass in the roof. These delightful distractions made it easy to dial the wrong ADF frequency.

In between running the ATC scheme and inventing reasons to get out of my gloomy office, I held the secondary appointment of Headquarters Support Command Flight Safety Officer. Each

RAAF squadron had its own flight safety officer, so I had little to do except read flight safety magazines and unashamedly pinch other people's ideas on how to improve flight safety. Never an original thinker, I worked on the comfortable theory that someone was bound to have invented a brilliant idea before I did -- so why bother?

But bother I did, after reading a frightening article in a USAF magazine about a pilot who died in his F80 Shooting Star. Aborting his take-off after the engine ingested a flock of birds, the fighter went off the end of the runway and caught fire and the canopy jammed, trapping the pilot inside. Because the ejection seat was an early type unsuitable for ground operation, it would have been suicidal to use it. By the time rescue vehicles arrived, the pilot was dead.

Trapped in the cockpit with the aircraft on fire is every pilot's nightmare, so the USAF designed a special canopy breaker to be carried in case of such eventuality. It was actually a solidly built knife with a heavy handle and hardened pointed steel blade and was now standard in many US military aircraft. At the time the RAAF were operating Sabres as well as Canberras, the Macchi was about to enter RAAF service, and the Mirage was already operational. Slim Talbot had in fact, done much of the Mirage test flying during its introduction.



I thought it would be a good idea to find out more so, magazine in hand, I approached my boss, Group Captain Ted Fyfe, the Senior Air Staff Officer at Victoria Barracks. I suggested we obtain drawings of the knife from the USAF and have one made up at Laverton. Ted was a brusque individual whose main interest in life was golf and getting out of the office to fly a Canberra. Our conversation lasted a scant two minutes and he grunted his approval for me to tackle the project. I liked his approach: forget the paperwork -- just get results.

Within weeks we had two prototype knives ready for testing. First I had to convince the brass at Department of Air in Canberra that the canopy break-out knives were a Good Thing. That done, someone had to decide which aircraft should have them. I decided to arrange for the knives to be tested on real aircraft and, working on the theory that a picture is worth a thousand words, the tests would be filmed. The Aircraft Research and Development Unit (ARDU) at Laverton had Sabres, Vampires and Macchis. These were among the types I envisaged should be equipped with the knives. However, canopies were expensive and there was no way that the CO of ARDU was going to allow me to smash one, just to test a knife. But as luck would have it, there were several canopies in store that had been damaged or badly scratched. They included one Sabre and one Vampire Mk 31 (single-seat) canopy.

The next problem was to find someone willing to risk flying shards while smashing his way out. I was happy to do the job myself, but being a coward who couldn't punch his way out of a paper bag, I felt the whole project could be jeopardised if my failure to break out was recorded on film.



What I needed was a real tough bloke (RTB) with the strength of 10 good men -- if a RTB failed to break through the canopy, then the average fighter pilot would have no hope, even when charged with adrenalin. So we needed a strong knucklehead - and I knew just the right Knuck for the job.

Flight Lieutenant Peter Middleton, DFC, had flown Meteors during the Korean war and when I first met him in 1953 he was a Fighter Combat Instructor at No 2 OTU at Williamtown. Tall and strongly built, he had a degree in martial arts -- a Black Belt in Karate, I think -- not the sort of chap to upset. I'd already felt his ire some years earlier when learning to be a fighter pilot on Mustangs. I wasn't much good at dog fighting and Peter, then my flight commander, would ruthlessly criticise my lack of hack-flick-zoom spirit in mock air combat. Perhaps this was to be expected, considering I had only 210 hours on Wirraways and Tiger Moths when thrown in the deep end!

Middleton was now adjutant of Base Squadron at Laverton. Bored behind a desk, he jumped at the opportunity of some excitement other than strutting the parade ground with a ceremonial sword. And if Pete was unable to break out through a Sabre canopy, no one else could.

So the stage was set. Pete would dress the part with a Bone Dome, flying suit, gloves and the knife. The canopy would be locked with Pete at the controls and, on the order, would attempt to break his way out using the knife. The event would be recorded on film and the results sent to Department of Air. If all went as planned, money would be allotted for knives to be installed in various RAAF aircraft. Lives would be saved, and I would be a hero for thinking of the idea. I would, of course, conveniently forget the concept came from the USAF and that some hard working airman in a cold and draughty hangar actually fashioned the knife. Minor details!



The day dawned and Peter Middleton climbed a ladder to the cockpit of the Sabre. Once inside, he strapped in and closed the canopy. The airman from the RAAF School of Photography focussed his Leica and held up his sign for Take One. There could be no second chance if a stuff-up occurred -- condemned canopies were in short supply. Suddenly Middleton waved furiously, and wound open the canopy. He said he had a good idea. The camera man looked up, puzzled, his finger poised. Middleton called out to the waiting throng (all the airmen in the ARDU hangar had downed tools to watch) that before using the knife he would first try to karate his way out -- an event somewhat akin to those fellows who break bricks with one mighty blow of the hand. This was going to be interesting; the camera man re-focussed his lens.



With a fearsome shout, muffled by the closed canopy, Middleton lashed out with the side of his gloved hand. The onlookers watched, open mouthed. Then admiration turned to unrestrained laughter as Middleton swore a frightful oath, shaking his hand in agony as his blow bounced harmlessly off the canopy. His muffled curses were terrible to hear. So much for smashing a load of bricks at one blow! There was a short delay for smoko while a nurse treated poor Pete's badly bruised hand.

The show was soon back on. This time, Pete had the knife in his hand and looked mean. Already embarrassed by his failure, he was not going under easily this time. At the sign of Go, the camera rolled, and Middleton attacked the canopy with the savagery of Ghengis Khan. Huge cracks appeared within seconds and after half a dozen more blows, Middleton had beaten through and heaved his way out of the splintered wreckage. I was delighted. One more canopy to go!

This time it was the Vampire with tough, double width glass which I thought would prove more difficult. Again, in front of the now admiring airmen, Pete was through the canopy in less than 35 seconds. In fact his knife blows were so effective that the canopy frame actually lifted off its rails. Applause -- another smoko, then everyone went back to work. Pete, still nursing a bruised hand, returned happily to his office and ceremonial sword.

After viewing the films, Department of Air approved the installation of canopy breaker knives in Sabres, Macchis, and Mirages. I don't recall if they were fitted to Vampires. (In later years I noticed the PC9 has the knife installed). But the senior officer responsible for bomber operations, refused to approve the knives in the Canberra. His reasoning was that its canopy was already fitted with explosive bolts and these could be triggered to shatter the glass. Although I knew nothing about the Canberra's electrical system, I felt that with failure of electrical power, perhaps the explosive bolts would not operate. In my view, the knife was cheap insurance. But in the event, superior rank and bureaucracy won the day.

There is a satisfying end to this story. Some months afterwards, a RAAF Sabre pilot took off from a base in Thailand and hit birds. The engine failed and he landed wheels up in a rice paddy. The Sabre caught fire and, unable to wind back the canopy, the pilot was trapped. He unclipped the knife and smashed his way out, escaping the flames. I would like to think he owes Pete and me a beer!

Adverse Yaw: What is it, and how do you prevent it?

Have you ever wondered why an airplane initially yaws to the left when you're trying to turn right? As you bank your airplane, your ailerons have one large defect: they create adverse yaw. So what is it? Click [HERE](#) to find out.



Indonesian AirAsia accident.

On 28 December 2014, an A320 crew took unapproved action in response to a repeating system caution shortly after levelling at FL320 (Flight Level 320 = 32,000ft).



The unexpected consequences degraded the flight control system and obliged manual control. Gross mishandling followed which led to a stall, descent at a high rate and sea surface impact with a 20° pitch attitude and a 50° angle of attack four minutes later. The Investigation noted the accident origin as a repetitive minor system fault but demonstrated that the subsequent loss of control followed a combination of explicitly inappropriate pilot action and the absence of appropriate pilot action.

You can see the report into the accident [HERE](#).

Definitions:

ECSTASY:

A feeling when you feel you are going to feel a feeling you have never felt before.

Douglas DC-5.

The Douglas DC-5, probably the least known of the famous DC airliner series, was a 16-to-22 seat, twin-engine propeller aircraft intended for shorter routes than the Douglas DC-3 or Douglas DC-4. However, by the time it entered commercial service in 1940, with the War in Europe rapidly building to a full scale confrontation, many airlines were cancelling orders for aircraft. With the Douglas Aircraft Company already converting to World War II military production, the DC-5 was soon overtaken by world events, although a limited number of military variants were produced.



The twin-engine DC-5 was the only DC-series aircraft designed by Ed Heinemann, creator of the A-4 Skyhawk, in the El Segundo plant in California. With its high-wing, the DC-5 was more similar to the [DB-7](#) (Boston) bomber than the previous DC airliners.

The DC-5 prototype and four production DC-5s were built before World War II. The 16-seat airliner featured innovative tricycle landing gear and was intended for shorter routes, but by the time it entered service in 1940, the war was under way. Only five civilian DC-5s were built as the Douglas Aircraft Co. turned its attention to military airplanes; William Boeing bought the prototype for his personal use and it later served with the U.S. Navy as the R3D-3. KLM bought the other four airplanes and these were used to evacuate civilians from Java to Australia in 1942.

One was captured by the Japanese, one was scrapped after a landing accident and two later joined the U.S. Army Air Forces as C-110s. The DC-5 entered service with the U.S. Navy and seven were built as R3Ds. Three R3D-1s became 16-seat personnel carriers, and the four R3D-2s with the U.S. Marine Corps became 22-seat paratrooper versions of the plane.



It was developed in 1938, designed to use either Pratt & Whitney R-1690 Hornet or Wright R-1820 Cyclone engines and was the first airliner to combine shoulder wings and tricycle landing gear, a configuration that is still common in turboprop airliners and military transport aircraft. A very early change in design was altering the horizontal tail group to add a 15-degree dihedral to improve stability. Another significant modification was adding exhaust stacks to the engine nacelles, which was retroactively incorporated after the series entered production. An unusual "optical trick" was applied to the profile of the prototype. The top of the vertical stabilizer and outline of the engine nacelles were painted a darker colour following the aircraft's contour, making the tail and engines appear somewhat smaller and the aircraft sleeker.

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The prototype DC-5, Douglas serial 411, was built at El Segundo, California with Wright Cyclone 1,000 hp R-1820-44 engines. The aircraft made its first flight on the 20th February, 1939 with Carl A. Cover at the controls. This sole prototype (originally configured with just eight seats) became the personal aircraft of William Boeing which he named "Rover".

The first customer for the DC-5 was KLM (Koninklijke Luchtvaart Maatschappij) of The Netherlands. A US domestic carrier, Pennsylvania Central (later renamed Capital Airlines), ordered six and SCADTA, (Sociedad Colomba-Alemana de Transportes Aéreos), ancestor of today's Avianca in Colombia, another two. The four aircraft sold to KLM were used by their colonial subsidiaries. When Douglas factories went into war production, DC-5 production was curtailed to build additional SBD Dauntless dive bombers for the United States Navy and United States Marine Corps and only KLM received the high-winged airliner.

A dozen DC-5s were completed. The first two initially flew the Paramaribo-Curaçao route, and the other two operated from Batavia (now Jakarta, Indonesia). Three aircraft were used for the 1942 evacuation of civilians from Java to Australia, during which PK-ADA was damaged in an air strike by the Imperial Japanese Army Air Force at Batavia Kemajoran Airport on February 9, 1942 and it was abandoned. Japanese forces captured PK-ADA, subsequently repaired and tested it at Tachikawa Airfield and Haneda Airport during 1943. This DC-5, painted in camouflage with Japanese Imperial Army Air Force markings, was later used as a transport in the Japanese Home Islands.

The three remaining aircraft, PK-ADB, PK-ADC and PK-ADD made their way safely to Australia where the aircraft were interned by the Allied Directorate of Air Transport and operated by the United States Army Air Forces as the C-110. The wartime history of PK-ADC was brief, because it was destroyed in a landing accident shortly after its arrival in Australia. PK-ADD



flew for the balance of the war under the aegis of Australian National Airways, on support missions inside the country with the temporary license VH-CXC.

In 1939, the US Navy ordered seven aircraft. Three were delivered as R3D-1s, the first of which crashed before delivery. The remaining four were R3D-2s for the U.S. Marine Corps and were equipped with 1,015 HP R-1820-44 engines, a large cargo hold and 22 seats for paratroopers. After World War II, production of the DC-5 was not resumed because of the abundance of surplus C-47 aircraft released into civil service. In 1948, the last surviving DC-5 (c/n 426) VH-ARD of Australian National Airways was sold and smuggled to Israel for military use. The aircraft arrived at Haifa in May 1948, and from there it went to Sde Dov, where its markings were removed and the name "Yankee Pasha - The Bagel Lancer" was crudely painted on the nose by hand. The aircraft joined 103 Squadron (Israel) at Ramat David Airbase. Because



Israel was in the midst of the 1948 Arab-Israeli War, it was occasionally used as a bomber as well as flying transport missions. On bomber missions the aft loading door was removed and bombs were rolled out of the opening "by a judicious shove from a crewman's foot." The operational record of the aircraft is in dispute as

authoritative sources do not verify its combat service.

When the war ended and 103 Squadron moved, the DC-5 was left behind at Ramat David. It eventually found its way to the Airline Technical School where it was used extensively as a ground instruction airframe at Haifa Airport. When it was no longer serviceable due to a lack of spares, the airframe was stripped of its engines and instruments and the last DC-5 was reduced to scrap in Israel sometime after 1955.

CLASSIC:

A book which people praise but never read.

How to belly land a King Air.

Sometimes when you (being the pilot) select Down on that gear lever you get hit with a great bunch of silence, absolutely nothing happens – you keep looking at those lights trying to will them to go green but they steadfastly refuse and after you've hit the "press to test" a few hundred times you finally accept that fact there's really nothing wrong with the lights and you're actually going to have to belly land this aircraft. You've practiced it many times but it always seemed to be one of those things that happened to other blokes – it would never happen to you.

A few years ago it did happen to a bloke in the US who was flying a Beech King Air – and if you want to see how it should be done, click [HERE](#).



3 Sqn Association Christmas get-together.

On Saturday the 28th November, 3 Sqn bods and their ladies met at the Caloundra (Qld) RSL Club for another of their celebrated get-togethers. Some came for the day, others made a week of it, travelling from far and wide to get together and swap tall stories.

Fall in time was about 11.00am, when sampling refreshments were served, then, at about 12.30, when everyone was happy that the Club's thirst-quenchers were being presented at a respectable temperature, it was time to be seated for lunch.



(You can click each of these pics for a bigger/better quality which you can copy/print)



About 50 revellers made the journey to Caloundra to meet up with old mates, swap lamington recipes and talk of other things.

Jim Hall, (right) the Queensland President and Jeff Latter, the Queensland Secretary, organised the event and as no-one else volunteered, it was decided to retain the services of these two blokes for at least another year.



Some of the people who made the journey include the following:

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David Vogelzang, Deefa Miller and Marie Roberts – 3 of the trouble makers....



Margaret and Grant Small.



After lunch, the troops and the troopettes moved into the members' lounge where they could enjoy each other's company in private. It didn't take long before everyone had sorted themselves out into little groups, (boys at one end, girls at another – typical Aussie get together) and it looked like it had the beginnings of a long and enjoyable day.



Leslie King and Carol Hall.

Two elderly ladies had been friends for many decades. Over the years, they had shared all kinds of activities and adventures. Lately, their activities had been limited to meeting a few times a week to play cards. One day, they were playing cards when one looked at the other and said, 'Now don't get mad at me ...I know we've been friends for a long time ..but I just can't think of your name! I've thought and thought, but I can't remember it. Please tell me what your name is.' Her friend glared at her. For at least three minutes she just stared and glared at her. Finally she said, 'How soon do you need to know?'

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Lisle Prior and Theresa Hart.



Lesley Farrell, Margaret Small.

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Lois Jamieson, Maxine Winen, Judy James.



"Pud" Passmore, Graham Sutcliffe, Grant Small.

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Leigh Boileau, Col Host.



Sheena Miller, Marie Roberts, Brenda Vogelzang.

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Hap Pryor.

A Highway Patrol cop spied a car pattering along at 30 Kph. So he turned on his lights and pulled the driver over. Approaching the car, he noticed that five old blokes were inside, and they looked wide-eyed and terribly pale. The driver pleaded with him, "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?" "Sir," the officer replies, "You weren't speeding, but driving much slower than the speed limit" the trooper, chuckling, explained to him that "30" was the route number, not the speed limit. A bit embarrassed, the man grinned and thanked the officer for pointing out his error. "But before I let you go, Sir, I have to ask... Is everyone in this car ok? These guys seem awfully shaken." "Oh, they'll be all right in a minute," the old man said. "We just got off Route 229."

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Jim Hall, Chris Cooper, Keith Beardsmore.



Ric and Jane Thompson.

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Standing L-R: Jeanette McDonald, John McDonald, Bill Rowall, Pat Rowall, John Porter.
Seated L-R: Brian Hart, Geoff Partridge, Kay Hart, Don't know.



L-R: Mal Jamieson, Barry Roberts, Deefa Miller, David Vogelzang, Ric Thompson, Roger Clarkson, John Kane.

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A wife, one evening, drew her husband's attention to the couple next door and said, 'Do you see that couple? How devoted they are? He kisses her every time they meet. Why don't you do that?' The husband replied, 'I don't know her well enough.' Three weeks later he is still sleeping in the spare room.

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Sick Parade.

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



Mal “Bugs” Rose.

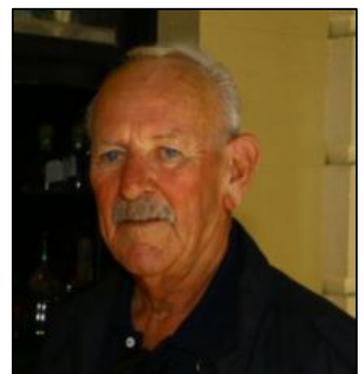
Stew Bonett advises that “bugs” is in hospital at Port Macquarie. He has kidney and heart problems as well as dementia. His wife, Beth, expects him to be there for at least two weeks and then he will go to a nursing home. Bugs was a Framie and did a few trips to Vietnam as a loady on the Caribou. His first tour was from Nov 1965 to Jan 1966, when he returned home for a little while after some mix up with a certain fridge, then when all was forgiven, he was back again from July 1966 to April 1967. On returning to Australia, he was posted to 36 Sqn which had the old A model Herc and he did another trip back to Vung Tau, on a Medivac in Oct 1968.



Bugs turned 76 in Feb this year. We all wish you well mate!!

Frank Moylan

Frank’s wife, Colleen advises that Frank is not too well and has lung cancer with other complications. Frank was a Sumpie and was posted to RTFV Vung Tau from Sept 1964 to April 1965.



James Greenwood.

We heard from Jim, who still has his sense of humour. He says “I just spent the last week in hospital, diagnosed with throat cancer. To add to that I have brain tumors and am undergoing radiation therapy. Don't glow in the dark ----- yet. Still mobile.”

Good luck mate!!



Tom Mills.

John “Sambo” Sambrooks advises: “I met with Tom Mills yesterday he was at the Wesley Hospital having blood tests. His iron count is low and his protein count is low and he is not able to take iron tablets. They have to get his iron levels up so he can have more Kemo. Tom is looking good and staying positive

Tom, who turned 69 in November this year, was a Framie and was posted to 35 Sqn in Vung Tau from Nov 1970 (the day he turned 24) until Nov 1971. He was home just in time for his 25th birthday.”

We’re all thinking of you mate – get well!!





Where are they now?



Andrea O'Brien.

Sandy Redway, (who was Sandy Bohem on 192 Rookies back in 1970) is looking for Andrea O'Brien who was on Rookie [Course 192](#) and Carmel Flanders from [Course 193](#). If you can help, let us know and we'll pass on the info to Sandy.

Jack Van der Linden.

Mary Paul wrote, she says: In October-December, 1979 while in Papua New Guinea, I met an Australian RAAF pilot Michael (Jack?) Van der Linden who was flying training flights with PNG Defence Force pilot trainees. While recently reconnecting with members of the project that brought me to PNG, I was reminded of Mr. Van der Linden. Would you be able to give me any information as to his whereabouts?

With kind regards,
Mary Grosze Paul

If you can help, let us know and we'll pass on the info to Mary.

Lee Mountford

Bull Donald in Townsville, is looking for a Lee Mountford, Lee joined the Air Force in 1971 ([201 Rookies](#)) as a Switchie. She originally came from Gympie. If anyone has any info on her please let us know and we'll pass on the info to Bull



Sqn Ldr Robert Arthur Lynn.

David Woodcock from the Ipswich Sub Branch of VSASA has sent us the following:

"I am endeavouring to assist an elderly war widow with her war widows' claim. Her Husband Sqn Ldr Robert Arthur Lynn served in RAAF HQ Vietnam 16 Jan 1968 to 15 Jan 1969 (and WW2 16/12/46-1/8/48). His background expertise was Radio/radar equipment. He was commissioned in 1957. He also was issued with a Commonwealth Police Nominal Roll (security card) No 1964 re Maralinga entry to and from; but DVA/VRB will not accept that he "actually or physically served at Maralinga despite his name appearing on the DVA website for 'Atomic Participants Nominal Roll (ie Maralinga 1956) which had him listed under Operation Buffalo (Maralinga) and Op Anterler (Maralinga 1957).



He died on the 21st August 1972, aged only 44 (after transfer to RAAF Base Amberley) due to Bowel cancer which was diagnosed in RAAF service. We have a March 68 Photo of him and others in Gia Dinh Province Saigon shortly after the 1967-68 Tet Offensive. Other names in the photo are Sgt Brian Mayfield, Wg Cmdr Edward Harrison; Sqn Ldr David Oxenham, Cpl Sidney James Brown, Sgt James Clifford White, LAC Charles Oswald Thompson, Lac Albert Burns, Wg Cdr Noel Johnson.

Basically we are looking for anyone who served with him during Maralinga and or Vietnam, together with what level of asbestos was in the RAAF HQ Saigon and possible dust or damage exposed during TET."

If you can help, get in touch with us and we'll pass on the info to David.

Never interrupt someone doing what you said couldn't be done.



Your say !



While the Association does not necessarily agree or disagree with everything on this page, we do respect the right of everyone to have their say.

Vic Stallan sent us this.

The Australian government has a serious problem on its hands. Earlier this year, in a moment of politically correct stupidity, it appointed Mohammadu Nawas Saleem to be the first imam of the Australian Defence Force.

Saleem gets paid [\\$717 every working day](#), plus travel allowances, to advise the government about how it can recruit more soldiers from the Islamic community.

To understand the depths of irresponsibility behind this decision, ponder this fact: the Islamic community has more of its sons fighting for the Islamic State than in the Australian military and now the government wants to specifically increase recruitment from this radicalised minority into our Defence Force.



- Caner Temel was an [AWOL Australian soldier](#) when he died fighting for the Islamic State.
- French soldiers, including members of [elite French units](#), have deserted to fight for the Islamic State.
- Major Nadal Hasan had even been brought to the attention of [counter-terrorism experts](#) before he [gunned down 13](#) of his US Army colleagues and wounded over 30 others.
- A fear of being labelled [Islamophobic](#) meant Hasan was not questioned, even after he was found to be writing to the spiritual advisors of the 9/11 terrorists. Even after his business cards announced that he was a Soldier of Allah. Now Hasan has requested from jail that he be classed as a [citizen of the Islamic State](#).



Knowing all of this, the federal government has still decided to embark on a campaign to recruit members of the Islamic community into the Australian Defence Force. It called this “capability through diversity”.

And that wasn't a Labor government, it was a Liberal government. It was even led by Tony Abbott.

To achieve this task, it appointed Mohammodu Nawas Saleem to the Religious Advisory Committee to the Services. It did so, despite obvious causes for concern.

In 2012, Saleem called for [Sharia law to be implemented in Australia](#), arguing that aspects of Islamic law should be included in the court system.

Earlier this year, Saleem put his name to an [open letter](#) defending Hizb ut Tahrir. This is the same Hizb ut Tahrir that has called for an Islamic army to impose Sharia law in Australia and that has rejected our anthem and flag, our laws and values.

This is the same Hizb ut Tahrir that also announced Muslims were forbidden from participating in Anzac Day, stating last year that: “Further, from the Muslim perspective, the Gallipoli campaign represents an aggression by allied troops against the legitimate Islamic authority of the time, the Uthmani Khilafah. If we were to commemorate anything, it would be the successful defence of Muslim territories by the Muslim soldiers of the Khilafah”

Saleem is the Treasurer of the Australian National Imams Council. This organisation opposed laws prohibiting the advocacy of terrorism, with a written submission to the Senate stating: “It is our understanding that the new laws will broaden the definition of advocating• terrorism to include promote• and encourage, as well as counsel• and urge; and if an organisation is deemed to have advocated terrorism, they could be proscribed.

We are therefore concerned that the proposal has serious implications on free speech and will have a chilling effect on legitimate religious and political debate. This provision is of particular concern to preachers who spend a large proportion of their time teaching and advocating on social justice issues. We recommend that the provision for advocating terrorism be removed.

This same organisation, backed by Saleem, has also condemned the government for providing support to [Kurdish forces](#) fighting the Islamic State. This is from a press release published just a few months before Saleem was appointed to a key role in the military: ANIC opposes the government's current decision to transport and provide weapons to the Kurdish forces in Iraq.

Despite all of this publicly available information, the Liberal government went ahead and appointed Saleem as the first Defence imam. One can only be left wondering why. Is it because there was no one else to be found who was more moderate? After all that has happened in the last few days, it is clear the West is slowly rising from its stupor. At least one can only hope that



this is happening, but when the socialist President of France is prepared to declare war it appears that the world has shifted.

Unless Australia wants a repeat of Paris here too, it must shift as well. It must end the political correctness the same political correctness that saw the Australian Defence Force put its logo on a report last year claiming that the number of Anglo-Australian males in the military was undesirable and it must ensure our safety.

Mohammadu Nawas Saleem may not support the Islamic State, but he is a key figure in an organisation that denounces Australia's military efforts against the Islamic State and that believes laws prohibiting the advocacy of terrorism infringe free speech.

He has called for Sharia law.

And he publicly backs an organisation that condemns Anzac Day as an attack on the caliphate. As such, it is beyond inappropriate for Saleem to have any official role with the Australian Defence Force. More importantly, he should have no role at all helping the government to recruit Defence personnel. The fact that he has is cause for concern. If nothing else, it undermines confidence in the ability of the Australian Defence Force to protect this nation from the Islamist threat.

Mohammadu Nawas Saleem must go.

The Liberal government must also acknowledge that it has made an embarrassing mistake with our national security. Unless it does this, there can be no doubt that it is not serious about protecting Australia from the deadly threat that we face. It will also fail to show loyalty to the thousands of patriotic Australians who put their lives on the line for this country, and who do so believing the government has their back.

Young Son: "Is it true, Dad, I have heard that in some parts of Africa a man does not know his wife until he marries her?"
Dad: .."That happens in every Country, son."

Proposed Royal Commission into the DVA.

Hi, my name is Angus Sim and by now I am sure most of you who come across this fund raiser know that I'm an honest and fair person that veterans can trust. I will be using the most credible fund raising company called [gofundme](https://www.gofundme.com/).





I am starting this crowd funding to raise \$10,000 as this is the figure that the lawyers need to start the proceedings and prepare documents for a potential Royal Commission into the DVA.

An [article](#) that was covered recently by Ian McPhedran exposes some shocking information regarding younger Vets not being cared for and this is mainly due to the Act that has now been in place since 2004 (MRCA Act).

As most of you are aware, there are quite a few serious issues that need rectifying within the department and we have been advised that a Royal Commission is the most cost effective way for making positive change.

We are seeing in the papers, on the news far too many reports of veterans not being looked after by the DVA. The results of a [survey](#) that I conducted totally contradicted the results of the satisfaction survey results that the DVA produced and the many veterans that I have come across have serious issues with the department. This will be a great achievement because a Royal Commission will rectify these issues. There are too many suicides contributing to the departments lack of time wasting and bureaucratic processes on decisions pending especially veterans with mental health issues, this also causes severe undue stress on veterans and their families. It is all too common that veterans with accepted conditions (and are unemployable due to the fact) are left without any help or income from the DVA and some of these veterans live on the streets.

The system is clearly failing our veterans and in particular our younger Vets who commonly come under the MRCA Act that is under performing. The sad thing is we have military personnel in the middle east on operations that may come home with injuries or illnesses, adding to the number that the DVA can't even control now. Changes need to be made now not tomorrow but it's not too late.

Any donations are welcomed by vets and the public. A few bucks from everyone will reach our goal. The company ([gofundme](#)) has a surcharge on all



donations but it is a company and that's how they make their money. Please look up the fees but it's around 6.75%. This surcharge does not come into my pocket. It is deducted by them as soon as you make a donation. You can withdraw your deposits at anytime and your donations are protected by [gofundme](#), kind of like PayPal. Please visit the website for reassurance that this is not a scam and in fact the leading fund raising company in the world.

You can stay anonymous when donating but I would appreciate if people with credibility release their name to give the fund raising peace of mind for other potential donors but it's totally up to the individual. If the lawyers don't prepare the documents and take it any further the 10k will be refunded to all donors but if we raise the 10k and the lawyers have prepared document to submit and a Royal Commission is not achieved then unfortunately there will be no refunds.



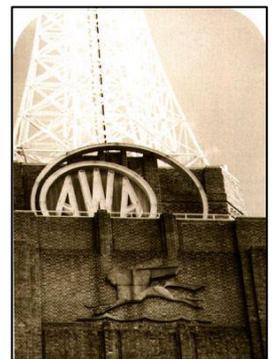
Please share far and wide so we can get this 10k and get the ball rolling.

I personally thank each and every one of you on behalf of the veteran community in advance.

Kind regards,
Angus Sim

If you think there is good in everybody, you certainly haven't met everybody.

Ken Hunt sent us this: "Although I am an ex National Service Radschool student and qualified as a Radio Mechanic in 1955, we saw no aircraft installations, nor even a bench mounted AR8. Even if we (11 others in that course) had been turned loose it would have taken SOME extra training before we would have been at all effective. However I later joined AWA in their Consumer Products Division (domestic products). About 25 years ago the AWA Veterans Association was formed. Membership is available to any ex-employee, regardless of trade (???) or position, General Managers to clerks etc.



This web site (<http://www.awaradio.com/>) has come from our secretary and has a wealth of information, particularly on restoring an old AR8. I pass it on as it may provide some interest to those who were closer to such equipment than I ever was.

Our John McIlwaine is (I think still) the President of the Historical Radio Society of Australia.

"Lady, if I make you breakfast in bed, a simple "Thank you" is all I need...
not all this, "How the hell did you get into my house," crap!

Canadian Museum of Flight.

Mike Sattler sent us this: As the General Manager of the Canadian Museum of Flight, located at Langley Airport in BC, I would like to extend an invitation to all Radschool Association Members and their families to visit us.



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We are open seven days a week, from 10am till 4pm (local time), and online at www.canadianflight.org.

Laura fell for her handsome new dentist like a ton of bricks and pretty soon had lured him into a series of passionate rendezvous in the dental clinic after hours. But one day he said sadly, "Laura, honey, we have to stop seeing each other. Your husband's bound to get suspicious." "No way, sweetie, he's dumb as a post," she assured him. "Besides, we've been meeting here for six months now and he doesn't suspect a thing." " True," agreed the dentist, "but you're down to one tooth!"

The U2 at Laverton.

Les Medew got in touch, he says: "G' day thanks to your magazine I was put in touch with some guys who were at Laverton in 1966 when the Americans were there sampling the air in U2 aircraft etc., could you please find those who were there at the time and know about the above, I know it is a big ask as you have gathered by now my computer crashed losing my contacts. If not could you please give me the year/time the Americans were there at Laverton sampling the air.

Yours really needing your help - Les. *(If you can help, let us know and pass on the info)*

Two blondes walk into a building.....
you'd think at least one of them would have seen it.

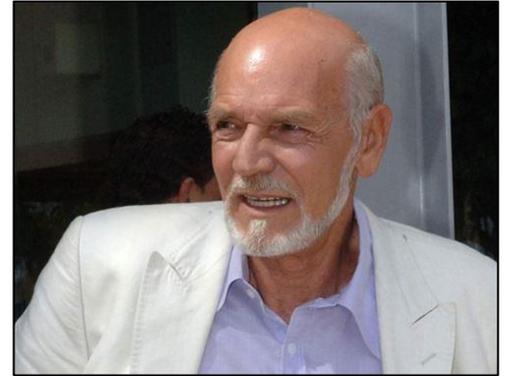
We get more mail on this topic than any other – by a factor of at least 10 : 1

Wind turbines.

We heard from Laurie Lindsay, he said! "In the last edition (September) Victor Stallon quoted from Larry Pickering's website. Larry Pickering is an inveterate liar and conman who sent himself bankrupt so that he did not have pay back the people that he defrauded. (See [HERE](#) and [HERE](#))



I have read the report that Pickering selectively quoted from ([HERE](#)) If you look at the graph on page 11 you will see that Pickering was indeed correct for wind farms that are off shore as you would expect in a highly corrosive environment. However, for onshore wind farms in Denmark the percentage load factor deteriorated from 22% to 17% over 18 years. All mechanical devices wear over time, which is why they have regular maintenance.



After the Sale reunion last year, whilst driving back to Melbourne, I came over the Haunted Hills and looked over the Latrobe Valley and all I could see was pollution. In the future, ugly windmills will not be a problem, because, you will not be able to see them through the smoke haze caused by burning coal. If you want to see a hideous monstrosity, travel to Morwell and take in the open cut mines especially when they are on fire. The fossil fuel industry is subsidised by the Australian tax payer to the tune of \$12 billion per year. All the Latrobe Valley generators will have to be replaced within 10 years. It takes 15 years to build a nuclear power station so what will supply power in the intervening five years.

Victor Stallon wrote that wind farms are noisy. Just walk down the average suburban street on a 300 day and listen to the air conditioners if you want to hear noise. Go for a walk around Yarraville and Kensington in Melbourne when the trucks are coming off Westgate & Citylink and heading for the Port of Melbourne.

In 2013 I toured Germany. It is covered in wind farms and they are eerily quiet. At least one third of the houses had PV panels on their roofs. In September, I was in France. Not so many windmills, albeit the French have nuclear power already on tap. Before you can build dams you have to have water. Nuclear and coal turbines are driven by steam. This country is the driest continent (except for Antarctica). We have an El Nino approaching; where is the water to come from?

The world is warming and it is anthropogenic. We are having bushfires in October, which has never happened in recorded history. (See [HERE](#)) Yes the world has undergone climate change in cycles over many millennia. The timing and the size of the current cycle is way out of whack with anything that has happened before. Greenland and the Antarctic land ice are disappearing and falling into the oceans causing the sea level to rise. Now let us assume that the climate change deniers are correct and the rising sea level is caused by natural means. How does the loony Right propose to alleviate this problem? Where are the plans to build levees to hold back the seawater from our cities? If the world population keeps rising at the current rate we will run out of the fossil fuels in 100 years. Where are the plans for alternative energy sources? This planet's resources are finite and the current government should start thinking beyond the next election.



Climate Alarmist



John Butler sent us this, it's an article written by Kerry Jackson of Investors.Com.

"World savers are anything but. They always have an unspoken motive. H.L. Mencken saw the self-appointed saviours for what they were almost a century ago, when he said the "whole aim of practical politics is to keep the populace alarmed (and hence clamorous to be led to safety) by menacing it with an endless series of hobgoblins, all of them imaginary."

The most persistent hobgoblin of the last quarter-century has been global warming, now called climate change but eventually to be known as extreme weather, or some such other fright-inducing name. The climate activists are constantly bombarding us with warnings, hectoring, hysteria, pleading and threats. Apocalyptic books have been written and shrill movies made, all in an effort to slow man's combustion of fossil fuels.

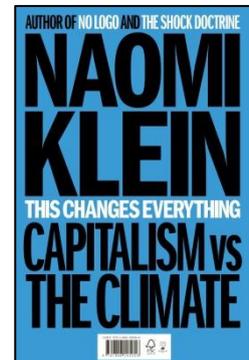
Included among these is a new documentary "inspired" by Naomi Klein's book "This Changes Everything: Capitalism vs. the Climate." If the title isn't enough to give away Klein's motives for attacking the climate "crisis," then a comment she makes in the trailer — please forgive: watching the entire documentary would be as agonizing as any medieval torture — should.

"So here's the big question," says Klein. "What if global warming isn't only a crisis? What if it's the best chance we're ever going to get to build a better world?"

Then comes the threat: "Change, or be changed."

Klein says she "spent six years wandering through the wreckage caused by the carbon in the air and the economic system that put it there." Clearly, it is her goal to shatter the free-market system. The climate? It's just a vehicle, a pretext for uprooting the only economic system in history that has brought prosperity and good health.

Klein's statement is perfectly in line with [Christiana Figueres](#), executive secretary of United Nation's Framework Convention on Climate Change, and in fact is almost an echo. Figueres acknowledged earlier this year that the environmental activists' goal is not to spare the world an ecological disaster, but to destroy capitalism. "This is the first time in the history of mankind that we are setting ourselves the task of intentionally, within a defined period of time, to change the economic development model that has been reigning for at least 150 years, since the Industrial Revolution," Figueres said in Brussels last winter.





"This is probably the most difficult task we have ever given ourselves, which is to intentionally transform the economic development model for the first time in human history." Klein also calls up the spectre of Chicago Mayor Rahm Emanuel, who, as Obama chief of staff, said in 2009 that "you never want a serious crisis to go to waste." People who are always looking for a crisis to solve are much like those who seek elective office because they want to "serve." Their spoken motives are always a cover for the real agenda, which is so maligned that it is mentioned only by accident.

And this by [David Rose for The Mail on Sunday](#)

Back in September 2013, the World's top climate scientists confessed: "Global warming is just one QUARTER what we thought - and computers got the effects of greenhouse gases wrong".

Back then the Intergovernmental Panel on Climate Change changed its story after issuing stern warnings about climate change. Their study revealed that scientific forecasts of imminent doom were drastically wrong.

If so, why is the same old mantra being preached??

The IPCC's massive, six-yearly 'assessments' are accepted by environmentalists, politicians and experts as the gospel of climate science. They are cited worldwide to justify swingeing fossil fuel taxes and subsidies for 'renewable' energy yet their 2013 report made the extraordinary concession that over the past 15 years, recorded world temperatures have increased at only a quarter of the rate the IPCC claimed when it published its last assessment in 2007.

Back then, it said observed warming over the 15 years from 1990-2005 had taken place at a rate of 0.2C per decade, and it predicted this would continue for the following 20 years, on the basis of forecasts made by computer climate models.

But their 2013 report says the observed warming over the more recent 15 years to 2012 was just 0.05C per decade - below almost all computer predictions. The IPCC scientists have accepted their forecast computers may have exaggerated the effect of increased carbon emissions on world temperatures – and not taken enough notice of natural variability.

They also admitted that while their computer models forecast a decline in Antarctic sea ice, it has actually grown to a new record high. Again, the IPCC cannot say why and a forecast in the 2007 report that hurricanes would become more intense was simply dropped, without mention."

(Why then have we just "wasted" \$1billion in Paris.....who gets that money?? My only regret is I didn't think up this gigantic cash cow myself.....tb)

IPCC
INTERGOVERNMENTAL
PANEL ON
CLIMATE CHANGE



Intergovernmental
Panel on Climate
Change (IPCC)

The most effective way to remember your wife's birthday is to forget it once...

Senate Candidate.

Adrian Heinrich sent us this, he says. "It's the speech given by the Senate candidate for the new [Australian Liberal Alliance](#) (ALA) party. It is a good read and makes some interesting points. I suspect it will resonate with many Australians and possibly win the balance of power in the senate at the next election. At least it provides a real difference in choice over the current ALP and LNP positions in regards to current problems."

You can read the speech [HERE](#).



News and Reunions!



RADIO Reunion

John Broughton and Mal Sayers are planning a reunion for Ex-RAAF Radtech bods (and bodettes) which they hope to hold in Brisbane on the 22nd and 23rd April 2016. Anzac Day next year falls on a Monday so the idea is to hold the reunion on the Friday (22nd) (a meet and greet) with a dinner on the Saturday night (23rd) then those with war service can march with their unit on the Monday. Depending on the acceptability of the proposal, other events will be planned for Saturday afternoon and Sunday morning.



If you are interested in attending a reunion next year, please go [HERE](#) and fill in the form or you can send an email to John (john@radschool.org.au) or to Mal (karnak661@gmail.com) and let them know. If there is enough interest they will get it done.

Vietnam Tour.

Rod Richardson wrote, "[Trade Travel](#)" are major group travel specialists and are delighted to attach their exclusive Vietnam Highlights Tour including a commemorative visit to the "Battle of Long Tan" Memorial Site in its 50th Anniversary Year. The tour, which will be held over the period 16 Days 8-23rd April 2016, is essentially an exclusive highlights/sightseeing tour through Vietnam (from the North through to the South) including all the Vietnam Highlights with one full day dedicated to visiting the Long Tan area and memorial site during its milestone 50 year anniversary year.





The special tour will be hosted ex-Brisbane by Graham Smith from the Sixth Battalion Association and a Veteran of Long Tan itself and includes return flight with Singapore Airline (ex-East Coast Capitals), 4 star accommodation throughout, most meals, all sightseeing and entries, English speaking guide, local gratuities and much more. The tour represents excellent value at \$3,997.00 per person twin share.

If I could ask you to please let your membership know about this tour and generally promote it amongst Veterans, the various Association, RSL Sub-branch members, their family and friends it would be much appreciated. If you need any assistance, flyers and/or hardcopies of the itinerary itself please don't hesitate to contact me direct.

April 2016 will be here before we know it so if there is genuine interest among your members I'd encourage them to register their interest early to avoid possible disappointment in the event that it books out.

If you have any queries or you require any additional information please don't hesitate to contact me direct.

Rod Richardson <rod@tradetravel.com>

35 Sqn Freedom of the City.

John "Sambo" Sambrooks, the People's Champion and also the Secretary of the RTFV/35 Sqn Association advises that a Freedom of the City march/parade will be held in honour of 35 Sqn in Cooktown (Qld) sometime between April and August next year – and we're invited. It is still in the planning stage and as soon as a firm date is agreed upon he will let everyone know. The parade is being organised by a CPL Renae Halley from 35 Sqn and she is trying to gather some relevant information as to what's previously been conducted by 35 SQN.

She says: "At this early stage, if you're able to assist in any way on the following points I'd be very appreciative:

- airport / air traffic control details.
- previously used accommodation options for up to 50 personnel.
- previous vehicle support companies / options.
- previous local watering hole (pub) details.
- admin instruction/s or copies of ANY documentation from previous FOC march's.
- anything else of relevance.



- I've touched base with the Cook Shire Mayor, Mr. Peter Scott and his initial response to have 35SQN infiltrate his town is positive.



I am scheduling a meeting for next week with a small committee I have set up to really get the ball rolling. I anticipate more questions will follow and the plan will further evolve”.

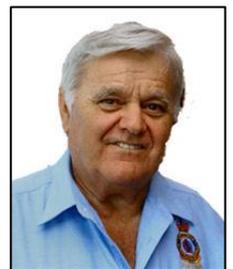
The RAAF's plan so far is:

- 35SQN Executives and parade members arrive on a FRIDAY.
- Conduct FOC march the following SATURDAY.
- conduct a post parade fuction on that SATURDAY.
- organise a 'social' event with local residents the following SUNDAY (ie: cricket match and BBQ lunch).
- all 35SQN members depart late SUNDAY or MONDAY.

If you can help, let Sambo know and he'll pass on the info. Any help/suggestions you can provide would be greatly appreciated.

The Freedom of the City was given to the 35 Squadron in 1998 as a result of the close ties between the Squadron and the Cooktown community over several years.

Sally Eales, the Tourism and Events Officer with the Cook Shire Council has offered the local accommodation options available in Cooktown and you can see the list [HERE](#)





Sambo says: "From the photos we've seen it looks like a wonderful place for a few days holiday, perhaps we could arrange a "convey" and all those interested in going could meet in Brisbane and we could all drive up together. It's 2,000 klm from Brisbane so that's a few nights on the road each way but if there is enough interest I can put on the planning hat and organise some events/tours, cheap accommodation etc on the way.

The road from Brisbane to Cairns is sealed all the way and very easy. There are two ways to get from Cairns to Cooktown, the inland route is fully sealed, is 330 klms and takes about 4 hours. The coastal route is only 230 klms in length but is for 4wd vehicles only. I would suggest we could liaise with the Cook Shire Council tourist department and organise some group "sight-seeing activities" on the Monday and possibly the Tuesday after the parade before heading south again, after all, it is a damn long drive if we're only going to stay 2 nights".

If you're interested, let me know, you can contact me [HERE](#) or by phone 0408 872 736"

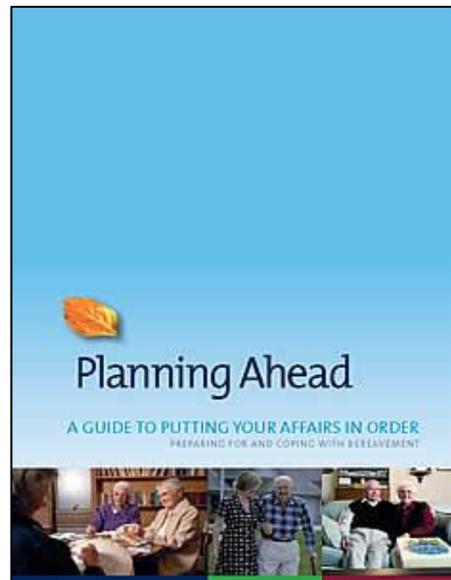
Planning Ahead.

Many members of the veteran community are reaching a stage in life in which they may be considering the impact that bereavement could have on their loved ones. In particular, they may be thinking about what they can do now to assist their loved ones manage such an event in the future.

Planning Ahead has been developed by the DVA and is designed to provide information to help veterans and their families prepare for bereavement. The personal information and checklists will help ensure that important information is available to families when it is needed.

Many ex-service organisations and a number of other key organisations have assisted with this booklet, including the Public Trustee's Office, the Law Society of New South Wales, Tobin Brothers Funeral Directors and the Australian Pensioners and Superannuants Federation. The cooperation and contribution of these organisations has been invaluable.

The services and organisations listed in the booklet, including the Department of Veterans' Affairs, are always ready to provide whatever assistance you may require.



You occupy a special place within the Australian community. The Australian Government and the Department of Veterans' Affairs are committed to listening to your needs and responding in a way that recognizes your importance in Australia's past, present and future.

You can download the booklet from [HERE](#).

There is also a checklist that can be used to record the contact details of important people, businesses and organisations that may need to be notified in case of your death. You can get that [HERE](#). There is also a Personal Information Sheet ([HERE](#)) which will help your family with personal information in the difficult time following bereavement and if you choose to complete and retain [THIS FORM](#) (your medical details) it might be useful too.

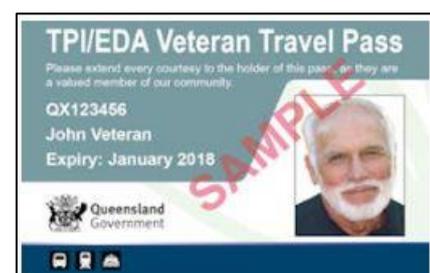
East Sale Reunion.

All East Sale people are invited to the 2016 reunion which will be held at the Coolum - Peregrin RSL Club on the Sunshine Coast from Friday 18 Nov to Sunday 20 Nov 2016.

It's a way off yet, but doesn't hurt to block out the dates in your diary now. Click [HERE](#) to download a flier.

TPI Public Transport Pass (Qld)

The RSL has advised us that if you're a Queensland and a TPI, your Transport Pass will expire in 2016. The Totally and Permanently Incapacitated/Extreme Disablement Adjustment Veteran Travel card (TPI/EDA Veteran Travel card) entitles eligible TPI/EDA ex-service men and women to unlimited free travel on approved public transport services.



Translink will send you the required form early next year which you will need to fill in and send back. You must also send a copy of your TPI/EDI card and two colour photos, each of which must be verified by either a JP, Police Officer, Doctor or Solicitor, barrister or judge. If you don't get the form by end of January, you can get it [HERE](#), fill it in and send it in.

If you are a TPI or EDA and you haven't applied for the pass, you should, you can get more info [HERE](#).

This notice only applies to Queensland residences.

For details on other states see below:

[New South Wales](#)
[Tasmania](#)

[ACT](#)
[South Australia](#)

[Victoria](#)
[West Australia](#)

Military Portraits

While we were at Gallipoli Barracks a few weeks ago, we ran into Ian Genrich. Ian is an artist! He produces wooden carvings in relief that are absolutely amazing. He imports a special fine grain pine timber from NZ then using a photo supplied by you, he carves out the background leaving the subject of the photo proud.

They are then coloured in sepia tones, then mounted in a frame.



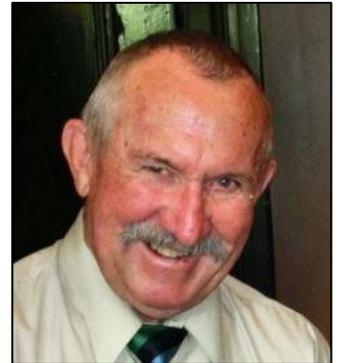
The pics here do not do them justice, they are far better than how they look. If you would like to have one done, all you need to do is provide Ian with a photo. They cost about \$350 but Ian will quote you once he has your photo.

If you're interested, you can contact him on 0448 597 711 or via email ian_genrich@bigpond.com



Caloundra Memorial Wall.

Bob McInnes, an old RAAF box packer and now the OC of the Caloundra RSL Club recently got in touch. The Caloundra RSL, definitely the best Queensland RSL Club outside of Brisbane City, has recently dedicated a memorial wall in their Memorial Gardens which has been built at the back of the Club under their refurbished [Iroquois](#). The wall is to honour members of the Australian Defence Forces who have served in both times of war and times of peace and who have helped build the Australia we all enjoy today.



Any Navy Ship, Group or Base, any Army Platoon, Company or Regiment and any RAAF Squadron, Section or Base is eligible to have a plaque placed on the wall and be remembered.



2 Squadron (Phan Rang) is the first Unit to be remembered.

All plaques will be the same size and colour and will cost about \$120 (depending on wording). It is not intended to “over-verbiage” the plaques, just a few simple words, crests and dates, as above, is all that is needed.

If you would like to have your unit represented on the Wall, get in touch with Bob here club.president@caloundrarsl.com.au or you can ring him on 07 5438 5800. Once you’ve sorted out what you want, Bob sends your request off to their plaque manufacturer who will build and mount the plaque and will bill you direct.

This is a wonderful initiative and every ADF Unit should be in it.

A husband and wife are sitting quietly in bed reading when the wife looks over at him and asks the question....WIFE: "What would you do if I died? Would you get married again?" HUSBAND: "Definitely not!" WIFE: "Why not? Don't you like being married?" HUSBAND: "Of course I do.." WIFE: "Then why wouldn't you remarry?" HUSBAND: "Okay, okay, I'd get married again." WIFE: "You would?" (with a hurt look) HUSBAND: (makes audible groan) WIFE: "Would you live in our house?" HUSBAND: "Sure, it's a great house." WIFE: "Would you sleep with her in our bed?" HUSBAND: "Where else would we sleep?" WIFE: "Would you let her drive my car?" HUSBAND: "Probably, it is almost new." WIFE: "Would you replace my pictures with hers?" HUSBAND: "That would seem like the proper thing to do." WIFE: "Would you give her my jewellery?" HUSBAND: "No, I'm sure she'd want her own." WIFE: "Would you take her golfing with you?" HUSBAND: "Yes, those are always good times." WIFE: "Would she use my clubs?" HUSBAND: "No, she's left-handed." WIFE: -- silence -- HUSBAND: "damn."

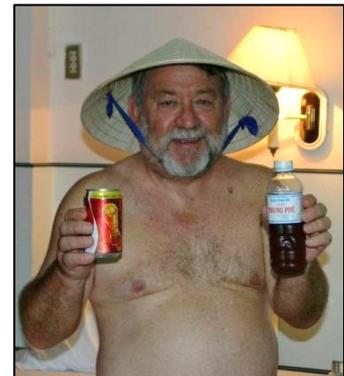
Holiday Planet best picture Competition.

Earlier this year, the West Australian in Perth had a competition asking participants to send in their best holiday photo. The competition ran for 6 months but was definitely worth entering as the prize was a cruise for 2 from Fremantle to Singapore with a 3 day stay at a 4 star hotel in Singapore then airfares back to Perth. Value \$5,000. The cruise departs on the 23rd Feb 2016.

The West Australian

Thousands of people entered, and guess who won – that dashing and dapper lad around town, the RAAF's second best Radtech, Ted McEvoy. Ted's entry, which was of a flower seller in Lijiang, China, won the "Best pic of the week" on the 13th August.

Then, on the 3rd Sept the newspaper announced Ted as the overall winner of the competition. The paper said its panel of 4 judges were impressed by both the "story" in the picture and its quality.



This is the pic that was entered by Edward G. Click it to see the HD version.



Eligible persons, (female variety persons only if you please) wishing to accompany Ted, please form an orderly queue at the gates to the Air Force Memorial Estate at Bull Creek.

Department of Veteran Affairs Rehab Programs.

If you are a Gold Card holder, or a White Card holder for specific treatment, and you suffer from any of the following:

Depression and/or PTSD

Obesity

Balance, mobility and/or posture problems

Hypertension

Arthritis and Osteoporosis

Diabetes



you could be entitled to DVA sponsored rehabilitation treatment under DVA's health care arrangements for all health conditions.

Sophia Wehbe is an accredited Exercise Physiologist and has a practice in North Rocks (NSW, near Parramatta) and if you suffer from any of the above problems, you would be well advised to contact her. You will first need a referral from your GP (on [DVA form D904](#) or on the GP's letter head) which you take along to Sophia and she will organise a treatment program that will have you up and running again.

The first thing you should do though, before you see your GP, is ring Sophia on (02) 9613 3751, make an appointment and go and see her and discuss your problems. She will advise you which way to go from there. Sophia (Exercise Physiologist, ESSA, AEP BAppSc[Sp&ExSc]) has had many years of experience and she says the practitioners at iRehab are driven by the confidence that exercise is treatment and hold firm the principle that exercise is a necessity in the recovery process of any injury. iRehab is accredited by both government and peak industry bodies. You can see their flier [HERE](#).

I've been in one of these programs for a while now and find them incredibly helpful.

RSL Advocacy.

If you have a claim into DVA and you could use some help, you could not do better than to contact Trevor Rigby at Kedron Wavell RSL Sub-Branch.

The Kedron Wavell Sub Branch Pensions and Advocacy Section has a volunteer network of Pensions Officers and Advocates, who are trained, qualified and experienced, to assist serving and former members of the ADF. Services include claims for pensions, compensation, associated allowances and income support payments, as well as information on treatment and benefits under the relevant Commonwealth legislation, e.g. VEA, MCA, MRCA and SRCA.



Pensions Officers and Advocates are qualified under the DVA-sponsored Training and Information Program, otherwise known as "TIP". Pensions Officers are authorised to assist all members of the veteran community, and their families who are eligible for the above services, including the preparation and lodgement of claims and applications for an increase in benefits.

Advocates, in addition to the provision of the services listed above, have the skills and expertise to prepare applications for review by the Veterans' Review Board. This entails the preparation of written submissions to the Board, and representation along with the veteran at the Board Hearing. An integral responsibility of the Advocate's role is the mentoring of Pensions Officers. The services provided by Advocates and Pensions Officers are all provided at no cost to the applicant.

Persons seeking assistance with their pensions claims or advocacy representation, should contact Trevor to make an appointment for interview, either by phone on (07) 3359 0460, or by email at pensions.kwrs1@bigpond.com. If there are circumstances where a visit to the Sub Branch is not feasible, a home visit may be arranged.